

APPENDIX 1.1

MANAGEMENT OF REVISIONS STARTING ON 13 SEPTEMBER 2024

➤ VERSION 4 OF THE 2026 NS PUBLISHED ON 13 DECEMBER 2025

<i>Major changes made to version V3 of the 2026 NS</i>	
Update on the frequency of meetings of the Accessibility Advisory Council	Art. 1.1
Added clarification that the RINF is the primary source of information on network characteristics.	Art. 2.1 et 2.3
Addition of clarifications on: - the costs of creating a new connection, which are borne entirely by the customer; cases in which SNCF Réseau may be required to contribute to part of the costs of works carried out on the RFN during the construction of a new connection.	Art. 2.2.3.2
Addition of the new ARES generalization date on July 1, 2026, this compliance deadline becoming the same for all railway operators	Art. 2.3.12
- Addition of details regarding the schedule for ODICEO experiments and the mandatory use of ODICEO	Art. 2.3.15
Update of the NEXTEO commissioning schedule	Art. 2.3.16
Update of the commissioning schedules for the projects Longuyon – Basel and Marseille- Ventimiglia	Art. 2.7
Modification of the wording of the NS regarding the reference to a minimum distance of 19 metres between axles on the Paris–Lyon high-speed line	Art. 2.7
Rewording to clarify that all advance requests for framework agreements on the same line are examined at the same time, rather than sequentially in favour of the first applicant.	Art. 3.3.1.3
- Reformulation pour explicitement indiquer que l'ensemble des accords-cadres existants peut, le cas échéant, être modifié sous réserve des conditions prévues à l'article 9 §6 du règlement (UE) 2016/545.	Art. 3.3.1.4
Addition of the notion that SNCF Réseau could refuse to carry out adaptation work if it were to have a substantial impact on rail operations (e.g. interruption of traffic, diversion of traffic, excessive mobilisation of IM resources).	Art. 3.4.1.3
- Changes to the wording of advance payments and provisions	Art. 5.9
- Addition of sites where EIDA Equilibre is available.	Introduction to chapter 6
Reformulation regarding compensation for a train path on the day before or after the train path initially cancelled by SNCF Réseau, in the event of non-prequalification of related train paths.	Appendix 3.1
Addition: - a reminder on the identical treatment, during the construction of the timetable, of competing requests for train path-day whether or not they are backed by a framework agreement; - details on the procedures for revising the annual penalty ceiling in the event of a change in the capacity volume of the framework agreement; - the possibility for the framework agreement customer to be exempt from additional penalties in the event of post-certification cancellation of a train path-day allocated under the framework agreement, up to the amount of any unused allowance remaining during the ordering phase; - details of the conditions under which SNCF Réseau may reduce the capacity allocated for the period after the current timetable, in the event of non-ordering or non-use for more than one month,	Appendix 3.3.1

- specific treatment regarding the conditions for voluntary return of capacity by the framework agreement customer.	
<ul style="list-style-type: none"> - Addition of a reminder in the preamble that, during the construction of the timetable, competing train path requests, whether or not they are backed by a framework agreement, are treated identically within the coordination procedure described in the NS; - Simplification of Art. 6.2 so that SNCF Réseau's ability to be exempt from penalties in the event of a train path-day repositioning now depends solely on the customer's acceptance or rejection of SNCF Réseau's repositioning proposal ; - Clarification in Art. 8 regarding the cancellation of train path-day by the customer after certification; - Clarifications in Art. 9 regarding the use of deferred effective dates; - Clarification and details regarding cases of changes in capacity volume attributable to the customer and voluntary capacity return; <p>Details in Appendix 3 to provide for the expiry of milestones already achieved at the time of signing and the organisation of progress reviews before the milestones are due.</p>	Appendix 3.3.2
- Change in the period of absence of traffic, resulting in the reclassification of minimum IS services as additional billable services (3 timetables instead of 2 timetables)	Appendix 3.4.1
- Material correction related to the invoicing date for IT services (1st half of year Y+1 instead of April Y+1 or on an ongoing basis)	Appendices 3.4.1 and 3.4.3
- Update of the address of the generic mailbox for the complaints service	Appendix 3.5
Clarification that the client concerned is the capacity requester	Appendix 3.6
Update of the RCTE A loss rate	Appendix 5.1.2
<ul style="list-style-type: none"> - Development assistance and negotiated pricing: clarification of applicable timeframes and review of historical data. - Clarification of the methodology applied if the candidate for negotiated pricing does not wish to disclose all or part of the information requested by SNCF Réseau 	Appendix 5.1.3
- Publication of RCTE and RFE fee schedules	Appendices 5.2 and 5.4
- Harmonisation of IS service names	Appendix 5.3
- Update of the BTM offer	Appendix 7.11

➤ **VERSION 3 OF THE NS SUBJECT TO CONSULTATION ON 11 SEPTEMBER 2025**

<i>Major changes made to version V2 of the 2026 NS</i>	
Updated with the new names of SNCF Réseau entities following the Resonances reorganisation	The whole document
Postponement of the transfer of the Alès - Bessèges line to the Occitanie region to the first half of 2027 (instead of 2026)	Art. 1.6.3.4

Addition of lines whose ownership has been transferred to the Regions	Art. 1.6.4
Update to the description of rail freight corridors	Art. 1.7.1
Addition of the following details on connections: - Definition of the scope of the connection to the RFN - Principles for cost allocation and financing arrangements for connections	Art. 2.2.3
Addition of details on communication systems: - Addition of the date on which the obligation to activate the GSM-GFU ARES system will become widespread - Addition of a reference to the technical document "Process for subscribing to and reporting incidents with the ARES application " - Addition of the BIC (Bearer Independent Communication) solution, which aims to replace trunk phones - Addition of the two future lines on which the SOPRANO application will be deployed Integration of the provisional deployment schedule for the BIC solution	Art. 2.3.12,
Addition of details on the procedures for SNCF Réseau to make available the descriptive data on the infrastructure provided for in the RINF, in the event of the creation of a line or modification of the infrastructure resulting from redevelopment	Art. 2.3.14
Addition of the reference to the appendix indicating the location of wheel defect detection systems	Art. 2.4.8
- Addition of the requirement to temporarily prohibit the operation of trains equipped with ERTMS baseline 4 edges during the commissioning of ETCS on the Paris-Lyon high-speed line, pending the updating of the system, due to technical incompatibilities.	Art. 2.7
Details on: - the minimum length of 25 metres for rolling stock authorised to operate under ETCS on the Paris-Lyon high-speed line; - the procedures for conducting a specific study in the case of rolling stock between 19 and 25 metres in length; - the ETCS 2 operating regime on the Nantes-Angers-Sablé line between the end of 2035 and the end of 2039.	Art. 2.7
Reminder that SNCF Réseau may, as part of this coordination procedure, reject a framework agreement request if the additional revenue generated by the new framework agreement does not, at a minimum, offset the compensation that would be owed by SNCF Réseau to the customer whose framework agreement would be modified.	Art. 3.3.1.4
Details on the terms and conditions for infrastructure adaptations: - General principle of applicant pays - Possibility of establishing a mutualisation mechanism between railway undertakings requiring the same infrastructure adaptations - Terms and conditions for SNCF Réseau's contribution to adaptation works related to high-speed SLOs	Art. 3.4.1.3
Details on the implementation of STI processes and messages in the area of capacity: - Provisional deployment schedule - Procedures for ordering train paths	Art. 4.1.1, 4.2.2.3, 4.7.2, 5.6.6.3
- Details on the publication of the Capacity Model and Capacity Strategy for upcoming service schedules.	Art. 4.2.2.1.1
Details on the schedule for developing pre-built train paths: - Discussions with customers (at the initiative of SNCF Réseau) may take place as soon as the EDBs (expression of needs) are received 24 hours in advance and until 30 November Y-2;	Art. 4.2.2.1.3

<ul style="list-style-type: none"> - EDBs sequences are expected by the last Friday of June Y-2 (instead of 30 June Y-2); - preliminary GOVs are distributed to customers on the last Friday of January Y-1. 	
Addition of the 'first come, first served' principle for processing DTS	Art. 4.2.2.3
<p>Clarifications provided on:</p> <ul style="list-style-type: none"> - the publication date of draft GOVs - the dates of SA periods 	Art. 4.2.3.2
<ul style="list-style-type: none"> - Added clarification that the status of responses to path requests does not apply to responses via PathDetailMessage. 	Art. 4.2.4
<ul style="list-style-type: none"> - Addition of the possibility for candidates who have expressed traffic intentions during the PER design phase to express their views in consultation bodies relating to the works. - Integration of deadlines for the submission of various notices by candidates for the RPO campaign ('Prior Notice' sent no later than 5 working days before the presentation of the capacity requirement for works in RPO and 'RPO Notice' sent no later than 10 working days after the RPO meeting). 	Art. 4.3.2
Reformulation of coordination cases and priority criteria for train path allocation	Art. 4.3.2
Update of the services included in the provision of a minimum SI service	Art. 5.1.5
Details on how to access the monitoring channel	Art. 5.1.7.4
Details on the process for obtaining a frequency compatibility certificate	Art. 5.1.7.5
<ul style="list-style-type: none"> - Integration into the penalty mechanism for non-use in operations of window capacity for generic daytime works, distorted from 2am to 6am and distorted by more than 6 hours, confirmed at S-2, on the LGV Sud Est line. - Details on the provisional timetable for the deployment of this mechanism on other LGV lines. 	Art. 5.6.5
Changes in development aid management following a late request	Art. 5.6.7.1
Clarifications regarding data processing in connection with registration in order to comply with RGPD principles	Art. 6.1.5.2
Addition of the ISITRAC tool for distributing the list of long-distance trains to COGCs	Art. 6.3.1.5
Replacement of the reference to the technical document 'Coordination of crisis management' with the enforceable reference document 'OP00321. Coordination of crisis management in the railway system'.	Art. 6.3.3
Update of the list of new combined transport operators	Art. 7.2.2.1
Reformulation of the description of marketable routes	Art. 7.3.5
Details provided on the local corporate radio service (RLE)	Art. 7.4.1.1
<p>Addition of an incentive penalty mechanism to improve the quality of service provided in service facilities:</p> <ul style="list-style-type: none"> - description of the principles and terms of this mechanism for the 2026 timetable - integration of the amount and distribution of the incentive penalty for the the 2026 timetable - Description of the terms and conditions for calculating and paying the penalty for the 2026 timetable 	Art. 7.5

Addition of an appendix showing the location of axle load anomaly detectors (DACE)	Appendix 2.3
Update to the channel for submitting invoice disputes (via the Customer Area only)	Appendix 3.1, art. 17
Correction of a material error in the end date of the period during which significant changes to train paths may give rise to compensation payments: 'D-1 17:00' instead of 'D'.	Appendix 3.1, art. 20.1
Update: <ul style="list-style-type: none"> - Terms and conditions for prequalification of linked train paths (removal of the initial prequalification requirement) - Terms and conditions for compensation in the event of failure to prequalify linked train paths - Channel for submitting prequalification files (via the Customer Area) 	Appendix 3.1, art. 20.1 bis
Update of photo assessment criteria for the production of CANIF badges	Appendix 3.2.3
Clarifications provided on: <ul style="list-style-type: none"> - the definitions of a gateway and a portable terminal - the two service offerings (standard and premium) available for restoring consoles and gateways 	Appendix 3.2.4
Clarifications provided on: <ul style="list-style-type: none"> - Details on the terms and conditions for implementing the guarantee for any payments due in respect of penalties/compensation provided for in the framework agreement; - Addition of a reference in Article 11.1 to the customer's duty to provide information in the event of prolonged non-use of capacity and the possibility for SNCF Réseau to review the CA. - Addition of a diagram in Appendix 2 to help understand the relationship between AC penalties and those provided for in the NS. 	Appendix 3.3.1
Clarifications provided on: <ul style="list-style-type: none"> - Addition of clarifications to respond to ART recommendations on the method for determining the amounts of financial clauses relating to penalties and compensation; revision of the annual penalty cap in the event of a change in the capacity volume of the framework agreement, etc. - Details on the terms and conditions for implementing the guarantee for any payments due in respect of penalties/compensation provided for in the framework agreement. - Amendment to Article 6.2 of the 'penalties for the benefit of the framework agreement customer' section to add two cases of exclusion from penalties for SNCF Réseau <ul style="list-style-type: none"> • in the event that SNCF Réseau allocates a train path in a time slot other than that specified in the contract, subject to the customer's agreement and provided that a compliant proposal has been made in parallel; • in the event of allocation to a different time slot but which remains either within the tolerance defined in the NS in relation to the customer's order or, where applicable, within the tolerance margins defined by the customer itself in its order. 	Appendix 3.3.2

<ul style="list-style-type: none"> - Details on the terms and conditions for applying a deferral of contract implementation (possible under certain conditions) with the inclusion of calendar milestones for execution and a deadline for the framework agreement to take effect, and the introduction of an associated financial penalty;; - Addition of the possibility of contractually providing for a compensation scale in the event of a modification of the framework agreement by SNCF Réseau (to be established during bilateral negotiations); - Redrafting of Appendix 1 based on the standard template revised in the context of the recently signed framework agreements, with mention of a 10% deductible as a starting point, accompanied by an illustrative example;; - Addition of a diagram in Appendix 2 to help understand the relationship between AC penalties and those provided for in the NS. - Addition to Appendix 3 of a description of the milestones for implementing the framework agreement in the event of a possible deferral. 	
<ul style="list-style-type: none"> - Rephrasing to clarify SNCF Réseau's liability for the acts and omissions of its own subcontractors and service providers; - Addition of the possibility for the customer to provide conclusive evidence so that the IM can review the reclassification of SI services (as minimum services) to additional services in the event of no traffic during the 2 timetable following the first request for capacity or expression of needs 24 hours in advance; - Reformulation of the article to ensure the secure use of customer logos solely within the framework of the SI made available. 	Appendix 3.4.1, art. 7.4, 11.4 and 13
<ul style="list-style-type: none"> - Addition of the concept of 'Flux referent' 	Appendices 3.4.2 and 3.4.3
<ul style="list-style-type: none"> - Removal of the request for acknowledgement of receipt for responses to complaints - Need to add the SNCF file number in the subject line when sending the voucher for customer approval. 	Appendix 3.5
Reformulation to clarify that cancellations (at the customer's initiative) of train path day requiring additional line/station/post openings are subject to compensation payments by the customer (and not non-operations).	Appendix 3.6
Publication of temporary energy-related charges	Appendices 5.1.2, 5.2 and 5.4
Update to invoicing appendices	Appendices 5.5, 5.6 and 5.7
Referral of the list of marketable routes of SNCF Réseau on the PSEF website	Appendix 7.7

➤ **VERSION 2 OF THE 2026 NS PUBLISHED ON 08 SEPTEMBER 2025**

<i>Major changes to version V1 of the 2026 NS</i>	
<ul style="list-style-type: none"> - Reformulation made to rolling stock covered by the Loc&Pas STI, site at the request of the EPSF - Addition of a reference to the technical document explaining how ORES works 	Art. 5.1.6.3
Publication of applicable 2026 rates (excluding energy-related charges)	Appendices 5.1.1, 5.2 and 5.4
Addition of traffic development grants awarded to various candidates under the 2024–2026 NS	Appendix 5.1.3

Following Notice 2025-023 of 13 March 2025, addition of enforceable rates for the pricing of service facilities for the 2026 timetable.	Appendices 7.8 et 7.9
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➤ **NEW VERSION OF THE APPENDIX 5.1.3 PUBLISHED ON 13 JUNE 2025**

<i>Major changes to the versions of appendices 5.1.3 dated 13 December 2024</i>	
Negotiated rates added for Trenitalia France	Appendix 5.1.3

➤ **NEW VERSIONS OF THE APPENDICES 5.5 and 7.6 PUBLISHED ON 13 MAY 2025**

<i>Major changes to the versions of appendices 5.5 and 7.6 dated 13 December 2024</i>	
Withdrawal from the Rivesaltes - Caudies line (Occitanie region) with a view to transferring management of this line to the Syndicat Mixte du Train Rouge (following the consultation held from 10 March to 10 May 2025)	Appendix 5.5
Updating of the list of immediately accessible goods yards and those accessible after diagnosis and refurbishment	Appendix 7.6

➤ **NEW VERSION OF THE APPENDIX 5.5 NS SUBJECT TO CONSULTATION ON 10 MARCH 2025**

<i>Major change to the version of appendix 5.5 dated 13 December 2024</i>	
Withdrawal from the Rivesaltes - Caudies line (Occitanie region) with a view to transferring management of this line to the Syndicat Mixte du Train Rouge (SMTPCF)	Appendix 5.5

➤ **VERSION 1 OF THE 2026 NS PUBLISHED ON 13 DECEMBER 2024**

<i>Major changes to version V0 of the 2026 NS</i>	
Addition of reference to Annex 8.2 for management of the Montréjeau-Luchon line	Chap.1, Article 1.6.3.4
Details of the scope of each freight corridor, with the addition of the new Member States and a map	Chap. 1, Article 1.7.1
Rewording to take account of the verification of compatibility for combined transport	Chap.2, Article 2.3.4
Clarification of the channels for supplying the information needed to define traffic conditions on the lines used	Chap. 2, Article 2.3.5
Clarification of the compatibility of the rules on the length, composition and load of trains with the route and path allocated	Chap. 2, Article 2.3.8
Removal of the reference to SNCF Réseau providing technical standards for electrified lines, as these standards are included in the TSIs	Chap.2, Article 2.3.9
- Adding the ATO component to ERTMS - Note that future ETCS deployments are described in the NIP Addition that the presence of DBC is a RINF parameter	Chap.2, Article 2.3.10

- Details on the possibility of using ARES progressively from 01/06/25 - Addition of the possibility of obtaining a version of SOPRANO without the protective bubble	Chap.2, Article 2.3.12
Clarification of the possibility of gradually using ODICEO in 2026, depending on any delays in installing technical solutions or training agents.	Chap. 2, Article 2.3.15
Update of NEXTEO's scope of operations	Chap. 2, Article 2.3.16
Addition of a reference to the RINF for sections of line on "less noisy routes" in the TSI Noise	Chap. 2, Article 2.4.2
- Removal of the 2-part security certificate - Addition of the Mulhouse - Vallée de la Thur tram-train line on the Rond-point Strickler - Lutterbach section as a line operated under the decree no. 2017-440 of 30 March 2017	Chap. 3, Article 3.2.4
- Removal of the possibility for SNCF Réseau to specify any obligations of applicants in terms of service policies when a framework line is published. - Correction of an anomaly (deletion taken into account in the DRR 2025M but not in the DRR 2026): Removal of criteria defining a mission	Chap. 3, Article 3.3.1.3
Removal of the 15-day deadline for SNCF Réseau to provide information unknown to the RINF for a line that is part of the perimeter for which SNCF Réseau is the infrastructure manager	Chap.3, Article 3.4.1.1.
Adding the AOM to the process of resuming existing traffic	Chap. 4, Article 4.2.3.3
- Addition of the provision of information on worksites registered in the RPO campaign, via the CI3C tool - Addition of the obligation for candidates to enter their opinions on worksites via this tool	Chap. 4, Article 4.3
Note that the catalogue of service offers also includes services included in the minimum services	Chap. 5, Article 5.1.8
Deletion of article 5.5.1.6 following the transfer of these services to chapter 7	Chap. 5, Article 5.5.1.6
Details on SNCF Réseau's traceability and control of the monitoring of cases of exemption for the penalty mechanism for non-use of work capacity	Chap. 5, Article 5.6.5.1
Modification of the SNCF Réseau entity sending the request to the applicant concerning the choice of mechanism in the event of a delay in the processing of DTS, DSA and DSDM	Chap. 5, Article 5.6.6.2
Removal of the notion of "increased tonnage" and replacement by "maximum tonnage"	Chap. 5, Article 5.9.1
Modification of the @BOR tool description	Chap.6, List of main IS open to RUs and Article 6.4.1
Replacement of the name Fret SNCF by Technis	Chap. 7, Articles 7.2.4.1 and 7.2.5.1
Additional details on the use of VGCs have been added: - Use of VGC tracks by SNCF Réseau and RUs - Clarification that the RU will not be billed for alternative parking when SNCF Réseau has been unable to comply with the RU's request due to production contingencies	Chap. 7, Article 7.3.5
Addition of the clarification that customers can benefit from certain services if they can prove that they have ordered train paths	Appendix 3.1, Article 6.1
Addition of the RéseauDoc link to which customers must submit their linked path day pre-qualification files	Annex 3.1, Article 20.1 bis
Details of freight framework agreements : - Article 3: rewording and clarification that the customer's rolling stock is defined in the appendix;	Appendix 3.3.1

<ul style="list-style-type: none"> - Art 4: clarification that if the commitments in articles 2 and 3 (essential conditions) are modified under article 10, this does not entail termination of the CA; - Art. 5: rewording of the clause on strike action and addition of a sentence consistent with art. 5.2; - Art 9: clarification on the fact of taking into account the "opening" of the period for ordering train paths as provided for in the applicable DRR and on the fact that no orders for train paths may be made for subsequent HDS under the framework agreement; - Art 10.2: clarification to indicate that SNCF Réseau can only modify the volume of capacity in the 2 cases listed exhaustively; - Art 10.2.3: addition of a 15-month notice period for customers who have signed a framework agreement, in the event of a decision to modify or limit the volume of capacity in their framework agreement, and addition that the implementation of this modification/limitation will be formalised in an amendment, which will be submitted to the Transport Regulation Authority for its opinion beforehand; - Art 12.1, 15 and 16: clarification of the terms and conditions for invoicing penalties and indemnities 	
<p>Details of traveller framework agreements:</p> <ul style="list-style-type: none"> - Article 3: rewording and clarification that the customer's rolling stock is defined in the appendix; - Art 4: clarification that if the commitments in articles 2 and 3 (essential conditions) are modified under article 10, this does not entail termination of the CA; - Article 5: rewording of the clause on the subject of strikes and addition of a sentence consistent with article 5.2; - Art 6.1 and 8 and 11.2: clarification on the fact that the customer undertakes to draw up a statement of its orders and to communicate it to SNCF Réseau. - Art 9: clarification on the fact of taking into account the "opening" of the period for ordering train paths as provided for in the applicable DRR and on the fact that no orders for train paths may be made for subsequent HDS under the framework agreement; - Art 10.2: clarification to indicate that SNCF Réseau can only modify the volume of capacity in the 2 cases listed exhaustively; - Art 10.2.3: addition of a 15-month notice period for customers who have signed a framework agreement, in the event of a decision to modify or limit the volume of capacity in their framework agreement, and addition that the implementation of this modification/limitation will be formalised in an amendment, which will be submitted to the Transport Regulation Authority for its opinion beforehand; - Art 11.2: clarification that the monitoring committee will meet in the 1st quarter of each year - Art 12.1, 15 and 16: clarification of the terms and conditions for invoicing penalties and indemnities 	<p>Appendix 3.3.2</p>
<p>RCTE-A loss rate update</p>	<p>Appendix 5.1.2</p>
<p>Addition of CI3C and deletion of CQUI (already included in CIF)</p>	<p>Appendix 5.3</p>
<p>Addition of TGV-M and RER NG tonnage</p>	<p>Appendix 5.7</p>
<p>Consistency between the names of services provided to carriers in stations and those in the DRR</p>	<p>Appendix 7.9</p>
<p>TRANSFESA offer update</p>	<p>Appendix 7.11</p>

➤ VERSION 0 OF THE 2026 NS SUBJECT TO CONSULTATION ON 13 SEPTEMBER 2024

<i>Major revisions made to Version V4 of the 2026 National Rail Network Statement</i>	
Clarifications made to the implementation of processes and STI messages for train paths relating to the 2026 Timetable.	Chapter 4, Articles 4.1.1, 4.2.2.3, 4.2.3, 4.2.4
Integration of the pre-construction phase to the structuring phase (in accordance with the TTR principles) and update to the capacity diagram	Chapter 4, Article 4.2.2
Update to the following elements specific to pre-construction: <ul style="list-style-type: none"> - Lowering of the eligibility criteria for expressions of need that make use of the operating plans - Clarifications added to the concept of "expressions of need that make use of the PER" - Modification to the date of provision of expressions of need 24 hours by the customers - Modification to the date of provision of sequences in the passenger structuring stations by the customers - Modification to the date of publication of the catalogue of pre-constructed train paths by SNCF Réseau. 	Chapter 4, Article 4.2.2.1.3
Further to the ART 2024-060 opinion, revision of the reference volumes to determine the market charge for certain AOMs.	Chapter 5, Article 5.3.4.2
Update to the applicable price scale for the 2026 Timetable for the penalty mechanism for non-use of work capacities.	Chapter 5, Article 5.6.5
Announcement that filing complaints will only be possible through the customer area (and no longer by email).	Appendix 3.5
Clarification that the process applies in the same manner for optional train paths	Appendix 3.6
<ul style="list-style-type: none"> - Update to the price scales for IS service provision further to the change to the Syntec index between May 2023 and May 2024 - Update to the price of the IS training further to the change to the revised working hour cost index (ICHT) between December 2022 and December 2023. 	Appendix 5.3
Update with the temporary prices based on the provisional 2026 HIPC, published by Banque de France in June 2024	Appendix 5.4
IS pricing 2026 Timetable	Appendices 7.8 and 7.9
Addition of the Occitanie Regional Network Statement to the 2026 Timetable (as Appendix 8.2)	Appendix 8.2