NETWORK STATEMENT OF THE NATIONAL RAIL NETWORK

2026 Timetable

Version 4 of 11 December 2025

SNCF RÉSEAU

VERSION CONTROL

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

Version 0 of 13 September 2024 (draft subject to consultation)

Version 1 of 13 December 2024 (definitive publication)

Version 2 of 08 September 2025 (publication of the binding scales)

Version 3 of 11 September 2025 (draft subject to consultation)

Version 4 of 11 December 2025 (definitive publication)

SIMPLIFIED VERSION CONTROL

CHAPTER 1. GENERAL INFORMATION

CHAPTER 2. INFRASTRUCTURE

CHAPTER 3. NATIONAL RAIL NETWORK ACCESS PROCEDURES

CHAPTER 4. CAPACITY ALLOCATION

CHAPTER 5. SERVICES AND CHARGING

CHAPTER 6. RAIL OPERATION

CHAPTER 7. SERVICE FACILITIES

TABLE OF CONTENTS

LIST OF APPENDICES NS 2026 10
List of abbreviations and definitions 13
CHAPTER 1. GENERAL INFORMATION 17
1.1 INTRODUCTION 17
1.2 OBJECTIVE 18
1.3 LEGAL ASPECTS 19
1.3.1 LEGAL FRAMEWORK 19
1.3.2 LEGAL STATUS AND RESPONSIBILITY 19
1.3.3 APPEALS PROCEDURE 20
1.4 STRUCTURE OF THE NETWORK STATEMENT 20
1.5 VALIDITY PERIOD AND UPDATING PROCEDURE 21
1.5.1 VALIDITY PERIOD 21
1.5.2 UPDATE PROCEDURE 21
1.5.3 PUBLICATION 22
1.6 CONTACTS 22
1.6.1 COMMERCIAL CONTACTS (HEAD OFFICE) 22
1.6.2 COMMERCIAL CONTACTS (PER REGION) 23
1.6.3 OTHER INFRASTRUCTURE MANAGERS ON THE NATIONAL RAIL NETWORK 23
1.6.4 INFRASTRUCTURE MANAGERS OF NETWORKS NEIGHBOURING THE FRENCH RAIL NETWORK (INCLUDING PORTS) 24
1.6.5 OPERATORS OF COMBINED TRANSPORT TERMINALS 27
1.6.6 OTHER RAILWAY PLAYERS 27
1.7 COOPERATION BETWEEN EUROPEAN INFRASTRUCTURE MANAGERS 27
1.7.1 RAIL FREIGHT CORRIDORS 27
1.7.2 RAILNETEUROPE, ANOTHER FORM OF INTERNATIONAL COOPERATION 31
CHAPTER 2. INFRASTRUCTURE 33
2.1 INTRODUCTION 33
2.2 EXTENT OF THE NATIONAL RAIL NETWORK 33
2.2.1 LIMITS 33
2.2.2 CONNECTED RAILWAY NETWORKS 34
2.2.3 PROCEDURES FOR CONNECTING TO THE NATIONAL RAIL NETWORK 35
2.3 NETWORK DESCRIPTION 39
2.3.1 TYPE OF LINES 39
2.3.2 TRACK GAUGE 40
2.3.3 STATIONS 40
2.3.4 TRACK GAUGE 40
2.3.5 LOAD LIMITS 41

2.3.6 LINE GRADIENTS 42
2.3.7 LINE SPEEDS 42
2.3.8 TRAIN LENGTH 42
2.3.9 TRACTION CURRENT 43
2.3.10 SIGNALLING SYSTEM 43
2.3.11 TRAFFIC CONTROL SYSTEM 46
2.3.12 COMMUNICATIONS SYSTEM 46
2.3.13 AUTOMATIC TRAIN CONTROL SYSTEM 48
2.3.14 TECHNICAL SPECIFICATIONS 49
2.3.15 ODICEO 49
2.3.16 NEXTEO 50
2.4 OPERATING FEATURES 50
2.4.1 SPECIALISED INFRASTRUCTURES 50
2.4.2 ENVIRONMENTAL RESTRICTIONS 50
2.4.3 DANGEROUS GOODS 51
2.4.4 TUNNEL RESTRICTIONS 51
2.4.5 BRIDGE RESTRICTIONS 51
2.4.6 DEDICATED TRAM-TRAIN LINES 51
2.4.7 TRAIN TRACKING SYSTEM 51
2.4.8 CROSSWINDS ON THE CNM LINE 53
2.4.9 INFRASTRUCTURE RESERVED FOR FREIGHT TRANSPORT 53
2.5 AVAILABILITY OF THE INFRASTRUCTURE 54
2.6 DEVELOPMENT PROJECTS 54
2.7 MAIN MODERNISATION PROJECTS 54
CHAPTER 3. NATIONAL RAIL NETWORK ACCESS PROCEDURES 58
3.1 INTRODUCTION 58
3.2 ACCESS PROCEDURES 58
3.2.1 REQUIREMENTS FOR REQUESTING CAPACITY 58
3.2.2 NATIONAL RAIL NETWORK ACCESS PROCEDURES 58
3.2.3 RAILWAY OPERATOR'S LICENCE 59
3.2.4 SAFETY CERTIFICATE 60
3.2.5 INSURANCE CERTIFICATE 60
3.2.6 SERVICE FOR SECURE ACCESS TO SERVICE FACILITIES (CANIF BADGES) 61
3.3 CONTRACTS 61
3.3.1 INFRASTRUCTURE CAPACITY FRAMEWORK AGREEMENTS 62
3.3.2 CONTRACTS WITH RAILWAY UNDERTAKINGS 66
3.3.3 CONTRACTS WITH NON-RAILWAY UNDERTAKING APPLICANTS 67
3.3.4 GENERAL TERMS AND CONDITIONS 67
3.3.5 PROTOCOL ON THE MANAGEMENT OF RAILWAY ACCIDENTS AND DAMAGE 68
3.4 REQUIRED ACCESS CONDITIONS 68
3.4.1 ACCEPTANCE OF ROLLING STOCK 68
3.4.2 PROVISIONS GOVERNING THE STAFF EMPLOYED BY RAILWAY UNDERTAKINGS 72

3.4.3 EXCEPTIONAL CONSIGNMENTS 73
3.4.4 DANGEROUS GOODS 73
3.4.5 TEST RUNS AND OTHER EXCEPTIONAL RUNS 73
3.4.6 OTHER SPECIFIC CONDITIONS 74
3.4.7 DOCUMENTATION 75
3.4.8 SECURITY 76
CHAPTER 4. CAPACITY ALLOCATION 77
4.1 INTRODUCTION 77
4.1.1 PURPOSE 77
4.1.2 CAPACITY APPLICANTS 78
4.1.3 LIABILITY OF APPLICANTS 78
4.1.4 SNCF RÉSEAU BODIES INVOLVED IN THE TRAIN PATH ALLOCATION PROCESS 80
4.2 GENERAL DESCRIPTION OF THE PROCESSES 82
4.2.1 PRINCIPLES 82
4.2.2 THE 3 MAIN STAGES OF THE DEVELOPMENT OF THE DIAGRAM 82
4.2.3 REQUESTS FOR TRAIN PATHS 96
4.2.4 RESPONSES FROM SNCF RÉSEAU 104
4.2.5 INTERNATIONAL TRAIN PATHS 106
4.2.6 SPECIFIC CAPACITY ALLOCATION 108
4.2.7 COORDINATED LINE / STATION DESIGN 109
4.3 PROCESS TO DETERMINE CAPACITY FOR TEMPORARY CAPACITY RESTRICTIONS 110
4.3.1 GENERAL PRINCIPLES 110
4.3.2 SCHEDULES AND DELIVERABLES 111
4.3.3 MANAGEMENT OF DISCREPANCIES 115
4.3.4 CRITERIA FOR TRAFFIC DIVERSIONS 115
4.3.5 CONFIRMATION OF THE USE OF WORKS CAPACITY 115
4.4 FRAMEWORK AGREEMENT IMPACTS 116
4.5 CAPACITY ALLOCATION PROCESS 116
4.5.1 TRAIN PATH REQUESTS SUBMITTED UNTIL 14 APRIL 2025 (SERVICE REQUESTS) 116
4.5.2 TRAIN PATH APPLICATIONS SUBMITTED FROM 15 APRIL 2025 (LATE APPLICATIONS) 119
4.5.3 AD-HOC REQUESTS 120
4.5.4 COORDINATION AND ALLOCATION PROCEDURE IN CASE OF CONSTRAINED CAPACITY 120
4.5.5 SETTLEMENT PROCEDURE FOR DISPUTES ARISING AFTER TRANSMISSION OF THE TIMETABLE 122
4.6 CONGESTED INFRASTRUCTURES 123
4.7 RESTRICTED AND DISRUPTED TRAIN MOVEMENTS 124
4.7.1 EXCEPTIONAL CONSIGNMENTS 125
4.7.2 DANGEROUS GOODS 125
4.7.3 TRAIN MOVEMENTS LIKELY TO IMPEDE THE CORRECT FUNCTION OF TRACK CIRCUITS 125
4.7.4 SPECIAL MEASURES APPLICABLE IN THE EVENT OF DISRUPTIONS 126
4.8 RULES AFTER CAPACITY ALLOCATION 126
4.8.1 RULES APPLICABLE IN THE EVENT OF TRAIN PATH MODIFICATIONS BY THE APPLICANT 126
4.8.2 RULES APPLICABLE IN THE EVENT MODIFICATIONS BY THE IMs 126

4.8.3 NON-USE OF ALLOCATED TRAIN PATHS 126
4.8.4 RULES APPLICABLE IN THE EVENT OF TRAIN PATH CANCELLATIONS BY THE APPLICANT 127
4.9 TIMETABLING REDESIGN (TTR) - CAPACITY OVERHAUL PROGRAMME 127
4.9.1 TTR PROGRAMME OBJECTIVES 127
4.9.2 COMPONENTS OF THE CAPACITY OVERHAUL PROCESS 127
4.9.3 IMPLEMENTED BY SNCF RÉSEAU 128
4.9.4 PILOT PROJECTS 131
4.10 CAPACITY ALLOCATION PRINCIPLES FOR INTERNATIONAL FREIGHT CORRIDORS 131
CHAPTER 5. SERVICES AND CHARGING 132
5.1 INTRODUCTION 132
5.1.1 CHARGING PRINCIPLES: LEGAL FRAMEWORK 132
5.1.2 EUROPEAN UNION LAW: DIRECTIVE 2012/34/EU 132
5.1.3 THE FRENCH REGULATORY FRAMEWORK 133
5.1.4 SERVICES PROVIDED TO THE CANDIDATES BY THE INFRASTRUCTURE MANAGER 134
5.1.5 MINIMUM SERVICES ON MAIN TRACKS 134
5.1.6 ADDITIONAL SERVICES ON MAIN TRACKS 135
5.1.7 ANCILLARY SERVICES ON MAIN TRACKS 138
5.1.8 MISCELLANEOUS SERVICES 140
5.2 CHARGING PRINCIPLES 141
5.3 CHARGES FOR THE MINIMUM SERVICES 143
5.3.1 RUNNING CHARGE (RC) 144
5.3.2 ELECTRIC TRACTION CHARGE (RCE) 145
5.3.3 CHARGE FOR THE TRANSMISSION AND DISTRIBUTION OF ELECTRIC POWER (RCTE – COMPONENT A) 145
5.3.4 MARKET CHARGE (RM) 145
5.3.5 ACCESS CHARGE (RA) 150
5.3.6 SPECIAL CHARGES (RP) 150
5.3.7 CONGESTION CHARGES (RS) 151
5.4 CHARGES FOR ADDITIONAL SERVICES ON MAIN TRACKS 151
5.4.1 CHARGES FOR ADDITIONAL IS SERVICES 151
5.4.2 CHARGE FOR OPENING ADDITIONAL LINES, STATIONS AND SIGNAL BOXES NOT KEPT PERMANENTLY OPEN 152
5.4.3 CHARGE FOR THE SUPPLY OF TRACTION CURRENT 152
5.4.4 CHARGES FOR THE OPTIONAL SERVICE FOR THE COORDINATION AND MANAGEMENT OF CRISIS SITUATIONS 154
5.5 CHARGES FOR ANCILLARY SERVICES ON MAIN TRACKS AND MISCELLANEOUS SERVICES 154
5.5.1 CHARGES FOR ANCILLARY SERVICES ON MAIN TRACKS 154
5.5.2 CHARGES FOR MISCELLANEOUS SERVICES 155
5.6 PENALTIES AND INCENTIVE SCHEMES 156
5.6.1 PENALTIES FOR CHANGES TO TRAIN PATHS BY THE CANDIDATE 156
5.6.2 PENALTIES FOR CHANGES TO TRAIN PATHS BY SNCF RÉSEAU 156
5.6.3 PENALTIES FOR NON-USE 157
5.6.4 TRAIN PATH CANCELLATION PENALTY 157

5.6.5 PENALTIES FOR NOT USING WORKS CAPACITY 158
5.6.6 PENALTIES FOR THE LATE PROCESSING OF DTSs, DSAs AND DSDMs 161
5.6.7 OTHER INCENTIVES AND AID SCHEMES 163
5.7 PERFORMANCE ENHANCEMENT SYSTEM 166
5.7.1 GENERAL PRINCIPLES AND OBJECTIVES 166
5.7.2 PERFORMANCE MONITORING 166
5.7.3 FINANCIAL MODEL 167
5.7.4 GOVERNANCE AND CONFLICT RESOLUTION 169
5.8 CHANGES TO THE SCALES 169
5.9 INVOICING PROCEDURES 170
5.9.1 INVOICING OF MINIMUM SERVICES 172
5.9.2 INVOICING FOR ANCILLARY SERVICES PROVIDED ON MAIN LINES 178
5.9.3 INVOICING FOR ANCILLARY SERVICES PROVIDED ON MAIN LINES 178
5.9.4 INVOICING OF MISCELLANEOUS SERVICES 179
5.9.5 CONDITIONS FOR PAYING AND DISPUTING INVOICES 179
CHAPTER 6. RAIL OPERATION 180
6.1 OBLIGATIONS OF THE IM AND OTHER RAIL OPERATORS 182
6.1.1 RELATIONS BETWEEN SNCF RÉSEAU AND THE RAILWAY OPERATORS 182
6.1.2 OBLIGATIONS OF THE SGC 182
6.1.3 OBLIGATIONS OF THE RUs 183
6.1.4 INFORMATION ON MONITORING TRAIN MOVEMENTS 184
6.1.5 TRACEABILITY OF INFORMATION AND DECISIONS 184
6.2 OPERATING PRINCIPLES 186
6.2.1 LANGUAGE 186
6.2.2 OPERATIONS PRIOR TO TRAIN MOVEMENTS 186
6.3 RULES FOR THE OPERATIONAL MANAGEMENT OF TRAFFIC 188
6.3.1 PRINCIPLES 188
6.3.2 OPERATIONAL MANAGEMENT IN EVERYDAY SITUATIONS 191
6.3.3 DOWNGRADED SITUATIONS AND CRISES 196
6.3.4 SPECIAL MEASURES APPLICABLE IN THE EVENT OF INTERNATIONAL DISRUPTIONS 199
6.4 TRAIN INFORMATION AND MONITORING TOOLS 200
6.4.1 NATIONAL TOOLS 200
6.4.2 INTERNATIONAL TOOLS 200
6.5 RULES FOR MAINTAINING NETWORK AVAILABILITY 201
6.5.1 MANAGEMENT OF CAPACITY RESTRICTIONS 201
6.5.2 RULES FOR TROUBLESHOOTING TRAINS 202
6.5.3 RULE REGARDING MAKING RU RESOURCES AVAILABLE TO RESTORE INFRASTRUCTURE CAPACITY 202
6.5.4 BREAKDOWN RECOVERY 203
6.5.5 PROVISION BY THE SGC OF RESOURCES TO THE RUS TO ENSURE THE CORRECT FUNCTIONING OF TRACK CIRCUITS 204
6.5.6 CHECK FOLLOWING A PROLONGED INTERRUPTION ON A LINE 205

6.5.7 VISITING RAILWAY FACILITIES OR AGENTS TRAVELLING TO PERFORM THE SERVICE 205
6.6 SECURITY 205
6.6.1 DOWNGRADED SITUATIONS FOR SAFETY REASONS 205
6.6.2 SAFETY REQUIREMENTS AS REGARDS THE TEMPORARY STABLING OF WAGONS CONTAINING DG ON CERTAIN SITES 205
6.6.3 CONTRIBUTIONS OF THE RUs AND STATIONS MANAGER (GARES & CONNEXIONS) 206
6.7 TRINOMINAL PANTO INVESTIGATIONS FOR CATENARY INCIDENTS 206
6.7.1 THE CONCEPT OF INVESTIGATION 206
6.7.2 CONSTITUTION OF A TERRITORIAL TRINOMINAL PANTO 206
6.7.3 LAUNCH OF THE TRINOMINAL PANTO 206
6.7.4 ABSENCE OF AN RU REPRESENTATIVE DURING TRINOMINAL PANTO INVESTIGATIONS 207
6.8 POST-OPERATIONAL PHASE 207
6.8.1 OPERATING PERFORMANCE MANAGEMENT 207
6.8.2 SAFETY WATCH: FEEDBACK ON ACTUAL TRAIN MOVEMENT CONDITIONS 207
6.8.3 ROLE AND RESPONSIBILITIES OF THE OPERATIONS DEVIATION MONITORING OFFICER 208
6.8.4 FEEDBACK ON ACTUAL TRAIN MOVEMENT CONDITIONS 209
6.8.5 ANTICIPATING CLIMATE EVENTS 209
CHAPTER 7. SERVICE FACILITIES 210
7.1 INTRODUCTION 210
7.1.1 GENERAL PROVISIONS 210
7.1.2 APPLICABLE TEXTS 210
7.1.3 CONTACTS 210
7.2 OVERVIEW OF THE SERVICE FACILITIES 211
7.2.1 PASSENGER TERMINALS (STATIONS) 212
7.2.2 FREIGHT TERMINALS 212
7.2.3 SORTING, TRAINING, MANOEUVER AND STABLING TRACKS 214
7.2.4 MAINTENANCE FACILITIES 214
7.2.5 TECHNICAL FACILITIES, INCLUDING CLEANING AND WASHING 214
7.2.6 ASSISTANCE INFRASTRUCTURES 215
7.2.7 REFUELLING FACILITIES 215
7.2.8 OTHER FACILITIES 215
7.3 SERVICE FACILITIES OPERATED BY SNCF RÉSEAU 216
7.3.1 COMMON PROVISIONS 216
7.3.2 STATIONS 217
7.3.3 FREIGHT TERMINALS 219
7.3.4 GRAVITY MARSHALLING YARDS 222
7.3.5 SIDINGS 224
7.3.6 MAINTENANCE FACILITIES 236
7.3.7 OTHER TECHNICAL FACILITIES 236
7.3.8 RAIL, PORT AND MARITIME INFRASTRUCTURES 236
7.3.9 MEANS OF ASSISTANCE 236
7.3.10 FUELS 237

7.4 OTHER SERVICES PROVIDED IN SERVICE FACILITIES 238
7.4.1 ANCILLARY SERVICES IN SERVICE FACILITIES 238
7.4.2 MISCELLANEOUS SERVICES PERFORMED IN SERVICE FACILITIES 239
7.5 Penalty to encourage improvement in the quality of service provided in service facilities 242

LIST OF APPENDICES NS 2026

Appendix 1 Document management

Appendix 1.0 List of NS Appendices and date of last update

Appendix 1.1 Version control from 13 September 2024

Appendix 1.2 List of technical documents cited in the Network Statement

Appendix 2 Infrastructure

Appendix 2.1 List of border sections and interface zones

Appendix 2.2 Location of private sidings

Appendix 2.3 Location of detection systems (DACE for Détecteurs d'Anomalie de Charge à l'Essieu - axle load anomaly detectors)

Appendix 3 Contracts

Contracts for use of the infrastructure

Appendix 3.1 General terms and conditions applicable to contracts for use of the national rail network infrastructure

Appendix 3.2.1 Specimen of the special conditions of the contract for use of the national rail network infrastructure

Appendix 3.2.2 Specimen of the special conditions of the contract for train path allocation on the national rail network

Appendix 3.2.3 Special conditions for use of the CANIF badge and authorisation

Appendix 3.2.4 Special conditions of subscription to railway communications services about priority 4 residual capacity (known as GSM-R priority 4)

Infrastructure capacity framework agreement

Appendix 3.3.1 Outline of a framework agreement for freight

Appendix 3.3.2 Framework agreement for Passenger traffic

Contracts for the use of the ISs

Appendix 3.4.1 General contract terms and conditions for the use of SNCF Réseau information systems for capacity applicants

Appendix 3.4.2 Model of the special contract terms and conditions for the use of SNCF Réseau information systems for capacity applicants

Appendix 3.4.3 Contract for the use of SNCF Réseau information systems for applicants who are not requesting capacity

Appendix 3.5 Claims

Appendix 3.5.0 General principles regarding complaints

Appendix 3.5.1 Invoice challenges

Appendix 3.5.2 Compensation claims for train path-day cancellations

Appendix 3.5.3 Requests for refunds of the costs incurred by a railway undertaking supplying rescue services

Appendix 3.6 Agreement on the additional opening of lines, stations and substations

Appendix 3.7 List of validated times further to the signing of agreements for the opening of additional lines, stations and boxes

Appendix 4 Capacity allocation

Appendix 4.1 Technical reference documents for timetable design

Appendix 4.2 Procedures for the allocation of capacity by the Corridor One-Stop Shop (C-OSS) of a Rail Freight Corridor

Appendix 5 Charging

Appendix 5.1.1 Charging principles for minimum services

Appendix 5.1.2 Charging principles for charges related to the use of electric traction

Appendix 5.1.3 Negotiated pricing principles

Appendix 5.2 Scale of charges for minimum services: charges for contracted passenger activities (5.2.1), non-contracted passenger activities (5.2.2), freight activity (5.2.3), and special charges (5.2.4)

Appendix 5.3 Scale of charges for IS services

Appendix 5.4 Scale of charges for additional, ancillary or other services

Appendix 5.5 List of the basic sections on the national rail network

Appendix 5.6 List of national railway lines together with their UIC group

Appendix 5.7 Tonnages of passenger rolling stock taken into account for the drawing up of invoices for minimum services

Appendix 5.8 Rules for the management of the reciprocal incentive system

Appendix 6 None

Appendix 7 Service facilities

Contracts for the current use of service facilities

Excluding industrial spaces

Appendix 7.1 Contractual conditions common to all contracts for the use of service facilities

Appendix 7.2 National agreement for the use of SNCF Réseau sidings dependent on the public domain due to common use

Appendix 7.3 Use of freight yards (portfolio and contractual outline)

Appendix 7.4 Services for the use of rail facilities at combined transport terminals (offer and contractual outline)

Including industrial spaces

Appendix 7.5 General conditions applicable to contracts for the provision of industrial spaces located in service facilities dependent on the public railway domain of SNCF Réseau

Service facilities

Appendix 7.6 List of immediately accessible freight yards (7.6.1) and freight yards accessible after diagnostics and any necessary repair work (7.6.2)
List of combined transport terminals (7.6.3)

Appendix 7.7 Sites having commercial sidings (7.7.1) and entirely non-claimed sites (7.7.2)

Charging for service facilities

Appendix 7.8 Charging principles for service facilities

Appendix 7.9 Scale of charges for basic services provided on service facilities

Portfolios of other service facility managers

Appendix 7.10 Stations statement (DRG)

Appendix 7.11 Services offered by other facility operators

Appendix 8 Line Reference Document (DRL) or Regional Network Reference Document (DRR R)

Appendix 8.1 Reference document for the Tours Bordeaux Line

Appendix 8.2 Occitanie Regional Network Statement (OR NS)

List of abbreviations and definitions

ABBREVIATION	MEANING	DEFINITION
GENERAL		
NS	Network Statement	A statement setting out in detail the general rules, deadlines, procedures and criteria for charging system and infrastructure capacity allocation schemes, including such other information as is required to enable applications for infrastructure capacity (train paths)
DRG	Stations Statement	Document specifying the services provided by SNCF Gares & Connexions at the passenger stations, the conditions in which they are provided and the associated charges
-	Candidate	A railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity
RU	Railway Undertaking	Any private or public sector undertaking which has obtained a licence and a safety certificate in accordance with the applicable legislation, providing the supply of goods and/or passenger transport services by rail, such undertakings also providing traction as a matter of obligation; this term shall also extend to those undertakings that only provide traction
IM	Infrastructure Manager	Any body or firm (in particular SNCF Réseau for the national rail network), responsible in particular for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling
NST Y	Network Statement Timetable	This refers to the twelve-month period from midnight on the second Saturday in December and the data defining all planned train and rolling stock movements scheduled during this period
RFN	National rail network	All State property railway lines, the management of which was entrusted to SNCF Réseau by law, the contents and main characteristics of which are specified through regulations
AFRA	French railway association [Association française du rail]	
ART	Transport Regulation Authority	
AUTF	Association of freight transport users [Association des Utilisateurs de Transport de Fret]	
COGC	Operational traffic management centre [Centre Opérationnel de Gestion des Circulations]	
COOPERE	Network operators' committee	
DGITM	General Directorate for Infrastructure, Transport and the Sea	
EPSF	French Railway Safety Authority	
FNAUT	National federation of transport users' associations	
GNTC	National consortium of combined transports	
PCAST	Platform for Coordination and Allocation of Train Paths and Works	
PSEF	Plateforme de Services aux Entreprises Ferroviaires (PSEF)	
RNE	RailNetEurope	

ABBREVIATION	MEANING	DEFINITION
UIC	International Union of Railways	
UPF	French ports union	
UTPF	Union of public transports and railway	
NETWORK ACCESS		
AC	Compatibility certificate of rolling stock with the infrastructure	
ATE	Exceptional consignment note	
CAS	Contract for allocation of train paths	
CUI	Contract for use of the infrastructure	
TEPE	Exceptionally large and bulky consignment	
INFRASTRUCTURE		
ETCS	European Train Control System	
ERTMS	European Rail Traffic Management System	
GSM-R	Global System for Mobile Communications for Railways	
SI	Service Installation	
KVB	Speed control system using beacons	
TVM	Wayside-onboard transmission	
VP	Main line	Line identified as such by the operating documents, allocated to train traffic or to the departure or arrival of passenger trains
VS	Siding	Track other than main track
CAPACITY ALLOCATION		
-	Infrastructure capacity	The possibility of planning train paths over a section of the infrastructure during a given period
-	Competing train path requests	Train path requests issued by several applicants, either technically identical, or cannot be constructed simultaneously on the traffic or track occupation diagrams within the required tolerances, while complying with the applicable plotting standards
DS	Service request	
DSA	Request for service adaptations	
DSDM	Last minute train path requests	
DTS	Late service request	
GOST	Management of marshalling site occupancy	Sidings block occupation tracking tool
GOV	Track occupation diagram	Representation of the capacity consumption in a passenger or freight station
-	Reserve capacity	Capacity available for international freight trains running on the freight corridors, kept available within the final working timetables of each infrastructure manager to allow for a response to ad hoc requests for capacity

ABBREVIATION	MEANING	DEFINITION
LTV	Temporary speed restriction	Works sometimes require the implementation of a temporary speed restriction in the vicinity of the works: either on the track affected or on the adjacent track. Temporary speed restrictions consist of a speed limit imposed in one direction between two kilometre markers. They are translated into the number of minutes lost by the fastest train path constructed on the relevant corridor
-	Macro-scheduling	Macro-scheduling is the scheduling of structural work to be carried out on the network in an annual calendar (work with high capacity / human / financial and other sensitive work impact). The projected capacity footprint of this work is then defined by specifying the weeks and/or weekends of work and the LTV for a given service schedule. This macro-scheduling capacity, established in the "weekly grid", is elaborated between Y-5 and end Y-3 and serves as a reference to the capacity scheduling carried out in Y-2
-	Scheduling	Scheduling is the marking in an annual calendar, of all work to be carried out while taking into account production capacity and its associated means (budget, labour, infrastructure capacity, machinery, materials and purchasing). In a second step, the scheduling in terms of infrastructure capacity consists of marking on a given service schedule the interception and LTV needs of all the work in a given geographical area. Work is scheduled by the week or by the day based on the work window scheduled and this window is then dated and the PGF edited at the end of the A-2 year
PGF	General schedule of works windows	
-	Rectification	A rectification corresponds to a date on which an update of the timetable data, for a calendar period of the current timetable, is sent to the departments in charge of traffic, and a rectification of the timetables is issued. This data and documents take into account all the modifications made in adaptation until the rectification
-	Path	Infrastructure capacity needed to run a train between two places over a given time-period
SJ	Train path-day	Train path for a given day
-	Matched train path	Train path recorded in the timetable by the consumption of a pre-built train path
-	Clockface train path	A train path that is one of at least 4 train path-days in each direction (outward and return) during the daytime period from 6 a.m. to 10 p.m., all being identical as regards their origin/destination, stopping patterns and trip times, all timed for the same number of minutes after the hour (same number of minutes past the hour for each hour in a given station) and all forming a symmetrical pattern from one direction to the other around a time axis. The clockface train paths are set out in the systematic timetable diagram
-	Tailor-made train path	A train path that is scheduled after having been subject to a special path construction study as no pre-built train paths can satisfy the customer's request
-	Pre-arranged train path	Capacity dedicated to international freight trains running on freight corridors, managed by the OSS for freight corridors

ABBREVIATION	MEANING	DEFINITION
CHARGING AND INCENTIVE MECHANISMS		
HLP	Light running	A train made up of a machine or group of two machines that can haul one or two vehicles for which provision is made by the regulations
IR	Reciprocal incentives	
LC	Conventional line	
HSL	High speed line	
MS	Minimum services	Minimum services which the infrastructure manager must provide to the candidates to be able to use the national rail network, listed in article 3-I of the decree No. 2003-194 and in chapter 5
-	Regulated services	The basic services, as well as the additional services and ancillary services, when only provided by a single provider
RA	Access charge	
RC	Running charge	
RCE	Electric traction charge	
RCTE	Charge for transmission and distribution of electric power	
RM	Market charge	
SAP	Performance enhancement system	
SEL	Basic section	Section of the national rail network defined by at least one starting landmark (point remarquable – PR) and one ending PR. Each basic section is identified in a unique manner by a number
-	Basic services	Minimum services to be provided by a service facility operator on its facility
S-km	Train path-kilometre	Measuring unit equal to one kilometre of the network of an allocated train path
TAGV	High speed train (exceeding 220 km/h)	
TET	Regional service trains	
Tr-km	Train-kilometre	Measuring unit equal to the movement of a train over one kilometre

The glossary of the RailNetEurope association (§ 1.7.2) can also be viewed in English from its website: **http://www.rne.eu/organisation/network-statements/.**

RNE provides this glossary for information purposes only; the definitions provided therein are not legally-binding.

CHAPTER 1. GENERAL INFORMATION

1.1 INTRODUCTION

In compliance with Article 2111-9 of the Transport Code, "*SNCF Réseau aims to provide the following services, in a transparent and non-discriminatory way, either directly or through the intermediary of subsidiaries, in compliance with the public service principles and in order to promote rail transport in France with a view to sustainable development, regional development and economic and social efficiency:*

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°) Maintenance, including upkeep and renewal, of the national rail network infrastructure;

4°) The development, upgrading, coordination and promotion of the national rail network;

5°) The unified management of passenger terminals, through a subsidiary having organisational, decision-making and financial autonomy;

6°) The management and promotion of service facilities;

7°) Cross-functional tasks necessary for the proper functioning of the national rail transport system, for the benefit of all the actors of this system, especially as regards the management of crisis situations and coordinating all the actors to make the national rail transport system accessible to disabled persons and persons with reduced mobility;

8°) Tasks meeting defence needs in the context of the national security strategy."

Since transparency and non-discrimination are essential for achieving the rail transport development target, SNCF Réseau has drawn up this Network Statement (NS), which describes the principles and procedures regarding the use of the railway infrastructure, as stipulated in the Transport Code and Decree No. 2003-194 of 7 March 2003.

In accordance with point 7 of Article L.2111-9 of the Transport Code as amended by Article 1 of Law No. 2018-515 of 27 June 2018 for a new railway agreement, and as per Article 8.1 of Decree No. 97-444 as applicable, SNCF Réseau is responsible for coordinating players to make the rail transport system accessible both to disabled people and persons with reduced mobility.

Since 1 January 2020, the Customers and Operations General Management (DGCE) has incorporated an Accessibility Department in charge of performing these missions under the following conditions:

1° For stakeholders of the national rail network, it is the reference contact for all questions pertaining to accessibility; whenever needed, it organises consultations with the national associations representing disabled people and persons with reduced mobility;

2° It contributes to discussions pertaining to the accessibility of the rail system, especially with the following actors, to whom it provides its expertise:

a) European institutions, in particular to improve regulations concerning disabled people and persons with reduced mobility;

b) The State, especially to improve regulations concerning disabled people and persons with reduced mobility, and steer the national accessibility master plan - scheduled accessibility agenda (SDNA-Ad-AP);

c) Railway undertakings, and especially passenger transport services, the other candidates mentioned under Article L. 2122-11 of the Transport Code and the professional organisations encompassing public transport undertakings;

d) The transport organising authorities (AOTs), mobility organising authorities (AOMs) and their representative institutions;

e) The national association stakeholders representing disabled people and persons with reduced mobility.

3° Should any exceptional events occur, it coordinates the implementation by national rail transport network players of measures to ensure these transports are accessible to disabled people and persons with reduced mobility.

The terms and conditions for the performance of these missions translate by the organisation of the following coordination and consultation bodies, by the Accessibility Division, for free:

- The Accessibility Advisory Council, which convenes once (1) a year, bringing together the national associations representing disabled people or persons with reduced mobility and each entity, independently: SNCF Réseau, SNCF Gares & Connexions, the passenger Railway Undertakings customers of SNCF Réseau.

- The Accessibility Technical Commissions, which gather the same players 8 times a year through work meetings where each player of the railway system can present its projects to the associations (facilities, services, commercial offer, research project, digital developments, etc.) having a significant accessibility dimension, and therefore make sure to be in tune with the specific needs of disabled people and persons with reduced mobility.

- The Network Operators' Committee (COOPERE) dedicated to accessibility, which brings together once (1) a year SNCF Réseau, SNCF Gares & Connexions, the Railway Undertaking customers of SNCF Réseau, the Transport Organising Authorities (AOT) and/or Mobility Organising Authorities (AOM), the State and other institutional partners.

In addition, the Accessibility Department offers two (2) paid services described in the service catalogue of the Customers and Operations General Management:

- Training in the management of persons with reduced mobility in the railway environment;

- PRM accessibility in the railway offer: advice and expertise.

1.2 OBJECTIVE

The national rail Network Statement contains the information needed by railway undertakings and other candidates 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 Chapter 3 - Procedures to Access the National Rail Network shall be drawn up in line with the rules set out in this document.

1.3 LEGAL ASPECTS

1.3.1 LEGAL FRAMEWORK

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

- Regulation no. 913/2010 of 22 September 2010 concerning a European rail network for competitive freight;
- Directive (EU) 2016/798 of the European Parliament and Council dated 11 May 2016 pertaining to rail safety, implemented by decree 2019/525;
- Directive (EU) 2016/797 of the European Parliament and Council dated 11 May 2016 pertaining to the interoperability of the European rail system within the European Union, implemented by decree 2019/525;
- Directive 2012/34/EU of 21 November 2012 establishing a single European railway area and implemented by decree 2016/1468, and directive 2016/2370/EU of 14 December 2016 amending it and implemented by decree 2019/677;
- The French Transport Code, section on legislation;
- Law no. 2014-872 of 4 August 2014 establishing railway reform;
- Decree no. 97-444 of 5 May 1997 (amended) concerning the missions 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. 2019-525 of 27 May 2019 as 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 other service infrastructure on the rail network;
- Administrative Order of 09 December 2021 specifying the objectives, methods, safety indicators and technical regulations governing safety and interoperability applicable on the national rail network;
- Technical specifications for interoperability (STI).

All applicable texts can be viewed on the www.eur-lex.europa.eu (European law) and www.legifrance.gouv.fr (French law) websites.

1.3.2 LEGAL STATUS AND RESPONSIBILITY

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 in this document by writing an email to **observations.drr@reseau.sncf.fr** and undertakes to correct them as soon as possible.

In addition, SNCF Réseau cannot guarantee the content of third-party 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.

1.3.3 APPEALS PROCEDURE

Appeals may be lodged by any applicant, any infrastructure manager or any service facility operator with the Transport Regulation Authority (ART) 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 L1263-2 of the French Transport Code.

1.4 STRUCTURE OF THE NETWORK STATEMENT

This document follows the "common NS structure" drawn up by the European infrastructure managers and members of the RailNetEurope association in accordance with the regulations in effect. This is reassessed on an annual basis, the most recent version of which can be accessed on the RailNetEurope website..

The purpose of this common structure is to allow all candidates or other interested parties to have access to the same information in the same place in the network statements of other countries.

The NS is organised into 7 chapters forming the main document, associated with appendices providing more detailed information:

- Chapter 1. **General information** provides general information on the NS and useful contacts;
- Chapter 2. **Infrastructure** describes the main technical and operating features of the network;
- Chapter 3. **Procedures to access the national rail network** defines the procedures to access the national rail network;
- Chapter 4. **Capacity allocation** outlines the capacity allocation procedure;
- Chapter 5. **Services and charging** concerns the charging and invoicing conditions for services as well as incentive mechanisms;
- Chapter 6. **Rail Operation** defines all the rules pertaining to rail operation including operational traffic management rules;
- Chapter 7. **Service facilities** describes the service facilities and associated services provided by SNCF Réseau and the other service facility operators.

The NS is supplemented or specified by "technical documents", quoted throughout the text and repeated in Appendix 1.2.

Moreover, the Network Charter, drawn up by the Network Operators' Committee (COOPERE), pursuant to Article L.2100-4 of the French Transport Code, lays down the operational rules for good conduct,

in compliance with the rules governing the use of the national rail network, in particular the reference documents.

1.5 VALIDITY PERIOD AND UPDATING PROCEDURE

1.5.1 VALIDITY PERIOD

This Network Statement will be applicable to capacity requests and traffic movements during the 2026 timetable, which begins on 14 December 2025 at 00:00 and ends on 12 December 2026 at 24h00.

With the exception of provisions related to charges for minimum services and to charges for access to service facilities, as well as for the regulated services which are provided therein and become enforceable after obtaining the assent of ART (the Transport Regulation Authority), this Network Statement will come into force immediately after publication.

1.5.2 UPDATE PROCEDURE

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 exception of the correction of material errors, modifications aimed at ensuring the document matches reality (maps, technical data, processes, etc.) and updates concerning subjects excluded from the scope of Article 17 of Decree No. 2003-194, SNCF Réseau submits draft amendments to this document to interested parties. The latter include all the candidates, organisations representing the sector (UTPF, AFRA, UPF, AUTF, GNTC, FNAUT), Régions de France – which represents the transport organising authorities, the departments of the Ministry of Transport and the EPSF. All amendments resulting in a new NS publication will be communicated to the interested parties and updated in Appendix 1.1

ART is asked to issue an opinion on the Network Statement as a whole (reasoned opinion) after the date of publication thereof (generally in December), and on the charges for the minimum services and those of the regulated services provided on the service facilities (approval).

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 either by nature (Decree No. 2019-525 of 27 May 2019) 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. For the other types of documents, the preparation process and corresponding update are given in Appendix 1.2.

NOTE: 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.

1.5.3 PUBLICATION

The NS is drafted in French and published by SNCF Réseau in French and English on **the SNCF Réseau website**, where it is downloaded free of charge. In the event of discrepancies or difficulties in the interpretation of the different versions, the French version will hold sway.

The documents listed in the NS and listed in Appendix 1.2 are published, either on the "Technical documents mentioned in the Network Statement" page, accessible on the SNCF Réseau website, or on the **Customer Area** accessible on the SNCF Réseau website by clicking **"Pro customers extranet".**

1.6 CONTACTS

1.6.1 COMMERCIAL CONTACTS (HEAD OFFICE)

- The One-Stop Shop

Candidates who do not have an assigned account manager and wanting to start up a rail activity in France as well as obtain details or further information regarding the terms and conditions for accessing the network may contact SNCF Réseau (Sales Division) via the one stop shop which will transfer the request to the SNCF Réseau department(s) concerned in order to handle it:

- By email: **guichetunique@reseau.sncf.fr**
- By telephone: +33 (0) 9 80 98 03 29
- By post to the following address:

  SNCF Réseau - Direction Générale Clients et Exploitation
  Direction Commerciale - Guichet Unique
  12, rue Jean-Philippe Rameau
  CS 80001
  93212 LA PLAINE SAINT DENIS Cedex

Customers already using the national rail network to provide railway services mainly contact the account manager allocated to them, within the Sales Department, and more specifically the Passenger and Freight Key Accounts Divisions, the responsibilities of which are described in point 4.1.4. The contact details can be requested from the one stop shop.

- The Plateforme de Services aux Entreprises Ferroviaires (PSEF)

Customers that want to enter into a contract or obtain information about accessing service facilities (freight yards and combined transport terminals stipulated in Chapter 7 - Service Facilities, services set out in Chapter 7), managed by the Railway Undertaking Services Platform (PSEF) of SNCF Réseau, may contact it:

- By email: **services.psef@sncf.fr**
- Via the website: **www.psef.sncf-reseau.fr**
- By post to the following address:

  SNCF Réseau - Direction Générale Clients et Exploitation
  Plateforme de Services aux Entreprises Ferroviaires (PSEF)
  12, rue Jean-Philippe Rameau
  CS 80001. 93212 LA PLAINE SAINT DENIS Cedex

- The Network Statement

For questions or comments specific to this Network Statement, please contact SNCF Réseau by email at the address **observations.drr@reseau.sncf.fr**.

- The Information Systems (IS)

For questions concerning access to the services of SNCF Réseau's information systems, please contact the support team for the **Customer Area**.

- Rail telecommunication services (TEL)

All requests for rail telecommunication services, including train links and trackside telephony, must be issued by railway undertakings, whether or not they have terminals:

- To their account manager in the Sales Department, if they have one;

or failing that:

- To the one stop shop by email at the following address: **guichetunique@reseau.sncf.fr,** which shall forward the request to the relevant SNCF Réseau department(s) for processing.

The requests will then be relayed to the Telecom offices and contacts in charge (once the legitimacy of the railway undertaking's request to access SNCF Réseau's rail telecommunications services has been validated), who are responsible for framing the functional need and proposing the most appropriate solution to meet it.

Applicants will also be supported in deploying and operating the chosen solution.

1.6.2 COMMERCIAL CONTACTS (PER REGION)

SNCF Réseau is organised locally into ten (10) regional divisions and one Ile-de-France General Division, within which the Customer and Prospective Centres are your commercial contacts.

Their details may be obtained from the **SNCF Réseau website** in the "Commercial contacts" section.

1.6.3 OTHER INFRASTRUCTURE MANAGERS ON THE NATIONAL RAIL NETWORK

1.6.3.1 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 8.1 to this document.

Without prejudice to the provisions of the specific conditions of the contract for use of the infrastructure agreed to between SNCF Réseau and the railway undertakings using both the Line and the non-privatised network, any claim made by these customers must be addressed directly to LISEA.

1.6.3.2 ERE, manager of the Bretagne-Pays la Loire 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 high speed line to SNCF Réseau which undertakes to transmit to the signatory those which fall under its scope of responsibility so they can be handled directly.

1.6.3.3 OC'VIA, manager of the rail by-pass between Nîmes and Montpellier (CNM)

In its capacity as holder of **the partnership agreement concluded with SNCF Réseau** (CNM Agreement), OC'VIA is responsible for ensuring the design, construction, functioning, maintenance, upkeep, renewal and financing of the rail by-pass between Nîmes and 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.

1.6.3.4 Occitanie Region, infrastructure manager for the Montréjeau-Luchon and Alès-Bessèges lines

The Occitanie Region is the infrastructure manager for the Montréjeau-Luchon line since 4 April 2023. All the information required to exercise access rights to this Line is provided in appendix 8.2 of this document.

The Occitanie Region has also requested a transfer of management of the Alès-Bessèges line. The provisional timetable anticipates that this transfer will be effective by the end of the 1st half of 2027.

1.6.4 INFRASTRUCTURE MANAGERS OF NETWORKS NEIGHBOURING THE FRENCH RAIL NETWORK (INCLUDING PORTS)

- **The rail networks of neighbouring countries or dual-nationality infrastructures** are also covered in Network Statements, available with the infrastructure managers or capacity allocation organisations and on the RailNetEurope website.

United Kingdom	NetworkRail	Network Rail Commercial Manager, Contracts & Franchising 1 Eversholt Street – London NW1 2DN www.networkrail.co.uk
	HIGH SPEED 1	High Speed One Limited 5th Floor, Kings Place, 90 York Way, London, N1 9AG www.highspeed1.co.uk
Le Shuttle	GETLINK	Getlink Freight Commercial Department Ashford Road, UK Terminal – Folkestone – Kent CT18 8XX https://www.leshuttle.com/fr
Belgium	INFRABEL Right On Track	Infrabel Traffic management and Services Place Marcel Broodthaers 2, B-1060 Brussels www.infrabel.be
Luxembourg	LE GOUVERNEMENT DU GRAND-DUCHÉ DE LUXEMBOURG	Administration des chemins de fer 1, Porte de France L-4360 Esch-sur-Alzette www.acf.gouvernement.lu
Germany	DB InfraGO	DB InfraGO Theodor-Heuss-Allee 7, D-60486 Frankfurt-am-Main www.deutschebahn.com
Switzerland	SBB CFF FFS	CFF Infrastructure Horaire et design du réseau - Contrats et vente de sillons Hilfikerstrasse 1, CH-3000 Bern 65 https://company.sbb.ch
		TVS SA SAT Schwarztorstrasse 31 3007 Berne www.tvs.ch
Italy	RFI RETE FERROVIARIA ITALIANA GRUPPO FERROVIE DELLO STATO ITALIANE	RFI Rete Ferroviaria Italiana S.P.A Direzione Commerciale ed Esercizio Rete Piazza della Croce Rossa, 1 00161 Rome www.rfi.it
Spain	adif	Adif Dirección de prestación de servicios comerciales Calle Sor Ángela de la Cruz 3 - 28020 Madrid www.adif.es
LFP Perthus	LFP Perthus	Linea Figueras Perpignan Département d'Exploitation Ctra. de Llers a Hostalets GIP-5107, km 1 17730 LLERS (Girona) www.lfpperthus.com

- **Major French seaports or river ports and other ports,** which manage port railway lines connected to the national rail network, are as follows.

Town/City	Address	Website
Grand port maritime de Bordeaux	152 Quai de Bacalan CS 41320 33 082 Bordeaux Cedex	www.bordeaux-port.fr
Grand port maritime de Dunkerque	2505 route de l'Ecluse Trystram BP 46534 59386 Dunkirk Cedex 1	www.dunkerque-port.fr
Grand port maritime de La Rochelle	141 boulevard Emile Delmas BP 70394 17001 La Rochelle cedex 1	www.larochelle.port.fr
Grand port maritime de Marseille	23 place de la Joliette CS 81965 13226 Marseille cedex 02	www.marseille-port.fr
Grand port maritime de Nantes Saint Nazaire	18 quai Ernest Renaud BP 18609 44186 Nantes Cedex 4	www.nantes.port.fr
Grand port maritime de Rouen	34 boulevard Boisguilbert BP 4075 76022 Rouen Cedex 3	www.haropaport.com/fr
Grand port maritime du Havre	Terre-Plein de la Barre 76067 Le Havre Cedex	www.haropaport.com/fr
Port autonome de Strasbourg	1 rue du Port du Rhin CS 80407 67002 Strasbourg Cedex	www.strasbourg.port.fr
Port maritime de Bayonne	Service Exploitation du Port de Bayonne 850 Route de la Barre 40220 Tarnos	www.bayonne.port.fr
Port maritime de Sète	Direction Générale 1 quai Philippe Régy BP 10853 34201 Sète Cedex	www.sete.port.fr
Ports de Paris	Direction Territoriale 2 quai de Grenelle 75015 Paris Cedex 15	www.haropaport.com/fr/agence-paris-seine

The Network Statement of the Port Rail Network of each major seaport or river port can be accessed from their website.

- **The lines whose ownership has been (or is planned to be) transferred to the Regions** are as follows.

Region	Line (O/D)	Line No.	Transfer date (actual or estimated)	Website
Le Havre metropolitan area	Harfleur - Rolleville	361,000	Q1 2025	https://www.lehavreseinemetropole.fr/
Grand Est	Jarville – Pont Saint Vincent - Vittel	35,000 30,000 40,000	Q1 2025 Q3 2027 Q3 2027	https://www.grandest.fr/
Grand Est	Arches - St Dié	62,000	Q4 2027	https://www.grandest.fr/
Grand Est	St Dié - Molsheim	110,000	Q4 2027	https://www.grandest.fr/

1.6.5 OPERATORS OF COMBINED TRANSPORT TERMINALS

See §§ 7.2.2.1 and 7.3.3.3.

1.6.6 OTHER RAILWAY PLAYERS

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

Players	Address	Website
Transport Regulation Authority (ART)	11 Place des 5 Martyrs du Lycée Buffon CS 30054 75675 Paris Cedex 14	www.autorite-transports.fr
French Railway Safety Authority (EPSF)	60 rue de la Vallée CS 11758 80017 Amiens Cedex X 1	www.securite-ferroviaire.fr
Ministry for Transports General Directorate for Infrastructure, Transport and the Sea (DGITM)	Tour Sequoia 1, place Carpeaux 92055 Paris-La-Défense Cedex	www.ecologie.gouv.fr
SNCF Gares & Connexions	Station access desk for railway undertakings (GGEF) 16 avenue d'Ivry 75013 Paris, France	www.garesetconnexions.sncf/fr

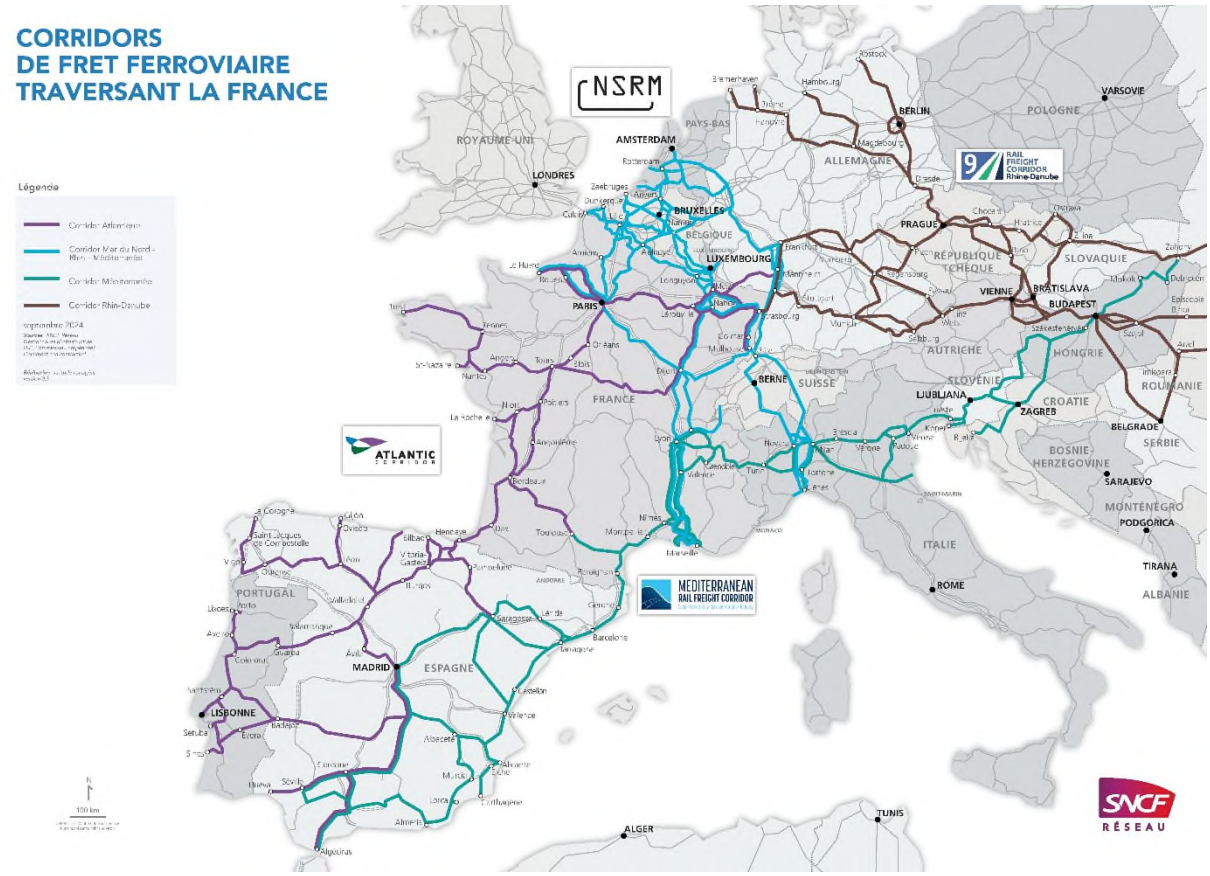
1.7 COOPERATION BETWEEN EUROPEAN INFRASTRUCTURE MANAGERS

1.7.1 RAIL FREIGHT CORRIDORS

European regulation No. 913/2010/EC of 22 September 2010 as amended by Regulation (EU) 2024/1679 organises European rail freight corridors and their international coordination rules.

France is concerned by the implementation of the North Sea-Rhine-Mediterranean corridor (formerly No. 2), the Atlantic corridor (formerly No. 4), the Mediterranean corridor (formerly No. 6) and the Rhine-Danube corridor (formerly No. 9) described in the table below and presented on the corridor map that can be viewed on the SNCF Réseau website.

Corridor	Member States
North Sea Rhine-Mediterranean Corridor	NL, BE, LU, FR, CH, DE, IT, IE
Atlantic Corridor	PT, ES, FR, DE, IE
Mediterranean Corridor	ES, FR, IT, SI, HU, HR, UA
Rhine-Danube Corridor	FR, DE, AT, SK, HU, RO, CZ, BG, HR, SK, RS, UA



- Governing freight corridors

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

- an executive committee (Executive Board ExBo), composed of representatives from the Member States, specifically charged with defining the general objectives of the corridor;
- a management committee (Management Board MB), 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 (2) committees makes its decisions by the mutual consent of its members.

The management committee has created an advisory panel made up of terminal managers and owners based in the freight corridor terminals (Terminal Advisory Group TAG): this advisory panel issues an

opinion on each proposal of the management committee with direct consequences on terminal investments and management.

The management committee has created another advisory panel made up of the rail undertakings (Railway Undertaking Advisory Group RAG) interested in using the freight corridor. This advisory panel issues an opinion on each proposal of the management committee having consequences for the RUs.

- **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 networks;
- 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 (C-OSS)**

Each management committee has created a One Stop Shop (or C-OSS), 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 contact details**

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

Corridor	Management committee name	Contact and website
North Sea - Mediterranean Corridor	RFC North Sea - Med	Jean Quaeyhaegens C-OSS Capacity Manager **jean.quaeyhaegens@infrabel.be** **www.rfc-northsea-med.eu**
Atlantic Corridor	EEIG Atlantic Corridor	Félix Bartolome Alonso C-OSS Leader **oss@atlantic-corridor.eu** **www.atlantic-corridor.eu**
Mediterranean Corridor	EEIG for Mediterranean Corridor - Rail Freight Corridor 6	Stéphane Dastot C-OSS Leader **oss@railfreightcorridor6.eu** **www.medrfc.eu**
Rhine - Danube Corridor	Rhine-Danube RFC	Bernd B Wetzel C-OSS Manager **Bernd.B.Wetzel@deutschebahn.com** **www.rfc-rhine-danube.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 (https://web.ilr.lu/FR/ILR);
- For the Atlantic Corridor, with the Autorité de Régulation des Transports, 11 Place des 5 Martyrs du Lycée Buffon - CS 30054 - 75675 Paris Cedex 14 (www.autorite-transports.fr);
- For the Mediterranean corridor, to Autorità di Regolazione dei Trasporti, Via Nizza 230, I-10126 Turin, Italy (www.autorita-trasporti.it);
- For the Rhine - Danube Corridor to Bundesnetzagentur, Tulpenfeld 4, 53113 Bonn (www.bundesnetzagentur.de)

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

1.7.2 RAILNETEUROPE, ANOTHER FORM OF INTERNATIONAL COOPERATION

1.7.2.1 RailNetEurope

SNCF Réseau is a member of RailNetEurope (RNE), an association made up of infrastructure managers and capacity allocation organisations. RNE facilitates international rail transport by developing harmonised international commercial processes under the form of models, manuals and guidelines, as well as IT tools.

More information is available on the website https://rne.eu/organisation/rne-approach-structure/.

1.7.2.2 One Europe - One Service

A one-stop shop network (OSS) represents the different OSSs for all needs regarding international rail services. These OSSs are the single contact points for the whole international itinerary of a rail service, for all questions relating to the network access, requests for international train paths as well as the performance assessment after the movement of a train. SNCF Réseau also operates an OSS.

The list of OSS contacts in Europe is available on the website https://rne.eu/organisation/oss-c-oss/.

1.7.2.3 RNE tools

- Path Coordination System (PCS)

PCS is an international coordination system for rail path request for applicants, infrastructure managers (GI), capacity distribution bodies and rail freight corridors (RFC). This application optimises international train path coordination by guaranteeing the harmonisation of the path offers and requests. Moreover, PCS is the only tool making it possible to publish the restrictive PaP and RC offer and manage international train path requests on freight corridors.

Access to PCS is free. A user account may be requested via the RNE PCS customer support: **support.pcs@rne.eu**.

More information is available on the website **https://pcs.rne.eu/**.

- Charging Information System (CIS)

CIS is an application that provides information on the charging principles for the European railway infrastructure and makes it possible to assess the price for using a given international train path. It combines the various national rail charging systems to calculate the price for the use of international train paths.

Access to CIS is free and no registration is required.

More information is available on the website **http://cis.rne.eu** or can be requested through the RNE CIS customer support: **support.cis@rne.eu**.

- Train Information System (TIS)

TIS is an application which allows international passenger and freight trains to be visualised in real time. The relevant data is directly collected from SNCF Réseau's information systems and those of the other IMs. This data is compiled for each train movement, from the point of origin to the destination. A train can therefore be monitored cross-borders, from end-to-end.

RUs and terminal operators can access TIS and become part of its advisory council. Each member of this council grants full access to TIS data to all other members provided they are concerned by a same train movement. Failing this, mutual agreements must be signed between RUs, or between RUs and terminal operators.

Access to TIS is free. A user account may be requested via the RNE TIS customer support: **support.tis@rne.eu.**

More information is available on the website **https://tis.rne.eu/**.

CHAPTER 2. INFRASTRUCTURE

2.1 INTRODUCTION

This chapter describes the main technical and operational characteristics of the national rail network, formed of all of the railway lines (State property), the management of which has been entrusted to SNCF Réseau by law. Its purpose is to help candidates to plan their services.

Access to the service facilities accessible from this network is described in § 7.3.

In accordance with the TSI OPE, the primary source of information on network characteristics is the infrastructure registry (RINF) available on the ERA website.

The detailed characteristics of the network can be viewed in the operating document (§ 3.4.7) and via the services of the information system (IS) that can be accessed after signing a contract with SNCF Réseau (Appendix 3.4).

- the "infrastructure database" provides linear data viewing;
- the geographical information systems allow users to view this data on interactive maps.

The maps stipulated in this chapter and accessible from the SNCF Réseau website are for informational purposes only and provide an illustrative up-to-date view of the characteristics and equipment of the lines of the national rail network.

The specific maps with the location of the freight yards, combined transport terminals and service stations can be accessed from the PSEF website.

The detailed characteristics and availability of the infrastructure may change according to the use of the infrastructure and the maintenance, renewal and development works performed.

Before considering traffic on a line, and in order to find out more about potential changes to the infrastructure, it is necessary to read the operating documents for the line and the infrastructure data, in particular regarding the accepted rolling stock (§ 3.4.1).

2.2 EXTENT OF THE NATIONAL RAIL NETWORK

2.2.1 LIMITS

The infrastructure of the national rail network comprises:

- **The railway lines or sections of lines of this network,** the composition of which is defined by Decree No. 2002-1359, that allow the circulation of trains between the different geographical locations in which the equipment included in the national rail network described in Chapter 3 hereafter are located or linked to this network. Lines and sections of line are, in the rest of the Network Statement, referred to by the generic term "lines".

- **The SNCF Réseau infrastructure also includes service facilities** that are accessible to candidates, in particular to allow the services defined in Chapter 7 - Service Facilities to be performed, such as:

- Passenger terminals (§ 7.2.1);
- Freight terminals (§ 7.2.2);
- Other facilities.
- A section of the lines on the national rail network is restricted to particular services (§ 3.4.7).

The **map of the national rail network**, available for viewing on the **SNCF Réseau website**, shows all lines with their main characteristics (type of traffic, electrified or not, number of tracks, line No., etc.). The most up-to-date data is available in the geographic information systems proposed by SNCF Réseau (Appendix 5.3).

Some lines are not open for commercial running and are "unused". In particular, SNCF Réseau may decide not to make available to applicants little-used and degraded lines that require expensive renovation which cannot be justified given their limited use.

The list of basic sections (SEL), which is the sole authoritative document, is provided in Appendix 5.5. It presents the sections of the network open for commercial service and is used as a basis for charging and invoicing.

2.2.2 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 border sections giving access to foreign rail networks under concession is given in Appendix 2.1. The conditions for operating on these sections are set out by local operating instructions (§ 3.4.7).

- To port railway tracks

Contact details for the major French seaports are given in § 1.6.4.

The principles governing access and allocation of capacity between the national rail network and port railway tracks are defined in the present document and on the websites of 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 (§ 1.6.1).

- To private sidings

A list of the physical locations of private sidings (ITE), all equipment items and rail logistics facilities directly linked through switch points to the national rail network, with regard to branch lines connecting freight shippers and local authorities is given on **https://www.sncf-reseau.com/fr/cartes/carte-installations-terminales-embranchees**.

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 sidings to the network may be obtained from the SNCF Réseau (§ 1.6.1).

A private siding owner may have access to certain parts of the sidings and main lines accessible from their siding subject to a number of technical and financial conditions governed by an agreement for the use of the sidings concerned (§ 7.4.2.4). This is a facility granted by SNCF Réseau. This 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.

The second part of these interconnected private lines, including sidings located outside of SNCF Réseau's property, and connected to the national rail network, is managed on the initiative of the 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 during the period agreed, whether their trains are departing or arriving, and whether using guided manoeuvres or not.

When such facilities 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 with the times, dates and conditions for operating the points leading to the lines to which it has been granted access by the owner.

2.2.3 PROCEDURES FOR CONNECTING TO THE NATIONAL RAIL NETWORK

2.2.3.1 Definition of the scope of connection to the RFN

The Service Facilities and private sidings (ITEs) to be created must be designed, maintained and operated with a distinction between two areas of ownership and responsibility.

The first part, the connection, encompasses the railway infrastructure strictly necessary to connect the Facility to the RFN: track(s), track length to the RFN protection signals (and at least to the free garage), points and their control systems, electrical traction facilities, power supply to the third party's catenary system in general (emergency power supply at the third party's premises), signalling and safety facilities (including safety dead ends), associated telecommunications equipment. The configuration of the existing site may require specific arrangements.

This first part is located on public railway land (owned by SNCF Réseau) and is part of the RFN. It exists either from the outset of the project, without the need to extend these rights of way, or at the end of the development project, which will have to incorporate the extension of the public railway domain accordingly.

The second part is the section of the railway junction owned by and used by the third party, with the corresponding logistics facilities (sidings/storage tracks, rolling stock maintenance workshops, other industrial facilities of all kinds such as handling, transport, refuelling, loading and weighing systems, etc.).

If it concerns service facilities, the third party is required to comply with the legislation and regulations in force regarding access to its facilities by Railway Undertakings that request it.

The operation and maintenance of the third-party owner's facilities shall be carried out, in accordance with the regulations in force, under its responsibility, by itself or by the entity selected by it, in accordance with the applicable interface instructions between the first and second parts of the facility. The rules and standards applicable to the first part of the installation will be those of the RFN.

The physical connection of a private railway installation to the RFN may also require modifications to the national railway network, such as the extension of the network operated for technical or safety reasons, particularly with regard to the following railway facilities and equipment:

- Track (including signal boxes);
- Signalling (including signalling facilities);
- Catenary and power line equipment;
- Built structures (engineering structures, earthworks, hydraulic structures);

- Telecommunications;
- etc.

The applicant's project may also impact the facilities of a project owner other than SNCF Réseau, either directly (impacts unrelated to railway requirements) or indirectly (impacts resulting from associated railway requirements). In the first case, the applicant shall have to forward to SNCF Réseau the elements enabling an assessment of potential repercussions of the developments by this other project owner on the railway facilities.

The exact scope of this work is subject to detailed analysis in accordance with the conditions described below.

2.2.3.2 Cost allocation principles and connection financing arrangements

- **Private Sidings**

Private Sidings (ITE) are for the exclusive use of private operators (e.g. agricultural cooperatives, quarry operators). As such, an ITE is, in principle, useful only for serving a private branch line for the sole purposes of its activity, for the sole benefit of its owner(s), who are under no obligation to make the infrastructure available to third parties. For this reason, SNCF Réseau does not contribute to the costs of creating, maintaining, operating and regenerating this type of connection. It is systematically subject to a financing agreement between the owner of the branch line and SNCF Réseau.

- **Service facility**

It should be noted that when connecting a service facility to the national rail network at the request of a third party or financing its maintenance and regeneration, the matter of its financing in whole or in part by SNCF Réseau is assessed in view of its investment obligations as set out in Article L.2111-10-1 of the French Transport Code and decree 2019-1582 of 31 December 2019 on the rules governing the financing of investments by SNCF Réseau.

a. Creating a new connection

The costs for creating a new connection are borne entirely by the applicant.

If the creation of the new service facility indirectly leads to renewal investments being made on the RFN that are the responsibility of SNCF Réseau under its minimum service obligations, SNCF Réseau will contribute to the financing of this type of work, subject to the following conditions:

- Only costs that are attributable to renewal investments that the infrastructure manager is required to make under its own infrastructure renewal obligations, based on its infrastructure maintenance schedules as set out in its reference documents, will be covered. If no part of the cost estimate is attributable to these renewal investments, then the contribution of SNCF Réseau will be zero;
- SNCF Réseau's contribution will be updated (at SNCF Réseau's standard rate) to take into account the progress made over time on the investments concerned in relation to the date on which SNCF Réseau should make the said investments in order to comply with its obligations regarding the regeneration of the RFN;

If an investment is classified as a modernisation investment, SNCF Réseau's participation will be analysed on a case-by-case basis in accordance with the obligations set out in Article L.2111-10-1 of the French Transport Code, which will take into account, in particular, the project's relevance to the railway system and the development of rail traffic.

Furthermore, as SNCF Réseau is constrained in its investment policy under Article L.2111-10-1 of the French Transport Code, SNCF Réseau must prioritise its choices regarding its participation in the financing of connections to service facilities, in particular by giving priority to the connection of maintenance workshops for rolling stock in view of their role in developing the high-speed market.

b. Routine maintenance and regeneration of an existing connection to a service facility

- For connection elements attached to the national rail network,

SNCF Réseau is responsible for the maintenance and regeneration of the connection elements attached to the RFN, as described above in the definition of the connection perimeter. Consequently, SNCF Réseau is solely responsible for the financial costs of operations relating to these elements on the main line.

NOTE: SNCF Réseau also remains the sole decision-maker regarding the schedule for carrying out this work.

Any deviation from this principle will be the subject of an *ad hoc* agreement between the owner, the operator of the service facility and SNCF Réseau, which will define, in particular, the terms for financing these operations.

- For other connection elements

The remaining work and maintenance shall be financed by the owner of the service facility or, where applicable, its operator.

2.2.3.3 Terms for carrying out studies and connection works

- **Statement of requirement - Study proposal**

The connection request must be sent to the Passenger Key Accounts Division of the Sales Division, at the Customers and Operations Division.
It must be accompanied by all the information needed to properly examine the service requirement, and at least the following documents:

- Presentation of the project, including assumptions and constraints,
- Justification of the geographical choice for the rail facility,
- Diagram of the required connection area,
- Diagram of the desired railway facility,
- Number of inputs/outputs,
- Desired operating conditions,
- Manoeuvre themes envisaged,
- Rolling stock characteristics, including: signalling equipment, electrical power, axle load, acceleration/braking, regulatory compliance, length, tonnage, type of goods transported (hazardous or non-hazardous), etc.

One or more meetings will then be organised between the applicant and SNCF Réseau's technical departments to clarify the project needs, assumptions and structuring constraints.

NOTE: The following provisions are likely to call into question the feasibility of the project due to their impact on the design and/or operation/maintenance phase:

- Direct connection to high-speed line facilities,
- Connection causing shear points

These should therefore be avoided.

- **The process is included in SNCF Réseau's overall project management system**

The process described is part of the railway project management framework (see macro-planning timeline above) within the "Organising and initiating the project" phase, which includes:

- A feasibility study that allows the applicant to share their requirements and provides them with the necessary information to understand the possible connection configurations, their implications, the structural assumptions for sizing, and the initial estimates of costs and time frames involved.
- A preliminary study, which includes the initial technical studies and provides a framework for the project design (schedule, costs, timescale).

c. Feasibility study

Feasibility studies concerning the technical and physical connections of the first part of the railway facility on an existing installation, without prejudice at this stage towards feasibility from the point of view of management of interfaces in operation/maintenance, commercial or financial phase, that should be subject to later studies and additional exchanges between the applicant and SNCF Réseau.

A feasibility study will be proposed to the applicant to assess the impact of its project on the RFN facilities, with a list of the input data required for the study. SNCF Réseau may at the same time organise additional meetings, in particular on site, to clarify the content of its proposal.
The study corresponds to a commercial service for which an estimate is drawn up. This feasibility study proposal is valid for 3 months.

The scope of the feasibility study and the associated contractual clauses (including the costs arising from SNCF Réseau's proposal) will be set out in a financing agreement, to be co-signed by the applicant and SNCF Réseau before the study begins.

The time frame for the study will depend on its scope, its complexity, the specific nature of the subjects to be dealt with (likely to mobilise scarce resources), any other rail projects that may be interfacing, and the successful communication by the applicant of the necessary input data in accordance with the milestones shared in the financing agreement.

The study will focus solely on the impacted scope of the national rail network and the part of the connection that will be integrated into it once the works are completed (first part of the railway facility). The study of the second part of the railway facility will remain to be organised by the applicant.

The following additional tasks may be considered to complete the applicant's decision:

- Support for the applicant's design office (site visits organised by SNCF Réseau, collection of input data, etc.),
- Catenary design studies,

- Operational studies (in stations).

They will be incorporated into the financing agreement where applicable.

The feasibility study will not include:

- Technical studies or drawing up plans,
- Surveys or investigations,
- Phasing studies for the operation,
- An inventory of non-railway property,
- Operational inventory (Track Occupancy Chart, train path impact, etc.)
- A diagnosis of administrative and/or environmental procedures.

These services will be provided during the preliminary studies phase or during subsequent phases of the project.

d. Preliminary and subsequent studies

Once these initial elements have been submitted and accepted by the applicant, the project management process described in the timeline above can be initiated in the following stages:

- Preliminary study, to consolidate the technical and functional programme and the project costs and time frames,
- AVP / PRO: project design,
- REA: works carried out,
- At the same time, the contract for connection to the national rail network is drawn up.

The start of each phase can only be undertaken with the agreement of the parties, i.e. through a signed Financing Agreement.

2.3 NETWORK DESCRIPTION

This section summarises the essential characteristics of the network. Their geographical distribution is represented in an indicative and illustrative manner in the maps published, available to view on the SNCF Réseau website

In accordance with the TSI OPE, the primary source of information on network characteristics is the infrastructure registry (RINF) available on the ERA website.

To find out the detailed characteristics of each line, it is also possible to consult the operating documentation, particularly the Local Operating Instructions (§ 3.4.7), and the map of lines cleared as GB gauge that may be consulted through the link: https://dgo.reseau.sncf.fr/carto-gabarits/ and **the "Single-track lines" map,** which can be consulted on the SNCF Réseau website.

2.3.1 TYPE OF LINES

Lines consist of either a main track ("single track" or "two-way track" line), or of two (2) main tracks or more ("double-track" or line with several "two-way tracks"). The types of line are available on the SNCF Réseau website.

Lines may also provide access to sidings, freight yards and other facilities (Chapter 7- Service Facilities).

2.3.2 TRACK GAUGE

All the main lines of the national rail network are standard UIC 1.435 m gauge, with the exception of lines characterised by a metric gauge also known as a "narrow gauge track" (line No. 600000 between Salbris and Valençay, No. 669000 between Villefranche-Vernet-les-bains /Latour-de-Carol-Enveitg, and No. 896000 between St-Gervais-les-Bains-Le Fayet / Le Chatelard-Frontière).

2.3.3 STATIONS

The list of stations is given in the Stations Statement (DRG), available on the **Stations and Connections website.** The Statement includes a description of the characteristics of these stations.

2.3.4 TRACK 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 facilities 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 and as long as it falls within the "contour N", 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, shown in an interactive way by the map "Lines open for exceptional consignments studies" available for viewing on the SNCF Réseau website, with the exception of combined transport if it observes the requirements of the item Specific Control for Combined Transport of Appendix D1 of the OPE STI. There are also exceptional consignments, the gauge of which exceeds "contour N".
- Exceptionally large and bulky consignments (TEPE) which must be subject to a case-by-case analysis (which will be invoiced) (Chapter 7 - Service Facilities);
- Trains in envelope M and with the maximum permissible load D4.

Each gauge is classified based on a specific cinematic reference contour and, after application of the associated rules, in compliance with the provisions of the EN15273 series of standards.

The International Union of Railways has classified structure gauges (from the most to the least restrictive), ranking them as in the following tables.

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

- For freight traffic:

Gauge	IRS Leaflet	Characteristic
G1	505-4	Minimum guaranteed on lines with standard UIC 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 Intermodal Transport Units (ITU)

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.

Traffic in GB, although exceeding the GA gauge, is not considered as exceptional transport (§ 3.4.3), subject to compliance with the map of lines suitable for GB gauge that may be consulted through the following link: https://dgo.reseau.sncf.fr/carto-gabarits/.

- For passenger traffic:

Gauge	IRS Leaflet	Characteristic
G1	505-4	Minimum guaranteed on lines with standard UIC track gauge
FR3.3	-	For running certain types of double-decker passenger rolling stock
G2	505-1	Certain cross-border traffic (Germany, Switzerland, Luxembourg)
GC	506	High speed lines

Maps 1A (freight) (size limit for freight obstacles) and 1B (passengers) (size limit for tall passengers), can be viewed on the SNCF Réseau website. They represent, in an indicative way, the maximum size extended by sections of the national railway lines, per type of business.

2.3.5 LOAD LIMITS

- Maximum permissible weight per axle

In the classification of the International Union of Railways a distinction is made between the maximum permissible weight per axle and 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.

The "Permissible loads for freight transport" map, available to view on the SNCF Réseau website, indicates the classification of the main tracks of 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.

Whenever 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 § 3.4.3.

Checks on the static compatibility of vehicles must be carried out in accordance with standard EN 15528: 2021 "Railway applications - Categories of line for managing interfaces between vehicle and infrastructure load limits".

- **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 above-mentioned Administrative Order of 9 December 2021, provided that their characteristics are compatible with those of the line sections on which they are to run.

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, are available in the "infrastructures database", which can be viewed via the Customer Area.

SNCF Réseau provides railway companies, via the RINF or alternative means provided for by European regulations, with all the information necessary to define the conditions of traffic on the lines used.

2.3.6 LINE GRADIENTS

The operating documents (§ 3.4.7) 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.

2.3.7 LINE SPEEDS

The operating documents (§ 3.4.7) indicate the maximum speeds on each line for each train category allowed on the line. The "Nominal maximum speeds" map available for viewing on the SNCF Réseau website shows an illustration of the maximum nominal speed permitted per line section. Temporary or permanent speed restrictions may be applied on the lines. Candidates are informed of such restrictions via the ARCTIC IS.

2.3.8 TRAIN LENGTH

The rules governing train lengths, as well as the composition and load of convoys must be compatible with the itinerary and the allocated train path for each category of traffic. In accordance with the provisions of 2) of article 4.2.6.6.2 of regulation 2019/773 (TSI OPE), SNCF Réseau provides RUs with documentation specifying the rules for train composition and braking.

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 the routes identified in the technical information (RT) and may be subject to special arrangements.

MA 100, ME 100 and ME 120 trains may be as long as 850 m on the routes identified in the technical information ("Lines authorised for 850-m long trains", available for viewing on the SNCF Réseau website, subject to observance of the "General rules on the composition, hauling, braking, speed restrictions and weight of trains" that allow a guaranteed level of security (for example with the application of the Recommendation of the EPSF RC A-B 7a No. 1, available on its website, in particular those stipulated in Articles 3203.3 and 3203.4 for ME 120 and ME 100 trains and 4202 for MA 100 trains).

2.3.9 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. The distribution of current types is shown for information purposes on the "Electrified Lines" map, available for viewing on the SNCF Réseau website.

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).

2.3.10 SIGNALLING SYSTEM

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 restricted 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 of the TVM type (track-to-train transmission) on the high speed lines: to move away from lateral signalling, high speed lines are equipped with TVM (300 or 430) which means that signalling information is directly retransmitted in the cab.
- ETCS (European Train Control System) is a train command and control system with in-cab signalling, 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.

  With this spacing system, the signalling is not entirely determined by the ground equipment, but is partly established onboard, based on detailed technical specifications for the convoy (especially braking), according to rules depending on the ETCS version implemented onboard. Thus, the minimum spacing between trains respecting the typical or basic operating time, which enables trains to run on "free tracks" (i.e. without presenting restrictive signalling in the cab due to the presence of a train ahead) depends on the specifications of the following train.

- The ETCS Level 2 system relies on the continuous transmission of data via the GSM-R network; the whole system making up (with the ATO) ERTMS.

  In order to use ETCS level 2, railway undertakings must take into account information relating to the movement of their rolling stock. The documents describing this useful information for travelling with ETCS and the process to be followed are available on the DocExplore IS, which can be accessed via the **Customer Area**.

  In particular, in a station within a scope operated exclusively in ERTMS, any "start of ETCS mission" will have to be carried out in nominal operation, in a supervised mode ("Full Supervision" (FS) or "On Sight" (OS)).

  To do so, the train must ensure that it maintains its position safely between the arrival at the station and the next departure, by implementing the "Cold Movement Detection" (CMD) device or an equivalent technical device to ensure that the train's on-board ETCS does not switch to NO POWER (NP) mode, to resume any nominal operation missions of the transport plan (in particular reversing, simple in-station stabling, coupling, decoupling).

  On lines where ETCS 2 and TVM coexist, the above rule applies to ETCS 2 traffic that does not have the option of switching to the national system (for whatever reason, such as the absence or malfunction of the corresponding equipment, a lack of driver training, etc.).

  The ETCS level 2 deployment projects are set out in § 2.7 of this document.

- The ETCS level 1 system relies on the isolated transmission of data via beacons installed on the track.

  The use of ETCS level 1 on these lines results in exported restrictions that must be amortised by the railway undertakings concerned. The documents describing these constraints and the process to be followed are available on the DocExplore IS, which can be accessed via the **Customer Area**.

  The ETCS level 1 deployment projects are set out in § 2.7 of this document as well as the next deployments (N1 and N2) in the National Implementation Plan (NIP). This will be available (upon publication) on the website of the **European Commission.**

- Other types of operation (telephone block, etc.)

- The "Train spacing systems" map, available for viewing on the **SNCF Réseau website**, shows, for information purposes only, the train spacing system used on each of the lines of the national rail network. ETCS equipment is shown on the "Lines equipped with speed checks" map, available for viewing on the **SNCF Réseau website**, as a speed control system. **Procedure to deliver encryption keys required to operate the ERTMS**

The ETCS technology relies on two (2) main sub-systems enabling the exchange of information between the rolling stock engine and the infrastructure used by the latter:

- **The first sub-system comprises the RBCs (Radios Bloc Centres, i.e. devices managing a section of line by radio signal).** An RBC is installed on the infrastructure to identify the geographic position of the rolling stock on the network and transmits by radio the suitable running authorisation to guarantee the trains are properly spaced. Currently, high-speed lines are equipped with an RBC every 50 kilometres.

- **The second sub-system comprises the EVCs (European Vital Computers, i.e. on-board safety computers).** Each rolling stock engine using an infrastructure equipped with ETCS2, is fitted with one (or more) EVCs in order to signal its presence to the RBCs.

To be recognised and be able to communicate with the RBCs, each EVC must have an encryption key provided by SNCF Réseau to the Railway Undertaking operating the rolling stock engine for a given itinerary run. An encryption key is valid for a sole EVC and a sole RBC.

A. Request for an encryption key for a rolling stock unit that has never travelled in ERTMS on the network equipped with ETCS level 2 for which SNCF Réseau is in charge of operational traffic management.

1°)Firstly, each railway undertaking wanting to run trains on part of the network equipped with ETCS level 2 must first make sure to have the ERTMS onboard equipment (EVC) suitable for the equipment system of the portion of the network it plans to use.

2°) Secondly, and at the latest twelve (12) months before the first journey, each railway undertaking must contact its account manager (SNCF Réseau Sales Division) and send a provisional requirement form in which it shall include:

- the level and type of ERTMS equipment installed in the rolling stock engine;
- the number of rail equipment units described under 1°) above, for which encryption keys are needed;
- the estimated number of keys required on ERTMS itineraries of the network it intends to travel on and for which SNCF Réseau is in charge of operational traffic management;
- the itineraries (origin - destination) it plans to use with the rolling stock to be equipped with encryption keys;
- previous cases of operating the rolling stock in ERTMS (specify the rail network used, the corridor used and the ERTMS technology used);
- the list of train path requests sent to SNCF Réseau or future requests corresponding to the itineraries that must be taken into account to configure the encryption keys;
- the surname, first names, date of birth, address and professional details of the natural person(s) appointed to request and recover the encryption keys for the railway undertaking.

This requirements form must make it possible to:

- identify the suitable encryption keys to enable the effective dialogue between each train's EVC and the RBC(s) concerned;
- enable the account manager to check the consistency between the railway undertaking's planned train movements and the encryption keys requested.

Once validated by the account manager, the requirement form will be communicated by the former to SNCF Réseau's KMC (central key manager). The railway undertaking must then contact the SNCF Réseau KMC and comply with the content of the network operating document OP00585 "Procedure for managing ERTMS encryption keys", which will be reviewed.

B. Terms and time frames for the delivery of encryption keys for a rolling stock unit that has already travelled in ERTMS for which SNCF Réseau is in charge of operational traffic management, and for which a change of operator and/or itinerary(ies) is planned.

Each railway undertaking must contact its account manager (§ 1.6) and send them a provisional requirements form including the following information:

- the level and type of ERTMS equipment installed in the rolling stock engine;
- the number of rolling stock units described under 1°) for which encryption keys are needed;

- the estimated number of keys required on ERTMS itineraries of the network it intends to travel on and for which SNCF Réseau is in charge of operational traffic management;
- the itineraries (origin-destination) it plans to use with the rolling stock to be equipped with encryption keys;
- previous cases of operating the rolling stock in ERTMS (specify the rail network used, the corridor used and the ERTMS technology used);
- the list of train path requests sent to SNCF Réseau or future requests corresponding to the itineraries that must be taken into account to configure the encryption keys;
- the surname, first names, date of birth, address and professional details of the natural person(s) appointed to request and recover the encryption keys for the railway undertaking.

This requirements form must make it possible to:

- identify the suitable encryption keys to enable the effective dialogue between each train's EVC and the RBC(s) concerned;
- enable the account manager to check the consistency between the railway undertaking's planned train movements and the encryption keys requested.

Once validated by the account manager, the requirement form will be communicated by the former to SNCF Réseau's KMC. At the latest seven (7) months before the first train movement, the railway undertaking must contact SNCF Réseau's KMC and comply with the content of the operating document RFN-IG-IF 06 A-13-n°001 OP00585 "Procedure to manage ERTMS encryption keys" which will be revised.

- 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.

The "Hot box detector location" map may be consulted on the SNCF Réseau website, and indicates the location of the hot box detector systems. The presence of DBC is also indicated in a RINF parameter.

2.3.11 TRAFFIC CONTROL SYSTEM

Not applicable

2.3.12 COMMUNICATIONS SYSTEM

- Communication with trains

Communications with trains takes place via GSM-R radio and the GSM-GFU system (ARES-Alert Radio Emergency Service).

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. More information on the GSM-R network deployment programme for the national rail network is available on the SNCF Réseau website.

Trains running on lines equipped with GSM-R must be equipped:

- with GSM-R in compliance with EIRENE technical specifications (European Integrated Railway Radio Enhanced Network), mentioned in the TSI CCS, the technical documentation for which is available on the ERA website;
- and, so as to avoid interferences between train GSM-R terminals and public GSM networks, 8W CAB-type terminals as per the technical.

On certain lines which are not equipped with ground-to-train radio links, the railway communication service linked to the GSM-GFU system (ARES) enables operators on the ground (via a landline or mobile telephone) to give the driver an order to stop the train immediately via an emergency call on their SNCF Réseau-approved and ARES-enrolled mobile phone (i.e. the driver's mobile phone with activation of the "protective bubble' principle of the driving ecosystem).

NOTE: The "protective bubble" principle enables the mobile phone, when "PROtection" mode is activated, to filter and block all other applications and/or features of the smartphone that are not authorised by SNCF Réseau. The aim is to avoid distracting drivers during active driving phases by blocking incoming calls, notifications and unauthorised SMS and MMS messages, while also allowing SNCF Réseau emergency calls to take precedence over any other non-essential calls.

In addition to this function, on the national rail network lines mentioned in the RTs or CLEs (see § 3.4.7), whether or not they are equipped with a ground-to-train radio, drivers can also issue emergency calls to the chief dispatchers via ARES-enrolled mobile phones, by manually selecting one of the twenty-one (21) regional coordinators (COGC) present in the directory embedded in the ARES application.

Studies are ongoing to improve this function for drivers, making the emergency call location-dependent. Once this advanced function has been validated, its availability will be communicated to railway undertakings.

1 July 2026 marks the widespread mandatory use of the ARES device and the mandatory activation of the mission number in the ARES application on all RFN lines (including lines equipped with GSM-R ground-to-train radio).

The "Lines equipped with ground-to-train radio links" map, which may be consulted on the SNCF Réseau website, shows lines equipped with train communication systems as well as the type of link.

Information concerning access to train connection systems is available in the technical document "Process for subscribing to and reporting incidents in the ARES application", available on the page "Technical documents cited in the Network Statement" on the SNCF Réseau website.

- Open-track telephone

On certain lines of the RFN, designated in the RTs or CLEs (see point 3.4.7), trackside telephones are to be replaced by solutions called SOPRANO or BIC (Bearer Independent Communication), based on a mobile application. In order to be able to make the emergency calls that a deteriorated situation might require, drivers must have a phone model approved by SNCF Réseau on which the SOPRANO or BIC application will be installed.

Its use by drivers is, in principle, subordinated to the concomitant use of the protection bubble of the driving ecosystem. This option is recommended by SNCF Réseau. Subject to technical feasibility and compatibility, the RUs can obtain from SNCF Réseau a version of SOPRANO or BIC to use on a telephone

that is not equipped with a protective bubble. The decision to use SOPRANO or BIC without a protective bubble is the sole responsibility of the railway company.

The "SOPRANO" application has been deployed on the Paris - Lyon (HSL+) line since November 2024 and is planned on two (2) additional lines (or sections of lines):

- Réding - Saverne, as a pilot from the third quarter in 2025;
- Nuits-sous-Ravières - Montbard from the first half of 2026.

If additional SOPRANO deployments were implemented, the information would be available in the RTs or CLEs for the lines concerned.

The BIC application will be deployed gradually from 2026, on the following plates:

- COGC Brittany scope (first half of 2026);
- COGC Pays de Loire scope (second half of 2026);
- HSL Nord European scope, from the first quarter of 2027;
- COGC Centre scope, from the first quarter of 2027;
- COGC Normandy scope, from the second quarter of 2027;
- COGC Aquitaine Poitou-Charentes scope, from the first quarter of 2027;
- COGC Midi-Pyrénées scope, from the fourth quarter of 2027;
- COGC Provence Alpes Côte d'Azur scope, from the fourth quarter of 2027.

2.3.13 AUTOMATIC TRAIN CONTROL SYSTEM

- Speed or transition control

The different types of speed or transition control are the KVB system (automatic speed control using beacons on conventional railway lines), DAAT (automatic train stopping system implemented on certain single-track and non-electrified lines), TVM on high speed lines and ETCS, which is currently being deployed.

On the high-speed lines of the national rail network, the TVM system, which provides cab speed instructions, is supplemented by the KVB system. Therefore, the locomotives must be equipped with the TVM system, for speed or crossing control, supplemented by the KVB system which is used, in particular, for occasional checks of the conductor arrangement of the TVM, and speed control in the case of LTV (temporary speed limits).

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.

SNCF Réseau draws the attention of RUs to the fact that it is not possible to use diversion routes via conventional lines in the absence of KVB equipment and reminds them that the "ETCS N0" level is forbidden on the national rail network.

The "Lines equipped with speed checks" map, which can be viewed on the SNCF Réseau website represents in an indicative way the lines equipped with a KVB, TVM and ETCS speed control system. The operating documents indicate those lines equipped for DAAT.

Regarding the provision of class B equipment, i.e. existing speed control systems, SNCF Réseau can facilitate exchanges between the candidates and the manufacturers in charge of producing control/command equipment and also between the candidates and the entities in charge of configuration such equipment.

This facilitation may be requested by any candidate that wishes to operate traffic on the national rail network by sending a request to the dedicated national or regional account manager or, in the absence of an identified contact person, to the One Stop Shop (§ 1.6.1).

2.3.14 TECHNICAL SPECIFICATIONS

SNCF Réseau offers applicants access to current infrastructure description data containing the technical characteristics of the tracks as specified by the regulations. This data is accessible through the RINF (infrastructure registry), which is accessible from the ERA website.

In the event of the creation of a line or modification of the infrastructure resulting from redevelopment, customers may also consult the descriptive data on the infrastructure provided by the RINF six (6) months before the infrastructure is put into service by consulting, for each project, the Excel files available in the Documentation section of the SNCF Réseau Customer Area.

2.3.15 ODICEO

SNCF Réseau launched the development of the ODICEO tool (digitisation tool for traffic incidents and the transmission of written orders) so as to digitise the operational processes to manage traffic incidents by providing tools to SNCF Réseau movement operatives (AC) and the driving staff of railway undertakings.

ODICEO will be a significant lever to improve rail safety and regularity. Generally speaking, it will improve exchanges between the driving staff employed by railway undertakings and their contacts in charge of monitoring traffic within SNCF Réseau.

In the first phase of the project, the ODICEO tool is made available to traffic staff, without changing the manual process for transmitting orders (by radio or by telephone). Nearly all signal boxes are now fitted with ODICEO.

With regard to the second phase of the project, which will enable orders to be transmitted digitally, the RUs have two options:

- Develop their own IS solutions;
- Use the IS solution developed and provided by SNCF Réseau, ODICEO MOBILE, on a telephone or tablet belonging to the railway company.

Experiments may be carried out by volunteer RUs from early 2026 onwards.

.

Note that the solution developed by SNCF Réseau is entirely financed by SNCF Réseau.

RUs are responsible for purchasing and maintaining their fleet of compatible devices (laptops and/or tablets), training their staff and participating in end-to-end testing with SNCF Réseau. The implementation of the services (including minimum and additional services at a flat rate or based on a quote) is currently being defined.

From June 2026, use of ODICEO (via the IS solution developed by SNCF Réseau or via the Ru's own IS solution) will be mandatory on the network to receive written orders. However, to take account of any

delays in installing technical solutions or training staff, railway undertakings will be able to use ODICEO gradually during the second half of 2026, or even until the first quarter of 2027 (upon prior request to SNCF Réseau). Note that in the event of failure, the business continuity plan provides that orders can once again be transmitted by radio or directly to drivers of the RUs.

2.3.16 NEXTEO

The new NEXTEO operating system (new operating system for trains on RER lines E, then B and D) will be commissioned in the last quarter of 2028, between Pantin and the new Nanterre station on the RER E line. It will only concern EOLE tracks 1 and 2, and will be used to operate Transilien trains running on this line.

On this section of the national rail network, trains operating only under the BAL signalling system will still be able to run without adding the NEXTEO system. However, the increased frequency of Transilien trains equipped with NEXTEO along with the CBTC (communication base train control) operating system may lead to a review of operating rules and, for example, have consequences on train lengths and spacing rules for trains other than Transilien trains equipped with NEXTEO.

2.4 OPERATING FEATURES

2.4.1 SPECIALISED INFRASTRUCTURES

The following sections constitute specialised infrastructures within the meaning of Article 25-1 of Decree No. 2003-194:

- high speed lines built with the technical characteristics that allow, for transport services requiring high speed, speeds in excess of or equal to 250 km/h.

Maps of the network showing high-speed specialised infrastructures and their alternative routes are created and put on the SNCF Réseau website.

SNCF Réseau is considering specialising the Paris-Lyon HSL for passenger transport services by 2030:

- Able to effectively travel at the capped speed of the line (270 or 300 km/h depending on the sections), on all of the line, with the exception of very long ramps with a strong gradient;
- able to respect a minimum technical spacing cap (point 4.2.2.3), which is proposed to be set to 2 minutes and 45 seconds.

2.4.2 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 environmental reasons (noise and other forms of pollution). The sections of line on "quieter routes" that are subject to restrictions in the Noise TSI are described in parameter 1.1.1.1.7.11 of the RINF.

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".

2.4.3 DANGEROUS GOODS

The capacity applicants mentioned in § 4.1.2 must contact the dedicated national accounts manager or, if there is no identified contact person, the One Stop Shop (§ 1.6.1) for all requests relating to the possibilities of using the national rail network infrastructure and for running trains containing wagons carrying dangerous goods.

The network operating document RFN-CG-TR 02 E-04-No. 003 "Temporary stabling of wagons containing dangerous goods", available in the "Technical documents" page of the SNCF Réseau website, supplements the provisions of the Administrative Order of 29 May 2009 as amended (TMD), for the temporary stabling of wagons transporting dangerous goods on the national rail network.

2.4.4 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.

2.4.5 BRIDGE RESTRICTIONS

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

2.4.6 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 the following lines: T4 Aulnay to Bondy (line 958000), T11 Epinay-sur-Seine to Le Bourget (line 960000), T13 Saint-Cyr to Saint Germain en Laye (segment of line 990000), Mulhouse (line 132 000), Nantes Châteaubriant (line 519 000) and the Tassin junction (line 782 310).

In the absence of a specific agreement relating to the provision of dedicated tracks signed with SNCF Réseau before April Y-1 and applicable to timetable Y, the general provisions of the NS apply to Tram-Trains in order to formalise their movements.

2.4.7 TRAIN TRACKING SYSTEM

2.4.7.1 Train wheel fault detectors at the entry to the BPL and CNM lines

The entries to the line Bretagne-Pays de la Loire (BPL HSL) and the Nîmes-Montpellier by-pass (CNM) are equipped with measuring stations (locations provided below) which can detect train wheel faults while driving and in real time.

Measuring stations	BPL		CNM			
	Sillé-le-Guillaume	Nogent le Rotrou	Frontignan	Théziers	Beaucaire	Marguerittes
Exact location (line number of mileage point PK in km)	No. 420 000 PK 244+901	No. 420 000 PK 162+550	No. 810 000 PK 96+225	No. 800 000 PK 760+736	No. 810 000 PK 5+751	No. 800 000 PK 783+130

The purpose of the mechanism below is to ensure the quality of the trains in order to preserve the network infrastructure. It must also allow railway undertakings to rationalise maintenance operations on their rolling stock.

The maximum permissible impact force threshold per wheel is set to 333 kilo-Newton (kN).

Since the inauguration of the BPL and the CNM lines, as soon as at least one of the wheels of a scheduled convoy on the BPL or CNM is detected by a station as exceeding the maximum allowable impact force threshold:

- **if this is a freight convoy**, it is deviated in real time to the equivalent route on the conventional line, as defined in the technical information of the section of line in question. If deviation on a conventional line is not possible, the convoy continues its initial itinerary on the new line;
- **if it is a passenger convoy**, it is not deviated and continues its initial itinerary on the new line.

When at least one wheel of a convoy that has to borrow the new lines is detected above the afore mentioned threshold, the railway undertaking is notified the same day by the competent COGC of the wheel defect on the train, in order to be able to identify the defect and remedy it as quickly as possible.

2.4.7.2 Automatic systems for monitoring trains in motion

As part of the introduction of the Centralised Network Control (CCR), SNCF Réseau plans to implement various automatic devices to check that trains are on the right track, with the associated operating rules, or to supplement certain current operating instructions.

These systems will be introduced gradually, in several stages, which will be detailed in future versions of the NS.

The first stage, for the 2026 timetable, will see the introduction of new operating rules for a limited number of trains with very serious wheel defects.

The current detection systems (DACE for Détecteurs d'Anomalie de Charge à l'Essieu - axle load anomaly detectors) installed upstream and downstream of the CNM and the BPL high-speed line (see Article 2.4.7.1) will be used here on freight and passenger trains as follows:

- The provisions made for goods trains that have to use the CNM or BPL high-speed line, (see article 2.4.7.1) are unchanged for these infrastructure sections (diverting the train onto the equivalent path on the normal line unless this is impossible, as described in said article, if the impact threshold of 333 kiloNewtons (kN) is exceeded)
- In addition, as soon as at least one of the wheels of a freight or passenger train passing through one of the stations has an impact force that exceeds the threshold of 450 kiloNewtons (kN), an alarm is sent to the traffic officer who then takes the established operational measures to stop the train at the nearest suitable and available garage (for passenger trains, the train will stop in a passenger station).

The Railway Undertaking is notified by the relevant COGC of the presence of the wheel defect on its train so that it can identify and rectify it as quickly as possible.

In addition, SNCF Réseau proposes to provide railway undertakings with raw data from systems used to detect wheel defects and systems used to check tonnage declarations. This data can be correlated with the information gathered by the RFID TAG readers installed on the measuring equipment, for rolling stock fitted with RFID tags.

The use of raw data for predictive maintenance should make it possible to anticipate the most serious faults and avoid a convoy being immobilised, which would penalise the railway undertaking and the infrastructure manager.

Depending on the needs of railway undertakings and the rolling stock owners, two (2) data transmission solutions were determined:

- Transfer of complete train data
- Transfer of mobile unit data

Any railway undertaking or rolling stock owner wishing to receive data from its trains or mobiles is invited to contact SNCF Réseau via the account managers, subject to the signature of a disclosure agreement drawn up by the legal department. The location of existing systems can be consulted in Appendix 2.3.

2.4.8 CROSSWINDS ON THE CNM LINE

Due to the presence of cross-winds on the so-called Nîmes-Montpellier bypass line, and the associated risks of derailment, studies have been conducted In 2016 and 2017 to ensure that the rolling stock currently operating on the regional network concerned may run in accordance with the conditions defined below:

- freight trains, without a speed limit;
- class 1 TAGVs, in compliance with the aerodynamic requirements as regards cross-winds, as defined by Regulation (EU) No. 1302/2014 issued by the Commission on 18 November 2014 concerning a technical specification for interoperability relating to the "rolling stock" sub-system of the trans-European high-speed rail system;
- drawn passenger trains, within the limit of 140 km/h;
- Z27500 and B81500, within the limit of 140 km/h;
- B83500 – 4 containers, within the limit of 140 km/h;
- Z55500, within the limit of 140 km/h;
- X73500, within the limit of 140 km/h.

If a railway undertaking or infrastructure manager wishes to use rolling stock that does not satisfy the categories or running conditions indicated above, it shall be responsible for conducting a supplementary study to verify the risk of the rolling stock with respect to cross-winds.

In order to assist applicants with this, safety studies that have been used to verify the rolling stock given above and the available technical data are provided by SNCF Réseau through DocExplore, available in the Customer Area.

2.4.9 INFRASTRUCTURE RESERVED FOR FREIGHT TRANSPORT

Some of the lines on the national railway network may be reserved for freight transport. These are the lines of the UIC "SV" (passenger-free) group. They are shown in green on the map of the national rail network, which can be viewed on the SNCF Réseau website:

- on the lines with UIC 7 to 9 SV groups, the maintenance rules do not take account of the concept of passenger comfort, but solely traffic safety;

- **on lines with UIC 2 to 6 groups dedicated solely to freight**, the maintenance rules applied are identical to those for the UIC 2 to 6 groups with passengers, but, for commercial and operating reasons, only standard speed trains travel on them (i.e. 100 km/h). From an operational perspective, it would thus be difficult, to include passenger trains among this traffic. Moreover, for some of these lines, it is not possible to include passenger trains insofar as there are no stations;
- **on some lines** (especially the right bank of the Rhone, to the north of Pont Saint Esprit), some passenger traffic may be permitted on an exceptional basis, e.g. in the event of diversions.

2.5 AVAILABILITY OF THE INFRASTRUCTURE

The conditions for opening the lines, stations and track accesses are specified in the reference document "Opening times for lines, stations and signal boxes", available in the OLGA IS (management system for the reference frame and the openings of lines, stations and signal boxes) accessible from the Customer Area.

Works periods can also have an effect on the availability of the network (see § 4.5). The TCAP IS (capacity works) allows SNCF Réseau customers to consult the planned works windows and track capacity on the national rail network online via the Customer Area.

2.6 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 are broken down into programmes, and others are defined as part of contracts such as Central-Regional Government Project Contracts (CPER) which give regional authorities the opportunity to finance and develop the regional lines for reasons of consistency and local competitiveness.

2.7 MAIN MODERNISATION PROJECTS

SNCF Réseau has been implementing the Major Network Modernisation Plan (GPMR) since 2013, which aims to improve network performance and safety.

- **The Longuyon-Basel project (427 km): end of deployment in 2030**

It consists in equipping the line with ETCS level 1 (N1), V 2.3.0d, superposed to the class B system (BAL KVB). The commissioning will be carried out in sections between 2016 and 2030.

Currently operating:

- SP2 (Mont-St Martin – Longuyon excluded)

ETCS operation on SP1 (Zoufftgen-Uckange) is temporarily suspended following the commissioning of the Thionville CCR station. Provisional schedule (subject to modification):

- Start-up of Longuyon-Thionville-Metz + SP1: SA 2027;
- Opening of Graffenstaden (south of Strasbourg) - St Louis (CH border) via Mulhouse Nord: SA 2028;
- Opening of Metz-Bénestroff: SA 2028.

No specific ETCS (ETCS System Compatibility) tests are planned on these sections.

- Paris-Lyon HSL

The project includes a complete overhaul of signalling including the establishment of the European interoperable system called ETCS on the HSL and its connections. The system installed on the ground will be ETCS level 2 (N2) in baseline 3 version 3.6.0., with GPRS transmission exclusively. Commercial start-up is scheduled for September 2026. For safety reasons, trains equipped with "full" Baseline 4 (i.e. implementing system version 3.0) will not be authorised to run on ERTMS on the line until the ETCS ground system has been updated. The date on which this temporary restriction will be lifted will be specified in a later version of the Network Statement.

As TVM remains superimposed, there is no need to define specific test periods.

While deployment is taking place in overlap with the B class system, trains circulating on the line in ETCS should probably be in the majority from the 14th train path, and all circulate in ETCS to achieve 15 train paths per hour.

As of the 2030 annual timetable, trains running on the Paris-Lyon HSL must be able to operate on ETCS N2(*). For trains still equipped with it upon this deadline, the use of TVM will be reserved to manage downgraded modes, either automatically (loading in TVM if the ETCS loading fails) or on instruction of SGC.

As of 2030, in order to optimise the operation of the ETCS or its maintenance operations, SNCF Réseau may make changes to the TVM ground equipment that may downgrade or even prevent the movement of trains equipped with TVM (except for the sections listed in the reference (*) below).

The minimum length of trains running on infrastructure equipped with the TVM system is currently 17 metres between its ends (i.e. 15 or 16 metres between the first and last axles, depending on the case – see TSI "Control-Command and Signalling (CCS)" § 7.7.2.3*)*, a value determined by the operating constraints of the traffic detection devices. This requirement remains applicable within the deployment of ETCS.

However, safety studies for ETCS operation have shown that certain operational situations can only be covered with trains that are at least 25 metres in length. . For shorter trains, it may be necessary to modify the ETCS ground equipment and/or to implement ad hoc operating measures.

Also, requests concerning the movement of ETCS trains between 17 and 25 metres in length will be subject to a specific technical study, conducted and financed by SNCF Réseau, provided that the RU's request (concerning rolling stock that complies with the TSI but is less than 25 m in length) meets the following two cumulative conditions:

- the rolling stock concerned must be able to operate at the maximum speeds in force on the high-speed line concerned;
- the planned service has a viable economic model, i.e. it is intended to cover its operating and investment costs on a long-term basis through revenue generated by its users, once the ramp-up phase is complete.

In this context, it is up to the applicant to provide SNCF Réseau with the elements required to assess the economic viability and the technical aptitude of the equipment.

This technical instruction and, where applicable, the implementation of ad hoc modifications will take place within a time frame compatible with the equipment design process and RFN admission procedures.

(*) *Trains operating solely within the ETCS perimeter south of Grenay (using connections to/from Lyon) or Lyon Saint-Exupéry (if it is impossible to reach the Lyon rail hub), or north of Solers (from the Yerres junction to Marne-la-Vallée or vice versa) are not subject to this requirement. To the north of Solers, this exemption is only valid for the 2030 and 2031 timetables.*

- Marseille-Vintimille connection

The entire Marseille - Ventimiglia route will be operated with ETCS level 2 in baseline 3.6.0, using GSM-R transmission exclusively.

The start-up is scheduled in several phases as set out below:

- Azur hub by the end of the 2028 timetable: Théoule-sur-Mer pk 181 to Vintimille section in cooperation with RFI, antenna towards Grasse and Nice-Ville – Nice Saint Roch Section (note that the class B system will remain on the Nice-Ville platform G – Nice Saint Roch section for train movements heading to or coming from Breil);
- Toulon and Var hub for the 2031 timetable: Section from La Ciotat pk 35 to Théoule-sur-Mer pk 181 and branch line to Hyères;
- For the 2032 timetable: Section from Marseille-Blancarde pk 4.6 to La Ciotat.

The class B system currently in place (BAL, automatic light block+ KVB, speed controlled by beacons) will be dismantled at the same time as the deployment of the ETCS for each section.

For the Azur hub, the railway undertakings will be able to proceed with ETCS dynamic operating tests for their rolling stock on the test section of the branch line towards Grasse.

- Nantes – Angers – Sablé corridor

Lines between Ingrandes-sur-Loire, Chalonnes and the Sablé-sur-Sarthe HSL link will be operated on ETCS level 2, exclusively with FRMCS transmission, from a date between the end of 2035 and the end of 2039. This date will be adjusted shortly by the partners involved in the infrastructure development project and specified in future versions of the Network Statement.

The class B system currently in place (lateral signalling, speed controlled by beacons KVB) will be dismantled at the same time as the deployment of the ETCS.

- Roissy-Picardy

At this stage, it is envisaged that ETCS L2 will be deployed on the link, superimposed with the TVM on Vémars-Roissy and also on the new Survilliers-Vémars line.

- LGV Nord and LGV Atlantique

At this stage, it is envisaged that ETCS L2 will be deployed, without superimposing with the TVM.

Below is a summary table showing the indicative main equipment deadlines for each line. The detailed calendars will be shared as they arise in the COOPERE working group.

NAME	ON-BOARD EQUIPMENT NECESSARY	COMMENTS
LGV Est	TVM or ETCS L2	ETCS since 2013
SEA	TVM or ETCS L2	ETCS in service since 2017, necessary for 320 km/h
BPL	TVM or ETCS L2	ETCS in service since 2017, necessary for 320 km/h
NAME	ON-BOARD EQUIPMENT NECESSARY	COMMENTS
Longuyon-Basel	KVB or ETCS L1	ETCS commissioned by section from 2016 until 2028
Paris-Lyon	TVM or ETCS L2 up to and including SA2029 ETCS L2 from SA2030 onwards	Majority of trains necessary for 14 train paths (SA 2027), 100% of ETCS trains necessary as of SA 2030
Marseille-Ventimiglia	ETCS N2	ETCS to be commissioned by sections between 2028 and 2031
Roissy-Picardy	KVB and ETCS L2 or KVB and TVM430	ETCS and TVM 430 on Roissy-Vémars, TVM 430 on LN Vémars-Survilliers-BAL, KVB beyond Survilliers on conventional lines
LGV Atlantique and LGV Nord	ETCS N2	ETCS L2 alone, with commissioning planned for the end of the 2030 decade.

The other projects included in the National Implementation Plan (NIP) will be gradually added to the Network Statement as their progress allows their deadlines to be specified with sufficient certainty.

The NIP, issued by the French authorities at the end of 2024, can be found at the following link from the European Commission: https://transport.ec.europa.eu/transport-modes/rail/interoperability-safety/interoperability/national-implementation-plans-2024-under-control-command-and-signalling-tsi_en.

CHAPTER 3. NATIONAL RAIL NETWORK ACCESS PROCEDURES

3.1 INTRODUCTION

This chapter describes the conditions to be fulfilled by applicants wishing to access the national rail network, the infrastructure of which is described in Chapter 2 - Infrastructure: including general and specific access requirements, commercial conditions and operational rules established for train operation.

These conditions also apply for access to the national rail network that forms part of the European corridors.

3.2 ACCESS PROCEDURES

3.2.1 REQUIREMENTS FOR REQUESTING CAPACITY

A "candidate", as defined by Article L.2122-11 of the French Transport Code, is "*a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity*".

Any applicant may submit train path applications, under the terms and conditions set out in Chapter 4 - Capacity Allocation, provided it fulfils the conditions set out in this Chapter, whether it be a railway undertaking or any other applicant. Any applicant can also request access and use of the service facilities described in Chapter 7 - Service Facilities.

As part of the new IS access procedures for new operators, it is necessary to distinguish between a "capacity applicant" and an "applicant not requesting capacity".

A "capacity applicant" is defined as an applicant who has submitted 24-hour requirement statements or ordered train paths.

3.2.2 NATIONAL RAIL NETWORK ACCESS PROCEDURES

All 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 have a right to access the national rail network.

Railway undertakings can also provide traction only.

In application of French decrees No. 2003-194 and No. 2019-525, all railway undertakings wishing to operate rail transport services and have access to the railway infrastructure must be in possession of:

- a railway operator's licence, except for the companies stipulated in §§ 1 to 5 of Article L.2122-10 of the Transport Code (§ 3.2.3);

- a unique safety certificate valid for the services concerned, to actually operate trains on the infrastructure (§ 3.2.4)
- an insurance certificate (§ 3.2.5).

They must also take out a contract for the use of the infrastructure with SNCF Réseau (§ 3.3.2).

SNCF Réseau invites railway undertakings to contact its One Stop Shop (§ 1.6.1), for all enquiries into accessing the national rail network.

3.2.3 RAILWAY OPERATOR'S LICENCE

The railway operator's licence is necessary for exercising one or more activities connected with the transport of passengers, the transport of goods and/or traction alone. It is issued either:

- In France, through a Decree issued by the Minister of Transport (point 1.6.6) under the conditions set by title II of Decree No. 2003-194, the Decree of 6 May 2003 laying down procedures for the issuance, temporary suspension and cancellation of railway operator's licences, and the Decree of 20 May 2003 establishing thresholds for share capital, the supporting documents to provide to give an understanding of the financial capacity and minimum guarantee ceiling amounts to take into consideration for the assignment of the railway operator's licence,
- 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 railway operator's licence is valid throughout the European Union.

Railway operator's licences may only be granted if the conditions relating to professional skills, financial resources, good repute and risk coverage are fulfilled.

However, pursuant to **Article L.2122-10 of the Transport Code**, it is not necessary to obtain a railway operator's licence for companies:

- the activities of which are limited to sole provision of shuttle services for road vehicles travelling only on the fixed cross-channel link mentioned in Article L. 2111-8;
- that only operate urban or suburban passenger transport services;
- that only operate passenger rail transport services on independent local or regional rail infrastructures;
- that only operate regional rail freight services;
- that only operate freight services on a private rail infrastructure used exclusively by its owner.

More information is available on the website of the French Ministry for Transport at the following address: www.ecologie.gouv.fr/licence-dentreprise-ferroviaire.

Within the framework of an application for a railway operator's licence, it is possible to obtain all the information by contacting the relevant Ministry department at the DGITM using the following email address: **licences-ef@developpement-durable.gouv.fr**.

3.2.4 SAFETY CERTIFICATE

A railway undertaking may only access the national rail network operated under the regime of the Decree 2019-525 of 27 May 2019 relating to the safety and interoperability of the rail system and amending or revoking certain regulatory provisions without being the holder of a single safety certificate.

The single safety certificate has been issued since 16 June 2019 by the Agency of the European Union for railways, or by the EPSF for operation restricted to the national territory, under the conditions set by Decree No. 2019-525 and Commission implementing regulation No. 2018-763.

It is specified that Decree No. 2019-525 provides for a simplified procedure to extend the operating scope to the border section in the case of a single safety certificate.

As regards the lines operated under the regime of Decree No. 2017-440 dated 30 March 2017 pertaining to the safety of guided public transports, access is subject to the approval of a safety and operating ruling (RSE) issued by the Prefect.

Currently, these lines are:

- line from Saint-Gervais-les-Bains-Le Fayet to Vallorcine
- line from Villefranche- Vernet-les-Bains to Latour-de-Carol - Entveig
- line from Salbris to Valencay
- tram-train line T4 Aulnay- Bondy
- tram-train line T11 Epinay-sur-Seine- Le Bourget
- tram-train line T13 Saint-Cyr - Saint Germain en Laye
- tram-train line Mulhouse - Vallée de la Thur on the Rond-point Strickler - Lutterbach section.

In the event of suspension or withdrawal of the safety certificate, the railway undertaking must immediately inform the infrastructure manager and cease its activity, as well as the activities of its eventual candidates authorised on the railway system, upon receipt of the notification of suspension or withdrawal.

3.2.5 INSURANCE CERTIFICATE

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.

It should be noted that:

- for railway undertakings subject to the railway operator's licence obligation, the necessary procedures are established by the aforementioned Decree of 20 May 2003 (§ 2.2.3);

- for railway undertakings not subject to the railway operator's licence requirement pursuant to Article L 2122-10 of the French Transport Code as mentioned in 2.2.3 above, the procedures are laid down in Decree No. 2020-820 of 30 June 2020 on the insurance obligation procedures for companies not subject to the railway operator's licence requirement.

In the event of any doubts as to the sufficiency of the amount covered by the insurance or the scope of the insurance coverage, SNCF Réseau may contact the Ministry of Transport.

3.2.6 SERVICE FOR SECURE ACCESS TO SERVICE FACILITIES (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 facilities. This badge is registered and labelled with the following information: surname and first name of the person and name of the undertaking.

The special conditions for the use of the CANIF badge and authorisation are described in the Appendix 3.2.3.

The list of sites and accesses to the national rail network protected by a CANIF badge reader is available in the Customer.

Railway undertakings must submit their request for CANIF badges and access authorisation (creation, modification, deletion) specifying the full identity of the persons and the list of sites and accesses required via the CANIF information system. This CANIF information system is made available to each railway undertaking as part of the contract for the use of information systems signed with SNCF Réseau (appendix 3.4.2).

Furthermore, as the entity responsible for processing personal data relating to CANIF badges, SNCF Réseau undertakes to comply with the provisions of law No. 78-17 of 6 January 1978 and with regulation 2016/679 of the European Parliament and Council dated 27 April 2016 (GDPR), on the protection of personal data.

3.3 CONTRACTS

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

- contracts required for network access by all candidates (§§ 3.3.2 and 3.3.3):
  - a contract for use of the infrastructure between SNCF Réseau and the railway undertaking:
  - a contract for the allocation of train paths between SNCF Réseau and the other candidates;
  - a contract for use of information systems (IS) between SNCF Réseau and a capacity applicant;
  - a contract for use of information systems (IS) between SNCF Réseau and an applicant not requesting capacity;
  - a contract for the opening of additional lines, stations and signal boxes.

- other contracts aimed at strengthening commercial relationships with willing customers and boosting the use of contracts for network services: the infrastructure capacity framework agreements (§ 3.3.1);
- contracts relating to railway communication services (§ 3.3.2);
- contracts connected to the use of certain service facilities (Chapter 7- Service Facilities):
  - for the recurrent use of sidings (Appendix 7.2);
  - for the use of freight yards (Appendix 7.3);
  - for the use of combined transport terminals (Appendix 7.4);
  - for the provision of industrial spaces (Appendix 7.5);
  - other facilities, see Chapter 7- Service Facilities or contact the PSEF.

3.3.1 INFRASTRUCTURE CAPACITY FRAMEWORK AGREEMENTS

According to the procedures set out in Directive 2012/34/EU, the Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity, the Transport Code and Decree No. 2003-194 as amended by Decree No. 2015-1040 of 20 August 2015 on access to the rail network, SNCF Réseau may enter into a framework agreement with any applicant mentioned in 3.2.1, provided that, for an application for a passenger framework agreement, it concerns a framework line as described in §3.3.1.3.

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.

Framework agreement commitments relate to volumes of capacity to be ordered by the applicant for capacity and allocated by SNCF Réseau as part of the process of drawing up the annual timetable.

On the other hand, the procedures for applying for and allocating daytime train paths remain governed, for each timetable concerned, by the provisions set out in the NS in force for each timetable and in particular its chapter 4.

The infrastructure capacity allocated by means of a framework agreement is hereafter referred to as the "framework capacity".

3.3.1.1 Declaration of framework capacity

In order to inform potential framework agreement applicants, SNCF Réseau produces a "Framework capacity declaration" published on the "Technical documents cited in the Network Statement " page of its **website**, compliant with the commercial confidentiality conditions.

This framework capacity declaration provides an overall view of the framework capacity already allocated on the lines of the national rail network and an indication of the remaining volume and nature of the available capacities on these same lines, and may include diagrams.

It is updated three (3) months at the latest after the signing, substantive modification or cancellation of a framework agreement.

3.3.1.2 Freight framework agreement request

The request for a framework agreement must be sent by the applicant to the dedicated national (or regional) accounts manager by the beginning of June Y-2 at the latest. Such requests must indicate the origin-destination pairs concerned and the characteristics of the capacity corresponding to each origin-destination pair. Once this date has passed, SNCF Réseau undertakes to immediately process the requests received.

The technical characteristics of the framework agreement, including the time intervals) are negotiated between the candidate and SNCF Réseau on this basis to produce a finalised technical appendix by mid-September Y-2. The time interval is defined as being *"the period specified in a framework agreement during which one or more train paths are intended to be allocated within the scope of the process for establishing the annual timetable"*

3.3.1.3 Request for Passenger framework agreement

Passenger framework agreements may be implemented for traffic (commercial paths only) from SA 2026 onwards, on the national rail network scope and only on "framework lines".

The opening of a framework line is conditional to the presence of at least two (2) capacity applicants, for the same type of line (high-speed or conventional line), not part of the same legal entity, and planning to run trains. It is understood that two (2) applicants belonging to the same legal entity but operating under different trade names may not claim the right to sign two (2) separate framework agreements on the same framework line.

The framework lines will be published on the SNCF Réseau website on the List of passenger framework lines page. The tasks covered by the framework agreement cover the framework line from end to end.

Furthermore, pursuant to the provisions of Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on the procedures and criteria for framework agreements for the allocation of railway infrastructure capacity, according to which the negotiation and coordination of framework agreements create burdens for the infrastructure manager and applicants, passenger framework agreements are strictly reserved for repetitive and recurring commercial needs.

Passenger framework agreements are, in principle, signed for a period of five (5) timetables, in line with the best possible visibility given by the PERs. For applicants wishing to do so, these framework agreements may be signed based on three (3) timetables that may be extended two (2) times by one (1) year. In these cases, the framework agreement may be renewed on expiry, for periods equal to its initial term.

As an exception to this nominal duration of five (5) timetables, without prejudice to the provisions of Article 42 of the Directive and Article 20 of Decree SNCF Réseau is prepared to consider a duration of ten (10) timetables provided that this duration is justified by the applicant.

For a given framework line, the framework capacity allocated to all capacity applicants is capped at seventy per cent(70%) of the maximum capacity provided, for each time slot in the 2h grid of the Reference Operating Plan (ROP) for the framework line in question, or in the absence of a ROP, in the latest 2h grid published by SNCF Réseau or as part of an *ad hoc* analysis. Exceptionally, should the total framework capacity volume requested on a framework line exceed the 70% threshold, the latter may be exceeded on a limited basis in order to best meet the requests expressed while considering the interests of all SNCF Réseau customers. In addition, upon receiving a framework agreement request from an operator, SNCF Réseau carries out a preliminary analysis to check that the content of the request does not hinder access to the framework line in question by other operators.

Whenever an applicant wishes to conclude a framework agreement on a published framework line, the Passenger framework agreement request must be sent to the Sales Director of SNCF Réseau between June Y-3 and January Y-2 at the latest. Such requests must indicate the framework lines concerned and

the characteristics of the capacity corresponding to each framework line. A request for a framework agreement for an already published framework line may be formulated according to an earlier timetable than that mentioned above, if such a request is objectively justified by the requesting applicant, in particular with regard to its own needs for the launch of a new service. In any event, such a framework agreement may not be signed more than five (5) years before the opening date of the first train path-day order period targeted by the applicant.

Before signing a framework agreement, the infrastructure manager shall take into account the criteria set out in Article 6 of Commission Implementing Regulation (EU) 2016/545 of 7 April 2016.

The characteristics of the framework agreement are negotiated between the applicant and SNCF Réseau to produce a finalised appendix by mid-September Y-2 at the latest. The Passenger framework agreement must be signed in December Y-2 at the latest.

Whenever an applicant wishes to conclude a FA on a line that has not yet been published as a framework line, a request for a framework agreement may be formulated during the first half of Y-3. Such a request may be made before this date if the applicant justifies it based on objective criteria, in particular with regard to its specific needs for the launch of a new service. In any event, such a framework agreement could not be signed more than five (5) years before the opening date of the first order period for train path-days targeted by the requesting applicant. In this case, the line in question becomes eligible for the conclusion of framework agreements. Stakeholders are informed by the online publication of the line as a framework line on the SNCF Réseau website on the page List of passenger framework lines. This publication will set a deadline by which potential applicants will be invited to submit a request for a framework agreement, which must specify the volumes envisaged on the line along with the timetables considered. Requests for framework agreements received within the aforementioned deadline will then be processed by SNCF Réseau at the end of that period, in accordance with Article 3.1.3.5 below. Only after this analysis will SNCF Réseau decide on its intention to conclude a framework agreement with each of the applicants, subject to the condition that there are at least two (2) applicants requesting capacity to operate on the line in question. Requests for framework agreements on these same lines received after the above-mentioned deadline will be processed on a rolling basis at a later stage.

3.3.1.4 Coordination of requests

Conflicts may arise:

- between existing framework agreements and requests for new framework agreements;
- between existing framework agreements and amendments to framework agreements;
- between requests for new framework agreements.

In this case, SNCF Réseau shall coordinate in accordance with Article 9 of the aforementioned Regulation 2016/545 on " *Coordination in the event of competing framework agreement applications at any time after the end of the next period of validity of the timetable* ".

The principles of the coordination procedure for competing train path requests during the construction phase, provided under Chapter 4, apply.

In accordance with Article 9, paragraph 6 of Regulation No. 2016/545, SNCF Réseau may, however, reject the competing application for a framework agreement if the additional revenue from it does not at least offset the compensation that would be payable by SNCF Réseau to the customer(s) whose framework agreements would be modified.

3.3.1.5 Concluding the framework agreement

Before concluding a framework agreement (outline in Appendices 3.3.1 and 3.3.2), or making a substantive modification to an existing framework agreement, SNCF Réseau in particular takes into account the following elements.

a) The guarantee of optimal use of the available infrastructure capacities, including the use of other networks, taking into consideration the capacity restrictions provided;

b) The legitimate commercial needs of the candidate when the latter has proven its desire and ability to really use the capacity requested in the framework agreement;

c) The needs of the passengers, of the goods transport sector and of investors, including state bodies and other public and private entitles.

d) The guarantee of non-discriminatory access to the infrastructure and the availability of the facilities connected thereto and of the services provided in the latter insofar as this information is made available by the infrastructure manager;

e) Its own financing and the future development of the network;

f) The promotion of efficiency in the operation of the infrastructure and, insofar as possible, the facilities connected thereto, including the maintenance, strengthening and planned renewals;

g) the capacity needs of the international corridors for rail freight, as per Article 14 of EU Regulation No. 913/2010;

h) The guarantee of proportionate, targeted, transparent, and fair management of the network using sufficient resources;

i) The previous cases, where present, of non-use of the framework capacity and the reasons for this non-use, as per Article 11, §2 and §3 of EU Regulation no. 2016/545;

j) The priority criteria applicable to the allocation of train paths in the process for establishing the annual timetable, as per Article 47 of Directive 2012/34/EU, and the infrastructure saturation declarations;

k) Where applicable, the need to guarantee the long-term financial performance of the public transport services provided within the scope of a public service agreement.

SNCF Réseau shall justify its decision to refuse to enter into or modify a framework agreement. SNCF Réseau relies on the information provided by the potential Applicant to assess the credibility and soundness of its project. SNCF Réseau then sends its justification in writing to the applicant that requested the conclusion or amendment of a framework agreement.

The implementation of a framework agreement can be deferred for up to five (5) years after the signature of the framework agreement, at the applicant's request in the following cases:

a) The framework agreement is a prerequisite for financing the rolling stock required to operate a new service;

b) The steps for obtaining the authorisation of the rolling stock stipulated in point a) must be completed;

c) The start of operation of the points of dispatch or the loading terminals or the opening of an infrastructure connecting element are planned and subject to certain conditions;

d) Investments must be made on the infrastructure in view of increasing the capacity thereof;

e) An existing public service agreement requires such an agreement.

The Transport Regulation Authority (ART) may approve criteria in addition to those stipulated in points a) to e).

SNCF Réseau or the candidate may also request that the ART approves a longer period for the deferment of the application for a framework agreement.

During this period, the framework capacity remains available to other candidates.

In accordance with Article L.2133-3 of the Transport Code, the framework agreement may be submitted by the parties to the Transport Regulation Authority.

3.3.1.6 Executing the framework agreement

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 - Capacity Allocation below.

- **Adjustment of the framework capacity set under the framework agreement**

The framework agreement is regularly re-examined with the applicant in order to assess the capacity agreed between the parties under the framework agreement. The Applicant immediately informs SNCF Réseau of any long-term intention to not use all or part of the framework capacity.

The proportion of the framework capacity that must be used by the parties in the framework agreement corresponds to the capacity agreed between the parties in the framework agreement (for example, the proportion would be 90% for a fixed excess of 10%).

If the candidate does not intend to use this proportion of the framework capacity defined in the terms of the framework agreement for more than one (1) month, it shall immediately inform SCNF Réseau thereof at least one (1) month in advance.

If this notice is not provided within the aforementioned period, and if the applicant will not use all or part of the capacity defined in the framework agreement for more than one (1) month, SNCF Réseau shall reduce said capacity for the current timetable, unless the applicant has not used the capacity for reasons outside of its control. SNCF Réseau may also reduce this capacity for the period subsequent to the current timetable.

- **Penalties**

The parties may provide for the application of penalties in the event of the modification or termination of the framework agreement, as per Article 13 of the aforementioned Regulation No. 2016/545.

3.3.2 CONTRACTS WITH RAILWAY UNDERTAKINGS

- **Contract for use of the infrastructure**

Pursuant to Article L.2122-11 of the Transport Code, before any use is made of the national rail network infrastructure to operate a transport service, a "contract for use of the national rail network infrastructure", for which the general terms and conditions applicable on the publication date of this document are set out in Appendix 3.1, and a specimen of the special terms and conditions is included under Appendix 3.2.1.

- **Contract for the use of information systems**

Use of the information systems made available by SNCF Réseau to request capacity and use the national rail network infrastructure requires the applicant concerned to sign:

- In the case of an applicant applying for capacity: the contract for the use of information systems (IS). The general conditions applicable on the date on which this document is published are set out in Appendix 3.4.1 and a specimen of the special conditions is given in Appendix 3.4.2.

  OR

- In the case of an applicant not requesting capacity: the contract for the use of information systems (IS) is available in Appendix 3.4.3.

- **Contracts for the use of** rail telecommunications services

The use of rail telecommunications services subscribed to with SNCF Réseau requires the railway undertaking to sign contracts of use or special subscription terms and conditions as set out in Appendix 3.2.4.

3.3.3 CONTRACTS WITH NON-RAILWAY UNDERTAKING APPLICANTS

- **Contract for allocation of train paths on the national rail network**

In application of Article L.2122-11 of the Transport Code, before any train paths can be allocated on the national rail network to an applicant that is not a railway undertaking with a view to providing them to one or more railway undertakings to perform the transport service that it organises, a "contract for train path allocation on the national rail network" must first have been signed between SNCF Réseau and the applicant. The general conditions applicable on the date on which this document is published are set out in Appendix 3.1 and a specimen of the special conditions is given in Appendix 3.2.2.

This contract must be signed before the beneficiary designates the name of the railway undertaking(s) operating the transport service to SNCF Réseau, under the conditions set out in § 4.1.3.2.

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

- **Contract for the use of information systems**

Use of the information systems made available by SNCF Réseau to request capacity and use the national rail network infrastructure requires the applicant concerned to sign:

- In the case of an applicant applying for capacity: the contract for the use of information systems (IS), for which the general conditions applicable on the date of publication of this document are in Appendix 3.4.1 and a specimen of special conditions is in Appendix 3.4.2.

  OR

- In the case of an applicant not requesting capacity: the contract for the use of information systems (IS) is available in Appendix 3.4.3.

3.3.4 GENERAL TERMS AND CONDITIONS

Not applicable

3.3.5 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.

3.4 REQUIRED ACCESS CONDITIONS

3.4.1 ACCEPTANCE OF ROLLING STOCK

Decree No. 2019-525 of 27 May 2019 provides in its Article 190: "*Before a railway undertaking uses a vehicle in the field of use specified in its marketing authorisation, it checks:*

1°) The vehicle has a marketing authorisation delivered in compliance with sections 1 and 2 of this chapter or an operating authorisation instead and that it is duly registered;

2°) The vehicle is compatible with the itinerary, based on the infrastructure registry, the applicable technical specifications for interoperability or any relevant information the infrastructure manager in charge of operational traffic management has provided to it free of charge and within a reasonable time frame whenever said registry is non-existent or incomplete. Said infrastructure manager in charge of operational traffic management may provide, in its Network Statement, the type of assistance it may offer to the railway undertaking in order to check compatibility;

3°) The vehicle is suitably integrated in the train consist within which it must be used, while taking into account the safety management system and the technical specification for interoperability pertaining to traffic operation and management."

3.4.1.1 General measures

To enable the railway undertakings to satisfy their obligations laid down in §2 of article 190 of Decree No. 2019-525 dated 27 May 2019, SNCF Réseau provides railway undertakings with:

1) The information set out in the 4th railway package (TSI OPE 2023/1693 & RINF regulation 2019/777/UE).

Should a railway undertaking identify an incomplete specification in the RINF (infrastructure registry) accessible on the ERA website, for a line which is part of the scope of the railway lines for which SNCF Réseau is the infrastructure manager, this information shall be provided to it, after sending a request to the "Support Clients et Partenaires de SNCF" (customer support service), in compliance with § 4.2.2.5.1 of the aforementioned EU implementing regulation 2019/773, referred to as TSI OPE (*). The contact details of the Customer and Partner Support are set out below:

- Email: supportclients.si@reseau.sncf.fr
- Opening hours: Monday to Friday (excluding French national holidays), 7.30am to 7pm.
- Azur phone number: 09.72.72.27.29 (price of a local call)
- International phone number: +33 9 72 72 27 29

(*) *Without being in possession of the necessary information, SNCF Réseau is unable to communicate, via parameters 1.1.1.5.1 and 1.1.1.5.2 of Regulation 2019/777 as amended, the list of vehicle types or vehicles compatible with the route, with regard to "traffic load and infrastructure load capacity" and "train detection systems".*

If a railway undertaking wishes to obtain a historical compatibility study carried out by SNCF Réseau, this information shall be provided after it has sent a request to the following address IPSYS_Compatibilite_MR_Infra@reseau.sncf.fr. The response time must then be agreed between this entity and the railway undertaking in question.

Any missing or incomplete characteristic in the RINF for a national rail network railway line within the scope of an infrastructure manager other than SNCF RESEAU, a major French maritime or river port (Paris or Marseille), or other port, or a port railway line manager, mentioned in this Network Statement, must be obtained directly from the entity in question. The response time must then be agreed between this entity and the railway undertaking in question.

2) A guide for railway undertakings (IG02043)

3) An impact study (IG02053)

4) Six (6) procedures to help railway undertakings verify compatibility:

- IG02037 - Procedure to verify the vehicle's compatibility with the signalling,
- IG02038 - Procedure to verify the compatibility of engines, cars, wagons and railcars with the track arrangement,
- IG02039 - Procedure to verify the compatibility of the vehicles' acceleration performance with the announced time frames,
- IG02040 - Procedure to verify the compatibility of the vehicle's size with the different "size" items of the infrastructure,
- IG02041 - Procedure to verify the vehicle's compatibility with electric traction,
- IG02042 - Procedure to verify the vehicle's compatibility with rail bridges on the SNCF Réseau lines.

These procedures, as well as the aforementioned guide and impact study, are available on the "Technical documents cited in the Network Statement" page on the SNCF Réseau website.

5) A compatibility verification training offer proposed in the context of the service offer catalogue which enables railway undertakings to be independent in carrying out (or ordering) studies to verify the compatibility of their rolling stock with the characteristics of the French railway network for which SNCF Réseau is the infrastructure manager, to learn the regulatory elements which give them the responsibility for this verification and to determine the items to be verified which SNCF Réseau proposes in its services.

3.4.1.2 Provisions concerning the assistance to railway undertakings offered by SNCF Réseau

- Objectives

In compliance with Article 190 of Decree No. 2019-525 of 27 May 2019 which provides that the *"(…) infrastructure manager (…) may set out in its Network Statement, the provisions for the assistance it can offer the railway undertaking in order to check compatibility"*, SNCF Réseau is willing to sell verification

services to check the rolling stock is compatible with the infrastructure. § 3.4.1.2 sets the terms for implementing these services.

- Scope and object

In order for SNCF Réseau to verify the compatibility of a given rolling stock with identified sections of lines (main lines and sidings), a contract must be concluded beforehand.

This contract bears on one or more of the equipment below:

- traction units (locomotives, rail cars, self-propelling trains, etc.);
- hauled stock (cars, carriages, etc.).

After the compatibility verification, SNCF Réseau issues a Compatibility Certificate (EC), which:

- determines whether the characteristics of the sections of lines intended for use of this rolling stock are compatible with the technical characteristics of the rolling stock;
- defines, where relevant, any usage restrictions on one or more sections of line, or even indicates any non-compatibility, resulting in impossibility to run trains on the line section(s) involved.

- Procedure

Whenever a railway undertaking is considering using one or more sections of the national rail network with a given rolling stock, authorised in compliance with the regulation in force on the date of said authorisation, it shall previously check whether this type of rolling stock is included in the document for use of the network applicable to these line sections, given in § 3.4.7.

These documents more particularly indicate, for each section of line of the national rail network, the types of rolling stock compatible with the infrastructure and any applicable usage restrictions.

If the authorised rolling stock does not appear in the documents regarding one or more sections of line, the RU may conclude a service provision contract with SNCF Réseau to verify the compatibility of the rolling stock with these sections of line, should the RU not wish to conduct these verifications itself.

The service request must include:

1) A list of the national rail network sections, grouped by date of need, from the most urgent to the least urgent or any other sufficiently accurate process to formalise the need;
2) If it exists, and if the railway undertaking deems it necessary, the Marketing Authorisation (MA[1]) for the rolling stock. In this context, it allows SNCF Réseau to take into account any restrictions exported by the rolling stock to the infrastructure;
3) The technical information pertaining to the rolling stock required to conduct the analyses such as set out under the service provision contract.

The request for service must be made via the rolling stock compatibility study request Form, available on the page. It must then be sent by email with a request for proof of receipt to the SNCF Réseau one-stop shop (**guichetunique@reseau.sncf.fr**), with the account manager in copy, if known, as well as to the SNCF Réseau department in charge of compatibility studies (**IPSYS_Compatibilite_MR_Infra@reseau.sncf.fr**). Upon its receipt, SNCF Réseau will contact the customer to define the contractual terms and conditions for the services to be performed by SNCF Réseau.

[1] For the application of Articles 2.7, RUs may use the AMECs delivered before 16 June 2019.

The evaluation of the cost of this service is based on the scope of the study, defined by the following criteria:

- Rolling stock: the type of vehicle (locomotive, motor car, coach, wagon), the type of propulsion energy (diesel, electric, dual mode), whether it is new or already in circulation, with or without marketing authorisation (MA).
- Infrastructure: the geographical scope of the study (number of kilometres studied), the type of UIC group, the existence of a previous study or not, in the format prior to the 4th railway package or not.
- Technical items to be checked: the list of study topics in the "Technical Specification for Interoperability" Traffic Operation and Management "(TSI OPE) or a specific study on engineering structures

Each study is carried out using the most recent infrastructure data.

- **End of the process and effects**

The result of these verifications will be subject to a compatibility study (EC) sent to the railway undertaking having concluded the service provision contract with SNCF Réseau.

3.4.1.3 Adaptation of the infrastructure for the admission of rolling stock presenting incompatibilities on sections of the infrastructure

- **General principle of "applicant pays"**

If the results of compatibility studies reveal one or more proven or potential incompatibilities/restrictions between rolling stock and railway infrastructure, SNCF Réseau may, at the applicant's request, undertake studies known as "evolution studies", the purpose of which is to eliminate these incompatibilities/restrictions. These studies, undertaken by SNCF Réseau, are exclusively financed by the applicant. Until incompatibilities have been expressly resolved, rolling stock is not authorised to run - at least at line speed - on the section(s) of line concerned.

In the event that infrastructure adaptation work is necessary to resolve incompatibilities, such work will only be undertaken by SNCF Réseau once an agreement has been finalised with the applicant and recorded in an ad hoc agreement. During discussions with the applicant, SNCF Réseau shall assess the feasibility of its project in terms of its technical characteristics and its consequences in terms of industrial organisation for SNCF Réseau (from the completion of the relevant works to the operation of the line). For example, SNCF Réseau could refuse to carry out the work if it were to have a substantial impact on rail operations (interruption of traffic, diversion of traffic, excessive mobilisation of infrastructure manager resources). In this context, the overall cost of the project must be reasonable.

Ultimately, SNCF Réseau may decide not to proceed with the adaptation request if the technical feasibility or complexity of the project in terms of SNCF Réseau's industrial organisation prevents the project from being carried out. In the event that the final amount of the project (studies and work) exceeds 10% of the forecast amount of fees generated on a timetable[2] by the additional traffic made possible by the introduction of new rolling stock, the project will, in principle, be considered as not meeting these criteria of feasibility and absence of industrial disruption to SNCF Réseau.

In principle, all costs relating to the operations required to ensure the compatibility of rolling stock with the infrastructure, including any studies and adaptation work, shall be borne by the applicant.

[2] This amount is determined based on an estimation of projected revenue calculated on the basis of the applicant's future traffic, in a target vision, carried out by SNCF Réseau. This estimation will be based on the capacity order commitments it has made, if available.

- **Possibility of establishing a pooling mechanism between railway undertakings requiring the same infrastructure adaptations**

However, to take into account situations where the planned work would be necessary for the movement of rolling stock of several railway undertakings, the railway infrastructure manager is currently considering introducing a mechanism for pooling costs between the identifiable beneficiaries of these adaptations and determining which projects are likely to benefit.

This pooling mechanism could, in particular, be based, for each section of line concerned, on a cooperation agreement (as described in Article 7c(4) of Directive 2012/34/EU) concluded between SNCF Réseau and the initial applicant for infrastructure adaptations, to which any railway undertaking whose rolling stock and services meet the eligibility criteria defined in this agreement will be associated, or on any other appropriate mechanism enabling this objective of pooling costs between the identifiable beneficiaries of the infrastructure adaptations carried out to be achieved. On this occasion, the possibility of using specific fees will be examined in particular.

In any case, the possibility of establishing a pooling mechanism will be investigated, in particular from the perspective of its compliance with the applicable legal framework.

- **Contribution of SNCF Réseau to adaptation work related to freely organised high-speed services**

In line with objectives to stimulate competition in the freely organised high-speed service market, increasing network utilisation and preserving fair and non-discriminatory access to infrastructure, SNCF Réseau may, where appropriate and following an overall assessment, contribute to the financing of certain infrastructure adaptation works. The opportunity for a contribution is assessed by SNCF Réseau based on a *set of indicators* including at least the following elements*:*

- The prospect of an increase in traffic volume on the section(s) of line concerned, made possible by the arrival of new rolling stock, compared with the reference situation defined by SNCF Réseau;

- A co-financing rate for the project by SNCF Réseau that does not exceed 50% of the total cost of the works (studies related to the works and the works themselves), it being specified that compatibility studies remain entirely at the expense of the applicant;

- An economic cap on SNCF Réseau's contribution not exceeding 5% of the total amount of projected fees (targeted) expected from new traffic associated with the arrival of rolling stock on a timetable after commissioning. This amount is determined by SNCF Réseau based on an estimation of projected revenue calculated on the basis of the applicant's future traffic, carried out by SNCF Réseau. This estimation will be based on the capacity order commitments it has made, if available.

In any case, this contribution is not automatic and remains subject to compliance with Article L. 2111-10-1 of the Transport Code.

Finally, this contribution from SNCF Réseau is systematically associated with the introduction of special charges applied to the movements of rolling stock, the purpose of which is to allow SNCF Réseau to cover the sums incurred.

3.4.2 PROVISIONS GOVERNING THE STAFF EMPLOYED BY RAILWAY UNDERTAKINGS

Staff employed by railway undertakings must comply with the regulations in force.

3.4.3 EXCEPTIONAL CONSIGNMENTS

This is a vehicle and/or transported load that, due to its design/construction, its size or its mass, does not meet the parameters of the itinerary, requiring special authorisation to run and may require special traffic conditions along all or some of the journey (Appendix J to regulation 2019-773 STI-OPE). 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 25 to 27 of the Administrative Order of 9 December 2021 and in the operating documentation in compliance with Article 11.b of the same Administrative Order 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 (in particular obtaining an exceptional consignment note (ATE) from SNCF Réseau and the inclusion of the corresponding authorisation in the safety certificate of the railway undertaking).

The related services and fees are set out in Chapter 5 - Services and Charging.

Additional provisions related to operational traffic management are defined in Chapter 6 - Rail Operation.

NOTE: Traffic in GB respecting the infrastructure's characteristics is not considered as exceptional transport, subject to compliance with the map of lines suitable for GB gauge that may be consulted through the following link: https://dgo.reseau.sncf.fr/carto-gabarits/.

3.4.4 DANGEROUS GOODS

"Dangerous goods" means materials and objects the transport of which is forbidden under the RID (Regulation concerning the International Carriage of Dangerous Goods by Rail) or authorised solely subject to certain conditions.

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

Access to the national rail network for dangerous goods will be contingent on compliance with the specific provisions of Chapter 2 - Infrastructure 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 Chapter 6 - Rail Operation.

3.4.5 TEST RUNS AND OTHER EXCEPTIONAL RUNS

3.4.5.1 Test runs

All test traffic on the national rail network, performed within the framework of the provisions of the Administrative order of 23 March 2021 relating to temporary authorisations for rail traffic for the purpose of trials, must be subject to prior authorisation from the EPSF (§ 1.6.6). To this end, the requesting entities shall comply with SNCF Réseau document RFN-CG-MR 03 H-01-No. 001 "Exceptional traffic" and include in their temporary test authorisation (AUTE) application the opinion and, where applicable, the conditions issued by the infrastructure manager. The EPSF shall rule in accordance with the aforementioned administrative order, particularly in light of this opinion. The document RFN-CG-MR 03 H-01-No. 001 is available on the "Technical documents cited in the Network Statement" page on the SNCF Réseau website. This in particular concerns traffic for testing rolling stock that has not yet received marketing authorisation.

The request for the SNCF Réseau IM opinion described in this document must be sent by e-mail to the following address: **IPSYS_circulations_derogatoires@reseau.sncf.fr.**

3.4.5.2 Other exceptional traffic

Any exceptional traffic on the national rail network that does not fall within the scope of the provisions of the aforementioned administrative order of 23 March 2021, but that operates in conditions that deviate from the technical and operating documentation, must be subject to an opinion from the IMs concerned, in accordance with the process and requirements defined in document RFN-CG-MR 03 H-01-n°001 " Exceptional traffic " available on the **SNCF Réseau website** page "Technical documents mentioned in the Network Statement".

The request for the SNCF Réseau IM opinion described in this document must be sent by email to the following address: **IPSYS_circulations_derogatoires@reseau.sncf.fr.**

3.4.6 OTHER SPECIFIC CONDITIONS

The reference documents below are operating documents or specific operating rules and are available in the Doc.Explore information system (§ 3.4.7) and on the "Technical documents mentioned in the Network Statement" page on the **SNCF Réseau website**.

3.4.6.1 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 subject to 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. 2019-525** on railway operating safety and the interoperability of the rail system. The legal entity designated for tourist operation of the line must, among others, respect the specific operating rule RFN-IG-TR 01 C-05-no. 004 "Requirements relative to the safety or regular tourist traffic on lines which appear in the Network Statement", available on the "Technical documents cited in the Network Statement" page of the **SNCF Réseau website**, which provides for the establishment by the operator of a safety regulation for the operation, validated by an Expert or Approved Qualified Body (OQA) covered by **Decree No. 2017-440** relative to the safety of guided public transport or a State inspection department which is competent in the area of guided transport. The safety and operating regulations 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 the aforementioned **Decree No. 2017-440**.

3.4.6.2 Vehicles exclusively used for performing works on the national rail network

As a possible complement to the marketing authorisation, these vehicles must have a work authorisation. The conditions under which the operating authorisations are issued for these vehicles are set out in the specific operating rules RFN-CG-MR 03 A-00-n°003 and RFN-CG-MR 03 A-00-n°005, respectively entitled "Procedure for authorising the operation of vehicles exclusively used for performing works on the national rail network" and "Vehicles used exclusively for carrying out works. "Technical characteristics" available on the "Technical documents cited in the Network Statement" page on the **SNCF Réseau website**.

3.4.6.3 Rail lubrication by the rolling stock

On the RFN, railway undertakings are responsible for lubricating the rail-wheel contact, whatever the environmental conditions or route. To this end, document SAM S 801 "**Lubrication of the wheel-rail contact by rolling stock**" published by EPSF constitutes an acceptable means of compliance. In the absence of compliance with the provisions of this text, it is the responsibility of the railway undertakings to demonstrate compliance with this obligation.

The control, monitoring and measurement of rail lubrication on the French national rail network (rail lubrication inspection, lubrication commission, etc.) are described in the user document RFN-IG-IF 02 B-31-n°001 "Rail Lubrication". Railway undertakings (or entities in charge of rolling stock maintenance, where applicable) must apply this text. This document is available on the "Technical documents cited in the Network Statement" page on the **SNCF Réseau website**. It is compulsory for railway undertakings (or entities in charge of rolling stock maintenance, where applicable) to take part in the central annual lubrication commission organised at the initiative of SNCF Réseau.

During this committee meeting, the railway undertakings (or entities in charge of rolling stock maintenance, where applicable) present their annual lubrication report, which includes, for example, the following data: availability of equipment and performance to ensure lubrication, constraints encountered, incidents, actions taken, feedback, etc.

This data must be communicated by railway undertakings (or entities in charge of rolling stock maintenance, where applicable) to SNCF Réseau one (1) month before the date of the commission.

3.4.7 DOCUMENTATION

In addition to compliance with the legislative and regulatory provisions (§ 1.3), use of the national rail network is subject to compliance with the following documentation.

- **Documents drawn up in application of Decree No. 2019-525**

The documents drawn up in application of **Articles 1**, **14** and **15 of Decree No. 2019-525** mentioned above include the operating documents and the specific operating rules. The parties directly concerned with the designing and updating of these documents are consulted under the conditions described in Appendix 1.2.

- **Operating documentation**

These operating documents, established and published by SNCF Réseau or the infrastructure manager in charge of operational traffic management – if this task was entrusted to it, through the DocExplore IS, accessible via the **Customer Area** on request from the Support team (point 1.6.1), include:

1) **Nationally applicable operating documents**;
2) **Local operating instructions** (CLE), drawn up and updated in compliance with State regulations;
3) **Booklet A of 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 15 of the above-mentioned Decree, the specific operating rules are established by SNCF Réseau, or the infrastructure manager in charge of operational traffic management whenever this task was entrusted to it, 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) The movement of vehicles mainly used on light infrastructures yet equipped with certain heavy rail components required to enable the transit on a confined and limited section of the national rail network for connectivity purposes only;

4) 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;

5) The movement of vehicles for infrastructure test purposes on the network concerned.

- Temporary rules and instructions

SNCF Réseau provides the railway undertakings in due time with the temporary operational instructions related to the status of the infrastructure, under the conditions described by the usage documents RFN-NG-SE 01 D-00-No. 003 "Driver information on infrastructure modifications" and RFN-IG-AG 07 A-05-No. 001 "Management and supply to rail operators of safety documents and presentation of the sites served, available on the "Technical documents cited in the NS" page on the SNCF Réseau website.

- Other documents

SNCF Réseau draws up other contractually binding documents (guidelines and network use documents in particular). They are available on the "Technical documents cited in the Network Statement" page on the SNCF Réseau website. The list of documents is provided in Appendix 1.2.

3.4.8 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.

CHAPTER 4. CAPACITY ALLOCATION

4.1 INTRODUCTION

4.1.1 PURPOSE

The purpose of this chapter is to describe the principles regarding the process by which infrastructure capacity is allocated on the national rail network by SNCF Réseau, to various capacity applicants (requesting train paths and works), and to inform the latter of the schedule (§ 4.5) and the request procedure (§§ 4.2.3 and 4.2.5) and to allocate train paths (§ 4.2.4, 4.2.6 and 4.5.4) for timetable Y (also referred to as the "annual service"), corresponding to the year of this NS. The capacity allocation procedures for service facilities are presented in § 7.3.5.6.

The rules regarding the allocation of capacity on the SEA Tours-Bordeaux high-speed line, managed by LISEA, are described in the Line Reference Document (Appendix 8.1). For further details, see § 4.2.6.1.

The rules regarding the allocation of capacity for European freight corridors are described in Book IV of the Information Document for each corridor (§ 1.7).

Timetable (HDS) Y considered in this chapter refers to the 2026 timetable except for:

- where timetable Y refers to the 2029 timetable for the Reference Operating Plan (ROP) design;
- where timetable Y refers to the 2028 timetable for diagram pre-construction;

As part of the European interoperability project, SNCF Réseau has started to implement TSI (Technical Specifications for Interoperability) processes and messages in the area of capacity:

- initially, the train path ordering processes will remain unchanged in TSI;
- in a second phase, new train path ordering processes (Observations and Acceptance/Rejection) will be implemented.

From SA 2027, applicants will be able to make train path requests for this timetable either via the usual tools (unified GESICO-DSDM interface), or via TSI messages.

For these train paths, it will be possible to use several ordering methods:

- complete order in TSI: this involves a request and the corresponding response(s) via TSI messages only;
- request made in GESICO- DSDM but response(s) received in TSI format;
- request made in TSI format, but response(s) received via the usual channels (HOUAT or BASIC).

For orders made in TSI format, the applicant can, during the rest of the process, return to the usual channel (unified GESICO-DSDM interface) for any other requests for changes or deletions relating to these train paths.

However, for orders made via the usual channel, any later requests for changes or deletions relating to these train paths will not be able to be formulated in TSI format.

Requests (in TSI format) and responses (in TSI format) forwarded to the draft timetable and the publication of the timetable will be based on PathRequest (request) and PathDetails (response) messages exchanged between the Common Interface (CI) of each applicant and that of SNCF Réseau.

Applicants ordering in PCS are not affected by the implementation of TSI processes and messages. Current processes remain unchanged for international train paths.

4.1.2 CAPACITY APPLICANTS

As indicated in § 3.2.1, in compliance with Article L.2122-11 of the Transport Code, any "candidate" can make a request for train path allocation as long as they fulfil the conditions defined in Chapter 3 - Procedures to Access the National Rail Network. Any applicant can also request access and use of the service facilities described in Chapter 7 - Service Facilities.

In this Chapter 4, candidates will be referred to by the generic term "applicants".

A distinction is made between the candidates ordering train paths:

- "known applicants", which have effectively requested train paths before the end of the train path application period for the timetable Y defined in § 4.3.1;
- "potential applicants", which have not yet requested a train path for the timetable Y, however which have shown a clear desire to provide rail services and request train paths during this timetable. They may issue remarks on the draft timetable under the conditions stipulated in § 4.3.1.

In the special cases below, the rights and obligations attached to the train paths allocated to candidate A may be automatically exercised by B candidate:

- if candidate A is a Transport Organising Authority that has already been assigned train paths and wishes for candidate (B), which it has designated as the holder of a passenger rail transport public service agreement, to take them over under its own responsibility; in cases where candidate B no longer exercises its responsibilities in this area (loss or end of contract), the train paths will then revert to candidate A;
- if it becomes necessary to change the identity of the assignee of the train paths following a disposal, merger or acquisition, between candidate A and candidate B, triggering a resumption of the activities for which the train paths were initially allocated;
- should the identity of the train path holder need to be changed following the creation of a subsidiary (candidate B) by candidate A dedicated to taking over the activity for which train paths were initially allocated.

The implementation methods shall be defined between SNCF Réseau and the candidates concerned and shall be subject to the signature of an ad hoc contract or special terms and conditions as part of the traditionally applicable contracts.

4.1.3 LIABILITY OF APPLICANTS

This article is not intended to exhaustively 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 convoy (see also § 4.2.3).

In fact, it is the applicant's own responsibility to prepare train path applications. Therefore, the applicant must:

- formulate each request by including 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 "Upstream commercial capacity applicant manual" and the "Manual

for commercial capacity applicants in construction and adaptation of the annual service", available on the "Technical documents cited in the Network Statement" page on the SNCF Réseau website;

- to indicate 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;
- to verify, prior to the capacity request, that the rolling stock used is compatible with the infrastructure of the lines used, in accordance with the current versions of the operating documentation (§ 2.7). In the event of changes to the characteristics of the train that could affect its ability to run on time, request a modification of the allocated train path or the creation of a customised train path if it is impossible to modify the existing train path to take into account the actual constraints of the train;
- prior to submitting a capacity request, verify the availability of the infrastructure elements made available to them, so that the request may be made in full knowledge of the facts (opening times of lines, stations and signal boxes, windows and track capacity, temporary speed limits, etc.);
- before making a request, check that the train can be accepted at the junction(s) at the desired time.

4.1.3.1 Specific responsibilities of railway undertakings

Where the applicant is a railway undertaking, it has certain specific responsibilities.

In all cases, therefore, it is the responsibility of the railway undertaking using a train path to engage convoys whose equipment and composition (traction, weight, length, dangerous goods, exceptional transport, etc.) are:

- compatible with the time staking of the allocated train path. For a new engine, it may be necessary to model it beforehand in the timetable tool (see § 4.2.3).
- compatible with the commercial stopping times and technical times for station operations (for example coupling/uncoupling) of the allocated path.

In addition, railway undertakings are responsible for meeting the obligations to provide information prior to running, which are laid down in Chapter 6 - Rail Operation pertaining to operational traffic management on the national rail network.

Attention must be drawn to the full passing of responsibility to the RU to check the compatibility of the train movement with the technical characteristics of the line.

For GB gauge applications, the description of the itinerary must be sufficiently precise to ensure that the train path plotted by the timetable planner only uses lines designated as suitable for the GB gauge on the corresponding map.

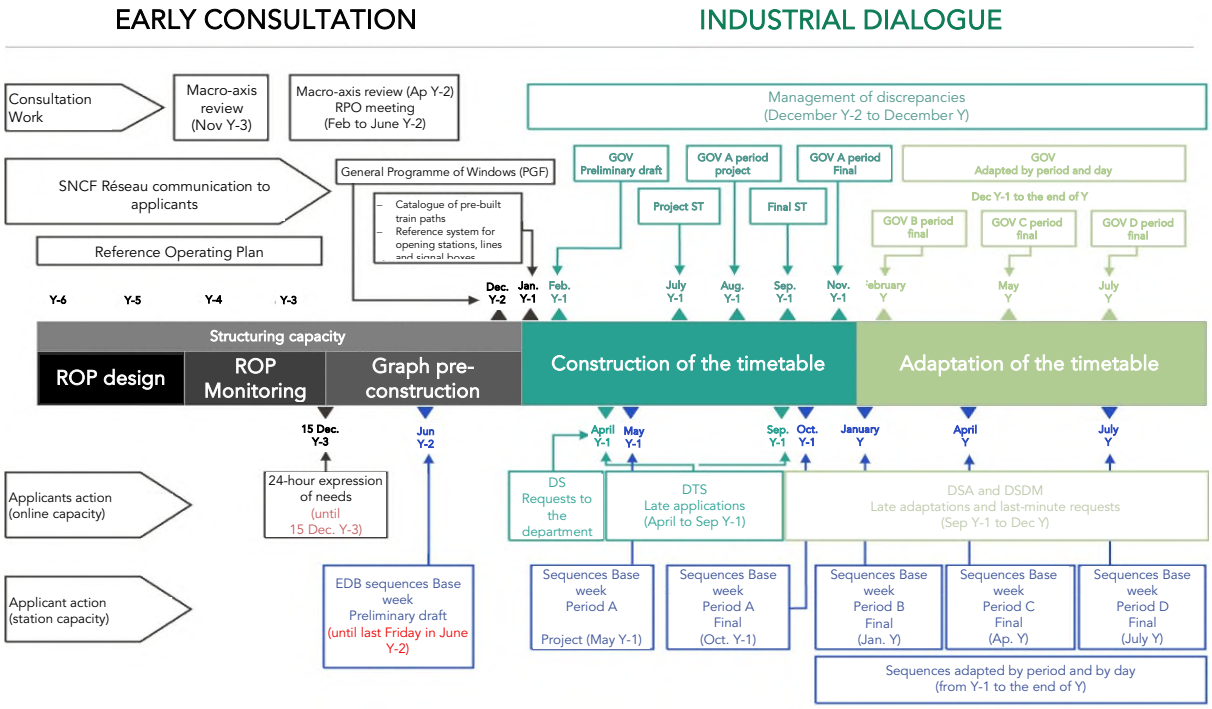
4.1.3.2 Special liability of applicants other than railway undertaking

The applicant who is not a railway undertaking is responsible:

- for ensuring 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;

- for guaranteeing to SNCF Réseau that the designated railway undertaking is capable of respecting the traffic timetable that they have been sent by SNCF Réseau with regard to capacity allocation, except in exceptional cases provided for by the regulatory texts (Article 5.2.1 of Appendix 3.1). To this end the authorised candidate shall pass on the information he possesses to the railway undertaking enabling the latter to deploy trains compatible with the characteristics of the allotted train path and, in particular, to ensure that his train(s) pass the designated landmarks on this train path at the appointed time in each case.
- for communicating to SNCF Réseau the name of the railway undertaking(s) to which they provide the train paths at the latest thirty (30) days before any relevant traffic via the ordering tools.

4.1.4 SNCF RÉSEAU BODIES INVOLVED IN THE TRAIN PATH ALLOCATION PROCESS



Different bodies are involved in the process and are in contact with the applicants. The Passenger and Freight Key Accounts Divisions of the Sales Department, as well as the Customer and Prospective Divisions of the Regional Departments may help applicants identify their needs and make contact with the relevant body, or can transmit the request itself.

- **Entities in charge of allocating capacity before the diagram pre-construction phase**

The following entities are part of the Customers & Operations Division (DGCE).

- The Customers and Markets Department (DC&M)

  The Customers and Markets Department intervenes in the knowledge of forecast market needs, useful for the structuring phase.

- The Strategy, Services and Infrastructure Department

  The Strategy Services and Infrastructure Department assembles a concerted Services & Infrastructures vision for the next 5 to 20 years and guarantees consistency through co-construction with the various contributing entities of SNCF Réseau and Gares & Connexions, fairness between traffic and the right balance between traffic and works. It steers the platform system chaired by the State and organises consultation with the AOM and operator stakeholders.

- The Capacity Department

  The Capacity Engineering Department (INCA), within the Capacity Department, optimises the capacity allocation according to the needs of all the applicants (internal and external) and produces the reference operating plans.

- **Entities in charge of industrial dialogue**

- Key Passenger Accounts and Downstream and Upstream Freight Dialogue Departments, as well as the Customer and Prospective Divisions of the Regional Departments

  The role of these sales teams is to help the applicants use the network (contract signing, train path applications, development of activities, etc.) and are the entry points for applicants on train path subjects, from the draft Timetable until the end of the 'pre-circulation' phase (D-1 17h).

  In connexion with the other SNCF entities concerned, they ensure the required dialogue and iterations with applicants in order to find the solutions best suited to their needs.

- **Entities in charge of allocating Upstream and Downstream capacity**

- The Capacity Department

  The Technical Capacity Management by responding train path requests as closely as possible in order to meet the commercial requirements of applicants, while freeing up capacity to allow for the maintenance, renovation and development of the network. Within this department, the Scheduling Capacity and Works Department ensures dialogue with capacity applicants on works-related issues, in subsidiarity with the Path and Works Capacity Production Department. This department is involved before and after the pre-construction phase of the graphic.

- The Regional Timetable Offices (BHR)

  The Regional Timetable Offices, within the Interregional General Directorates, are involved in processing requests and ensuring compatibility between the train path /works from the construction phase.

- The Local Timetable Offices (BHL)

  The main duty of Local Timetable Offices within the Inter-Regional Divisions is to allocate station capacity, in cooperation with the Capacity Department and BHRs.

- Capacity and operational offices

  The capacity office deals 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 the capacity and operational offices are indicated in the "AR 3001 - Last minute capacity" principle document. They are part of the Inter-Regional General Management.

4.2 GENERAL DESCRIPTION OF THE 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.

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.).

The allocation of capacity reconciles:

- both the quantitative and qualitative needs expressed by applicants;
- the possibilities offered by the infrastructure;
- design safety and robustness requirements.

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 4.1 and the robustness benchmark for rail services (AR01424) in order to propose train paths that are compatible with the infrastructure performances and to take into account the robustness of the design.

The creation and allocation of a train path is based on the timetable preparation process. It is based on three (3) main stages defined in § 4.2.2.

These steps result in the construction and adaptation of the diagram describing all the paths created on the infrastructure of the national rail network and the periods set aside for maintenance operations and investment work on each of the different sections.

The capacity made available to the applicants is a limited resource, the distribution of which must be optimised in the general interests of all users. This overall optimisation is the responsibility of SNCF Réseau.

However, capacity applicants are also responsible for the quality and efficiency of the process, while trying to find a balance between anticipation and stability. As far as possible, they must anticipate the requests corresponding to a proven and confirmed need, in order to enter in the graph only schedules that will not be questioned in a later phase. In fact, the multiplication of train path creation, modification or optimisation requests for the same transport need adds to the workload of the timetable production teams and to the performance of the allocation process.

4.2.2 THE 3 MAIN STAGES OF THE DEVELOPMENT OF THE DIAGRAM

The major stages of capacity allocation are:

- From Y-6 to January Y-1: structuring the capacity of the diagram;
- From January Y-1 to September Y-1: constructing the timetable (HDS);

- From September Y-1 to December Y: adapting the timetable, including last minute capacity.

These 3 stages are summarised in the diagram in 4.1.4.

Each step continues and progresses on from the previous, as part of a virtuous process.

The construction of the timetable is based on the deliverables of the structuring (pre-construction and ROP).

The adaptation of the timetable is designed to help allocate additional train paths to meet new needs, while also modifying previously allocated train paths.

4.2.2.1 Capacity structuring

Between Y-6 to January Y-1, SNCF Réseau will structure the capacity of the graph and define the organisation principles for the train paths and the capacity dedicated to works.

The capacity structuring phase is based on two (2) deliverables:

- the reference operating plan (ROP)
- a catalogue of pre-constructed train paths.

Until the end of Y-3, this structure may lead to a revision of the model for an already published Operating Plan (ROP).

4.2.2.1.1 Design of the Reference Operating Plan (ROP)

- **General purposes**

The provisions of this point apply as a reference for the 2029 timetable and subsequent ones.

The 5-year reference operating plans describe the optimised use of the network, starting from the provisional mobility requirements per market segment, and the provisional maintenance and works needs required to maintain and develop the network's performance, with controlled costs.

The reference operating plan covers a period of several years and whose design can be started at the beginning of Y-5.
It is therefore not to be revised for each Annual Service, but only in the event of necessary and structuring changes in the capacity offer.

The ROP does not create any rights or obligations, whether it be for SNCF Réseau or for the capacity applicants.

- **Labour bodies**

The ROPs are drawn up with the support of the following multilateral labour bodies, hereinafter referred to as "the bodies" for the whole of § 4.2.2.1.1:

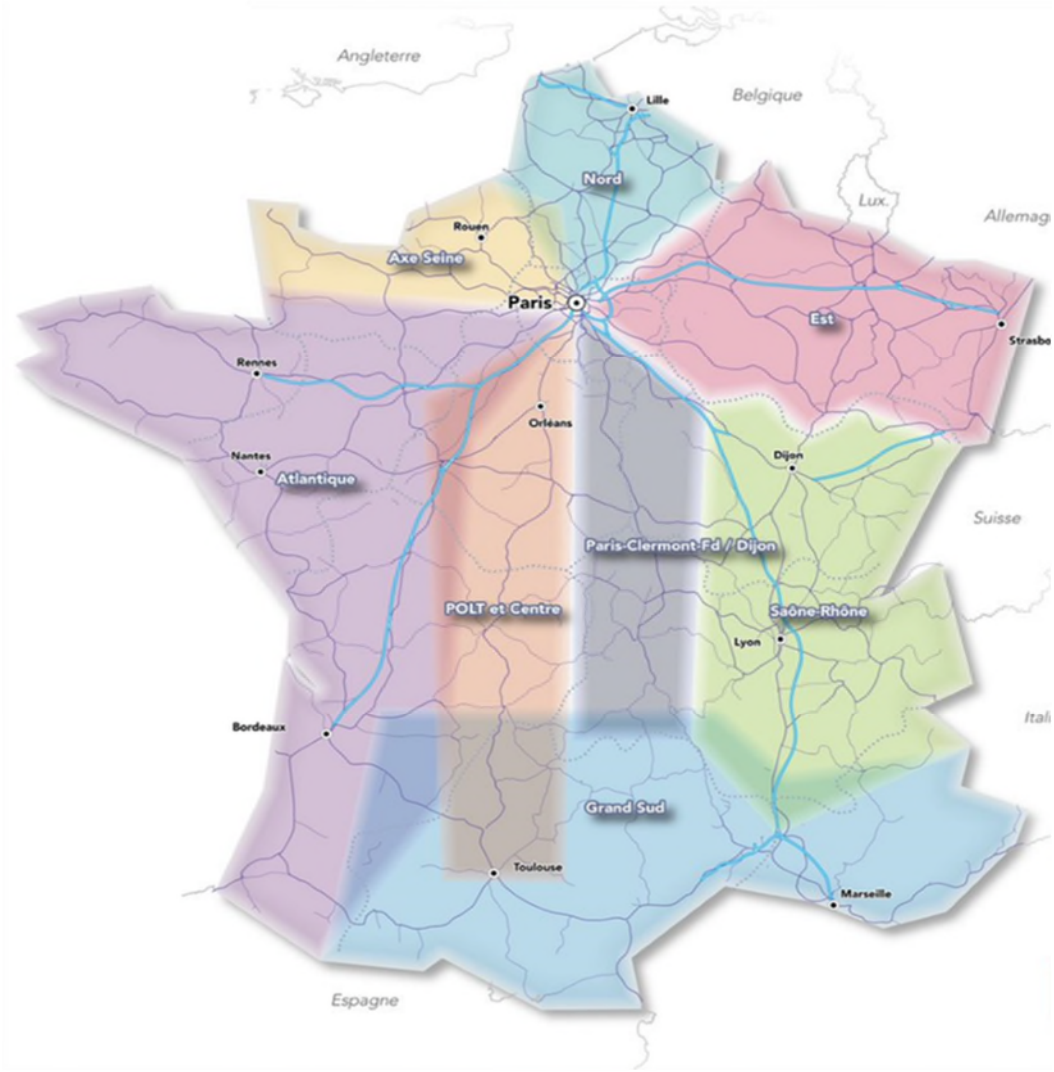
- The 8 territorial coordination platforms for services and infrastructures, which bring together:
  - AOMs accompanied by their operators if they so wish
  - Alliance 4F "Fret Ferroviaire Français du Futur", which represents all rail freight operators, shippers and terminals in France
  - Possibly other IMs

- The National Passenger Platform (PNV), which brings together all those involved in current and prospective freely-organised services;
- The National Freight Platform (PNF), which brings together all rail freight operators, shippers and terminals in France;
- The COOPERE Freight Community, which brings together rail freight operators and trade associations at national level;
- Freight working groups, which bring together all operators, shippers and terminals at the level of one or more regional platforms for coordinating services and infrastructure.

These different working groups complement one other.

The ROPs are discussed with all candidates within these bodies.

Applicants who so wish can take part in a bilateral exchange.



Map of 8 regional service and infrastructure coordination platforms

- Description and input data

The 5-year reference operating plan comprises:

- A nominal commercial capacity, meeting forecast Monday to Friday regular passenger and freight requirements, described using a structured flow model based on technical objects (2-hour grid, systematic 2-hour GOVs for mainline stations and 24-hour models). The level of robustness of the solutions envisaged is taken into account when organising this capacity. Based on the principles of networked clockface timetabling, the systematic timetable forms a combination of train paths, at 2-hour time intervals, that are compatible mutually both on the lines and in the stations.
- A works capacity, known as the "works framework capacity", which meets the forecast multi-annual requirements, comprising generic windows, surveillance windows, time credits associated with speed limits, alternative routes, activation volumes and prohibited periods, and, where applicable, recurring distorted windows.
- Implementation conditions for the capacity defined in the reference operating plan to be effective for its period of validity:
  - Internal, which depend on SNCF Réseau (changes in infrastructure performance, changes in station opening times, etc.)
  - External, which do not depend on SNCF Réseau (arrival of new rolling stock, etc.)

The ROP is based on input data described in the hypotheses specification, which is made up of the following four (4) headings:

- Scope and time horizon:
  - The lines involved
  - Horizon for implementation and forecast validity period
- Service hypotheses:

In a system-based approach, they are fed by:

  - Freight and passenger mobility scenarios based on ongoing commercial dialogue and market studies
  - Exchanges within the framework of bodies

For the freight and passenger markets, these assumptions take the form of a list of homogeneous services (identical routes, identical stopping policies, identical train amplitudes and performance – rolling stock, tonnage, etc.):

  - Punctual services (> 4 return journeys per day) with the same origin-destination including, where applicable, daily and weekly peak back-up services
  - Regular (> 100 working days per year) and long-distance (> 300 km) services or services passing through at least two (2) structuring stations
- Infrastructure hypotheses for:
  - The projected level of performance of the infrastructure
  - Infrastructure projects scheduled to come into service within the first year of implementation of the ROP
- Hypothetical maintenance and works requirements

As soon as they are ready, the ROP specifications are sent to all capacity applicants.

- Assessment criteria for matching incompatible competing needs

Whenever the needs used to design the ROPs need to be matched, SNCF Réseau uses the assessment criteria described in paragraph 4.2.2.2.

- Grid project discussions

The draft grids are sent to the applicants, so they can react within the framework of bodies or bilateral exchanges with SNCF Réseau.

- Finalisation and publication of the ROPs

The ROP is made up of the following elements:

- Summary report including in particular:
  - A map of the network concerned, with alternative routes (if any)
  - The match between the nominal commercial capacity of the ROP and the commercial capacity sought
  - The main characteristics of the works capacity (works capacity framework)
  - Infrastructure projects planned within the ROP timeframe and affecting its implementation
  - Other implementation conditions
- Technical matters:
  - 2H grids
  - Accompanied, where appropriate, by 24-hour models providing an indicative breakdown by time slot, hypotheses on the type and number of train paths:
    - Mainly from 2h grid activation
    - If necessary, supplemented by recurring long-distance train paths that cannot be based on grid activations.

The target is to publish the ROP before the end of Y-4 and to meet the following milestones at the latest:

- End of October Y-3 (general case)
- June Y-3 (if the works capacity framework changes)

Published ROPs are made available on the SNCF Réseau website, on the page Reference Operating Plan".

- Information on the preparation of upcoming timetables

- 2028 timetable preparation: Publications of the draft Capacity Model and the Capacity Model on the SNCF Réseau website.
- Publication of the 2030 Capacity Strategy in December 2026 on the SNCF Réseau website.

4.2.2.1.2 Monitoring the reference operating plan (ROP)

The provisions of this point apply as a reference for the 2029 timetable and the following ones.

The monitoring phase begins with the publication of the ROP and is carried out on an ongoing basis until the end of October Y-3.

Its objective is:

- To ensure the validity of the multi-year hypotheses on which the ROP is based;
- To examine the validity of the ROP if the hypotheses are changed;
- If necessary, to adjust or even revise the ROP.

The changes to the ROP can be described as minor or structural :

- Changes to the ROP are qualified as minor if they can be integrated into the ROP structure without any significant impact on commercial capacity (2-hour grid and 24-hour model) and on the capacity framework for works (typology and amplitude) already included in the ROP;
- For minor changes, the ROP is updated and republished on the SNCF Réseau;
- The evolutions of the ROP are qualified as structural:
  - if they call into question the structure of the 2h grid or the 24h model, for example because of a change in market trends, a major change in the characteristics of one or more services, or a change in a national grid;
  - if they call into question the capacity framework in a significant and multi-year way
  - if one or more conditions cannot be met. For example, this could be a major delay in a new infrastructure timetable, downgraded infrastructure performance, or under-performance of new rolling stock;

For structural changes, a review must be carried out using the same principles and timetables as those described in the previous paragraph, relating to the design of operating plans.

4.2.2.1.3 Diagram pre-construction

The provisions of this point apply to the pre-construction of the 2028 timetable diagram (corresponding hereinafter to timetable Y).

The technical objects resulting from the ROPs (2-hour completed grids, where appropriate, by 24-hour models) will be supplied to capacity applicants by the end of October Y-3 at the latest, to serve as a basis for gathering requirement expressions during pre-construction.

- General purposes

In a general manner, the train path catalogue; that is commercial and recurrent train paths (i.e. non-technical train paths) constitutes a structure of the diagram for the twenty-four (24) hours in one day considered to be typical (it being noted that the pre-constructed train path patterns can however vary).

Pre-construction aims to cover at best the specific commercial needs for year Y while optimising overall network capacity use:

- The commercial needs are based on expressions of needs made by the customers and partners, as well as the history of the use of service train paths and market research studies conducted by SNCF Réseau.
- The use of the network capacity is optimised by:
  - covering as many commercial needs as possible by activating train paths in the reference operating plan,
  - where this is not possible, by adding specific train paths,
  - Ensuring, insofar as possible, that residual capacity is preserved for requirements that may be requested at a later date (during the construction or adaptation phase), in particular specific and less recurrent requirements.
- The train path catalogue is built while taking into account structuring works needs.
- Pre-constructed train paths can also be used for regional and/or very short routes.

- Acceptance of expressions of needs for the pre-construction

In order to achieve the general objectives set out above, customer requirements must meet the following characteristics:

- For expressions of requirements using reference operating plans(*)
  - for the passenger transport activity: traffic envisaged for a minimum of one (1) day/week from Monday to Friday and a minimum of twenty five (25) weeks/year;
  - for the freight transport activity: traffic envisaged for a minimum of one (1) day/week, from Monday to Friday, and a minimum of twenty (20) weeks/year.

(*) *Expressions of needs are considered to be using ROPs if they strictly conform to all or part of the train paths in the 2-hour grid or 24-hour models of the ROPs, or if they describe a comparable train path according to the following two (2) criteria:*

a. *notable points identified during the expressions of needs process must match the notable points of the ROP train path and observe the itinerary of this train path.*
   ***NOTE**: When local conditions for using a site are not consistent across different applicants (particularly for readings), SNCF Réseau will disregard the notable points for this site in the comparison.*
b. *There is no time difference greater than three (3) minutes for passenger train paths and five (5) minutes for freight train paths between the expression of needs and the ROP train path at the notable end points of the common section between the expression of needs and the ROP train path.*

- For specific requirements that do not use reference operating plans
  - for the passenger transport activity: traffic envisaged for a minimum of four (4) days/week, from Monday to Friday, and a minimum of twenty five (25) weeks/year;
  - for the freight transport activity: traffic envisaged for a minimum of three (3) days/week, from Monday to Friday, and a minimum of twenty (20) weeks/year.

The number of days and weeks criteria are cumulative. Eligibility is determined on the basis of the sum of the plans.

For expressions of needs with the same OD with slightly variable time slots or services depending on the regimes, the acceptance of each expression of needs shall be assessed separately. SNCF Réseau may however take them into account by providing a common response for all the days considered.

For expressions of needs with either a different terminus or origin depending on the regime while being requested for the same time slots, the expression of needs considered will correspond to the largest section of common route with either the same terminus or origin, requested for a regime meeting the acceptance criteria (or failing this, the largest common section with the stronger regime).

Compliance of the train paths pre-constructed with the ROP is a good practice that promotes the optimisation of capacity and efficiency of the scheduling process.

It is therefore recommended that applicants refer to the 2H diagram to formulate their expressions of needs.

For its part, SNCF Réseau seeks to use as much as possible the ROP train paths. To this end, it sets itself as a target to not use more than 20% of non ROP train paths for its 24H catalogue, for line sections and types of traffic covered by a timetable diagram.

Customers' expressions of needs must be entered into the GESICO- DSDM unified Interface at the latest on 15 December Y-3.

N.B.: SNCF Réseau reserves the right not to take into account certain expressions of needs presented based on the elements gathered from stakeholders on the actual changes in the offers considered and the assessment of the potential of the markets considered.

- Schedule for drawing up the pre-constructed train paths

- On 15 December Y-3 (at the latest): the expressions of needs are entered by the customers in the GESICO- DSDM unified interface;

- From 01 to 30 January Y-2: SNCF Réseau consults with the different issuers of expressions of needs in order to confirm or deny their admissibility and have them specify, if needed, the rationale behind the needs expressed as regards the capacity constraints and its own knowledge of the market;

- On the last Friday in June Y-2 (at the latest): the planned expressions of needs and sequences are transmitted by the customers concerning the key passenger stations;

- As soon as expressions of needs are received and until 30 November Y-2: on the initiative of SNCF Réseau, exchanges with customers and partners may occur to clarify the needs expressed and test the relevance of routes during the construction of the train path catalogue, resulting from the harmonisation of online and station offers.

- In January Y-1: decision and publication of the catalogue of train paths by SNCF Réseau.

- Line & station coordinated pre-construction

For key passenger stations, applicants requesting pre-constructed train paths must provide SNCF Réseau with information on the envisaged sequences for a typical pre-constructed day (sequences consistent with the requirements submitted) with an indication of storage siding or access to the maintenance site by the last Friday in June Y-2.

This information makes it possible to check the compatibility of the catalogue of train paths in the structuring passenger stations, for a provisional sequence hypothesis. The train path catalogue is deemed valid for these sequencing hypotheses, in the absence of a counterproposal necessary to ensure the compatibility of the train paths shown in the catalogue and specified by SNCF Réseau.

For key passenger stations, "pre-design" track occupation diagrams are disseminated for information purposes by the local office on the last Friday of January Y-1.

- **Extra opening of lines, stations and signal boxes**

Certain pre-constructed train paths may require additional opening of lines, stations and signal boxes (this concept includes extensions to the opening hours of signal boxes).

SNCF Réseau uses several assessment criteria to decide whether or not to proceed with such an additional opening:

- the organisational feasibility is assessed based on the availability of human resources to fill the position(s) required for the additional opening;
- the organisational suitability is assessed based on the impact of this additional opening on the organisations already in place;
- the economic suitability is assessed on the amount of the charges levied for the timetable concerned for the train paths requiring the additional opening, as well as on the costs of any works required to renovate the facilities, and the additional personnel costs (especially if a new operator needs to be hired).

If technically possible and deemed relevant from an economic and organisational point of view, these pre-constructed train paths are then included in the train path catalogue with a specific reference mentioning this need for extra opening, without these timetable adjustments being included in the timetables published in January Y-1 in the OLGA tool. If this is not possible for technical, economic and/or organisation reasons, SNCF Réseau will explain its decision to refuse the capacity applicant(s) concerned.

SNCF Réseau undertakes to cover the expenses, without surcharge for the capacity applicants, when these train paths are then ordered in the Construction phase.

If attributed upon the timetable publication, the capacity applicants and infrastructure manager undertake to not cancel the pre-constructed train paths requiring the opening of extra lines, stations and signal boxes.

Should a capacity applicant cancel any train path-days involving the opening of extra lines, stations and signal boxes, the former will be billed following the timetable for the costs incurred by SNCF Réseau, and calculated based on the charge for an 8-hour stay per year.

Should SNCF Réseau cancel any train path-days involving extra openings, the capacity applicant(s) affected may request compensation for the alleged prejudice, under the applicable provisions set out in Article 20 of the general terms and conditions of contract to use the infrastructure and train path allocation.

These mutual commitments are set out in an ad hoc agreement (outlined in Appendix 3.6).

- **Stakeholder shall be consulted in the event of closures or major changes to line, station and signal box openings in Y-2**

SNCF Réseau may have to close or make major changes to the opening of lines, stations and signal boxes. In order for the various stakeholders to anticipate the impacts, SNCF Réseau is setting up a consultation with the stakeholders by sending, in mid-September of Y-2, the draft of the closures or major modifications envisaged for SA A. These draft closures or major modifications will also be published on the Customer Area.

Stakeholders then have until the end of October Y-2 to send SNCF Réseau their comments on these closures or changes to the opening of lines, stations and signal boxes, to the following e-mail address: **olga_administration@reseau.sncf.fr**.

If no response is received by this date, the proposed closures and major modifications will be validated. However, any comments received will be examined by SNCF Réseau, together with the stakeholders.

All of the opening hours of lines, stations and signal boxes are then defined and notified to applicants in January Y-1 via the OLGA IS.

NOTE: SNCF Réseau may change the opening and closing times of lines, stations and signal boxes by up to 10 minutes. These adjustments to the opening or closing of lines, stations and signal boxes do not require prior consultation with stakeholders.

- **Status of the train paths offered in the train path catalogue**

Given the existence of a timetable graph construction phase, this offer by SNCF Réseau does not confer any rights or obligations to the different applicants nor to the infrastructure managers.

More specifically, the train paths in the train path catalogue may be ordered by any applicant, whatever the origin of their creation (expression of applicant requirement or SNCF Réseau's own initiative).

This offer enables:

- the various applicants to order train paths from the catalogue for the construction of the service timetable;
- SNCF Réseau to make visible train paths likely to correspond to a need that has not yet been expressed.

NOTE: Consistently with the preparation of the pre-constructed train paths, the works windows and work capacities in stations are specified in order to complete the general programme of windows (PGF), distributed to the applicants in December Y-2 via the TCAP IS. This PGF is the subject of discussions between all customers and partners (§ 4.5.3). The opening hours of lines, stations and signal boxes are also defined and notified to applicants in January Y-1 via the OLGA IS.

4.2.2.2 Offer compatibility in the structuring phase

During the structuring phase, as soon as the needs selected for drawing up the offers require harmonisation with the chart as regards commercial capacity (line or station), SNCF Réseau strives to ensure the best match between them to coordinate the needs.

In the first phase, SNCF Réseau consults the stakeholders concerned in order to arrive at a consensual solution. This search is carried out by favouring compatibility scenarios that limit the scope of the coordination. In other words, scenarios that do not generate domino effects in geographical areas affected by:

- The organisation of single-track crossings;
- The insertions in dense areas;
- Coordination already in place with other networks at contact points;
- Declarations of foreseeable or actual saturation during the last published timetable.

Effects on long-distance train paths or paths subject to special route conditions must be limited to minimise domino effects on the above-mentioned areas.

Once completed, should the consultation not make it possible to arrange the capacity offers in a consensual manner, SNCF Réseau will use the following criteria to compare two or more conflict resolution scenarios and determine the chosen solution:

- Commercial importance for transport services (these criteria take into account the needs expressed by rail operators along with SNCF Réseau's assessment of the end market needs):
  - Quantitative deviation from the initial requirement:
    - Elimination of all services ***(critical criterion)***;

      Example: Need for x train paths on the A-B OD, and following impossibility, 0 train paths offered.

    - Reduction in the service volume, resulting in a reduction rate if the reduction affects frequency or an amplitude reduction if it concerns the 1st or last train path of the day;

      Example: Need for 10 train paths on the OD and 8 train paths offered (i.e. a 20% reduction rate)

    - For train paths under a framework agreement with SNCF Réseau: resulting in a reduction rate in the volume of train paths allocated, compared to the commitments in the framework agreement (net of the volume of train paths potentially not attributable to the franchise) ***(critical criterion).***
  - Qualitative deviation from the initial requirement:
    - Reduction in the number of commercial stops;

      NOTE: This criterion will have to be characterised by an estimate of the number of passengers or the volume of freight affected, according to the data provided by the applicants potentially concerned. In the absence of data, this criterion cannot be taken into account.

    - Deviation in minutes that may result, for example, in a reduction or extension of the journey time (plus or minus ten (10) minutes for passenger services and plus or minus thirty (30) minutes for freight services) compared to the scheduled departure and/or arrival times (when this deviation exceeds the tolerances specified by the applicants);

      NOTE: This criterion is only applicable in the pre-construction phase, which is based on customers' expressions of needs.

    - Loss of passenger connections;

      NOTE: This criterion will have to be characterised by an estimate of the number of passengers affected, based on data provided by the applicants potentially concerned. In the absence of data, this criterion cannot be taken into account.

    - Proposed timetables not relevant to the needs of the categories of passengers most affected by the service

      Example: Regular school and employee timetables

    - Non-compliance with deadlines for logistical appointments ***(critical criterion).***
    - Example: Arrival limit times before the final destination site closes for the day (if this time cannot be adjusted objectively). For train paths under framework agreement with SNCF Réseau: resulting in a rate of the volume of mapped train paths that do not meet the characteristics contracted under the framework agreement ***(critical criterion);***

- Robust design (see Appendix 4.1):
  - Derogation from the robust times of an operating manual (*);
  - Failure to comply with the detection of conflicts between SIPH train paths (**) (or route planning standards as described in Appendix 4.1 of the NS if SIPH is not used) and/or a specific route planning condition and/or a minimum time described in Chapter 4 of an operating manual ***(critical criterion)***.
- Financial implications for the infrastructure manager: Forecast amount of minimum service charges levied for the timetable concerned;
- Previous use:
  - Quantitative use:
    - From the ROP (or 2-hour grid) phase: assessment by the number of 24-hour requirement statements (EDB) or the sum of the EDB schemes, requesting the ROP train paths for timetable Y-1 or forecast for the timetable in question (in the case of a new offer or forecast offer development);
    - From the pre-construction phase: assessment based on the number of service requests (SR) claiming the pre-constructed train paths, as recorded in timetable Y-1 orders, or forecast for the timetable in question (in the case of a new offer or forecast offer development);
  - Qualitative use:
    - Nature of the use of ROP train paths (or of the 2h-grid) by 24h EDBs (strict consumption, non-strict consumption, or requests outside ROPs or 2h-grid).

Any conflict resolution scenario with one or more train paths impacted by at least one criterion considered critical above is inferior to any other scenario without critical criteria.

The various technical options already studied in drawing up the reference operating plan for the pre-construction phase can be used to help reconcile offers.

(*) *On sections equipped with ETCS Level 2 (N2) and Level 3 Hybrid (N3H), nominal situation service is carried out in supervised mode for operating performance.*

Any ETCS missions started in a station within the perimeter operated in ETCS N2/N3H will be carried out in supervised mode (FS or OS). This requires the train to be equipped with an ETCS position safety system.

(**) *On sections equipped with ETCS, conflict detection depends on the technical specifications and ETCS versions used by the trains running on the train paths (point 2.3.10). Thus, SNCF Réseau may be led to set minimum technical spacing ceiling values for certain train paths, i.e. the time interval between train paths guaranteeing the absence of restrictive signalling in the cab of the following train, due to the presence of the train ahead of it. Compliance with this ceiling value conditions the compliant or comparable claim for a pre-constructed train path.*

Compliance with this ceiling value is assessed in (2) two situations: for trains that both comply with their basic operating times and for trains that both comply with their typical operating times. Indeed, depending on the ETCS version implemented onboard the following train, one or both of these (2) situations may be unfavourable. This assessment is conducted on SIPH whenever possible. Failing this, simulation tools or demonstration runs in real conditions offered by the RU may also be used.

It is currently planned for the first application to occur on the Paris-Lyon HSL, on the SA2030 horizon, with a ceiling value of around 2 minutes and 45 seconds, enabling the construction of a structured timetable with 3-minute spacing.

4.2.2.3 Timetable construction

From January Y-1 to September Y-1, SNCF Réseau constructs the finalised timetable for year Y on the basis of the train path requests received by the second Monday in April Y-1 at the latest (see schedule in § 4.5.1 and request procedures in § 4.2.3.1). These train path applications to the service can be transmitted via TSI messages, in the form of PathRequest messages.

From this phase, which extends from December Y-2 to the second Monday in April Y-1, requests for amendments may be issued via the GESICO-DSDM unified Interface and in TSI format with a PathRequest message (with "Modification" status). These requests may be processed in a consolidated manner during the construction phase.

To process train path requests, SNCF Réseau relies on the pre-constructed "24-hour train diagram", takes into account the windows and capacities allocated for the works, and integrates the station capacity allocation.

When the characteristics of a requested train path are similar to a pre-constructed train path, SNCF Réseau shall preferably assign the pre-constructed train path in response, with or without very minor adjustments.

- **Extra opening of lines, stations and signal boxes**

In addition, if the requested train path is incompatible with the opening plan of the lines, with windows and capacities reserved for works or maintenance, train paths different from those requested may be allocated. The opening hours of the lines, stations and signal boxes as well as the slots and capacities reserved for works can also be subject to adjustments to allow train paths to be constructed and allocated, if technically possible and deemed relevant from an economic and organisational point of view (see § 4.2.2.3). If this is not possible for technical, economic and/or organisation reasons, SNCF Réseau will explain its decision to refuse the capacity applicant(s) concerned.

If SNCF Réseau finances the additional opening of lines, stations and signal boxes (this concept includes extensions to the opening times of signal boxes) in order to respond to the train path(s) requested and where the traffic of the applicant(s) concerned does not ultimately materialise due to cancellations initiated by the latter, SNCF Réseau may demand that they cover some or all of the additional costs incurred.

The terms and conditions to cover these costs are subject to an ad hoc agreement, the purpose of which is to set the mutual commitments of the parties on the opening of additional lines, stations and signal boxes, i.e. the commitment of the capacity applicants and the infrastructure manager to not cancel the train paths involving extra openings (outlined in Appendix 3.6).

Should a capacity applicant cancel any train path-days involving the opening of extra lines, stations and signal boxes, the former will be billed following the timetable for the costs incurred by SNCF Réseau, and calculated based on the charge for an 8-hour stay per year.

Should SNCF Réseau cancel any train path-days involving extra openings, the capacity applicant(s) affected may request compensation for the alleged prejudice, under the applicable provisions set out in Article 20 of the general terms and conditions of the contract to use the infrastructure and train path allocation.

The new opening times of lines, stations and signal boxes are updated on a rolling basis in the OLGA IS once the train paths have been allocated.

During this construction stage, SNCF Réseau sets up the train paths, without prior consultation with applicants when the route remains within the tolerances defined below and without prejudice to any greater tolerances formulated or accepted by the applicants:

- more or less ten (10) minutes, with regard to the departure and arrival times sought for passenger services;
- and more or less thirty (30) minutes, with regard to the departure and arrival times sought for freight services.

When it is not possible to respect these tolerances, SNCF Réseau also starts discussions with the applicants (§ 4.5.4), with the main purpose of offering them a suitable solution as closely as possible in line with their needs despite major network constraints. A formal response is provided for each train path requested (see table of responses in § 4.2.4).

After April Y-1, late service requests (DTS) expressed by candidates until September Y-1 will receive a response from SNCF Réseau in accordance with the schedule described in § 4.3.2 in residual capacity, using the following ordering criteria:

1. deletions and withdrawal of days
2. then creation and addition of days
3. then other modifications.

The order within categories 2 and 3 is also based on the order in which applications are received within each category, according to the first come, first served" principle.

- **Extra opening of lines, stations and signal boxes following a late train path**

Whenever a late train path request is not compatible with the opening times for lines, stations and signal boxes specified in the OLGA IS, the applicant has the option of asking SNCF Réseau to alter these times under the conditions defined in § 5.1.6.2.

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 (§ 5.4.2). If this is accepted by the applicant, the service will be invoiced under the conditions defined in Chapter 5- Services and Charging.

4.2.2.4 Timetable adaptations

Once the Y timetable has been finalised in September Y-1, SNCF Réseau allocates the train paths on the basis of the remaining capacity, in the schedule specified in § 4.5.2, based on:

- requests for adapted train paths (DSA) received starting as of the day following the conclusion of the timetable in September Y-1, according to the rules specified in § 4.2.3.2, and processed by SNCF Réseau by prioritising compliance with the response time frames set out in § 4.2.3.2, then the order of receipt;
- last minute train path requests (DSDM) received between D-7 and D, processed by SNCF Réseau based on when they are received, except in the special cases described in the "Last minute capacity" reference document published on the "Technical documents cited in the Network Statement" page

on the SNCF Réseau website. The conditions for last minute train path requests (SDM) are provided in § 4.2.3.2.

The foremost purpose of the adaptation phase is the allocation of new train paths in the residual capacity.

The proposed responses take into account the robustness of the design (compliance with the performance levels permitted by the infrastructure, and possible fragility of constrained path arrangements).

The train paths proposed must not require changes to train paths already allocated under the coordination procedure described in § 4.5.4, unless SNCF Réseau requests and obtains the agreement of the owners of these train paths.

- **Extra opening of lines, stations and signal boxes**

Whenever a train path request or an adapted train path request is not compatible with the line opening times, stations and signal boxes specified in the OLGA IS, the applicant has the option of asking SNCF Réseau to alter these times under the conditions defined in § 5.1.6.2.

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 (§ 5.4.2). If the quote is accepted, the service will be invoiced under the conditions defined in Chapter 5- Services and Charging.

4.2.3 REQUESTS FOR TRAIN PATHS

As per the "Manual for commercial capacity applicants in construction and adaptation of the annual service", available on the " Technical documents cited in the Network Statement" page of the SNCF Réseau website, train path requests are made:

- **for domestic train path requests, up to D-8 from the first day the train is to be run**: via the unified GESICO-DSDM interface or via STI messages. See also §§ 4.2.3.1 and 4.2.3.2;
- **for a domestic last minute train path request (between D-7 and the desired day of operation D)**: via the unified GESICO- DSDM interface, as per the principle document "Last minute capacity", available on the page "Technical documents cited in the Network Statement on the SNCF Réseau website or via STI messages. See also the end of § 4.2.3.2;
- **for international train path requests**: see § 4.2.5.2.

Applicants are asked to pay close attention to the quality and accuracy of the information input during the application (see also § 4.1.3) in order to allow SNCF Réseau to provide a relevant response during processing. In the event that SNCF Réseau considers it does not have the information required to provide a response, the application may be classed as "inadmissible", and the applicant will have to renew its application with the necessary precisions or corrections.

Applications for capacity in stations (§ 4.2.7) must be made at the same time as the train path request by providing the necessary information and by filling in the appropriate fields on the application form.

- Modelling traction units in the train path tool

As indicated in § 4.1.3, the applicant is responsible for ensuring that the train can pass the designated milestones 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 the applicant wants to ensure that the calculation engine uses the performance of the running traction units, they should contact their account manager (§ 1.6.1), who can initiate the process and studies necessary to model and configure the unit in the timetable tracing 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 AR 30113 "Date required for calculating train runs and determining hauled loads and acceleration capacities" available on the page "Technical documents cited in the Network Statement" on the SNCF Réseau 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 the train path tool (as chosen by the applicant or while waiting for the modelling process to be completed), applicants must 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.

4.2.3.1 Train path applications to the service during the construction phase

- General details

Train path applications to the service can be formulated between mid-December Y-2 and the second Monday of April Y-1, according to the schedule described in § 4.5 which also specifies the dates of response to these requests. SNCF Réseau will communicate the elements required to formulate applications for train paths before the start of this period, detailed hereafter.

Moreover, late service requests (DTS) expressed after the second Monday in April and until the end of the timetable in September Y-1, described in § 4.2.2.4, are processed using residual capacity, according to the schedule described in § 4.5.2.

- Pre-constructed train paths

Pre-constructed train paths are included in the train path catalogue drawn up during the pre-construction phase (§ 4.2.2.1.3).

Some of these train paths are developed in cooperation with the infrastructure managers in neighbouring countries or infrastructure shared by two (2) countries.

The applicant can request (*) pre-constructed train paths taken from the catalogue of train paths. These train paths are available in the GESICO- DSDM united interface as well as in the PCS tool (for international applications).

The train path catalogue is communicated in January Y-1, in the Customer Area of the SNCF Réseau website, under a file which summarises all the train paths plotted in the train path catalogue, with a link to the associated train path construction file.

(*) *Applicants are requested to note that requesting a pre-constructed 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 adjustments 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 "requesting*

a pre-constructed train path" status. Concerning train paths for which a minimum technical spacing ceiling value was set (point 2), respecting this value is mandatory to allow the request to retain its "request for a pre-constructed train path" status.

- **Capacity constraints**

SNCF Réseau provides applicants with:

- Mid-December Y-2: The General Programme of Windows (PGF) which describes the windows and capacities allocated to works (§ 4.3.2), via the TCAP IS;
- January Y-1: The opening times for lines, stations and signal boxes as applicable for the Y timetable period, via the OLGA IS. The notified reference document is also published on the "Technical documents cited in the "Network Statement" on the SNCF Réseau website.

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 procedure and these bodies are described in more detail in the "Manual for commercial capacity applicants in construction and adaptation to the annual service", available on the page "Technical documents cited in the Network Statement" on the SNCF Réseau website.

- **In-station sequence**

Applicants must also communicate the information pertaining to their in-station sequencing needs (re-use of vehicles, theoretical work programme, in-station operations, technical movements) among the train paths requested.. These elements are transmitted for the construction of the annual service, at least for period Y, and for the other periods, as soon as substantial modifications are made in relation to period Y. This information is sent no later than the second Friday of the month of May Y-1.

On the basis of the sequence assumptions submitted for the annual service, SNCF Réseau checks the compatibility of the in-station train paths and establishes the so-called "preliminary" track occupation diagrams for the structuring stations, for each day of the week (or group of identical days) corresponding to period Y. These diagrams are communicated by the local timetable office for information on 1st Friday of August Y – 1.

4.2.3.2 Train path applications during the adaptation phase

Applications formulated after the end of the timetable in September Y-1 (DSA, DSDM) described in § 4.2.2.5, are processed in the residual capacity, according to the schedule described in § 4.5.2.

DSAs are not processed until the DTSs have been processed (per axis).

As regards requests to modify and cancel train paths, see also the provisions relating to the reciprocal incentive system in Chapter 5 - Services and Charging.

- **Sequences**

In order to take into account the seasonality of the applicants' commercial passenger services, the annual service (AS) may be divided into four periods:

	Period A	Period B	Period C	Period D
Period dates	Start of AS – last Saturday in March	End of period A – last Saturday in June	End of period B- last Saturday in August	End of period C - end of AS

Similar to the construction phase, applicants may also specify the information on their sequencing needs (re-use of vehicles, theoretical work programme, in-station operations):

- in the event of changes to their transport plan compared to the information provided during the construction phase, a summary of the "final" sequences must be sent before the following deadlines:

	Period A	Period B	Period C	Period D
Deadline	Second Friday in October Y -1	Second Friday in January Y	Second Friday in April Y	First Friday in July Y

- along with the DSAs involving modifications to the sequences;

- if they wish to modify a sequence without modifying the train paths already allocated.

Based on this information, SNCF Réseau drafts the final track occupation diagrams (TOD) for each day of the week (or group of identical days) corresponding to each period, then the daily TODs.

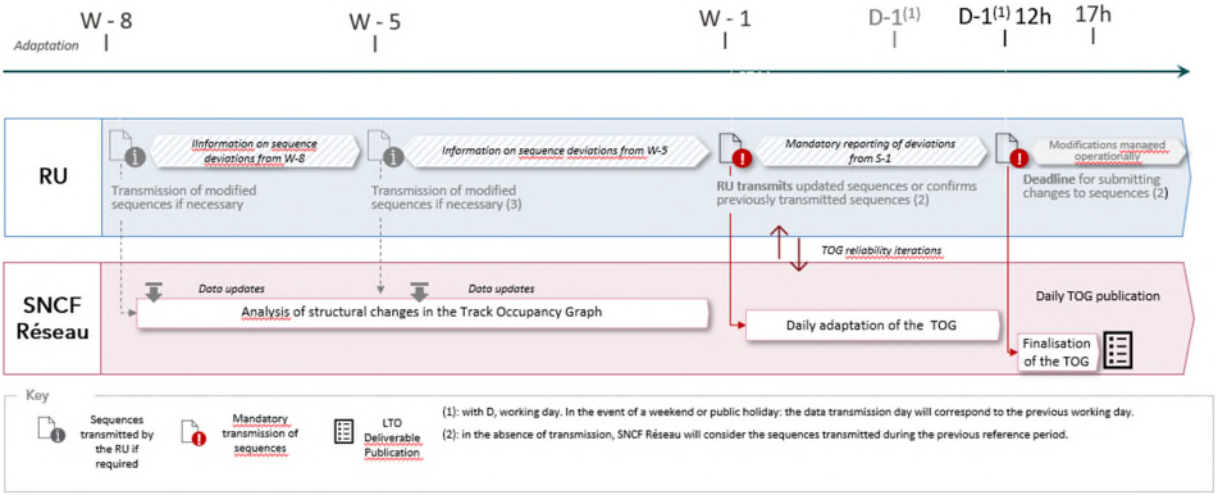
Daily TODs are published no later than 5pm on business day D-1.

In order to draw them up:

- RUs must transmit their updated sequences for S-1 or confirm previously transmitted sequences. If no information is transmitted within this time frame, SNCF Réseau will use the data previously transmitted;

- Any modification made after S-1 must be explicitly notified to SNCF Réseau and sent by 12 noon on business day D-1 at the latest.

In the interest of anticipation, RUs are also advised to transmit all the necessary structural modifications to the sequences in advance of these milestones, and in particular at milestones S-8 and S-5.



Summary of sequencing data supply

- **Assistance in formulating train path requests**

SNCF Réseau offers a help service for submitting late requests for adaptations to the annual timetable. On the customer's request and on decision of the of the Capacity Department, studies may be conducted to orient the train path requests linked to new train movements.

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 described in more detail in the "Manual for commercial capacity applicants in construction and adaptation to the annual service" available on the page "Technical documents cited in the Network Statement" on the **SNCF Réseau website**.

- **Rules applicable to requests in the adaptation phase**

- Cancelling train path-days

Scope	Requests to delete or withdraw days
Request	The cancellation request must be made **as soon as the applicant becomes aware of such a need**
Reply	The cancellation is executed and the reply is made as quickly as possible (generally within 24h)

- Creation/addition of train path-days not subject to safety prescriptions

Scope	Creation requests (excluding train path-days subject to safety prescriptions, covered hereafter) meeting a new transport need, or the addition of new train path-days in an allocated train path with multiple running days
Request by D-8 at the latest	The request must be formulated as soon as possible and **at the latest 8 calendar days (D-8)** before the first running day
Response to one-time requests	The response to a single train path-day request intended for commercial traffic (excluding tourist trains), in order to meet a one-off transport need, will be provided within 7 calendar days[3]. Requests for regular transport broken down into train path-days are excluded from this category. The reply types are set out in § 4.2.4.
Response excluding one-time requests	The reply is made as quickly as possible, within 30 calendar days of the filing of the request. The reply types are set out in § 4.2.4.
Request from D-7	Case covered in "Last minute train path requests" - § 4.2.3.2

Given the time needed to construct train paths and the restrictions linked to safety prescriptions, applicants are asked to anticipate their request as early on as possible, in order to increase the chances

[3] This "7 calendar days" time frame is the operational translation of the "5 working days" time frame provided for under Article 48 of the Directive 2012/34/EU covered by Art.23 of Decree no. 2003-194, agreed upon among the infrastructure Managers within the RNE, so as to harmonise the application of this time frame.

of receiving a positive reply, or to allow time for the request to be renewed in the event of a negative reply.

Scope	Train path-day requests for: - train movements including an exceptional consignment note mentioning a ban on crossing or overtaking other trains; - exceptionally large and bulky consignment traffic; - overriding train movements requiring the inclusion in the train path of the impact of safety prescriptions stemming from the risk analysis conducted by the applicant.
Request at the latest on D-40	Given the time needed to create this type of train path, the request must be formulated **at the latest forty (40) calendar days before the first day of operation (D-40)**, regardless of whether it concerns a new need or the renewal of a request that has already been classed as infeasible (or non-allocated train path-day). The reply types are set out in § 4.2.4. The request must contain all of the required, stabilised and finalised technical elements (exceptional consignment note, test instructions, etc.).
Reply	The reply is made as quickly as possible, within thirty (30) calendar days of the filing of the request. In the event that the request is not filed within this forty (40) day deadline, SNCF Réseau will ask the applicant to formulate a new request at another date that is compatible with the timetable restrictions.

- Special case: changes to the exceptional consignment note

Train path change request	In the event that, upon re-issuing or releasing an amendment, the safety prescriptions included in the exceptional consignment note have changed since the allocation of the train path, the applicant shall file a train path change request as soon as it becomes aware of this need, and shall specify the reasons for its request and the references to the amended exceptional consignment note.
Reply	The reply is then provided as quickly as possible, at the latest thirty (30) calendar days after the filing of the request (or depending on the applicable schedule for the last minute train path from D-7), it being understood that the feasibility of the change is subject to the nature and complexity of the impacts to be processed.

- Changing train path-days

Scope	Requests for changes to train path-days (routes and/or times) instigated by the applicant after a changed need. The requests may be made if a train path-day has already been allocated or if the train path-day has not yet received a response
Request by D-8 at the latest	The request must be formulated **eight (8) calendar days at the latest before the first day of operation (D-8)**. It is reminded that the earlier the need is foreseen and the request filed, the better the chances of receiving a positive reply. Change requests are not accepted from D-7 via the last minute train path request IS (with the exception of partial cancellation requests). The change request must comply with the profession-specific principles of using the "life of the train path" functions made available in the GESICO-DSDM united interface, allowing users to monitor the changes to a given train path. In particular, a change request may not be masked by issuing a creation request alongside a cancellation request or day removal request.
Reply	The response to a request to modify a single train path-day intended for commercial traffic (excluding traffic with exceptional transport notice, for which the request must be made **no later than forty (40) calendar days before the first day of traffic, and tourist trains**), is made within 7 calendar days[4]. For other requests, the reply is given as quickly as possible, within thirty (30) calendar days of the filing of the request. The reply types are set out in § 4.2.4.

- **Last minute train path requests**

The following capacity requests (or returns) may be submitted between D-7 and D day of train operation:

- Last minute train path creation (SDM);
- Cancellation (total or partial) of allocated train paths;
- Authorisation and renouncement to run as a train of undefined timing.

Modification requests are not permitted and are not taken into consideration.

Last minute train path requests submitted between D-7 and 5pm on D-1 are handled by the capacity offices in under seven (7) calendar days[5] and under the conditions specified in the "Last minute capacity" document available on the page "Technical documents cited in the Network Statement" on the SNCF Réseau website.. Later requests, or those that the capacity offices were unable to complete are handled by operational offices.

[4] This "7 calendar days" time frame is the operational translation of the "5 working days" time frame provided for under Article 48 of the Directive 2012/34/EU covered by Art.23 of Decree no. 2003-194, agreed upon among the infrastructure Managers within the RNE, so as to harmonise the application of this time frame.
[5] This "7 calendar days" time frame is the operational translation of the "5 working days" time frame provided for under Article 48 of the Directive 2012/34/EU covered by Art. 23 of Decree no. 2003-194, agreed upon among the Infrastructure Managers within the RNE, so as to harmonise the application of this time frame.

- **Creation of last-minute train path-days subject to safety prescriptions**

A. Case of train paths with safety prescriptions that may be subject to a DSDM (last-minute train path request) without any special conditions:

- Category A and B train movements likely to impede the correct function of track circuits;
- Train movements likely to disturb the correct functioning of the axle;
- Eddy current train movements;
- Engine movements with out-of-service ground-train radios, transported to a maintenance centre at a maximum speed of 70 Km/h.

B. Case of train paths with safety prescriptions that may be subject to a DSDM under certain conditions: this case is set out in details in the document "Last minute capacity" available in the "Technical documents cited in the Network Statement" page on the SNCF Réseau website.

C. Case of train paths with safety prescriptions that cannot be subject to a DSDM:

- Category C train movements not permitting the correct function of track circuits;
- Overriding train movements requiring the inclusion in the train path of the impact of safety prescriptions stemming from the risk analysis conducted by the applicant.

4.2.3.3 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:

- The situation is brought to the attention of SNCF Réseau by the AOM, the railway undertaking newly allocated to the contract or by the shipper, which must provide all elements confirming the re-allocation of this contract;
- SNCF Réseau contacts the shipper, manufacturer or railway undertaking that was previously awarded the contract 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 it requesting that they restore the train paths within a specific time frame 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.

4.2.4 RESPONSES FROM SNCF RÉSEAU

All requests shall receive a response in accordance with the calendar set out in § 4.5. via the GESICO-DSDM united interface, which includes the type of response, associated to a response category, and any comments entered by the scheduler.

Only requests with a "Processed", "Partly Processed" or "Route pending validation" response status in the GESICO-DSDM interface include the technical response elements (route files, HOUAT train paths), excluding specific cases (requests from the SGC, etc.).

Applicants can also receive responses in the form of PathDetails messages for train paths requested via TSI messages (upon specific request).

Requests which have not yet received a response in the GESICO-DSDM interface are made null by any request for amendments within the same VDS bearing on the same regime.

Applicants can track the allocation of train path days, starting from the information about the timetable, through:

- the GESICO-DSDM united interface: view the train paths and the "current train path statuses" presenting the status of each train path-day in the form of a calendar;

- the e-HOUAT IS (or a new transport plan consultation interface replacing e-HOUAT): consultation of the theoretical times of all trains.

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.

NOTE: These states do not apply to responses via PathDetailMessage (PDM) for which the content of the response is defined by the TSI.

Status of the response in the GESICO-DSDM united interface	Characteristic
Dealt with	The processing is finalised over the entire train path request system.
Partial processing	The processing is only finalised for some days in the train path application. This response is temporary.
Null	This answer is given when, within the same VDS: • a train path application is subject to one or more requests for amendments covering the whole regime, before a response is sent to the applicant; • A train path application is subject to one or more similar requests for amendments (same technical characteristics) covering additional schedules, before a response is sent to the applicant.
Kept in reserve	This response is given when several service requests are made for the same transport service, in line with an ongoing call for tenders. This response is temporary. The reserve status of the service is lifted as soon as possible, once SNCF Réseau has obtained the necessary information from the applicants concerned to allocate the train path to the applicant awarded the call for tenders.

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. This response is provisional and may be modified as soon as the required elements are obtained in order to formulate a definitive response to the applicant.
Infeasible	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 trace the train path requested within minimum tolerance defined in § 4.2.2.4 or wider tolerances expressed by the applicant for the dates requested or, in the case of coordination, within the reasonable limits defined in §4.5.4. The response is accompanied by a comment specifying and justifying the reason for the response. In particular, details are provided to explain the situations in which residual capacity is insufficient to allow for the requested capacity to be allocated.
Inadmissible	The train path request is incoherent or does not contain all the information required to set up the route, or does not comply with the rules stipulated herein. The response is accompanied by a comment specifying and justifying the reason for the rejection or lack of handling of the request.

Response categories can, where appropriate, complete and define these types of response.

4.2.4.1 The current states of train paths

The current train path status (ECS) makes it possible to know the status of a train path for each day of traffic requested and any change to it. The first communication on the current train path states is carried out upon the publication of the timetable.

The different current states of the train paths are defined in the following table.

Current train path statuses	Characteristic
Allocated train path-day	The train path-day is allocated
Non-allocated train path-day	The train path-day is not allocated (plan gap)
Train path-day under study	Following the development of the timetable, a conflict with one or more windows or works capacities allocated on the national rail network was identified. In general, these are distorted windows and capacity requests activated punctually with an especially high impact. 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. A response (train path-days allocated or not allocated) is sent to the applicant at the latest four months (120 days) before the date when the train is scheduled to run. 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.

Conflicting train path-day	During the adaptation period, a conflict is identified between the train path-day and one or more work objects
Train path-day request being processed	The train path-day has not yet been processed or is currently being processed

4.2.4.2 Monitoring timetable production indicators

During meetings held with the applicants, SNCF Réseau will share multiple indicators used to monitor the evolution of the performance of the timetable production process, as well as compliance with the commitments made by SNCF Réseau.

4.2.5 INTERNATIONAL TRAIN PATHS

The capacity allocation rules for freight corridor train paths, in particular, 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 information documents for each corridor (§ 1.7).

For international train paths, the train path allocation principles and processes have been laid down by RailNetEurope. Details may be found in a manual available on its website. Specific tools are made available to capacity applicants so that they can formulate their requests. Responses to these requests are coordinated between the infrastructure managers involved in the route.

4.2.5.1 International feasibility studies

For specific requirements relating to international traffic, over and above the pre-construction works conducted, 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.

Requests for international feasibility studies are submitted via the Path Coordination System (PCS) (§ 1.7.2.3).

It may be requested up to mid-January Y-1, but it is however recommended that such requests be submitted as far in advance as possible (as soon as PCS opens in November Y-2) to allow time for the necessary iterations.

The response given by SNCF Réseau in conjunction with feasibility studies will not be a firm offer for train paths and will not dispense applicants from the need to make formal international train path requests under the conditions indicated in § 4.2.5.2. This is an ancillary service (§ 5.1.7.1), the cost of which is indicated in § 5.5.1.1.

4.2.5.2 International train path applications to the service (construction phase)

International train path applications to the service may be formulated by applicants either in PCS or in the GESICO-DSDM united interface. SNCF Réseau recommends the use of PCS to optimise international coordination.

For the specific case of pre-established paths for European freight corridors, the request must imperatively be made in the PCS tool.

The request formulated in PCS must systematically result in the creation of an identical request in the GESICO-DSDM united interface. To do this, the applicant can choose to either make the double entry itself or delegate the re-transcription of the entry in GESICO-DSDM to SNCF Réseau via the generic address: **SERVICE.ANNUEL@reseau.sncf.fr**.

At the end of the procedure for planning and allocating the international train path, in coordination with the neighbouring IMs, SNCF Réseau enters the response to the application derived from PCS in this GESICO-DSDM interface. This response is then notified to PCS.

The specific procedures applicable to international train path requests are set out in the "Manual for commercial capacity applicants in construction and adaptation of the annual service", available on the "Technical documents cited in the Network Statement" page of the **SNCF Réseau website**. The complete train path request and allocation schedule is detailed in § 4.5.

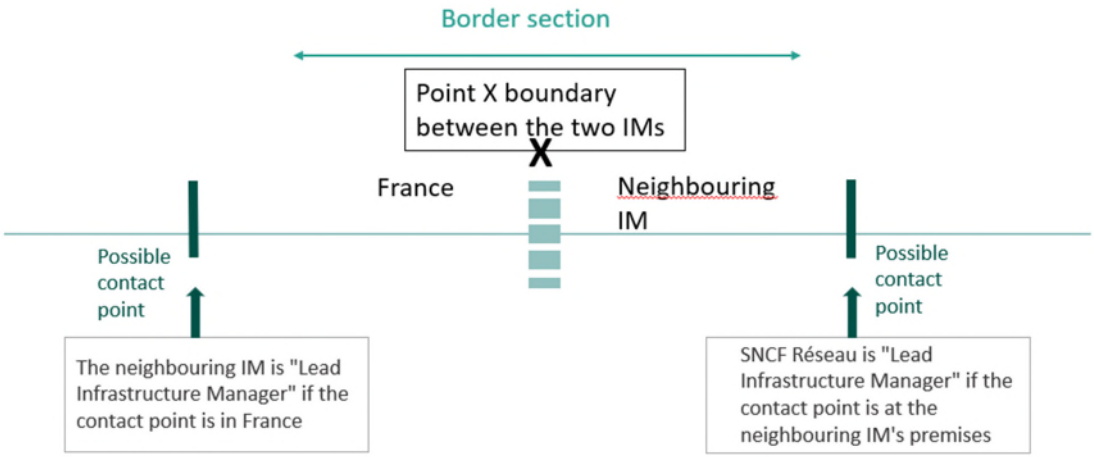
4.2.5.3 Coordination of schedules at border points

At each border section, one (1) of the two (2) infrastructure managers (IMs) is appointed as the "leading IM" and is responsible for coordinating the timetable on the border section.

One (1) of the two (2) stations delimiting the border section is therefore generally defined as the "point of contact", i.e. as the timetable coordination point between the IMs. The list of points of contact is available on the "Technical documents cited in the Network Statement" page on the SNCF Réseau website.

SNCF Réseau is the "leading IM" if the point of contact is the station located on the neighbouring network. Conversely, the neighbouring IM is the "leading IM" if the point of contact is the station located on the French network. Exceptionally, if the point of contact is located at a point X corresponding to the state border, no "leading IM" is appointed.

In order for a train path to be allocated, the "leading IM" is responsible for performing coordination operations and obtaining the formal agreement of the other IM on the times proposed. Each IM remains responsible for the allocation of train paths on its own network on either side of the point X.



The coordination of requests during the service construction phase takes place based on the meeting organised under the auspices of RailNetEurope in June of each year, bringing together the different IMs on the same site and lasting several days (RNE Technical Meeting), after which exchanges continue between the allocating entities.

4.2.6 SPECIFIC CAPACITY ALLOCATION

4.2.6.1 Allocation of capacity in conjunction with LISEA

When a capacity applicant requests a train path requiring the use of both the SEA Tours-Bordeaux high-speed line, the infrastructure manager of which is LISEA, and the non-privatised national rail network, it is stipulated that the response is coordinated between LISEA and SNCF Réseau to guarantee the route from the beginning to the end of the train path requested.

4.2.6.2 Allocation of 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 lines concerned and the corresponding capacity limits applicable for timetable Y are communicated to capacity applicants in the first quarter of Y-1 and can be viewed on the "**Technical documents cited in the NS**" page on the SNCF Réseau website.

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 terms and conditions of these procedures are communicated directly to applicants and are detailed, where applicable, in the "Manual for commercial capacity applicants in construction and adaptation of the annual service", available on the "Technical documents cited in the Network Statement" page of the **SNCF Réseau website**.

4.2.6.3 Coordination with 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 the two (2) networks.

Similar provisions have been organised with the other ports. Applicants may obtain information from the Key Accounts division.

4.2.7 COORDINATED LINE / STATION DESIGN

- **General principles**

The passenger station tracks are part of the network. Use of station capacity is the purview of SNCF Réseau.

A "passenger station" is any railway complex that enables the performance of one or more of the following functions: the arrival and departure of passengers as well as the passengers' connections between trains.

The allocation of SNCF Réseau capacity in passenger stations consists in the provision of a space and time, defined as follows:

- Platform track,
- time required for the operations to be conducted (reference values are specified in the operating compendia of each station for some of these operations).

Taking into account the interaction between the organisation of capacity in stations (GOV - track occupation diagram) and the organisation of line capacity (train movement diagram), the expression of capacity requirements both as regards the lines and stations is coordinated. This is organised specifically for so-called "key" stations.

The " List of structuring stations" is available on the SNCF Réseau website ("technical documents" page).

Operating compendia, drawn up in particular for key stations, define the rules for using the infrastructure and the operating conditions for securing optimum use of the site, ensuring smooth running for all users. The rules set out within these are drawn up jointly with the candidates who expressed requirements on the site and apply to all users.

Applicants must provide during the timetable pre-construction, construction and adaptation phases (including last minute), information relating to their requirements for capacity in stations (re-use of vehicles, theoretical work programme, in-station operations), which makes it possible to implement the necessary iterations for the allocation of capacity, SNCF Réseau's responses being subject to the provision of this data.

Information regarding the tracks and platforms envisaged for the various train path applicants is provided in the track occupation diagram for the station concerned, prepared by SNCF Réseau.

- **Procedure for coordinating capacity applications and managing saturation**

In the event of an inability to satisfy all the station requests, the coordination principles described in § 4.5.4 apply.

- **Case of passenger rolling stock stabled on the main track in passenger terminals**

In addition to the network access and stabling services, SNCF Réseau may also provide a passenger rolling stock stabling service on the main tracks in passenger terminals (and therefore outside of the service facilities designed for that purpose), provided the safety conditions defined in the local operating instructions are complied with.

This stabling service of passenger rolling stock on main tracks in passenger terminals at night, which constitutes an additional service to the stabling of rolling stock on sidings, is described under § 7.3.5.7.

4.3 PROCESS TO DETERMINE CAPACITY FOR TEMPORARY CAPACITY RESTRICTIONS

4.3.1 GENERAL PRINCIPLES

- **General principles**

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

- "**generic windows**", "**corrective**" and "**surveillance**", which correspond to capacity for the most common works carried out during periods of reduced commercial demand;
- "**distorted windows**" apply to a limited number of weeks and are 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.

Temporary restrictions of commercial capacity (RTC) of railway lines for reasons such as carrying out infrastructure works, including temporary restrictions of speed, axle load, train length, traction or gauge, in accordance with Directive 2012/34/EU, are subject to the classification and processes described below.

- **Categories of temporary capacity restrictions**

Appendix VII of Directive 2012/34/EU identifies four (4) categories of RTC, based on two (2) criteria:

- The duration of the RTC, defined as the sequence of calendar days during which the RTC applies daily, on the same section of line, without interruption;
- The impact of RTC on traffic, measured as a percentage of estimated traffic removed, diverted or replaced by other modes of transport.

The four (4) categories of RTC and the two (2) associated ranking criteria to be met by RTC are shown in the table below:

Category		Consecutive days		Impact on traffic
1	RTC with major impact	More than 30 consecutive days	and	Over 50% of the estimated traffic volume on a railway line per day
2	RTC with significant impact	More than 7 consecutive days		Over 30% of the estimated traffic volume on a railway line per day
3	RTC with average impact	7 consecutive days or less		Over 50% of the estimated traffic volume on a railway line per day
4	RTC with minor impact	Indefinite		Over 10% of the estimated traffic volume on a railway line per day

4.3.2 SCHEDULES AND DELIVERABLES

- Y-8 to Y-4:

On this time horizon, upstream of the process described below, exchanges of information between SNCF Réseau and its customers and partners occur on the territories & services infrastructure platforms.

- Before November Y-3:

Identification and assessment of capacity requirements for so-called "high-capacity impact" (FIC) projects and sites with RTC categories 1 and 2 on the national railway network; first framing of generic and distorted windows.

If the impact of the RTC of these two (2) categories is not limited to a single network, the infrastructure managers concerned, including the infrastructure managers who could be affected by the change of train routes, coordinate the capacity restrictions between themselves. The Infrastructure Manager responsible for RTC must share all known relevant information about the planned RTC with the infrastructure managers, the candidates and the main operators of the service facilities that may be impacted by the RTC.

Where appropriate, infrastructure managers must invite candidates operating on the relevant lines, the main operators of service facilities, and the freight corridors concerned to participate in this coordination.

SNCF Réseau communicates to candidates before November Y-3 the category 1 RTCs planned on the national railway network. At the request of the candidates, SNCF Réseau must provide a comparison of the conditions encountered, with at least two (2) capacity restriction scenarios. SNCF Réseau draws up these alternative scenarios on the basis of the information provided by the candidates at the time of their requests and jointly with them. The comparison must, for each scenario, include the following elements at the very least:

- the duration of the capacity restriction;
- the indicative amount of infrastructure user fees;
- the available capacity on the diversion routes;
- the alternative routes available;
- the indicative journey times.

Before making a choice between alternative capacity restriction scenarios, SNCF Réseau consults with interested candidates and takes into account the impact of different scenarios on these candidates and on the users of services.

- November Y-3:

For the FIC work sites and for category 1 and 2 RTC sites on the national railway network, SNCF Réseau invites its customers to “reviews of macro axes” with the aim of an iterative sharing of the first frames for consideration in future scheduling. These exchanges are based on “macro sequencing” and time loss graphs taking into account the capacity needs of the identified sites.

- December Y-3:

Publication on the SharePoint area of a first version of projects, including category 1 & 2 RTC projects on the NRN, in the form of macro-scheduling. Where appropriate, an estimate of the commercial capacity of diversion routes is also published.

- 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.

If the impact of the RTC is not limited to a single network, the infrastructure managers concerned, including the infrastructure managers who could be affected by the change of train routes, coordinate between them the restrictions of the capacities.

Where appropriate, infrastructure managers must invite candidates operating on the relevant lines, the main operators of service facilities, and the freight corridors concerned to participate in this coordination.

The "axis reviews", organised in mid-April, are intended to consult the candidates about the following information from the first 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 the applicants (train paths 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 RP0s are organised according to the following schedule:

- from the start of February to the end of April Y-2: Anticipated RP0 of FIC sites.
- from mid-April to the end of June Y-2: RP0 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) via the TCAP IS, which describes the windows and capacities allocated to works. Where appropriate, an estimate of the commercial capacity of diversion routes is also published via the SNCF Réseau website.

SNCF Réseau may decide not to apply the deadlines indicated above if the restriction of capacity is necessary to restore the safe operation of the train service, if the schedule of the restrictions is beyond its control, if applying these delays may prove to be ineffective with regard to the costs incurred or unnecessarily harmful in view of the state or the life of the asset, or if all the candidates concerned agree. In these cases, SNCF Réseau immediately consults the candidates and the main operators of the service facilities concerned.

Participation of candidates in works governance bodies

Any applicant including (AOTs) may participate in the works consultation bodies (presentations of works portfolios, consultations on generic windows/exclusion days/alternative routes, reviews of macro axes and consultations of high capacity impact (FIC) work sites, preparatory meetings, work impacts consultation bodies (RP0, etc.), regional technical committees) according to the following conditions, while it should be remembered, in accordance with the law, that SNCF Réseau shall remain, in the final analysis, the sole party able to decide on the allocation of capacities and the planning of works:

- only candidates that have expressed their traffic intentions during the ROP design phase or expressed their commercial capacity requirements (or, as a minimum, have sent a prior letter of intent to SNCF Réseau for the order of capacities for the timetables concerned by such bodies) are eligible to speak at such meetings.
- should several representatives be present at consultation bodies (especially during RP0s), they must decide which of them will be the single representative who will give an opinion following this meeting, as well as in the subsequent phases (conciliations, arbitration). Others will nevertheless be able to express themselves during the discussions.
- the other candidates (i.e. those who have not expressed their traffic intentions or needs as indicated above) may attend discussions as observers.

SNCF Réseau shall remain the sole decision-maker with regard to capacity allocation and the planning of works.

From SA 2027, SNCF Réseau provides all applicants taking part in RP0 phases and conciliation work with a tool called "Cœur Information Chantiers Capacités pour nos Clients" (CI3C). This tool, accessible from the Customer Area, will provide access to information on the construction sites included in the RP0 campaign.

Applicants will now have to enter their "RP0 preliminary notice" no later than five business days before submitting their capacity requirements in RP0, as well as their "RP0 notice" no later than 10 business days after the RP0 meeting, using the CI3C tool. This will enable them to be centralised, monitored and trained on a platform shared by SNCF Réseau and its customers.

The following table lists, based on what already exists at the date of publication of this Network Statement, these bodies, the pilot body within SNCF Réseau and the deadlines for holding the discussions. These bodies may change over time, with regard to developments in the associated processes.

If they wish to participate in these bodies, candidates are invited to contact their dedicated national or regional account manager or, if there is no identified contact person, the One Stop Shop (§ 1.6.1) to find out about the procedures for participation.

Bodies	Leader	Period
Presentation of works portfolios produced by strategic control	The Capacity Department	April Y-3
Consultation on generic windows/exclusion days/alternative routes The aim of the consultation is to exchange on the change requests expressed by DGOP and the RUs	The Capacity Department	October Y-3
Reviews of macro axes and consultations of high capacity impact (FIC) work sites Presentation to the RUs of FIC work sites with the results of the first capacity studies and presentation of the macro-scheduling making it possible to have the first axis visions as regards interception and LTV needs	The Capacity Department	November Y-3:
Pre-RP0 consultation meetings Preparation meetings for the consultations pertaining to HSL and RVB/SR work sites	Infra-divisions	November Y-3: At January Y-2
RP0 consultation meetings Consultation meetings on the impacts of the works on train movements	Infra-divisions	February to June Y-2
Regional COTECHs Regional monitoring of capacity instances	Regional divisions	Periodical

"PACT" Project

In order to improve how applicants are consulted and to ensure that information on planned works and their impact on train paths is transmitted more clearly, in 2024 SNCF Réseau implemented the "Agile Planning for our Customers and Works" project, known as "PACT".

As part of this project, SNCF Réseau will:

- ensure the quality of sites at the start of the RP0 campaign by eliminating immature sites;
- organise and plan the RP0 campaign by breaking down the treatment of worksites into 5 categories: package 1 projects are essential to maintain network performance and cannot be postponed, and for which SNCF Réseau undertakes, prior to the RP0 campaign, to work with the applicants concerned to find solutions for their transport plans; Package 2 projects are part of a capacity window negotiated in advance, possibly over a multi-year period; package 3 projects are projects whose consequences are controlled at local level, to permit effective bilateral negotiation; Package 4 projects are part of a zone or axis approach; and Package 5 projects are complex projects with specific capacity consequences requiring the negotiation of individual capacity solutions. This optimised management of the RP0 campaign aims to gradually reduce the number of RP0 meetings and make it easier for applicants to understand the capacity footprint of the work on their flows;
- set up a Customer Front Office function to improve communication with applicants and identify their strategic flows.

4.3.3 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.

Management of discrepancies is handled by SNCF Réseau in a complaint process that provides for the systematic consultation of applicants for capacity, works and train paths and, where appropriate, coordination with the neighbouring infrastructure managers concerned. 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 cancel or modify an allocated train path to enable the execution of work that has not be 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.

Some train path-days may then be modified or deleted, in accordance with the consultation process described in the "Manual for commercial capacity applicants in construction and adaptation of the annual service", available on the "Technical documents cited in the Network Statement" page of the SNCF Réseau website. 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, with the train path holder not needing to apply for an adapted train path (DSA).

4.3.4 CRITERIA FOR TRAFFIC DIVERSIONS

With regard to the sites where the RTC are category 1 on the structuring network, SNCF Réseau will determine the types of traffic that may be subject to a change of route based on the following criteria:

- The prorate of the types of traffic observed during the previous timetable;
- Forecasts of changes in known traffic;
- Commercial and operational constraints of traffic;
- SNCF Réseau's cost reduction objective.

The application of these criteria is coordinated with the candidates during the consultation meetings related to the works (macro axis review, axis review and RP0 process). During these meetings, for the sites where the RTC is category 1, the provisional distribution of the remaining capacities for the different types of rail service is communicated to the candidates.

4.3.5 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 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 § 4.3.3) before M-6. The unused works capacity is thus returned and the PGF is updated in the TCAP tool.

- Except in emergencies and cases of absolute necessity, SNCF Réseau confirms the capacities booked for the works at the latest six (6) weeks before they are due to start. Information relating to confirmed works capacity and any capacity returned is made known to applicants at the latest one month before the start date, by means of the diagram consultation tools, by sending the agendas and the records of decisions of the consultation committees (CODEC).
- Applicants are therefore able to issue creation or amendment requests for train paths in the residual capacity, or renew requests previously rejected, in accordance with the rules described in § 4.2.3.2.
- However, SNCF Réseau shall not take the initiative to re-examine any requests for train path capacity to which it has already responded, whatever the response provided (infeasible, treated, etc.).
- 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 in the annual report on the effectiveness of the capacity allocation process on the national rail network, for the attention of applicants and stakeholders. Moreover, the infrastructure manager is subject to the incentive scheme defined by ART in decision No. 2018-094, which encourages SNCF Réseau to make better use of commercial and non-capacities on the national rail network (§ 5.6).

4.4 FRAMEWORK AGREEMENT IMPACTS

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, within the terms and conditions set out in § 4.3.2.

4.5 CAPACITY ALLOCATION PROCESS

The train path request and allocation procedure schedule distinguishes between requests made by 14 April 2025 at the latest (service requests) and requests made after this date (late requests or adjusted requests).

4.5.1 TRAIN PATH REQUESTS SUBMITTED UNTIL 14 APRIL 2025 (SERVICE REQUESTS)

The schedule below presents the key dates of the train path application and allocation procedure to the service, both for national and international train paths. Some dates are harmonised at European level, in particular the deadline for train path service requests (DS). Others are freely set by each infrastructure manager.

Date / Period	Step of procedure for national train paths	Step of procedure for international train paths
15/12/2024	**Start of train path requests for the 2026 timetable** Provision of the PGF to applicants.	
13/01/2025		Provision of the draft pre-constructed train path catalogue and line, stations and signal box opening hours to applicants. Publication of pre-arranged train paths provided by infrastructure managers in PCS (including for freight corridor train paths).
16/02/2025		Deadline for receipt of international feasibility study requests.
17/03/2025		Deadline for response to international feasibility study requests
14/04/2025	**End of train path requests for the 2026 timetable**	
15 April 2025 to 15 July 2025	Production of the draft timetable by SNCF Réseau	
28/04/2025		Deadline for the allocation of train paths by the Corridor OSS. Possibility of return of certain pre-established train paths available to IMs New publication in PCS of pre-established train paths available for late requests.
07 July 2025		Publication in PCS 1) of draft train path proposals in response to the international train path applications issued in PCS, and 2) of the draft timetable by the Corridor OSS.
08 July 2025 to 08 August 2025		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 freight corridor train paths).
16 July 2025 to 18 July 2025	**SNCF Réseau communicates the draft timetable to applicants** Each applicant can consult all planned train paths in e.Houat (or in a new transport plan consultation interface, replacing e-HOUAT) and in Houat feeds, starting from 16 July 2025. They will receive a precise description of the train paths envisaged in response to their request in the unified GESICO-DSDM interface by 18 July 2025 at the latest.	
21 July 2025 to 14 August 2025	Period during which applicants can submit their remarks on the draft timetable	
18 August 2025 to 08 September 2025	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.	
25/08/2025		Publication in PCS:

Date / Period	Step of procedure for national train paths	Step of procedure for international train paths
		1) of final train path proposals in response to the international train path applications issued in PCS, and 2) of the final responses by the Corridor OSS
08 September 2025	**SNCF Réseau lays down the 2026 timetable**	
09/09/2025	Communication of the timetable to applicants by SNCF Réseau in e.HOUAT (or in a new transport plan consultation interface, replacing e-HOUAT) and in HOUAT feeds. This data is updated in the GESICO-DSDM united interface.	
18/09/2025	Deadline for sending a request to SNCF Réseau within the scope of the dispute settlement procedure (§ 4.5.5).	
13/10/2025		Publication of the capacity set aside in the PCS by the Corridor OSS
D-21 (D being the day when the train is due to run)		Restitution to the IMs by the Corridor OSS of train paths from the capacity set aside and not yet ordered by that date
14/11/2025	**Certification of the 2026 timetable**	
14/12/2025	**Beginning of the 2026 timetable**	

- **Precisions regarding the communication of the draft timetable to potential candidates**

Potential applicants looking to issue remarks on the draft timetable Y, insofar as this does not affect their capacity to provide railway services during the validity period for this timetable, must make their request to SNCF Réseau (§ 1.6.1) at the latest one (1) month after the end of the train path request period for the timetable.

SNCF Réseau shall send the draft timetable in line with the below schedule as soon as the potential candidate:

- has expressly declared its intention and proven by any means its ability to provide railway services and its manifest desire to request train paths during this timetable, based on the general conditions applicable to the contract for use of the infrastructure and the contract for train path allocation (in Appendix 3.1);
- has signed the contract for use of IS services (outlined in Appendix 3.4) providing it access to these services.

SNCF Réseau shall reply to any observations transmitted to it.

The timetable is produced based on the train paths requested before the end of the train path application period for the timetable Y.

4.5.2 TRAIN PATH APPLICATIONS SUBMITTED FROM 15 APRIL 2025 (LATE APPLICATIONS)

4.5.2.1 Request response schedule

SNCF Réseau responds to requests submitted after 15 April 2025 according to the following deadlines:

Application date	Type of path allocated	Deadline for train path allocation
15 April 2025 to 08 September 2025	All path types (late requests - DTS)	Between 18 August 2025 and 14 November 2025
09 September 2025 to 05 December 2026	All path types (adapted requests - DSA)	As soon as possible and according to the deadlines indicated in § 4.2.3.2. For DSAs received before the service certification date, the time frames are assessed as of this date.
07 December 2025 to 12 December 2026	Last minute train path – DSDM (less than (8) calendar days before the date when the train is scheduled to run)	Seven (7) calendar days[6] at the latest, under the conditions defined in the "Last minute capacity" document.

4.5.2.2 Timetable Technical Committee (CTH)

- Objective

The Timetable Technical Committee is one means of path dialogue between SNCF Réseau and the applicants. The aim is to provide an enhanced path dialogue to improve the processing of capacity requests made by applicants for an annual service in the form of DS, DTS or DSA.

- Frequency

The Timetable Technical Committee is held every week, alternating between passenger and freight traffic, starting with the publication of the timetable.

- Content of the meeting

The agenda is drawn up by SNCF Réseau's path dialogue officers, who compile the requests submitted by applicants, within the limits of the quotas applicable per CTH.

Quotas are set for the period October Y-1 to September Y by SNCF Réseau, separately for each type of traffic (freight or passenger). They are then divided between the applicants for each type in proportion to the volume of trains.km of each applicant running on the Y-2 annual service.

The quotas applicable to each applicant are communicated to them by SNCF Réseau when the Y timetable is published.

[6]This "7 calendar days" time frame is the operational translation of the "5 working days" time frame provided for under **Article 48 of the Directive 2012/34/**EU covered by Art.23 of Decree no. **2003-194**, agreed upon among the infrastructure Managers within the RNE, so as to harmonise the application of this time frame.

Candidates who have not circulated in the Y-2 annual service, or whose circulation volume in the Y-2 service is insufficient to obtain a quota of 1, are automatically allocated a quota of 1.

Requests included on the agenda are processed as follows:

- The applicant will describe the specific details of the traffic in question, their expectations and their requirements;
- SNCF Réseau will endeavour to find a solution that satisfies the customer, as close as possible to the needs expressed and in compliance with the applicable rules;
- SNCF Réseau will not respond that a request presented to the Technical Timetable Committee is "impracticable" without first discussing it with the applicant.

- **Details on the method:**

- The SNCF Réseau timetable teams will prioritise the processing of DS presented to the Technical Timetable Committee (for exceptional cases of DS without a response after the draft service timetable;
- The order in which other requests are processed (DTS, DSA) remains unchanged;
- No DS may be presented to the Timetable Technical Committee before the publication of the timetable.

Unused quotas cannot be carried forward or exchanged between candidates.

4.5.3 AD-HOC REQUESTS

Refer to § 4.2.3.2 for one-time requests.

4.5.4 COORDINATION AND ALLOCATION PROCEDURE IN CASE OF CONSTRAINED CAPACITY

- **The general principles for coordinating the requests**

In accordance with article 21-1 of Decree no. 2003-194, when confronted with competing demands to which it has been unable to respond within the tolerances defined in § 4.2.2.3 above, SNCF Réseau strives, through the coordination of requests, to ensure the best possible match between them. The procedure described below applies to any capacity request, including when one or more competing requests rely on an infrastructure capacity contracted by framework agreement. In this regard, SNCF Réseau shall apply the dispensation stipulated in Article 10.5 of the EU regulation No. 2016/545.

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 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;
- 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 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;
- SNCF Réseau may offer infrastructure capacities different from those requested by the candidates, within reasonable limits and defined as follows:
  - compliance with the commercial stops requested (origin, terminus and trip stops, including for freight, for example, pick-ups/drop-offs);
  - more or less thirty (30) minutes, with regard to the departure and arrival times sought for short-distance passenger services (250 km or less);
  - more or less one (1) hour, with regard to the departure and arrival times sought for long-distance (over 250 km) or international passenger services;
  - more or less one (1) hour, with regard to the departure and arrival times sought for combined and international freight services;
  - more or less two (2) hours, with regard to the departure and arrival times sought for other freight services.
- In all cases, customers may indicate their agreement for exceeding these reasonable limits in order to foster a consensual outcome for coordination;
- 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, the proposed responses which differ from the capacity requested;
  - Complete and detailed information regarding the capacity distribution criteria
  - The proposed solutions are defined within the permissible performance limits of the infrastructure and take account of the robustness of the overall design (possible weaknesses introduced by the constrained arrangements of the train paths).

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

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

- Coordination leading to the absence of residual conflicts

In the event that the consultation, once completed, enables the handling of conflicts between train path requests (*) in a consensual manner, the solution found is communicated to the applicants concerned or SNCF Réseau has proposed train paths different from those requested but, within the reasonable limits defined above, it is considered that there is no residual conflict. The solution found as a result of the coordination procedure is then communicated to the applicants concerned as well as the ART.

- Coordination resulting in the presence of residual conflicts

If the coordination process fails at the end of the service construction procedure (no consensual solution has been found or no proposal has been made by SNCF Réseau for train paths respecting the reasonable

limits defined in the previous paragraph), a line or section of line is then declared saturated by SNCF Réseau (see point 4.6).

In that event SNCF Réseau will then employ the following priorities, in order, to decide on the organisation of the train paths:

- Strictly compliant requests requesting pre-built freight or passenger train paths (*) (**)
- Requests for train paths comparable to pre-constructed freight or passenger train paths (***);
- On specialised high-speed infrastructure, as defined in § 2.4. 1, in order:
  1. applications for train paths for trains carrying out infrastructure reconnaissance ;
  2. applications for train paths for trains in commercial operation travelling at a speed of 250 km/h or more;
- Applications for train paths for international freight services;
- Applications for rail freight services to or from ports;
- Applications for services provided under a public service contract with a transport organising authority;
- Services providing relevant regional planning services.

SNCF Réseau also takes account of the difficulty of plotting international train paths and the impact that any modification risks having on other infrastructure managers.

However, SNCF Réseau does not use the option described in article 18 of decree no. 2003-194 to take account of previous levels of use of train paths to determine allocation priorities.

The solution found is then communicated to the applicants concerned and to the ART.

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

(**) On specialised high-speed infrastructure, compliance of the request with the pre-constructed path must take account of compliance with the technical minimum spacing ceiling, when applicable (point 4.2.2.2).

(***) Requests fulfilling the three (3) conditions below are considered as comparable to a pre-constructed train path:

a) The remarkable points from the staking of the request must correspond to at least 60% of the remarkable points of the pre-constructed train path and respect the origin, terminus and itinerary of the pre-constructed train path;
b) There is no time difference greater than three (3) minutes for passenger train paths and five (5) minutes for freight train paths between the remarkable end points of the common section between the request and the pre-constructed train path.
c) If a minimum technical spacing value was set (§ 4.2.2.2), the former is respected.

4.5.5 SETTLEMENT PROCEDURE FOR DISPUTES ARISING AFTER TRANSMISSION OF THE TIMETABLE

Only train paths which have been subject to the residual conflict capacity allocation method described in § 4.5.4 are eligible for the following dispute resolution procedure.

Disputes may be brought before SNCF Réseau by the train path applicant(s) concerned within a period of ten (10) working days after transmission of the timetable, as stipulated in § 4.5.1.

The applicant must send the request to SNCF Réseau by email (Clients and Operations General Management). It must include the information required on the train path requests and train path allocations subject to the dispute, a summary of the procedure (observations, coordination, arbitration) and the justification of the need for the requested train paths.

Within a period of ten (10) working days from receipt, SNCF Réseau (Customers and Operations General Management) decides:

- either to uphold the allocation shown in the timetable;
- or to re-assess the allocation, by holding new discussions with the train path applicants concerned as soon as possible.

The decision is justified and sent by e-mail to the train path applicants concerned.

Any modifications or cancellations affecting train paths that occur after re-assessment of the allocation shall be excluded from the scope of the reciprocal incentive mechanism described in § 5.6.

This procedure is not prejudicial to the existing methods of appeal and competences of ART.

4.6 CONGESTED INFRASTRUCTURES

A declaration of congestion can occur either at the end of the pre-construction period ("foreseeable" congestion), or at the end of the service construction period ("observed" congestion), under the conditions defined hereafter.

- **Declaration of "foreseeable" congestion**

In application of Article, if SNCF Réseau identifies at the end of February Y-1 that a line or section of line is likely to become congested during the timetable Y, SNCF Réseau will make a declaration of foreseeable congestion.

The declaration of foreseeable congestion takes place at the end of the pre-construction period described in § 4.2.2.1.3, whenever SNCF Réseau identifies sections as being likely to suffer from a shortage in the near future and it considers that it is not technically in a position to offer train paths in the train path catalogue that cover the admissible needs expressed or the potential market identified.

The declaration to this effect is published by SNCF Réseau on its website, and sent to all interested parties. Applicants are thus advised that, should congestion be confirmed by a declaration of ascertained congestion at the end of the timetable construction period, additional congestion charges may be applied.

- **Declaration of "ascertained" congestion**

A line or section of line is declared congested by SNCF Réseau, as soon as, at the end of the timetable construction period, the coordination process described in § 4.5.4 fails.

The declaration of congestion can affect any line or section of line in the national rail network. The time measurement unit is one hour. Several one-hour slots may succeed each other (for example between 8h and 9h or 2x1h between 17h and 19h) if the conditions set in the previous paragraph apply to the whole period.

The declaration to this effect is published by SNCF Réseau on its website, and sent to all interested parties.

In accordance with Article 22 of Decree No. 2003-194, in the six (6) months following the declaration of congestion, SNCF Réseau shall perform a capacity analysis in order to ascertain the reasons for this congestion and propose measures to remedy it. The repetitive works windows are taken into account in the congestion analysis. These are "generic", "corrective" and "surveillance" windows.

Within six (6) months of the completion of this analysis and following discussions with users of the congested infrastructure, SNCF Réseau shall submit a capacity strengthening plan to the Minister of Transport for approval, which shall set out the reasons for the congestion, assess all the steps that could be taken to strengthen infrastructure capacity, and define an implementation schedule.

- Allocation of capacity after observed congestion

The processes differ depending on whether the line or section of line has (i) or has not (ii) previously been subject to a declaration of foreseeable congestion.

i) In the case of a declaration of foreseeable congestion has previously been made

If, at the end of the timetable construction procedure, the coordination fails (despite the announcement of the application of additional congestion charges, where provided) , the latter will confirm the declaration of congestion for the line or section of line. SNCF Réseau shall apply, in accordance with Article 22 of Decree No. 2003-194**,** the following criteria for priority defined in point 4.5.4 for the allocation of train paths.

These priority criteria may be subject, depending on the situation, to adjustments further to the approved reinforcement plan.

If the application of these criteria does not lead to a solution, SNCF Réseau allocates the train paths fairly with regard to the optimal use of the rail network.

Applicants who will be allocated a train path using the congested line or section of line will receive an additional congestion charge where applicable.

ii) In the absence of any prior declaration of foreseeable congestion

If, at the end of the timetable construction procedure the coordination fails SNCF Réseau may declare the line or section of line congested.

The same priority criteria governing the allocation of train paths as those specified in section 4.5.4 shall apply. If the application of these criteria does not lead to a solution, SNCF Réseau allocates the train paths fairly with regard to the optimal use of the rail network.

Since this declaration of congestion will not have been anticipated by a foreseeable declaration of congestion, the applicants, to whom a train path is allocated which has a line or line section declared as congested, will not be subject to congestion charges during timetable Y (where it exists). It is however specified that, based on this observation of congestion, this same line or section of line is likely to be the subject of a foreseeable declaration of congestion at the end of the pre-construction of the next timetable, and thus will potentially be subject to additional congestion charges during the next timetable.

4.7 RESTRICTED AND DISRUPTED 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. Applications must provide this information when submitting their requests.

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 run 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) (§ 5.1.7.2) to verify the feasibility of this consignment, and once an exceptional consignment note (ATE) has been delivered to the capacity applicant by the BTE.

For certain exceptional transport operations that fall within defined gauges, general ATEs are issued by SNCF Réseau. In this case, a map for each gauge defined shall be used to display the routes covered by these ATEs.

Applicants must inform SNCF Réseau within the time frames set out in § 4.2.3.2, of the presence of an exceptional consignment (as defined in § 2.3.4), at the time of the capacity request, by indicating in their application the number of the exceptional consignment note (ATE) obtained previously or the general ATE number.

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-DSDM united interface and filling in the appropriate field in the PathRequest message in STI format. Applicants must also mention the need for special safety arrangements (“marche de sécurité”) in the capacity request submitted in the united interface, in appropriate cases as provided for in the “Manual for commercial capacity applications in construction and adaptation of the annual service”, available on the "Technical documents cited in the Network Statement” page on the **SNCF Réseau website**, for certain dangerous goods consignments.

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 materials 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 in construction and adaptation of the annual service”, available on the “Technical documents cited in the Network Statement” page on the SNCF Réseau website. To identify these train movements, applicants may refer

to document RFN-CG-SE 06 A-00-n°004 "Measures to be taken by railway operators with regard to the risk of deshunting".

4.7.4 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, the allocated train paths may be cancelled or modified without notice for as long as it takes to repair the facilities, or until the disappearance of the problem that halted train movements.

The arrangements applicable in the event of downgraded situations are described in Chapter 6 - Rail Operation In particular in these circumstances, it is important for the railway undertakings to inform SNCF Réseau (**correspondants-operationnels-ef@reseau.sncf.fr**) of the updated list of operational and pre-operational correspondent(s) that SNCF Réseau can contact.

4.8 RULES AFTER CAPACITY ALLOCATION

4.8.1 RULES APPLICABLE IN THE EVENT OF TRAIN PATH MODIFICATIONS BY THE APPLICANT

See paragraph 5.6.1.

4.8.2 RULES APPLICABLE IN THE EVENT MODIFICATIONS BY THE IMS

See paragraph 5.6.2.

4.8.3 NON-USE OF ALLOCATED TRAIN PATHS

Failure to use an allocated train path 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 train 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 (1) month.

A fifteen (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 before the theoretical departure time, without waiting for a calendar month of under-use.

4.8.4 RULES APPLICABLE IN THE EVENT OF TRAIN PATH CANCELLATIONS BY THE APPLICANT

See paragraph 5.6.4.

4.9 TIMETABLING REDESIGN (TTR) - CAPACITY OVERHAUL PROGRAMME

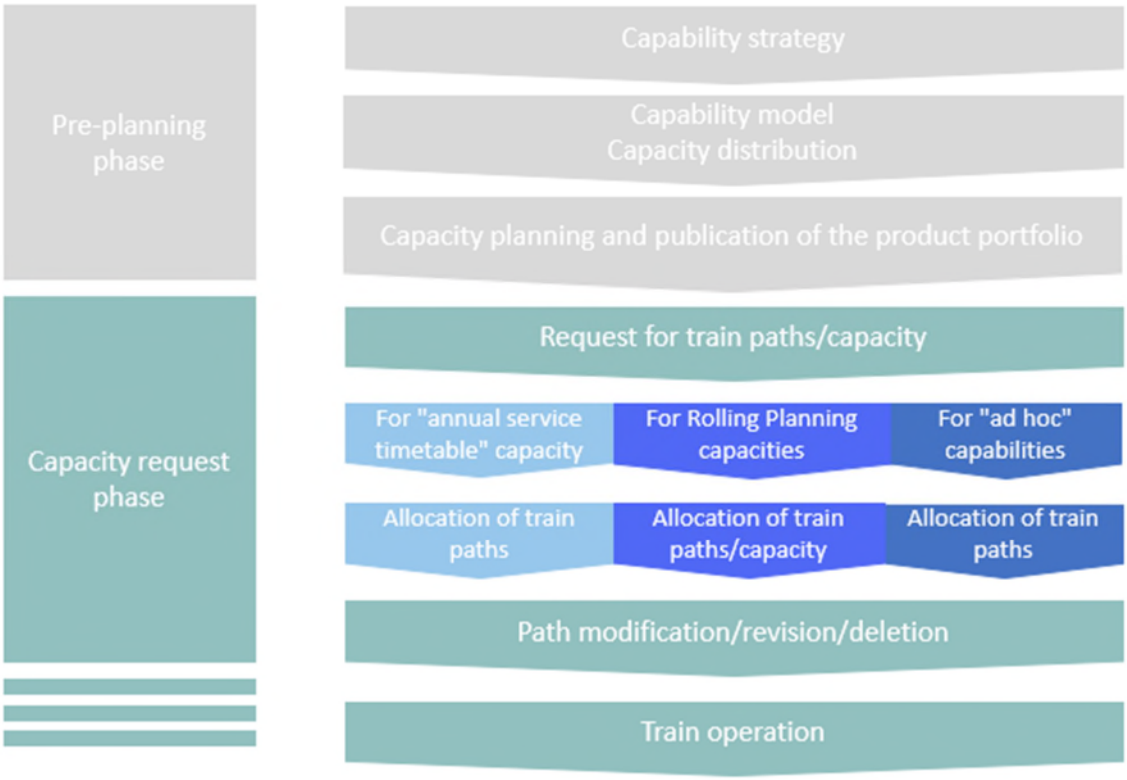
4.9.1 TTR PROGRAMME OBJECTIVES

RNE and FTE, supported by ERFA, are working on a project called Redesign of Timetabling Process (TTR). Its aim is to harmonise and improve the European capacity management system in order to provide a significant gain in performance and competitiveness to rail transports. TTR concerns all train movements, whether national or international, passenger or freight.

TTR's ambition is to optimise the use of capacity in response to market needs. Optimisation takes into account all capacity requirements, for all market segments (passenger and freight, domestic and international, etc.), as well as for the regeneration and development work needed to maintain and improve performance. More detailed information is available on the websites https://ttr.rne.eu/ and http://www.forumtraineurope.eu/services/ttr/.

4.9.2 COMPONENTS OF THE CAPACITY OVERHAUL PROCESS

The TTR process is built around the following elements:



- Capacity strategy (X-160 to X-36 months)

Long-term capacity planning for a given line, part of the network or the whole network. Its main objective is to provide an initial overview of the future capacity available on the infrastructure and forecasts of requirements in terms of volume.

- **The capacity model (X-36 to X-18 months)**

More detailed definition of forecast requirements, and allocation of capacity pre-planned commercial capacity, rolling planning, temporary capacity restrictions and unplanned capacity.

Applicants have the opportunity to contribute to the capacity model by advising their capacity requirements (CNA) and can provide feedback on the proposed capacity allocation.

4.9.3 IMPLEMENTED BY SNCF RÉSEAU

SNCF Réseau is gradually testing TTR concepts in order:

- To take advantage of harmonised deliverables, with common milestones between infrastructure managers, for high-quality international coordination;
- To test the feasibility and attractiveness of the concepts, for both capacity applicants and the infrastructure manager.

The geographical scope of these tests is as follows:

UIC line number	Section	RFC	UIC line number	Section	RFC
001000	Paris - Mulhouse		250000	Somain - Busigny	2
005000	LGV Est		259000	St Just en Chaussée - Douai	2
032000	Toul - Culmont Chalindrey	2	262000	Douai - Valenciennes	2
039000	Toul - Frouard		267000	Lille - Hirson	2
070000	Paris - Strasbourg	2	269000	Lille - Baisieux	2
085000	Conflan-Jarny - Hagondange	2	272000	Paris - Lille	2
089000	Metz - Lérouville	2	278000	Lille - Mouscron	2
090000	Novéant - Nancy	2	286000	Don-Sainghin - Lens	2
095000	Longuyon - Onville	2	289000	Racc de Santes - Don-Sainghin	2
115000	Strasbourg - St Louis	2	295000	Calais - Lille	2
120000	Colmar - Neuf-Brisach	2	304000	Calais - Dunkirk	2
124000	Mulhouse - Chalampé	2	311000	Longueau - Boulogne	2
125000	Lutterbach - Rixeim (Mulhouse)	2	314000	Calais - Boulogne	2
138000	Graffenstaden - Hausbergen	2	321000	Amiens - Serqueux	
140000	Metz - Reding	2	330000	Pontoise - Serqueux	2
141000	Graffenstaden - Strasbourg Neudorf	2	334000	Argenteuil - Le Havre	2
141306	Strasbourg Heudorf - Strasbourg KS	2	336000	Conflans - Pontoise	2
142000	Strasbourg - Kehl	9	340000	Mantes - Le Havre	2

143000	Voie du Port de Strasbourg	2	354000	Serqueux - Montérolier- Buchy	2
172000	Rémilly - Forbach	2	431000	LGV Sud-Ouest	
178000	Thionville - Apach		500000	Nantes - Bordeaux	4
180000	Metz Ville - Zoufftgen	2	515000	Nantes - Tours	4
192000	Metz belt	2	538000	La Rochelle - Poitiers	4

UIC line number	Section	RFC	UIC line number	Section	RFC
202000	Longuyon - Mont St Martin (XB)	2	539000	La Rochelle - La Pallice	4
202100	Mont St Martin (XL)	2	566000	SEA HIGH-SPEED LINE	
204000	Thionville - Mohon	2	570000	Juvisy - Bordeaux	4
205000	Mohon - Charleville-Mézières	2	579000	Angoulême - Saintes	4
212000	Hirson - Liart	2	590000	Les Aubrais - Montauban	
216000	Lille Europe high-speed line - Fréthun tunnel	2	640000	Bordeaux - Narbonne	4
222000	Liart - Tournes	2	650000	Bayonne - Bayonne-Mouguerre	4
223000	Tournes - Charleville-Mézières	2	655000	Bordeaux - Hendaye	4
226000	LGV Nord		677000	Narbonne - Cerbère	4
229000	Paris - Hirson	2	679000	La Tour de Carol - Perpignan	4
242000	Creil - Jeumont	2	679305	Racc TGV du Soler	4
247000	Aulnoye - Feignies		680000	Elne - Le Boulou	4
746000	Melun - Montereau via Héricy		900000	Culoz - Modane	4
750000	Badan - Lyon Perrache	4	905000	Lyon Perrache - Grenoble	4
752000	LGV Sud Est		906000	Crossing the Rhône (Givors)	4
797000	Crossing the Rhône (Peyraud)		908000	Valence - Moirans	4
800000	Miramas - L'Estacle	4	909000	Grenoble - Montmélian	4
800390	Racc de St Gervasy (CNM)		913000	Crossing the Rhône (La Voulte)	
810000	Tarascon - Sète	4	925000	Avignon - Miramas	4
824000	Villeneuve lès Avignon - Avignon	4	930000	Marseille Vintimille	
830000	Paris -Dijon		935000	Miramas - L'Estacle	4
830000	Dijon - Marseille	4	935606	Martigues - Lavéra	4
830900	Dijon - Gevrey Chambertin	4	935901	Lavalduc - Fos Coussoul	6
834000	Contournement Nîmes - Montpellier		939000	L'Estaque - Marseille Joliette	6
843000	Is sur Tille - Culmont Chalindrey	4	939001	L'Estaque - Marseille St Charles	6
849000	Is sur Tille - Dijon	4	939306	Racc de L'Estaque-Joliette	6
850000	Dijon - Vallorbe	4	940100	Marseille Arenc - Marseille Canet	6
860000	Perrigny - St Amour	4	957000	Bobigny - Sucy	6
880000	St Amour - Bourg en Bresse	4	962000	Gennevilliers - St Ouen	6

883000	Bourg en Bresse - Ambérieu en Bugey	4	963000	La Plaine - Ermont-Eaubonne	6
890000	Lyon - Geneva	4	990000	The Great Belt of Paris	6
893000	Collonges - Lyon Guillotère	4	990316	Villeneuve St Georges - Valenton	6
			991301	Noisy le Sec - Gagny	6

The main concepts are as follows:

- capacity strategy: in preparation for the 2026 and following annual services;
- capacity model in preparation for the 2026 annual service and beyond;
- capacity planning and publication of the product portfolio: the pre-construction phase of the timetable process meets the requirements formulated by TTR.

These various deliverables planned by TTR are produced from SNCF Réseau's structuring (see § 4.2.2.1) and works capacity planning (see § 4.3) processes. Their content is coordinated with neighbouring infrastructure managers. These deliverables are available on the "Timetable Redesign" page of the SNCF Réseau website.

In addition, SNCF Réseau is developing data exchanges to feed the Information Systems that support the TTR process (EMT, TCR Tool), and provide new and cross-border information possibilities.

The first step for SNCF Réseau consists in establishing the capacity models on the main axes structuring the national rail network. SNCF Réseau will consult the commercial capacity applicants to take into account their forecast needs at the TTR implementation horizon in order to design the capacity models.

4.9.3.1 Capacity strategy

See provisions in § 4.9.3.

4.9.3.2 Capacity model and capacity distribution

See provisions in § 4.9.3.

NOTE: At this stage, SNCF Réseau is not testing the rolling-planning concept for capacity allocation and the subsequent process phases.

4.9.3.2.1 Statements of capacity needs

At this stage, SNCF Réseau is not involved in testing capacity requirements.
However, capacity applicants can make a similar contribution to the structuring phase, in accordance with the provisions described in §4.2.2.1

4.9.3.3 Provision of the capacities

See provisions in § 4.9.3.

4.9.3.4 Feasibility studies

See § 4.2.5.1.

4.9.4 PILOT PROJECTS

Not applicable

4.10 CAPACITY ALLOCATION PRINCIPLES FOR INTERNATIONAL FREIGHT CORRIDORS

To consult the capacity allocation principles for international freight corridors, refer to Appendix 4.2.

CHAPTER 5. SERVICES AND CHARGING

5.1 INTRODUCTION

5.1.1 CHARGING PRINCIPLES: LEGAL FRAMEWORK

In application of the French legislative and regulatory framework, the charging for use of the national rail network in its entirety is decided by SNCF Réseau[7], within the framework set up by the State[8], and, for the minimum service, is subject to the assent of the French Transport Regulation Authority [9] (ART). According to the provisions of the transport code, ART gives approval on the fixing of infrastructure charges related to the use of the national rail network in consideration of:

1°) Principles and pricing rules applicable on this network, provided for in Article L. 2111-25;

2°) Affordability of pricing developments for the rail transport market, and in view of the competitive position of rail transport in the transport market;

3°) Contract provisions mentioned in Article L. 2111-10, concluded between the State and SNCF Réseau.

Charging must comply with the principles and the general architecture arising from European and French law constituted by the European Directive 2012/34/EU, the French Transport Code, French Decree No. 2003-194 (amended) and French Decree No. 97-446 of 5 May 1997 amended, and the provisions of the contract concluded between the State and SNCF Réseau.

5.1.2 EUROPEAN UNION LAW: DIRECTIVE 2012/34/EU

Directive 2012/34/EU specifies four (4) main objectives for infrastructure pricing:

- Encouraging infrastructure managers to optimise the use of their infrastructure[10]
- Ensuring the necessary conditions to allow various railway undertakings equitable and non-discriminatory access[11];
- Ensuring the balance of the infrastructure management accounts in a reasonable period, taking public competition into account[12] ;

[7] Transport Code, Decree No. 97-446 as amended and Decree No. 2003-194 as amended.
[8] In particular with regard to available public funding as *"the general level of cost recovery through infrastructure pricing has implications for the level of public contributions. Member States may require different levels of cost recovery. However, any infrastructure charging scheme should allow traffic that can cover at least the additional cost it imposes to use the rail network"* (recital 70 of the Directive).
[9] Article L.2133-5 of the Transport Code.
[10] "Within the framework set out by Member States, charging and capacity-allocation schemes should encourage railway infrastructure managers to optimise use of their infrastructure." (Recital 43)
[11] *"The charging and capacity-allocation schemes should permit equal and non-discriminatory access for all undertakings and should attempt as far as possible to meet the needs of all users and traffic types in a fair and non-discriminatory manner. Such schemes should allow fair competition in the provision of railway services."* (Recital 42)
[12] Article 8.4: *"Member States shall ensure that, under normal business conditions and over a reasonable period which shall not exceed a period of five years, the profit and loss account of an infrastructure manager shall at least balance income from infrastructure charges, surpluses from other commercial activities, non-refundable incomes from private sources and State funding, on the one hand, including advance payments from the State, where appropriate, and infrastructure expenditure, on the other hand. "*

- Issuing clear and consistent signals to allow railway undertakings to make rational decisions with regard to use of the network[13].

The Articles lay down the following principles (detailed in Appendix 5.1.1):

- The minimum remuneration of the infrastructure manager according to Article 31.3 of Directive 2012/34 is the cost directly incurred, which corresponds to a marginal cost for the use of the infrastructure in compliance with the.
- Moreover, according to Article 32.1 of the Directive, a mark up may be applied if the market can bear this.
- Finally, pricing due to rare capacities is also possible.

The principle of a charging system is thus in place, comprising:

- **charges whereby the network user pays the direct cost that the user incurs upon SNCF Réseau** (i.e. the marginal cost, that is to say the cost incurred for running a supplementary unit of traffic on the network)[14]. These charges may include the external costs linked to the use of the national rail network infrastructure (in particular scarcity);
- **mark-ups** that can only be levied "if market conditions allow" and which are intended to recover the fixed costs incurred by SNCF Réseau. These mark-ups must be bearable for the railway undertakings operating on the market segment in which they are applied.

These EU charging principles, for the most part derived from former Directives 97/440/EEC and 2001/14/EC (now repealed) have been transposed into French law and more recently in Decree No. 2003-194 and Decree No. 97-446 now in force.

5.1.3 THE FRENCH REGULATORY FRAMEWORK

The aforementioned provisions of Directive 2012/34/EU are specified under Decrees No. 97-446 as amended and No. 2003-194, in particular:

- The "cost directly incurred" charging principle, as well as the various charges that are subject to it (traffic charge, electric traction charge, charge to cover losses of electrical systems);
- The possibility of levying mark-ups in order to recover all costs incurred and on the condition that the market can bear these;
- The possibility of charging for the scarcity of capacities;
- The possibility of implementing special charges linked to specific investment projects;
- As well as potential adjustments of the pricing.

[13] " *The capacity distribution systems should emit clear and consistent signals which enable the railway undertakings to take rational decisions.* (Recital 44)

[14] See Infrastructure (Chapter 2 of the NS).

5.1.4 SERVICES PROVIDED TO THE CANDIDATES BY THE INFRASTRUCTURE MANAGER

The services provided and offered by SNCF Réseau to candidates are broken down into the following categories.

- Minimum services on main tracks (§ 5.1.5);
- Other services encompassing the additional services (§ 5.1.6) and ancillary services on main tracks (§ 5.1.7), as well as miscellaneous services (§ 5.1.8).

5.1.5 MINIMUM SERVICES ON MAIN TRACKS

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.

- **Processing applications for infrastructure capacity**

SNCF Réseau processes infrastructure capacity applications in accordance with legal and regulatory conditions and the rules laid down in Chapter 4 - Capacity Allocation of this document.

- **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 in Chapter 6 - Railway Operation.

- **Services related to train traffic**

The control of switches and turnouts on the network, the signals, traffic control, management of train movements, the coordination and management of crisis situations, as well as 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 or in-cab signalling via ERTMS or S.A.E.I.V. on suitably equipped lines and the GSM-GFU ARES, SOPRANO and BIC system (see Chapter 3 - Procedures to Access the National Rail Network), 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 and the provisions of this Network Statement.

- **Covering losses in electrical systems**

SNCF Réseau also covers losses suffered by the electrical systems from substations up to train capture points.

- **Other information necessary to enforce or operate the service for which the infrastructure capacities were requested (minimum IS services)**

In particular, SNCF Réseau provides capacity applicants with Information System services known as "minimum IS services" insofar as they permit the transmission of information that is strictly necessary to perform their activity. A "capacity applicant" is defined as an applicant who has submitted 24-hour requirement statements or ordered train paths.

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

The conditions for access to and use of these services are set out in the contract for use of the IS concluded between the parties and the conditions supplying the basic service package as specified, for each minimal IS service, in Appendix 5.3.

The different minimum IS services are described in the catalogue of IS services available in theCustomer Area.

- **Access from the network to service facilities**

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

5.1.6 ADDITIONAL SERVICES ON MAIN TRACKS

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

5.1.6.1 Information systems services

SNCF Réseau makes additional IS services available to both capacity and non-capacity applicants.

Additional IS services are described in the catalogue of IS services available in the Customer Area. The charging conditions for each of these services are defined in Appendix 5.3, and the conditions for access and use are set out in the aforementioned IS user contracts.

Additional IS services and, as well as training courses offered by SNCF Réseau for the use of some of these IS services are described in the IS service and training catalogues available in the Customer Area.

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

5.1.6.2 Extra opening of lines, stations and signal boxes not kept permanently open

Requests for the extra opening of lines, stations and signal boxes not kept permanently open with respect to the final notification in December Y-2 may be carried out in DTS and DSA. These requests may be subject to SNCF Réseau's approval within the conditions set out in §§ 4.2.2.3 and 4.2.2.4. In this case, the requests must be sent to the dedicated account manager, according to the procedures described in the "Manual for commercial capacity applicants in construction and adaptation of the annual service" available on the "Technical documents cited in the Network Statement" page on the SNCF Réseau website.

5.1.6.3 Supply of traction current

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

Since the entry into force of the Technical Specification for Interoperability relating to the "rolling stock" (Regulation 1302/2014), new, renewed, refurnished or extended rolling stock must comply with the

requirements relating to the functional and technical specifications of the electrical equipment of such rolling stock, as stipulated in this TSI, under the conditions set out in Regulation 1302/2014. To this effect, the "on-board energy measurement system", mentioned as an essential requirement, is a component of the electrical power supply to the traction units specified in § 4.2.8.2. (Electrical power supply) of the TSI making it possible to measure all the electrical power absorbed from, or returned to (during regenerative braking) the contact line by the electric traction units. These metering systems must comply with standard EN 50463-2017 (Energy measurement system on board trains). Furthermore, these systems must be remotely readable by a ground-based collection system (DCS: Data Collecting System) in compliance with the TSI.

Rail billing is the operation consisting in allocating correctly the consumptions to each railway undertaking. It is operated by RTE, which manages the electricity transport network, based on the consumption data transferred by each meter to RTE's remote meter-reading platform named DCS DECOFER. This platform is available to all railway undertakings in order to collect the consumption data of their engines fitted with meters, whatever rail network they run on. This data is then approved for each railway undertaking before the respective suppliers establish the bills for each undertaking. In addition, for the fleet of meters that can be remotely read by DECOFER, engine consumption outside of the national rail network borders will be transferred to the infrastructure managers concerned, according to identical rules as set out in IRS 90930 standard.

As an exception, cross-border engines that run very little on the national rail network may transfer their meter data to another European infrastructure manager. The latter must opt for GPS positioning to locate the traction units running on the national rail network and exchange meter-reading data with DECOFER, in compliance with the rules set out in the IRS 90930 standard (International Railway Solutions) – Exchange of data for cross-border railway energy billing.

In any case, these meters are able to transmit, according to the communication protocol set out in standard EN 50463-part 4-2017, the metering data to the DCS DECOFER provided by RTE on behalf of the IMs, such as imposed by TSI 1301-2014 (completed by Implementing Regulation 2018-868 of 13 June 2018) to each member State. A communication test platform using the standard 50463-2017 protocol is provided for railway undertakings to test these meters operate properly using the new protocol with DECOFER collection system. The meters already deployed with the protocols in effect before the application of the new EN 50463-2017 standard will be remotely read by DECOFER in the case of boxes using the RFF protocol until the meter is changed.

SNCF Réseau has developed a consolidation tool for measured traffic and consumption data, combined with consumption estimate models (ORES) in order to respond to the estimation requirements of vehicles which are not equipped with meters, and the need to complete the metering data supplied by the meters. A document explaining the operation of ORES is available on the "Technical documents cited in the Network Statement" page on the SNCF Réseau website.

Whether metered or not, each railway undertaking remains free to select the power supplier of its choice. However, metering does give railway undertakings greater control over their consumption and, ultimately, their energy bills, particularly by choosing the offer best suited to their profile. In addition, the installation of meters will improve the quality and reliability of rail billing, to the benefit of everyone involved.

- Obligations of the railway undertakings

Each railway undertaking, using meters remotely read by DECOFER, must sign a service contract with RTE to calculate the "actual" reading based on the meters. This provision applies to all railway undertakings whose fleet is partially or fully equipped with meters, whether they are provided by SNCF Réseau (RFE) or by another supplier of their choosing. This rail billing service contract between the railway undertaking and RTE determines the meter-reading of its meters by DECOFER, the calculation

of the railway undertaking's billing and the publication of the railway undertaking's consumption to its electricity provider.

The railway undertaking is obliged to declare each electrical vehicle travelling in France in DECOFER. The railway undertaking must keep RTE informed of any changes in the meter supply of its fleet. It provides RTE with the forecast modifications for its fleet of meters already equipped and where applicable the meter equipment timetable for its vehicles, specifying the equipment model scheduled in order to verify its ability to communicate with DECOFER.

Each railway undertaking undertakes to manage and monitor, transparently in relation to SNCF Réseau and RTE, its fleet of energy metering devices on board vehicles in order to inspect their correct operation and to inform SNCF Réseau and RTE of any defective meters via the DECOFER portal.

In the event of a failed metering system (lack of data transmission) 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 RTE or the RU's reader if this is not RTE, the railway undertaking shall have its fleet manager declare the unavailability of the meter-reading equipment in the DECOFER tool available to railway undertakings at the latest on the Monday following the run performed by the traction unit.

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

Railway undertakings for which the deployment of meters is scheduled or ongoing, must share with SNCF Réseau and RTE the schedule to equip the traction units of their fleet and its updates according to the advancement of the deployment, in order to prepare the transition towards the "actual" reading for these companies.

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

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

- 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 provides SNCF Réseau with an annual load curve in Mwh, together with its annual consumption volume. The railway undertaking is thus liable for the charge for the supply of electrical power under the charging and invoicing conditions described in §§ 5.4.3 and 5.9.2 and according to the special conditions of the contract for use of the infrastructure.

  SNCF Réseau does not offer railway undertakings a partial supply of traction current (i.e. for part of its engine fleet only).

The interested railway undertaking should contact the dedicated national or regional account manager, or, if no contact person has been identified, the One-Stop Shop for all requests for information on the procedure and conditions for the supply of traction current and the related charges (§ 1.6.1).

5.1.6.4 Optional services for the coordination and management of crisis situations

Five (5) types of optional services are offered by SNCF Réseau, on request of the customers (RUs, IMs and station managers):

- Exercises and training in the operational crisis management system;
- The provision of specific rooms which may be opened to receive and inform the relatives and loved ones of victims in the case of a serious rail accident with victims;
- Extension of the accident/emergency system beyond 24hrs;
- Access to workstations in SNCF Réseaux traffic premises, insofar as possible;
- Additional access to the operational crisis room, insofar as possible.

5.1.7 ANCILLARY SERVICES ON MAIN TRACKS

Candidates do not have any legal right to these ancillary services. SNCF Réseau chooses whether to provide these services. If these ancillary services are provided by SNCF Réseau, they are offered to all candidates that request them.

5.1.7.1 International feasibility studies

SNCF Réseau may carry out feasibility studies as defined in § 4.2.5.1. These services are invoiced under the conditions set out in § 5.9.3.1.

5.1.7.2 Studies prior to the ATE request

SNCF Réseau may carry out prior studies as defined in § 4.7.1. These services are invoiced under the conditions set out in § 5.9.3.2.

5.1.7.3 GSM radio communication services (GSM-R and GSM-GFU ARES) with trains

In addition to the GSM-R (private network) and GSM-GFU ARES (network operated) telecommunication services provided as part of the minimum services, railway undertakings may obtain (subject to eligibility and feasibility conditions) additional telecommunications services based on these GSM-R and GSM-GFU ARES services provided by SNCF Réseau.

All requests concerning railway communication services, including train connections or open track telephony, must be sent by railway undertakings, whether or not they have terminals:

- To their account manager at the Sales Department, if they have one;

or failing that:

- To the one-stop shop by email to the following address: **guichetunique@reseau.sncf.fr,** which will forward the request to the relevant SNCF Réseau department(s) for processing.

The requests will then be relayed, after the legitimacy of the Railway Undertaking's request is validated to access the SNCF Réseau rail telecommunications services, to the telecom correspondents and offices with responsibility, which will be in charge of framing the functional requirement and proposing the most appropriate solution in response.

Applicants will also be supported in deploying and operating the chosen solution.

- **Rail communications services on private GSM-R network (consoles, gateways and handhelds)**

These services cover:

- Priority 4 residual capacity railway communication services (GSM-R P4) on consoles, gateways and handhelds;
- provision and commissioning of interference-resistant mobile units, certified for use on the GSM-R network of the National Rail Network, configured equipped with pre-integrated and configured GSM-R SIM cards.

These services are available on lines covered by GSM-R. However, in some cases, the consoles may be remote, outside of the GSM-R coverage. Any deployment request is subject to eligibility and feasibility prerequisites by SNCF Réseau.

- **Convenience rail telecommunication services on the operated GSM-GFU ARES system**

These are additional services for the use of the ARES service for convenience, service, management and training needs (and not only for ARES emergency calls).

These services are available on all ARES registered lines. Any subscription is subject to eligibility and feasibility prerequisites by SNCF Réseau.

5.1.7.4 "Monitoring" rail telecommunications service

The "monitoring" railway communications service allows operating teams (shunters, signalmen, etc.) to communicate directly with each other. This is a shared radio channel, available in certain railway areas, used to coordinate shunting operations safely. This service may be shared between several railway undertakings operating at the same site, in accordance with the terms and conditions set out in the local operating instructions (CLE).

- **Access to the monitoring channel**

- Case 1: If the railway undertaking has its own radio terminals:
  - the railway undertaking must submit an application for qualification or approval of the terminal model used;
  - it can then make its request to access the monitoring channel.

Both of these procedures are carried out at the Radio One Stop Shop (GUR): Guichet.Unique.Radio@sncf.fr.

NOTE: The GUR checks whether there is a monitoring channel in the area concerned. If there is not one, it creates it.

- Case 2: If the railway undertaking does not yet have its own radio terminals:

It can enter into contract with the RLE (local business radio) service operated by SNCF Réseau by sending an e-mail to Offre.rle@sncf.fr (see Article 7.4.1.1).

This offer includes:

- approved terminals;
- access to the monitoring channel as part of a flat-rate service.

In both cases, the undertaking can choose to:

- programme the terminals autonomously;
- or request a programming service from SNCF Réseau.

- Charging

Access to the monitoring channel, supply of terminals and the associated services are charged according to the conditions set down in 5.5.1.4.

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

In application of the operating document "Operational radio links" (RFN-IG-IF 06 A-14-No. 002), available on the "Technical documents cited in the NS" page on the SNCF Réseau website, any railway undertaking holding radio frequencies allocated by ARCEP shall declare them to SNCF Réseau's GUR.

In fact, to use these frequencies on the national rail network, the railway undertaking must obtain a compatibility certificate in advance.

The GUR verifies on behalf of SNCF Réseau the compatibility of the new frequencies with those already in use on the national rail network, by conducting a compatibility study charged to the railway undertaking under the conditions defined in 5.5.1.5.

The GUR can be contacted by e-mail: Guichet.Unique.Radio@sncf.fr.

The frequency compatibility certificate will be issued within one (1) calendar month of the date on which the GUR receives the frequency declaration request.

If the frequencies are not compatible, railway undertakings must submit another request to ARCEP. To avoid this situation, railway undertakings are advised to contact the GUR before applying to ARCEP for a radio frequency licence.

5.1.8 MISCELLANEOUS SERVICES

These commercial services are not regulated.

5.1.8.1 Provision of electricity (RCTE - Component B)

SNCF Réseau also guarantees the provision of electrical energy over the electricity networks to the High Voltage entry terminals of the SNCF Réseau sub-stations.

5.1.8.2 Services offered in the Service offer catalogue

SNCF Réseau offers a catalogue listing all of its services (including those that are part of the minimum services and miscellaneous services). These offers are grouped into six (6) ranges:

- Studies and Consultancy

SNCF Réseau provides analyses and technical advice on traffic projects.

- Data and IS

Apart from the minimum services, SNCF Réseau provides data and information systems that are accessible and usable throughout the customer journey.

- Compatibility of the rolling stock:

SNCF Réseau offers to help customers check that their rolling stock is compatible with the railway infrastructure and to identify solutions if necessary.

- Train paths

SNCF Réseau offers to help implement the customer's transport plans by providing a range of suitable, standardised and robust train paths.

- Service facilities

SNCF Réseau offers to meet parking, maintenance and energy needs from the station of departure to the station of arrival.

- Circulation

SNCF Réseau proposes various services aiming to improve the movement of traffic for the benefit of customers.

5.1.8.3 Other services

SNCF Réseau may be required to provided other services on request from customers.

5.2 CHARGING PRINCIPLES

SNCF Réseau is entitled to raise charges for use of the national rail network in application of the Transport Code. These charges and their method of calculation and collection have been established in application of Decree No. 2003-194 of 7 March 2003 on the use of the rail network and Decree No. 97-446 of 5 May 1997 on charges for using the national rail network.

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

In such case, the value of these work units is established by applying the scales in force, presented in Appendices 5.2 to 5.4, which allows the amount to be determined.

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

Outside of work sites, i.e. national rail network (RFN) sections on which no commercial capacity is offered for works reasons, trains used to resupply work sites and convey equipment are liable for the charges set out in Appendix 5.2.

The charges adopted by SNCF Réseau, in accordance with the framework defined by the State and the regulations, are consistent with the economic analysis and respect the capacity of the railway undertakings to bear the charges. As such, the charging complies with the following principles:

- Adapting to existing strategies for market organisation by proposing the most appropriate structure in this regard so as to send good economic signals to different stakeholders (State, transport organising authority and transport operator);
- Enabling SNCF Réseau to recover its marginal cost (CDI);
- encouraging good use of the network;
- helping to cover all or part of the fixed costs borne by SNCF Réseau (beyond CDI).

The table below presents a summary of the allocation of costs per charge.

Type of charge		Cost categories
Running charge (RC)	Unit price according to the transport service and actual use of the network	CDI: marginal cost of maintenance, operation and renewal of the network (excluding electric facility costs)
Electric traction charge (RCE)	Unit price according to the actual use of the electric facilities	CDI: marginal cost of maintenance and renewal of the electric facilities
Charge for transmission and distribution of electric power (RCTE – component A)	Unit price based on actual electric traction current consumption	CDI: marginal cost of providing the electrical energy to compensate for losses in electrical systems from substations up to train detection points
Market charge (RM)	Unit price or flat rate according to the market segments with possible modulation	All or part of the fixed cost
Access charge (RA)	Fixed flat rate	All or part of the fixed cost
Special charges (RP)	Unit price according to traffic on predefined sections	All or part of the investment costs or deficits incurred by specific projects
Congestion charge (RS)	Unit price according to traffic on sections declared to be congested	Financial incentive for good use of the network

Moreover, there are two (2) strategies for market organisation. There are activities authorised by an AOM (mobility organising authority), and activities that are not, such as trains capable of high speeds (TAGV) or goods transport activities (freight).

SNCF Réseau distinguishes between the different market segments, grouped into three (3) main business categories:

1) Non-contracted passenger

2) Contracted passenger

3) Freight

These activity categories are set out in § 5.3.4.

The pricing applications for each of the markets are given in details in Appendix 5.1.1.

For more information on the charging principles, refer to Appendix 5.1.1 for minimum services, and Appendix 5.1.2 for fees linked to the use of electrical traction.

Specific case of tram-train pricing: in the absence of a specific agreement signed with SNCF Réseau before April Y-1 and applicable to timetable Y, the general pricing provisions of the NS apply to tram-trains.

5.3 CHARGES FOR THE MINIMUM SERVICES

The minimum services provided by SNCF Réseau to candidates are described in § 5.1.5.

SNCF Réseau levies infrastructure charges for minimum services for an amount at least equal to the cost directly incurred as a result of the operation of the rail service.

There are three (3) charges based on this cost directly incurred (CDI) as a result of train movements.

- **The running charge (RC),** described in § 5.3.1, which covers the sum of the marginal costs for the maintenance, operation and renewal of the tracks (excluding electrical facilities), is applicable to all trains for their operation on the main tracks of the national rail network;
- **The electric traction charge (RCE**), described in § 5.3.2, which covers the sum of the marginal costs for the maintenance and renewal of the electrical facilities, applies to electric-powered trains for their operation on these tracks;
- **The charge to cover losses in electric systems (RCTE - component A)**, described in § 5.3.3, applies to electric-powered trains for their operation on these tracks.

SNCF Réseau may, in order to obtain full recovery of the costs incurred by it, and if the market can bear this, levy mark-ups to infrastructure charges for specific market segments. There are two (2) types of mark-ups:

- **The market charge (RM)**, described in § 5.3.4, for which SNCF Réseau has drawn up a list of market segments and associated mark-up level, is applicable to capacity reservations on the main tracks of the national rail network;
- **The access charge (RA)**, described in § 5.3.5, is applicable to the activities under contract as a fixed rate sum for access to the network.

SNCF Réseau may also set or maintain appropriate charges [...] when, at the request of a public or private third party, special arrangements are made to improve the performance of the national rail network, or to meet the needs of the applicant.

These charges are:

- **The special charges (RP)** taking into account the investment costs incurred by SNCF Réseau and described in § 5.3.6.

SNCF Réseau may finally levy, as a result of capacity scarcity, a charge [...] during periods of ascertained or foreseeable congestion on the sections of the infrastructure declared to be congested. This charge corresponds to:

- **The congestion charge (RS)**, described in § 5.3.7, applies to all activities as an incentive to adapt train path requests in the case of foreseeable then observed congestion.

The rules for invoicing these different charges are described in § 5.9.

Further details on the charging principles for minimum services can be found in Appendix 5.1.1.

The minimum services price scale (PM) for the 2026 timetable is presented in Appendix 5.2.

Over the 2024-2026 period, the change in the charges paid for minimum services is predefined for non-contracted and freight activities. The rules for calculation and the indices are specified in Appendix 5.1.1.

5.3.1 RUNNING CHARGE (RC)

The running charge (RC) is paid for trains running on the main lines of the national rail network. The formula is distinct for passenger activities and freight activity.

- **For passenger trains,** the RC scale is presented in Appendices 5.2.1 and 5.2.2.

It is calculated according to the following formula:

RC = (Unit price per tonne-kilometre x track tonnage x traffic distance) + (Unit price per train-kilometre x traffic distance)

Where:

- Unit price per tonne-kilometre: kilometric price per thousand compensated gross tonnage (TBC) (in € excl. VAT per kCGT-km);
- Track tonnage: weight of the train running on the network expressed in compensated gross tonnage (CGT) declared by the railway undertaking divided by 1,000;
- Unit price per train-kilometre: kilometre price per train (in € excl. VAT per train-km).

The RC scale varies according to the following categories of traffic: passenger trains travelling on conventional lines and passenger trains travelling on high-speed lines. The transport of automobiles (auto-trains) is subject to a separate scale.

NOTE: Trains running empty (excluding LGV reconnaissance trains) and high-speed trains are subject to the same scale as the category of traffic to which they are attached.

- **For freight trains,** the net RC scale, corresponding the price paid by freight companies after deduction of the State compensation, is presented in Appendix 5.2.3.

It is calculated according to the following formula:

RC = Kilometre Traffic Price (PKC) x traffic distance

Where:

- PKC (in train-km) for freight varies according to the tonnage class corresponding to the track tonnage (weight of the train running on the network expressed in compensated gross tonnage declared by the railway undertaking).
  - **For conventional passenger trains and freight trains,** in order to take into account the specificities of the financing mode for local transport services in the region, the RC scale also varies according to the UIC category of the train line, which is grouped into two categories studies: UIC lines 2 to 6 and UIC lines 7 to 9. For the purposes of calculating the RC, lines the renewal of

which is under SNCF Réseau's responsibility, including the 14 lines which will be renewed by SNCF Réseau from 2024[15], are considered to be in tariff UIC 2 to 6, regardless of the UIC classification for maintenance. Lines for which renewal is not the responsibility of SNCF Réseau (excluding catenary systems and electrified line power supply equipment) are classified as UIC tariff 7 to 9, regardless of their UIC maintenance classification. The RC rates are thus based on the list of line sections of the national rail network published in **Appendix 5.6**, which specifies the chosen UIC category and type of line used for invoicing, along with the origin and the end of each section of line.

5.3.2 ELECTRIC TRACTION CHARGE (RCE)

For the use of electric traction installations, for all electrically-powered trains run 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 Euro, excluding VAT, per electrified kilometre and per train) indicated in Appendix 5.2.

5.3.3 CHARGE FOR THE TRANSMISSION AND DISTRIBUTION OF ELECTRIC POWER (RCTE – COMPONENT A)

Component A of the royalty for traction power supply and distribution, known as "RCTE", covers the costs of providing the electrical energy in order to compensate for losses in electrical systems from substations up to train detection points. The unit price is set in € per kWh. The method used to draw up the scale is detailed in Appendix 5.1.2.

Components A and B are distinguished within the same RCTE charge, component B being described in § 5.5.2.1.

For the 2026 calendar year (from 01 January 2026 to 31 December 2026), the rates of component A of the RCTE are provided in Appendix 5.2 and the invoicing conditions are set out in § 5.9.1.3. However, the RCTE - component A prices may be revised, and the amounts adjusted, in accordance with the principles defined in Appendix 5.1.2.

NOTE: For the period from 14 December 2025 to 31 December 2025 (inclusive), the 2025 timetable measures will remain in force.

5.3.4 MARKET CHARGE (RM)

The market charge is owed by all customers allocated capacity, depending on the market segment to which the train path is associated.

- A train path is characterised either as commercial or non-commercial.
- A "non-commercial" train path, also called technical train path, includes empty, technical and high-speed train movements.
- A "commercial" train path is a laden train path. Test trains and AEF, along with works trains are also considered as commercial train paths.

For non-contracted passenger activities, a commercial train path is subject to the RM, whereas a non-commercial train path is exempt from the RM.

[15] The lines are: Lison - Cherbourg, Rennes - St Malo, L' Arbresle - Le Coteau, Sarthonay - Bourg, Crépy-en-Valois - Laon, Blainville - Remiremont, St-Dié - Raon l' Etape, Caen - Tours, La-Roche-Sur-Yon - Bordeaux, Coutras - Bussière-Galant, Bourges - Montluçon, Nevers - Montchanin, Foix - Latour-de-Carol, Brive-la-Gaillarde - Rodez.

In the case of contracted passenger activities, the train path is subject to the RM, whether it is commercial or non-commercial.

The RM is calculated based on the list of basic line sections (SEL) of the national rail network provided in Appendix 5.5. This list indicates the category, length, start and end of each basic section, as well as the 'measurement points' set by SNCF Réseau for its invoicing needs[16].

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

The RM applies to passenger activities. No RM applies to freight activities.

5.3.4.1 Non-contracted passenger activities

The calculation of the market charge is based on the following formula:

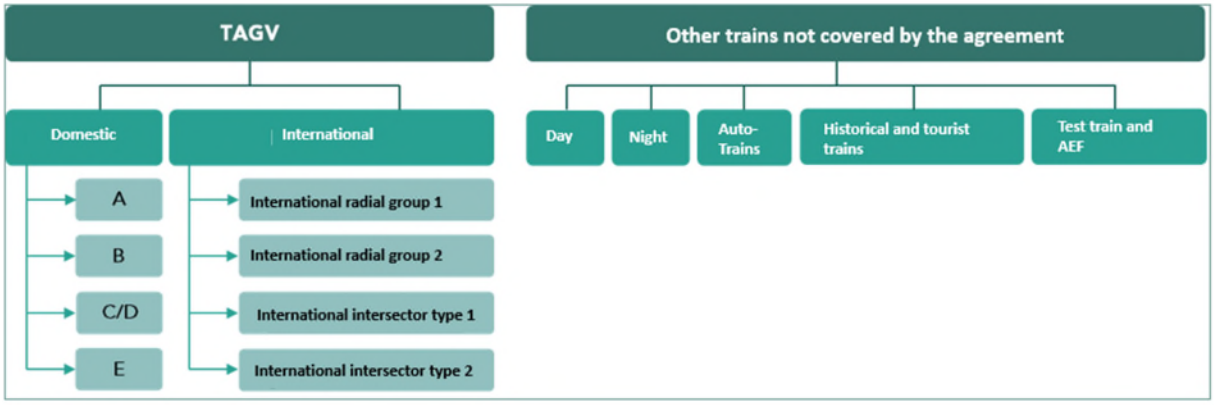
RM = PKM x C1 x C2 x length of the SELs

Where:

- PKM is the market price per kilometre in euro, excluding VAT, per train path-km.
- C1: time adjustment factor, applicable to TAGV activities on HSL
- C2: theoretical carrying adjustment factor, applicable to TAGV activities on HSL

The scale of PKMs along with the adjustment factors for non-contracted passenger activities is set out in Appendix 5.2.2.

For non-contracted passenger activities, the PKM varies per market segment according to the following breakdown:



- **For billing purposes**, the commercial "TAGV" train paths are associated with a market segment (domestic A,B,C,C,E or international segment) according to their origin / destination, the type of traffic convoy (TCT), and the infrastructure consecutive number[17].

[16] SNCF Réseau can supply the technical coordinates of these meter points upon request. 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 applicants 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 (lengths) that do not produce correct invoices for the basic sections concerned.

[17] SNCF Réseau keeps the correspondence of the traffic and the market segments available to the railway undertakings.

A commercial trade surplus TAGV train is therefore considered to be "radial":

- if its origin or destination is one of the following stations: Paris-Austerlitz, Paris-Bercy, Paris-Est, Paris-Gare-de-Lyon, Paris-Montparnasse, Paris-Nord and Paris-Vaugirard;
- or if its original and destination are not one of the aforementioned Parisian stations, but it forms part of a radial dual section train.

A commercial trade surplus TAGV train path is considered to be "inter-sector" if its origin and destination are not one of the aforementioned Parisian train stations.

There are two (2) types of international inter-sectors:

- Type 2 inter-sectors using a recent tunnel-type infrastructure to Great Britain and Spain;
- Type 1 international inter-sectors, which are, by exclusion, all other International inter-sectors.

If a train makes a journey passing through several market segments (e.g.: Paris-Lyon Part Dieu-Marseille or Paris-Arras-Lille), the HSL RM pricing applied is the average weighted to the HSL train path-km of the unit train paths for the markets served. Sample calculations are given in Appendix 5.1.1.

Similarly, specific pricing for international train paths is applied if the international train conducts a domestic stop (charge train) on the national rail network. In this case, the price applied will be the "international train with domestic stop" related to the day-path: pricing of the HSL RM is the weighted average of the HSL train path-km for the unit train paths of the markets served (see Appendix 5.1.1 for the methodology used to build these scales).

The technical document on the assignment of train path numbers to the market axes specifies the TAGV train path allocation terms for commercial paths.

- Adjustments of the price per kilometre for the HSL market charge: 2 adjustments are applied

  - C1 adjustment for the HSL market charge according to the timetable

    The high-speed line market charge depends on the type of day and the theoretical departure time of the train path[18], according to 4 groups: off-peak times (HC), normal times (HN), peak times (HP), high peak times (HH).

    The unit price for train paths leaving at peak times (HP) includes a surcharge (+15%) compared to the normal hours (HN) charge. Train paths leaving at high peak times (HH) also include a surcharge (+25%). Train paths leaving at off-peak times (HC) benefit from a reduced unit price (-44%).

    This adjustment applies to all TAGV lines.

Definition of the type of adjustment per time slot is defined as follows:

[18] For international trains coming from abroad, the time adjustment factor applicable corresponds to the day and time when the train path is taken into account in SNCF Réseau's information systems

Definition of the type of modulation per time slot				
Type of timetable		Monday to Friday	Saturday	Sunday
Time slots TAGV activities	[00:00:00 - 01:00:00 [	HC	HC	HC
	[01:00:00 - 02:00:00 [	HC	HC	HC
	[02:00:00 - 03:00:00 [	HC	HC	HC
	[03:00:00 - 04:00:00 [	HC	HC	HC
	[04:00:00 - 05:00:00 [	HC	HC	HC
	[05:00:00 - 06:00:00 [	HN	HC	HC
	[06:00:00 - 07:00:00 [	HH	HP	HC
	[07:00:00 - 08:00:00 [	HP	HH	HC
	[08:00:00 - 09:00:00 [	HP	HP	HN
	[09:00:00 - 10:00:00 [	HN	HP	HN
	[10:00:00 - 11:00:00 [	HC	HP	HN
	[11:00:00 - 12:00:00 [	HN	HN	HN
	[12:00:00 - 13:00:00 [	HN	HP	HN
	[13:00:00 - 14:00:00 [	HN	HP	HN
	[14:00:00 - 15:00:00 [	HN	HP	HP
	[15:00:00 - 16:00:00 [	HP	HN	HP
	[16:00:00 - 17:00:00 [	HP	HP	HP
	[17:00:00 - 18:00:00 [	HH	HP	HH
	[18:00:00 - 19:00:00 [	HP	HN	HH
	[19:00:00 - 20:00:00 [	HN	HN	HP
	[20:00:00 - 21:00:00 [	HC	HC	HN
	[21:00:00 - 22:00:00 [	HC	HC	HN
	[22:00:00 - 23:00:00 [	HC	HC	HC
	[23:00:00 - 00:00:00 [	HC	HC	HC

- C2 adjustment of the HSL market charge according to the cargo capacity

  The market charge also varies according to all the TAGV market segments, the rolling stock specifications, the overall density of the seat numbers per m^2, as well as the number of seats per range (premium or standard), according to the following formula:

  C2 = premium adjustment factor according to total density x number of premium seats / total number of seats + standard adjustment factor according to total density x number of standard seats / total number of seats

  The premium and standard ranges are distinguished by the level of comfort offered to passengers. Thus, the premium range corresponds to the first classes and assimilated ranges, and the standard range to the second classes and assimilated ranges.

  By default, any rolling stock is considered to have a density below or equal to the set threshold of 1.35 seats per m^2. Where applicable, railway undertakings must provide the elements required to prove their rolling stock is part of the high density category, and thus have the corresponding pricing applied to them.

  The premium and standard coefficients along with the number of seats per range and the overall density of the number of seats per m^2 per rolling stock unit are available in Appendices 5.1.1 and 5.2.2.

- **In compliance with the law for a New Railway Pact**, the PKM is nil for laden domestic TAGV running on SELs on conventional lines eligible for the "regional development" scheme, as specified in Appendix 5.5.

- **The "other non-contracted train" train paths** are attached to a market segment according to the nature of their traffic: non-high-speed day trains, non-high-speed night trains, automobile transport (auto-trains), historic and tourist trains, test trains and AEF.

  - **Non-high speed day trains**: a non-high speed day train is a train travelling during the day on a conventional line, on commercial and non-commercial train paths departing from and/or arriving in France. By default, any non-contracted and non-high-speed train will be considered as a "day train" if the conditions are not fulfilled to classify it as a "night train", "auto-train", "historical and tourist train", or "trial train and AEF";

  - **Non-high speed night trains**: a night train is a train travelling at night on a conventional line, with the following characteristics:

    - the train is either fully or partially composed of passenger cars equipped with bunk beds or reclining seats;

    - the commercial train travels for more than 5.5 hours during the night (at least between 11:30pm on day D and 5am on D+1, French time zone, and considering the whole journey for international trains);

    - the scope concerned is commercial train paths departing from and/or arriving in France.

  - **Automobile transport (auto-trains)**: an auto-train is a train enabling passengers to transport their vehicles (cars and motorbikes) between two (2) stations of the rail network, generally at night, on both commercial and non-commercial train paths, departing from and/or arriving in France;

  - **Historic and tourist trains**: a historic and tourist train is a train travelling on line sections dedicated to historic or tourist trains and governed by special rules as regards safety, through an agreement concluded with SNCF Réseau. The purpose of this type of train is not to provide a regular passenger transport service, but to offer passengers a heritage and leisure visit. The train must be composed of historic and tourist rolling stock only (steam engines, former public service engines, old railcars, old cars or wagons) that cannot exceed a speed of 50 km/h;

  - **test trains and AEF**: test trains and trains run by Agences d'Essais Ferroviaire ensure movements to conduct technical tests on the rolling stock before its approval.

The technical document on the assignment of train path numbers to the market axes, available on the "Technical documents cited in the Network Statement" page on the **SNCF Réseau website**, specifies the conditions for the allocation of train paths to other non-contracted trains.

5.3.4.2 Contracted passenger activities

The market charge is set as a flat rate by the transport organising authority, based on a volume of reference commercial train path-kilometres. The RM scale for contracted passenger market segments, as well as the volume of reference commercial train path-kilometres are set out in Appendix 5.2.1.

The actual train path-kilometres are calculated through the SEL method for each train path-day conducted with regard to the AOM. If the final actual volume of train path-kilometres is below 92% of the reference volume, the market charge will be adjusted later on at the prorate of the average price, after application of a 8% deductible from the flat rate.

In addition, SNCF Réseau will take into account in the proposed tariffs for the 2027 to 2029 cycle any overpayments invoiced if, for the minimum services provided within the AOM perimeter, actual revenue exceeds actual costs.

Moreover, SNCF Réseau reserves the right to update the amount of the market charge in the event of a line transfer between AOMs and/or a line transfer as per Article L2111-1-1 of the French Transport Code.

The reference commercial train path-kilometre volumes used for each Timetable are the following:

Mobility Organising Authority	HDS 2023	HDS 2024	HDS 2025	HDS 2026
Auvergne-Rhône-Alpes	32,440,903	32,846,600	32,846,600	32,846,600
Burgundy-Franche-Comté[1] [2]	15,228,301	15,805,268	15,805,268	15,805,268
Brittany	7,827,662	7,927,661	8,178,974	8,178,974
Centre-Val de Loire	13,832,485	13,869,000	13,869,000	14,076,000
Great East	33,511,500	33,917,700	34,425,450	34,780,875
Hauts-de-France[1]	25,135,914	25,135,914	25,484,260	25,484,260
Normandy	15,996,830	16,984,289	16,819,835	16,918,581
New Aquitaine	19,908,367	21,285,859	21,285,859	21,285,859
Occitania	18,450,000	18,748,890	19,292,607	19,969,779
Pays de la Loire	12,497,682	12,772,000	13,031,975	13,882,354
Provence-Alpes-Côte d'Azur	12,299,791	12,322,707	13,902,345	15,083,092
Ile-de-France Mobilités (Transilien) [2]	56,175,541	57,562,976	58,239,986	58,239,986
State (TET)	15,120,282	15,189,186	15,235,365	16,126,479

The market charge for each segment is allocated per transport operator operating on behalf of the AOM, following a methodology agreed between the parties, or by default, prorated to the forecast commercial train path-kilometres.

5.3.5 ACCESS CHARGE (RA)

The access charge (RA) is set per market segment, for the passenger transport services under contract, carried out under contracts signed by a transport organising authority (AOM). The RA scale is shown in Appendix 5.2.

5.3.6 SPECIAL CHARGES (RP)

The additional charges for the use of the infrastructures referred to above are specifically set out to take account of the investment costs incurred by SNCF Réseau on these infrastructures or the deficit (maintenance, operation) incurred by SNCF in relation to these projects.

- Charge for use of the "Montérolier-Buchy – Motteville" section by freight trains;
- Charge for use of the "Saint-Pierre-d'Albigny – Modane Frontière" basic section by freight trains, except trains on the piggyback corridor;
- Charge for use of trains on the piggyback corridor through the Alps of the "Saint-Pierre-d'Albigny – Modane Frontière" line
- Charge for use of high speed trains on the short link line at Mulhouse;
- Special charge related to the Cornavin-Eaux Vives-Annemasse project;
- Special charge related to the Serqueux-Gisors modernisation project.
- Special charge linked to the Paris-Lyon HSL project.

The scale for these special charges is given in Appendix 5.2.

5.3.7 CONGESTION CHARGES (RS)

In the case of foreseeable congestion then congestion observed by SNCF Réseau in September Y-1, the train paths based on theoretical timetables using the sections of line at theoretical congestion times will be invoiced with the congestion charge amount in addition to the infrastructure use charge.

In the event of assignment of the train path to a section of line declared foreseeable where congestion is then observed, all charges connected with the train path (excluding traffic-related charges) will be due immediately. In the event of cancellation or substantial modification by the customer after assignment, the amount of these charges will remain owed in its entirety.

The congestion charge will not apply for the 2024-2026 timetables.

5.4 CHARGES FOR ADDITIONAL SERVICES ON MAIN TRACKS

The provision of additional services gives rise to the invoicing by SNCF Réseau of charges, calculated as described below and invoiced as described in § 5.9.2. The rates can be viewed in Appendix 5.4, with the exception of IS rates, provided in Appendix 5.3.

5.4.1 CHARGES FOR ADDITIONAL IS SERVICES

All requests for IS information system services submitted by applicants, other than those defined as minimum services in Appendix 5.3, 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 5.3. For existing services, this pricing is inflated between the 2025 and 2026 Timetables, according to the Syntec Index from May 2023 to May 2024. For training in IS services, the pricing is inflated between the 2025 and 2026 Timetables, according to the ICHT Index from December 2022 to December 2023.

Timetable Y services are granted based on the train-kilometre volumes for timetable Y-1. Candidates seeking capacity without any traffic during the Y-1 timetable (new arrivals, restarting activities, etc.) may benefit from minimum services in Y based on their duly justified traffic forecasts, with adjustment (upwards or downwards) according to real traffic data in the event of a discrepancy. If no train paths are actually ordered, Article 11.4 of the General Terms and Conditions of Contract for the Use of ISs shall apply.

In the case of an exceptional, long-lasting event that has a major impact on traffic volumes (such as large-scale social movements), the train-km volumes taken into account in the contract will correspond to those generated during the Y-2 timetable (***NOTE:*** and not those from Y-1, as usual).

5.4.2 CHARGE FOR OPENING ADDITIONAL LINES, STATIONS AND SIGNAL BOXES NOT KEPT PERMANENTLY OPEN

Whenever SNCF Réseau is able to approve a DTS or DSA involving an additional opening compared to the final advice of opening times for lines, stations and signal boxes not permanently open, this additional opening shall be invoiced based on the cost of an SNCF Réseau agent. The price of the charge for opening additional lines, stations and signal boxes not kept permanently open is given in Appendix 5.4. The price for these services varies according to the HICP provisional index published by Banque de France in June 2025 for the 2026 Timetable.

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.

5.4.3 CHARGE FOR THE SUPPLY OF TRACTION CURRENT

The RFE rate is based on the price of electricity that SNCF Réseau will have contractually agreed with its supplier(s) for 2026 and also includes additional costs. Details regarding the method for drawing up the scale of charges is provided in Appendix 5.1.2.

Railway undertakings that choose SNCF Réseau as their traction electricity supplier benefit from the RFE scheme. The RFE rate applied to these railway undertakings is expressed in € per kWh.

In addition to the provisions specified in § 5.1.6.3, railway undertakings must:

- Proceed with and ensure the correct configuration in DECOFER of all equipped electric traction units (including rented traction units) in order to ensure that the remote collection of consumption data is carried out correctly.
- Authorise RTE to inspect any equipment in this fleet at any time;
- For vehicles for which activity remains cross-border, declare the meter-reading system which communicates with DECOFER.

A rail billing service contract between the railway undertaking and RTE shall be established for the purposes of recording (i) the remote reading of its meters by DECOFER, (ii) the calculation of the railway undertaking's billing and (iii) the supply of the railway undertaking's consumption data to SNCF Réseau.

For the calendar year 2026 (01 January 2026 to 31 December 2026), the RFE rate is given in Appendix 5.4. The invoicing terms are set out in § 5.9.1.2. However, the RFE price may be revised, and the amounts adjusted, if necessary, in accordance with the principles defined in Appendix 5.1.2.

NOTE: For the period from 14 December 2025 to 31 December 2025 (inclusive), the 2025 timetable rates will remain in force.

The RFE rate applies 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.

The RFE membership process for 2026 is as follows:

- SNCF Réseau will inform railway undertakings of an indicative maximum fare by 30 November 2024 at the latest. Railway undertakings wishing to join the RFE must inform SNCF Réseau by 31 January 2025 at the latest.
- If, between 01 February 2025 and 31 October 2025, 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 terms to this railway undertaking.

  However, if this new membership leads to the contractual limits linked to the overall annual consumption volume agreed by SNCF Réseau with its energy supplier(s) being reached, the railway undertaking may be charged specific penalties, up to the limit of the penalties owed by SNCF Réseau to its energy supplier(s);
- In the event that a railway undertaking asks SNCF Réseau after 31 October 2025 to benefit from the traction current supply service, it may be liable to pay a penalty corresponding to the additional costs incurred by SNCF Réseau with its energy supplier(s) due to this late supply (including in particular the penalties due by SNCF Réseau to its energy supplier(s) in the event that the contractual limits linked to the volume of overall annual consumption are reached).

In the event that SNCF Réseau is no longer able to guarantee the maximum indicative price initially communicated, SNCF Réseau will announce a new maximum indicative price to the railway undertakings that have expressed their wish to adhere to the RFE, which will then have two (2) months to confirm or refuse their membership. In the absence of a reply within this time frame, membership will be deemed confirmed. No penalty will be charged if their membership is cancelled.

Railway undertakings wishing to join the RFE must communicate their forecast consumption volume when they sign up to the RFE. Failing this, SNCF Réseau will use as a reference the volumes for the last known year or, for a new entrant, the volume corresponding to the theoretical transport plan.

The conditions for leaving the RFE for 2026 are as follows:

- In the event of termination by the railway undertaking before the beginning of 2026 (except in the event of termination linked to an upward revision of the indicative maximum tariff), the railway undertaking may be charged a penalty, up to the limit of the penalty due by SNCF Réseau to its energy suppliers for a change in the commitment on volumes attributable to this railway undertaking.
- If a railway undertaking terminates their contract early during 2026, subject to respect of the notice period of two (2) months, a penalty for early termination is applied. It is calculated on the basis of the average consumption over the last three (3) months supplied by SNCF Réseau, multiplied by the number of months remaining in 2026, within the limit of the penalties owed by SNCF Réseau to its energy supplier(s).

5.4.4 CHARGES FOR THE OPTIONAL SERVICE FOR THE COORDINATION AND MANAGEMENT OF CRISIS SITUATIONS

The provision by SNCF Réseau of optional services for the coordination and management of crisis situations, such as defined in § 5.1.6.4, translates by the invoicing of the charges set out in Appendix 5.4. The price for these services varies according to the HICP provisional index published by Banque de France in June 2025 for the 2026 Timetable.

5.5 CHARGES FOR ANCILLARY SERVICES ON MAIN TRACKS AND MISCELLANEOUS SERVICES

5.5.1 CHARGES FOR ANCILLARY SERVICES ON MAIN TRACKS

The price for these services varies according to the HICP provisional index for the year 2026 published by Banque de France in June 2025.

5.5.1.1 Charge for conducting international feasibility studies

Every time SNCF Réseau responds to a request for international feasibility as described in § 5.1.7.1, a charge will be levied, the amount of which is equal to the price indicated in Appendix 5.4., in Euro excluding VAT.

5.5.1.2 Charge for conducting studies into exceptionally large and bulky consignments (TEPE) prior to the ATE request

Conducting studies prior to the exceptional consignment note request (§ 5.1.7.2):

- does not give rise to additional invoicing for exceptional consignments conducted on the lines not exceeding the possibilities offered by reference contour "N" (see the map "Lines open for exceptional consignments studies" available on the "Technical documents cited in the Network Statement" page on the SNCF Réseau website);
- gives rise to an additional invoicing in other cases (exceptionally large and bulky consignments or TEPEs) according to a rate given in Appendix 5.4. An indication of study duration will be supplied in response to each request.

5.5.1.3 Charge for GSM radio link rail telecommunications services (GSM-R and GSM-GFU ARES) with trains

- Rail telecommunications services on private GSM-R network

The use of GSM-R Priority 4 is subject to a basic charge composed of the access costs (including only the provision, installation and configuration of these consoles) and an annual fixed rate per console or gateway.

Additional services for studies, approvals and installation work for consoles or gateways (especially regarding antennas or to place the console facilities in areas not covered by GSM-R) may be subject to specific charges.

Similarly, the addition of functionalities, compared to the standard offer, may be subject to studies and additional charges.

Data and statistics of use to improve the business line tasks of operational centres, may also be provided against the payment of a specific charge.

In addition, maintaining the improved service (known as "premium") in operational conditions compared to the "standard" offer is the subject of specific studies and fees.

In addition to the provision of GSM-R consoles or gateways, approved, configured mobile units equipped with pre-integrated GSM-R SIM cards can be provided, upon subscription to the corresponding service offer and subject to a specific charge which, depending on the configuration profile, enable GSM-R or GSM-R P4 communications.

- Convenience rail telecommunication services on the operated GSM-GFU ARES system

The use of the GSM-GFU ARES service for convenience, service, management and training needs, as well as the provision of approved mobile units for use on the GSM- GFU ARES are also subject to charges.

These different charges are set out in Appendix 5.4.

5.5.1.4 Charges for the so-called rail "monitoring" telecommunications services

The availability of a radio link under the conditions of § 5.1.7.4, is subject to the charges described in Appendix 5.4.

5.5.1.5 Charge for the study and issue of the certificate on the compatibility of radio frequencies

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 5.4.

5.5.2 CHARGES FOR MISCELLANEOUS SERVICES

5.5.2.1 RCTE – Component B

Component B of the charge for the transmission and distribution of traction energy, called the "RCTE", covers the costs of the transmission of electrical power over the power network and associated charges. This charge is paid for all trains travelling in electrical mode on the national rail network, independently of the choice made by the railway undertakings for their electricity supplier.

The unit price is set in € per kWh. Details regarding the method for drawing up the scale of charges is provided in Appendix 5.1.2.

Components A and B are distinguished within the same RCTE charge, component B being described in § 5.3.3.

For the 2026 calendar year (from 1 January 2026 to 31 December 2026), the rates of component B of the RCTE are indicated in Appendix 5.4; the invoicing conditions are set out in § 5.9.1.3.

However, the RCTE - component B prices may be revised, and the amounts adjusted, in accordance with the principles defined in Appendix 5.1.2.

NOTE: For the period from 14 December 2025 to 31 December 2025 (inclusive), the 2025 timetable rates will remain in force.

5.5.2.2 Charges for other services

The corresponding charges will be produced in the form of a price quotation. Services will take place 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.

5.6 PENALTIES AND INCENTIVE SCHEMES

This sub-chapter concerns the 6 incentive schemes below:

- Framework agreements (multi-year contracts), set out under § 3.3.1;
- The reciprocal incentive system (Appendix 5.8);
- The late cancellation penalty;
- The non-use penalty;
- The penalty for not using works capacity;
- The late processing penalty for SDRs, DSAs and DSDMs.

Each of these schemes follows its own schedule as represented in the diagram below.

All of these incentive schemes aim to guarantee on one hand, the stability of the requests on the customer side, and on the other hand, the stability and quality of SNCF Réseau's response. The aim is therefore to optimise capacity allocation.

5.6.1 PENALTIES FOR CHANGES TO TRAIN PATHS BY THE CANDIDATE

The schemes aiming to penalise changes to a train path-day by the candidate which was allocated to it by SNCF Réseau are:

- Framework agreements;
- The reciprocal incentive system.

- As regards the framework agreement system: the applicant undertakes to order from SNCF Réseau the number of train path-days corresponding to the infrastructure capacity characteristics within the tolerances and minus the excess, and undertakes to maintain its order as is until the certification date, in November Y-1. Failing this, the customer may be required to pay a penalty to SNCF Réseau as part of the framework agreement.
- As regards the reciprocal incentive system: modification requests leading to an actual modification of the transport plan by the applicant are penalised. See Appendix 5.8.

5.6.2 PENALTIES FOR CHANGES TO TRAIN PATHS BY SNCF RÉSEAU

The schemes concerned by a train path modification by SNCF Réseau are:

- Framework agreements;
- The reciprocal incentive system.

- **As regards the framework agreement system**: SNCF Réseau undertakes to allocate infrastructure capacity to the applicant who has entered into a framework agreement in compliance with the terms of the contract for the timetable considered. Failing this, the customer may be required to pay a penalty to SNCF Réseau as part of the framework agreement.

- **As part of the reciprocal incentive system**: significant modification requests by SNCF Réseau are penalised. See Appendix 5.8.

5.6.3 PENALTIES FOR NON-USE

The measure concerned by the non-use of the train path allocated to the applicant is the non-use penalty.

In the event of non-use, a penalty shall apply to the train path-day beneficiary, to the amount of €1.08 per tkm for freight activities and €3.6 tkm for passenger activities.

This penalty can be combined with the charges related to the reservation, such as the market charge. The charges based on the train movement, such as the running charge, are not due.

For contracted passenger activities, the train path-kilometres of the train path-day are taken into account in the calculation parameters for the payment of the flat rate set out under § 5.3.4.2.

The applicant is exonerated from force majeure events, as defined in Article 21 of the General Terms and Conditions for the Contract for Use of the Infrastructure and the train path allocation contract (**Appendix 3.1 to the NS**).

5.6.4 TRAIN PATH CANCELLATION PENALTY

5.6.4.1 The measures concerned by a train path cancellation by the applicant are:

- Framework agreements;
- The reciprocal incentive system;
- The late cancellation penalty.

- **As regards the framework agreement system**: the applicant undertakes to order from SNCF Réseau the number of train path-days corresponding to the infrastructure capacity characteristics within the tolerances and minus the excess, and undertakes to maintain its order as is until the certification date, in November Y-1. Failing this, the customer may be required to pay a penalty to SNCF Réseau as part of the framework agreement.

- **As regards the reciprocal incentive scheme**, the rules set out in Appendix 5.8 apply.

- **The late cancellation penalty applies if the candidate cancels** an allocated train path-day as of 5 p.m. on D-1. This penalty applies to the train path-day beneficiary, to the amount of €1 per tkm for freight activities and €3.3 per tkm for passenger activities. The charges based on the reservation and train movement are not due. For contracted passenger activities, the cancelled train path-kilometres of the train path-day are not taken into account in the calculation parameters for the payment of the flat rate set out under § 5.3.4.2. The candidate is exonerated from force majeure events, as defined in Article 21 of the General Terms and Conditions for the Contract for Use of the Infrastructure and the train path allocation contract (**Appendix 3.1 to the NS**).

5.6.4.2 The schemes concerned by a train path cancellation by SNCF Réseau are:

- Under framework agreements, the rules set out in the framework agreement concluded between SNCF Réseau and the customer framework agreement apply, and SNCF Réseau may impose a penalty on the customer under the framework agreement.
- As regards the reciprocal incentive scheme, the rules set out in Appendix 5.8 apply.

5.6.5 PENALTIES FOR NOT USING WORKS CAPACITY

SNCF Réseau shall apply a penalty mechanism for non-operational use of works capacities that have been subject to confirmation from SNCF Réseau at W-5. The aim of this mechanism is to encourage SNCF Réseau to improve the scheduling of its works capacity and its release for commercial capacity orders.

SNCF Réseau's target objective for the 2030 timetable is to reduce to 10% the proportion of day-windows confirmed at S-5 but not used on D.

5.6.5.1 Scope of application

This mechanism is calculated based on an indicator measuring the utilisation rate on day D of the work capacities that were confirmed in the weekly work notice (AHT) on S-5 (or S-2 for the high-speed lines concerned).

The scope of the indicator includes generic windows, windows distorted by 2 to 6 hours, and windows distorted by more than 6 hours. Monitoring and corrective windows are not included.

In addition, only works capacity on regulated and supervised lines on the structuring network (excluding station areas) is included in the scope of this indicator. This does not include works capacity lines serving the whole of France (LDFTs) or infrastructure not managed by SNCF Réseau (in particular areas belonging to another infrastructure manager).

From the 2026 Timetable, the scope of the indicator will include generic daytime work windows, distorted from 2h to 6h and distorted for more than 6h that have been confirmed at W-2, on the High-speed (LGV) Sud Est line. The mechanism will be gradually extended to the other LGVs (on which SNCF Réseau is the IM responsible for maintenance and works) until 2028.

Works windows not used due to circumstances outside SNCF Réseau's control are excluded from the penalty system, that is:

- Cases of Force Majeure: natural disasters or climatic phenomena on an exceptional scale, inter-professional social actions, cases arising from an external request from a public authority (such as the TFUD agreement of the Ministry of the Armed Forces for priority circulation of trains for defence purposes);
- Cases that have a safety aspect, corresponding to works operations covered by technical frames of reference that necessitate specific weather condition for them to be carried out;
- Cases that are an exceptional situation, corresponding to the non-performance of scheduled works for the benefit of commercial traffic significantly affected during situations of disturbance (by a highly significant incident, detour to a busy line, etc.).

These exemption cases will be specified in the technical document entitled "Cases exempted from the penalty mechanism for non-use of works capacity", available on the "Technical documents available in the NS" webpage.

SNCF Réseau carries out a level 1 control to monitor these cases of exemption and ensures that they can be traced on the basis of precise supporting documents (i.e. weather warnings, notices of inter-professional strike movements, supporting documents for external requests, etc.).

5.6.5.2 Calculating penalties

The amount of the penalties is based on a unit scale to which differentiating coefficients are applied.

This unit penalty scale is defined for each timetable and is gradual in order to make the system more incentive-based.

Network Statement	2024	2025	2026	2027	2028	2029	2030
Unit price	€ 44	€ 59	€ 74	€ 89	€ 104	€ 133	€ 148

Differentiating coefficients are applied to this unit scale to take account of:

- the type of window-day:
  - generic;
  - distorted by 2 to 6 hours;
  - distorted by more than 6 hours.
- the geographical extent of this window-day:
  - tranche 1 (T1): between [0 and 10 [km;
  - tranche 2 (T2): between [10 and 20 [km;
  - tranche 3 (T3): higher than or equal to 20 km.

On this basis, the penalty amount for a given window-day is calculated as follows:

$$Penalty\ amount\ for\ a\ window-day = V_{(type\ of\ window-day))} * U_{(length)} * Unit\ Scale$$

- "V (type of day-window)" being the Variable to differentiate the amount in relation to the type of day-window
  - V (Generic): 0.5
  - V (Distorted by 2h - 6h): 2 x V (Generic) - i.e. 1
  - V (Distorted by more than 6h): 4 x V (Generic) - i.e. 2
- "U (length)" being the Variable used to differentiate the amount according to the geographical extent of the day-window
  - U (T1): 0.5
  - U (T2): 2 x U (T1) - or 1
  - U (T3): 4 x U (T1) - or 2

- "Unit scale" being the gradual unit scale for the year in question

The applicable scales for the 2026 timetable and the target rates for the 2030 timetable are as follows:

2026 Timetable			
Rate per window-day	T1: [0 ; 10 km [	T2: [10 ; 20 km [	T3: [20 ; +∞ km [
Generic	€ 18.5	€ 37	€ 74
Distorted 2 - 6 hours	€ 37	€ 74	€ 148
Distorted more than 6 hours	€ 74	€ 148	€ 296

2030 Timetable			
Rate per window-day	T1: [0 ; 10 km [	T2: [10 ; 20 km [	T3: [20 ; +∞ km [
Generic	€ 37	€ 74	€ 148
Distorted 2 - 6 hours	€ 74	€ 148	€ 296
Distorted more than 6 hours	€ 148	€ 296	€ 592

5.6.5.3 Allowance

SNCF Réseau has set itself a target of reducing to 10% the proportion of window-days confirmed at S-5 but not used on D, corresponding to an incompressible proportion serving the resilience and robustness of the rail system.

Consequently, SNCF Réseau will apply an overall 10% reduction per timetable on the number of unused confirmed window-days falling within the scope of the mechanism. This reduction is calculated by multiplying 10% of the window-days for a given timetable by the unit price for that timetable, applied as a deduction from the total amount of penalties due for that timetable and distributed over the gross penalties due to each of the capacity applicants concerned (in proportion to their share of the gross penalties).

5.6.5.4 Repayment of penalties

The total amount of penalties due, minus the allowance, will be calculated annually.

Gross penalties are calculated for each line in the network, based on the number of day windows not taken on day D for the line affected, distinguishing between day and night (the night period corresponding to the interval [11:30pm – 5am]).

Gross penalties are then distributed among the capacity applicants taking into account their respective consumption in train-kilometres for the line affected, distinguishing between day and night (the night period corresponding to the interval [11:30pm – 5am]).

The overall reduction is then applied to each capacity applicant, according to its share of the gross penalties.

Thus, the following formulas are applied to each capacity applicant CA_K:

$$Gross\ Penalty\ \ CA_K = \sum_{j=1}^{m} (Total\ penalty/day_{\ ligne\ j} * \frac{Tkm\ day_{j\,K}}{\sum_{i=1}^{n} Tkm\ day_{j\,i}}) + \sum_{j=1}^{m} (Total\ penalty/night_{\ j\ line} * \frac{Tkm\ night_{j\,K}}{\sum_{i=1}^{n} Tkm\ night_{\ j\,i}})$$

$$Net\ penalty\ \ CA_K = Gross\ Penalty\ CA_K * (1 - \frac{10\% * NB_{monitored\ daylight\ window} * Unit\ Price}{\sum_{i=1}^{n} Gross\ Penalty\ CA_i})$$

NOTE: For the purposes of these formulas, the following are considered to be night-time:

- The day windows for work scheduled at least partially during the period [11:30pm to 5am].
- Traffic operating at least partially during the period [11:30pm to 5am] and all associated train-kilometres

The payment of penalties due will be carried out in the first quarter of the Y+1 Timetable.

5.6.6 PENALTIES FOR THE LATE PROCESSING OF DTSS, DSAS AND DSDMS

In the event of SNCF Réseau failing to respond within the regulatory deadlines to late service requests (DTS), path adaptation requests (DSA, including those processed as part of the technical timetable committees) and last-minute path requests (DSDM), the following penalty mechanism is proposed.

5.6.6.1 Mechanism applied by default

Where the applicant has not expressly requested it, before the publication of Timetable Y (in September Y-1), for SNCF Réseau to continue to seek solutions beyond the regulatory time frames applicable to train path applications submitted after the application to the service closure date (§ 4.2.3.2 and 4.5.2.1), the following penalty mechanism is implemented.

In this case, and with the exception of cases of force majeure as defined in Article 21 of the general terms and conditions of contract for the use of the infrastructure, the penalty is calculated for each applicant at the end of the annual service Y, using the following formula:

(T*a+U*b+V*c)*X/W

- "T" being the number of train paths requested by the applicant in question as part of the Late Service Requests (DTS) for the annual service Y, without any response by the date specified in article 4.5.2.1 of the NS
- "U" being the number of train path days applied for by the applicant in question as part of the Applications for Adapted Train Paths (DSA) for the annual service Y, without any response by the date specified in article 4.2.3.2 of the NS
- "V" being the number of train paths requested by the applicant in question in Last Minute Train Path Requests (DSDM) for the annual service Y, without any response by the date specified in article 4.2.3.2 of the NS
- "W" being the number of train path-days covered by orders from the applicant in question (by summing the schemes of all the DS, DTS, DSA, DSDM) for the annual service Y.
- "X" being the number of journeys actually billed to the customer in question for the annual service Y
- "a" being a variable set at €3
- "b" being a variable set at €2
- "c" a variable set at €1

5.6.6.2 Alternative mechanism applied at the option of the capacity applicant

Following the request from SNCF Réseau , when the applicant responded, prior to the publication of Timetable Y in September Y-1, that they wished SNCF Réseau to continue to seek solutions beyond the regulatory deadlines applicable to applications for train paths submitted after the closing date for service applications (points 4.2.3.2 and 4.5.2.1), the following penalty mechanism is implemented.

In this case, and with the exception of cases of force majeure as defined in Article 21 of the general terms and conditions of contract for the use of the infrastructure, the penalty is calculated for each applicant at the end of the annual service Y, using the following formula:

$$(K+L) \times X/W \times d$$

- "K" being the number of train path-days ordered by the applicant in question in DTS for the annual service Y, without any commercial response by the end of timetable Y
- "L" being the number of train path-days ordered by the applicant in question in DSA for the annual service Y, without any commercial response by the end of timetable Y
- "W" being the number of train path-days covered by orders from the applicant in question (by summing the schemes of all the DS, DTS, DSA, DSDM) for the annual service Y
- "X" being the number of journeys actually billed to the customer in question for the annual service Y
- "d" being a variable set at €3

Therefore, for capacity applicants who have opted for this alternative mechanism, SNCF Réseau will not abandon its search for a solution once the DTS or DSA response deadline has expired, until a definitive response has been transmitted in the unified GESICO-DSDM interface or via STI messages.

The alternative mechanism does not apply to DSDM.

5.6.6.3 Management principles applied

All applications received in the unified GESICO-DSDM interface or via STI messages are taken into account, even if they are subsequently cancelled by the applicant.

A "no response" request is a request that has not received any of the responses provided for in article 4.2.4 of the RRD.

Before the publication of the timetable for year Y, SNCF Réseau will remind all railway undertakings and applicants for capacity that they must opt for the alternative mechanism if they so wish. Otherwise, the default mechanism will be applied.

It is possible, for each applicant, to request a differentiated application depending on the type of application (DTS or DSA). In this case, both penalty mechanisms will apply, but the K, L, T, and U values will be modified as follows:

- If the applicant opts for the alternative SDR mechanism, then T = 0;
- If the applicant retains the basic SDR mechanism, then K = 0;
- If the applicant opts for the alternative DSA mechanism, then U = 0;
- If the applicant retains the basic DSA mechanism, then L = 0;

5.6.7 OTHER INCENTIVES AND AID SCHEMES

5.6.7.1 Incentive to develop new traffic

In compliance with the provisions set out under Article 33 of Decree No. 2003-194 as amended, SNCF Réseau has set up a system to reduce charges in order to promote the development of new rail services.

To benefit from this measure, the railway undertaking or any other party interested in capacity, hereafter the "candidate", shall propose a new service that meets the following cumulative criteria:

1. The new service must be a commercial passenger traffic, non-contracted by an organising authority.
2. The new service must be performed (either partially or fully) on an infrastructure managed by SNCF.
3. The new service must correspond to an increase in the existing service(s) policy of the candidate considered (without considering the service policies of other candidates) materialised by:
   - an extension on the national rail network of the length of an existing train;
   - the creation of a conventional line service in parallel to an existing service on an HSL;
   - creation of a new origin/destination (O/D), provided that it does not shorten an existing O/D, nor modify the stops (intermediate stations) of an existing O/D.

The increase in the existing service(s) policy is validated by comparing the order for the timetable construction phase for year N with that carried out for year N-1 by the candidate considered.

This comparison bears on:

- all of the market segments concerned by the candidate requesting assistance and concerned by the impact of this new service;
- the market segments concerned of any company owning directly or indirectly part of the capital of the candidate soliciting the aid;
- the market segments concerned of any company owned directly or indirectly by the candidate soliciting the aid.

It must be noted that in the case of the prolongation of an existing train path, or a traffic induction on a conventional line involving a market segment change, the analysis will be conducted at the limits of both market segments over the scope of activity of the candidate concerned.

The new service must not be conducted on a line that has been declared congested and must not use a new infrastructure managed by SNCF Réseau during the three (3) first years after the latter's commissioning.

The new service must use a train path ordered before 14 April 2025 (end of order date for the timetable construction phase).

Only a fully trading undertaking having its own legal personality can be eligible for this scheme.

The candidate wishing to benefit from assistance cannot:

- have part of its capital owned, either directly or indirectly, by a company performing, having performed or controlling an entity that has performed a similar service during the three (3) previous timetables,

- introduce a new service, eligible for the aid, or a pre-existing service the performance of which was entrusted to it by another entity.

SNCF Réseau reserves the possibility to refuse the attribution of the assistance if the candidate entity has begun manoeuvres with the sole goal of benefiting from the measure, without effectively meeting one of the conditions set by Decree No. 2003-194 (development of new rail services or use of considerably under-utilised lines).

The new service must not enter the scope of application of the negotiated charging system set out under § 5.6.7.2.

Amount and duration of the incentive

In the case of:

- extension of an already existing train path, the aid will only apply to the extended part;
- creation of a new O/D, the aid will apply to the whole train path.

The aid amounts to:

- -10% of the market charge on HSL
- -20% of the market charge on conventional lines

over a period of two (2) years.

Terms and conditions

The candidate who wishes to benefit from the system shall contact its account manager so that the latter can pass on the analysis form to be completed by the candidate. The candidate then sends their request along with a market study, by registered letter to the Sales Director of SNCF Réseau, before the batch order limit date for the timetable construction phase on 14 April 2025.

Provided the application file is complete, SNCF Réseau will analyse the edibility criteria of the request and respond to the candidate by registered letter before the publication of the 2026 timetable.

The credit note is issued as soon as one of the conditions set out in criteria 3 above is met over the targeted market segment within the scope of the company requesting the aid.

Any positive response leads to the publication of the decision on the SNCF Réseau website.

The postponement of performing this new service by the candidate in receipt of the assistance the next year leads to the postponement of the benefit of the assistance for that same year. In this case, the candidate does not need to renew their request.

In the case of a late request from the applicant (registered letter sent between April Y-1 and April Y, after the deadline for batch ordering for the construction phase of timetable Y), SNCF Réseau analyses the eligibility criteria for the request and responds to the applicant by registered letter within 6 months. If eligible, SNCF Réseau will grant the applicant development aid for only one year instead of two. The aid is applied over a period of one year starting from the end of the first year of effective operation of the new service. The first year of effective operation of the new service is neutralised due to the late application and therefore does not qualify for development aid.

5.6.7.2 Negotiated pricing

Starting from the 2021 timetable, in order to support the opening of the passenger market, SNCF Réseau is setting up a negotiated (previously called differentiated) charging system for all new operators in a market segment, operating in the context of the non-contracted passenger activity and bearing on the

market charge pricing. This process is offered in the context of the application of Article L2133-2 of the Transport Code.

Terms and conditions

Twelve (12) months before the start of the operation envisaged by the customer, the latter submits its request for negotiated rates. After signing a confidentiality agreement and no later than nine (9) months before the start of the operation of the service concerned, the customer shall send SNCF Réseau the required elements as defined in appendix 5.1.3. After analysing the company's prospects, SNCF Réseau will offer a differentiated charging level for a transition period (2 years + 1 year after re-examination).

This process will be conducted under the auspices of ART (the absence of any opposition within a time frame of two (2) months starting from the receipt of the differentiated charges accepted by the customer shall be deemed as the agreement of the Authority), in compliance with Article L.2133-2 of the French Transport Code.

The analysis methodology which led to the estimation of the level of charges negotiated along with the negotiated rates are described in Appendix 5.1.3.

The differentiated charging system cannot be cumulated with the incentive to develop new traffic set out under § 5.6.7.1.

5.6.7.3 Taking into account regional development

The **Law of 27 June 2018 on the new railway agreement** requires SNCF Réseau to take into account, in the TAGV charging, the railway services that are relevant to regional development (Article L. 2111-25 of the French Transport Code).

In this context, SNCF Réseau has sought to characterise the urban areas served by the TAGVs in 2019 (only those served by conventional lines beyond the exit of the HSLs) according to 3 criteria: population, median income and presence of tourist amenities (seaside location, heritage sites, share of holiday homes, rate of onsite employment, etc.).

The cumulation of these three (3) criteria has made it possible to define so-called TAGV "regional development" services.

The charging system offered in the context of regional development for passenger trains capable of high speed (TAGV) running on the domestic market, is based on the cost directly incurred on the conventional lines travelled on between the exit of HSLs and the cities served. The list of "regional development" basic line sections is set out in Appendix 5.5, along with the corresponding map.

Both international train paths (within the meaning of origin-destination) and empty train paths are not concerned by the "regional development" charging system.

5.6.7.4 Incentive mechanism regarding the declaration of the real train consist

In order to encourage railway undertakings to comply with the obligation to declare the actual consist of trains before their operation as described in § 6.2.2.1, if an RU did not comply with its declaration obligation during one (1) month M concerning more than 1% of its departures (point of origin or place at which a change occurred), rounded up to the nearest integer with a minimum of 5, SNCF Réseau will issue a warning during month M+1 and may decide to hold back the trains before departure in month M+2 while waiting to receive the declaration of their actual consist via the computer flow or DINAMIC interface. This 1% tolerance does not apply to the billing of the running charge per tonnage work unit.

5.7 PERFORMANCE ENHANCEMENT SYSTEM

5.7.1 GENERAL PRINCIPLES AND OBJECTIVES

The performance enhancement system (SAP), set out in Article 34 of Decree No. 2003-194 transposing Article 35 of Directive 2012/34/EU, is an incentive mechanism applying in a bilateral manner between SNCF Réseau and the Railway Undertakings (RU) under the conditions stated below. In place since the 2014 timetable, it aims at encouraging the infrastructure manager (IM) and the RUs to improve traffic performance in order to optimise the operation of the network and improve the quality of service offered to its users.

Indeed, regardless of its cause, unpunctuality has negative consequences for all players involved in the rail system. The implementation of the performance enhancement system must encourage each RU and IM to make an effort to reduce unpunctuality by making them responsible for the consequences of time losses they cause.

The performance enhancement system (SAP) gives SNCF Réseau an opportunity to provide the RU 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 targets to improve performance for each party, based on the indicators achieved.

The technical and economic parameters of the SAP are likely to evolve based on the work that may be carried out and the decisions that may be taken by the SAP Committee (COSAP).

5.7.2 PERFORMANCE MONITORING

- The SAP applies to all RUs (or RU activities) running on the national rail network, provided they travel at least 200,000 trains-kilometres for a given segment of activity, over a complete calendar year. As soon as a railway undertaking reaches the minimum threshold for application of the SAP for the business segment concerned, a "dry run" phase is automatically applied for that business segment.

  During the dry run phase, for the segment of activity concerned, the RU is not objectified (nor is the IM within the scope of the bilateral relationship with the RU) on its performance levels, nor does it owe any financial malus.

- The scope of the traffic taken into account for the SAP consists of all "loaded commercial traffic", as encoded in the BREHAT IS service. The technical runs and the operation of tram-trains are in particular excluded from this scope.

- The "time losses" used to calculate the SAP indicators are lost minutes identified and justified in the BREHAT IS, from five (5) minutes of delay.

  The application document "Directives justifying lateness in Bréhat" (RFN-IG-TR 04 C-01-No. 002), available on the "Technical documents cited in the NS" page of the SNCF Réseau website, specifies the rules for attributing responsibility for time losses to the IM or RU.

- Since 01 January 2020, the time losses assigned to Gares & Connexions (subsidiary of SNCF Réseau) are taken into consideration within the IM scope.

- The performance measure adopted is the aggregation of time losses exceeding five (5) minutes (number of minutes lost) experienced on the route for all commercial traffic of each railway

undertaking, in relation to the distance travelled (number of train-km travelled by all commercial traffic, including that not suffering time losses) during one calendar year.

The SAP performance indicators of the railway undertaking and of the infrastructure manager in relation to each railway undertaking, expressed as a ratio of "minutes lost/100 km", are calculated as follows:

- "RU SAP ratio": proportion of minutes lost for which the RU is responsible, over the number of train-kilometres travelled by the RU;
- "IM SAP ratio with regard to the RU": proportion of minutes lost for which the IM is responsible, over the number of train-kilometres travelled by the RU.

The implementation of the SAP is based on the setting of annual improvement targets, expressed as minutes lost per 100 km. The "RU SAP" and IM SAP" objectives for the civil year Y are calculated during the first quarter of the civil year Y based on the results of the civil year Y-1 and according to the calculation method validated by the COSAP. They are acknowledged by the COSAP during the first COSAP of year Y.

They are communicated to each RU concerned, by email, with formal request for approval by email. In the absence of any response from the railway undertaking within the 30 following days, they are deemed automatically accepted by it. In the event of disagreement about the result of the calculation of the objective proposed by the IM, a bilateral exchange between the IM and the EF is launched in order to reliably establish together the result of the calculation of the objective and validate it.

5.7.3 FINANCIAL MODEL

The difference between the actual performance and the performance target is measured and shared several times a year with each RU.

For each of the bilateral RU/IM relationships, if a respective annual target is not achieved by the RU and/or the IM, each additional minute compared to the target for the RU and/or IM gives rise to the application of a malus. For each stakeholder that did not reach its target, the amount of the corresponding malus is calculated based on the scale presented below, multiplied by the number of minutes lost over and above the target.

Malus scale applicable to SNCF Réseau depending on the segment of activity of the RU concerned		
Segment of activity	Method for calculating the malus	Unit price (in euros)
TAGV	Rate per minute lost over and above the target	22.00
Regional passenger trains outside of IDF	Rate per minute lost over and above the target	13.00
Regional passenger trains - IDF	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

For each bilateral IM-RU relationship, the amount of the malus to be invoiced is calculated by applying the cap amount on the basis of the difference between the gross malus amounts owed by the two stakeholders (rule of "net balance": malus of one party minus the malus of the other). It is therefore the stakeholder whose performance has the most deteriorated, who owes a malus to the other, up to but not exceeding the cap.

Maluses are invoiced annually in the beginning of year Y+1, based on the actual performance measurement data for traffic during calendar year Y.

Since the implementation of the SAP in 2014, the COSAP has decided to apply decreasing reductions to the cap amount of the SAP malus in accordance with the multi-annual financial trajectory that it defined.

- 2014: reduction of 75% on the target ceiling of 0.5% * (RR amount + RC for 2013)
- 2015: reduction of 75% on the target ceiling of 0.5% * (RR amount + RC for 2014)
- 2016: reduction of 50% on the target ceiling of 0.5% * (RR amount + RC for 2015)
- 2017: reduction of 50% on the target ceiling of 0.5% * (RR amount + RC for 2016)
- 2018: reduction of 50% on the target ceiling of 0.5% * (RR amount + RC for 2017)
- 2019: reduction of 50% on the target ceiling of 0.5% * (RR + RM amount + RC for 2018)
- 2020: reduction of 50% on the target ceiling of 0.5% * (RM amount + RC for 2019)
- 2021: reduction of 50% on the target ceiling of 0.5% * (RM amount + RC for 2020)
- 2022: reduction of 40% on the target ceiling of 0.5% * (RM amount + RC for 2021)
- 2023: reduction of 30% on the target ceiling of 0.5% * (RM amount + RC for 2022)
- 2024: reduction of 25% on the target ceiling of 0.5% * (RM amount + RC for 2023)
- 2025: reduction of 20% on the target ceiling of 0.5% * (RM amount + RC for 2024)
- 2026: reduction of 15% on the target ceiling of 0.5% * (RM amount + RC for 2025)
- 2027: reduction of 10% on the target ceiling of 0.5% * (RM amount + RC for 2026)
- 2028: reduction of 5% on the target ceiling of 0.5% * (RM amount + RC for 2027)
- 2029 and beyond: no further reduction in the target ceiling

NOTE: The amount of CR taken into account includes freight compensation.

This trajectory is likely to be revised (accelerated or decelerated) by the COSAP, depending on the maturity of the different stakeholders.

5.7.4 GOVERNANCE AND CONFLICT RESOLUTION

The SAP relies on a governance body, the COSAP, which is , composed of representatives of the infrastructure manager and the railway undertakings in equal numbers (9 members for each group), a member of ART (permanent guest member who can take part in the discussions but not in the voting) and chaired by an independent person selected by the State departments.

The representativeness of the railway undertakings in the COSAP is guaranteed by the presence of UTPF and AFRA within their group.

The composition of the COSAP may change according to the proposals formulated by the members and validated by the COSAP.

The COSAP defines the principles, model and rules for applying the mechanism.

The organisation and functioning of the SAP are defined in depth in the "SAP reference document" (AR 30131 / RFN-IG-TR 04 C-01-No.14), available on the "Technical documents cited in the Network Statement" page on the **SNCF Réseau website**. Its update was validated by the COSAP (Appendix 1.2).

This reference document in particular describes the general principles of the mechanism, its governance, the conditions for producing the SAP indicators, the economic model, the general principles for setting performance improvement targets and the conditions for calculating and invoicing malus.

Its appendices also present the COSAP Operational Charter and the Operational Charter of the SAP Arbitration Commission (dispute settlement body within the scope of the SAP).

5.8 CHANGES TO THE SCALES

The multi-year pricing will satisfy the market's need for predictable charges and pricing stability. SNCF Réseau thus proposes maintaining the structure of the charges over the pricing cycle concerned and developing charges according to know indexes.

SNCF Réseau offers a price revision mechanism for the minimum services based on three (3) components:

- A provisional inflation component reflected by the harmonised consumer price index (HCPI) published by the Banque de France in June Y-1, under the forecast inflation increase for year Y for the 2025 and 2026 Timetables;
- A fixed term so as to accelerate the coverage of the full network cost:

Segment	2026 Timetable
Contracted passenger activities	+3.1%
Non-contracted passenger activities	/
Freight activity	/

- A compensation for the inflation differential, either upwards or downwards, between the forecast inflation integrated in the price scales and the actual inflation observed over the 2024-2026 period, applicable to all the activities (contracted passenger /non-contracted passenger/ Freight). Thus, the inflation differential observed for the 2024 timetable will be reflected on the price scales for the 2026 timetable. Whereas, the inflation discrepancies observed for the 2026 timetable will be reflected on the 2027-2029 pricing cycle.

The price scales for the minimum services will change as follows between 2025 and 2026:

<table>
<tr><th>Type of charge</th><th>Non-contracted passenger activities</th><th>Contracted passenger activities</th><th>Freight activities</th></tr>
<tr><td>Running charge (RC)</td><td colspan="2">Indices specific to the CDI, including HICP 2026 Banque de France June 2025</td><td>Gross RC: indices specific to the CDI, including HICP 2026 Banque de France June 2025

Net RC: HICP 2026 Banque de France June 2025 + inflation differential adjustment 2024</td></tr>
<tr><td>Electric traction charge (RCE)</td><td colspan="3">Indices specific to the CDI, including HICP 2026 Banque de France June 2025</td></tr>
<tr><td>Charge for transmission and distribution of electric power (RCTE – component A)</td><td colspan="3">According to the electricity purchase price and loss factor</td></tr>
<tr><td>Market charge (RM)</td><td>RM+RC+RCE are changing to: HICP 2026 Banque de France June 2025 + inflation differential adjustment 2024</td><td>RM+RC+RCE are changing to: 2026 HICP Banque de France June 2025 + 3.1% + inflation differential adjustment 2024</td><td>Not applicable</td></tr>
<tr><td>Access charge (RA)</td><td>Not applicable</td><td>2026 HICP Banque de France June 2025 + 3.1% + inflation differential adjustment 2024</td><td>Not applicable</td></tr>
<tr><td>Special charges (RP)</td><td colspan="3">HICP 2026 Banque de France June 2025 + inflation differential adjustment 2024</td></tr>
<tr><td>Congestion charge (RS)</td><td colspan="3">Not applicable</td></tr>
</table>

5.9 INVOICING PROCEDURES

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 forty (40) days from the date of issue of the invoice.

The following table summarises the different invoice schedules for each type of charge.

The amendments indicated in brackets relating to the terms 'deposit' and 'provision' will take effect in September 2026.

	Type of charge for the services performed during one (1) month M	November of year Y-1	M-2	M-1	M (month of service)	M+1	Y+1
Minimum services	Running charge (Passenger RC)					Invoice	
	Running charge (Freight RC)	Deposit invoice (annual deposit invoice)				Invoice	
	Electric traction charge (RCE)					Invoice	
	Charge for the transmission and distribution of electric power (RCTE - Component A)					Invoice	Adjusted invoice
	Non-contracted passenger activities market charge (RM):	Deposit invoice (annual deposit invoice)	Provisional invoice (monthly deposit invoice)			Adjusted invoice	
	Contracted passenger activities market charge (RM):	Deposit invoice (annual deposit invoice)	Provisional invoice (monthly deposit invoice)				Adjusted invoice
	Access charge (RA)			Invoice			
	Congestion charge (RS)					Invoice	
	Special charges (RP)		Provisional invoice (monthly deposit invoice)			Adjusted invoice	
Additional and ancillary services	Charge for opening lines, stations and signal boxes not kept open	Quarterly invoice					
	Charge for IS services						Invoice
	Charges for supply of electric traction current (RFE)					Invoice	Adjusted invoice
	Charges for access to and use of radio channel for monitoring						Invoice
	Charge for study and certification of the compatibility of radio frequencies						Invoice
	Charges for other studies	Continuous invoice					
	Other services subject to quotes	Continuous invoice					
Misc.	RCTE – Component B					Invoice	Adjusted invoice

5.9.1 INVOICING OF MINIMUM SERVICES

5.9.1.1 Running charge (RC)

- **Mechanism applicable to railway undertakings and other passenger candidates**

The running charge (RC) invoice is paid by the train path beneficiary, railway undertaking or other candidate, if applicable.

For one (1) month of service M, the RC 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 (2) criteria below:

- they have not been cancelled by the customer,
- They have not been the subject of a non-running declaration sent from the RU to SNCF Réseau via the in the GESICO-DSDM united interface, in the 24 hours following their theoretical departure dates.

The invoice for the running charge is issued from the twentieth (20th) of the month (M+1) for train movements in month M. For some train movements, the running charge will be invoiced during the following months, within a maximum period of twelve (12) months (e.g. late confirmation instances).

Cost allocation bases for invoicing the RC

The two (2) cost allocation bases that can be used for RC billing are the compensated gross tonnage and the train-kilometre. The compensated gross tonnage information corresponds to that which the railway undertaking declares in its statement about the actual composition of the convoy. Railway undertakings must declare the empty weight for their non-commercial traffic and the total weight of their commercial traffic. In this respect, the table of passenger rolling stock with the expected total weights is given in Appendix 5.7.

Absence of tonnage case

In the event that the railway undertaking fails to declare the tonnage for a route or rejects the declaration of the actual composition of the train, the RC scale corresponding to its route multiplied by the maximum reference tonnage for Passenger activities will be applied.

Tonnage data management rules used for billing, as well as the reference tonnage values will be given in the technical document "Tonnage data management rules for billing (2026 timetable)" available on the SNCF Réseau website from September 2025.

SNCF Réseau reserves the right to check the tonnage data entered in the actual composition declaration of the convoys and to carry out the corresponding rate adjustment.

- **Mechanism applicable to freight undertakings or other candidates**

The running charge (RC) is paid by the train path beneficiary, railway undertaking or other candidate, if applicable, in the following manner, in two (2) stages:

1) An annual deposit invoice in November 2025

An annual deposit is invoiced to the train path beneficiary based on the train path-days allocated by SNCF Réseau in response to annual service applications for all freight transport services:

- for high speed trains, the annual deposit corresponds to 15% of the net RC of the first tariff band [1 – 350 T];
- for other trains, the annual deposit corresponds to 15% of the net RC of the fourth tariff band [1,050 – 1,550 T]; This band is preponderant among the routes.

The RC rates used for the calculation of the annual deposit are those of the UIC 2-6 scales, which account for 90% of traffic.

Specifically, the basis for calculating this deposit is the response in terms of train path-days allocated on the date the timetable is published, excluding the train path-days for which the customer will submit a modification (*) or cancellation request that will be handled, between 8 September 2025 and 31 October 2025 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 applicable and is broken down by month of service. The annual deposit is refunded monthly at the same time as the RC invoice for the month of service (M).

2) An invoice after the 20th (M+1)

The RC amount is paid by the train path beneficiary.

For one month of service M, the RC 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 (2) criteria below:

- they have not been cancelled by the customer,
- They have not been the subject of a non-running declaration sent from the RU to SNCF Réseau via the in the GESICO-DSDM united interface, in the 24 hours following their theoretical departure dates.

The running charge for some train movements will be invoiced during the following months, within a period of not more than twelve (12) months (e.g. instances of late confirmation).

Cost allocation bases for invoicing the RC

The two (2) cost allocation bases that can be used for RC billing are the compensated gross tonnage and the train-kilometre. The TBC information corresponds to that declared by the railway undertaking in its declaration of the actual convoy composition. In the case of freight trains, the railway undertakings will have to declare the actual total weight of the train (locomotive + equipment towed + load). This TBC information allows each train to be assigned to one of the five (5) tonnage classes defined in the RC scale.

Absence of tonnage case

In the event of the absence of a tonnage declaration by the railway undertaking for a route or rejection of the declaration of the actual composition of the convoy, the RC tariff of the maximum tonnage class scale for freight activity is applied.

The rules for managing the tonnage data used for invoicing purposes are indicated in the "Tonnage data management rules" technical document available on the SNCF Réseau website from September 2025.

SNCF Réseau reserves the right to check the tonnage data entered in the actual composition declaration of the convoys and to carry out the corresponding rate adjustment.

Cancelling the reservation of or failing to use the allocated train path-days / Penalty

In the event of cancellation before D and H, according to the conditions indicated below, with D being the date set for use of the train path-day and H the departure time, SNCF Réseau will refund the amount of the RC received in respect of the annual deposit:

- In the event of cancellation before 5 p.m. on D-1, if the train path-day is included in the scope of the reciprocal incentive system (IR), the mechanism described in Appendix 5.8 applies.
- In the event of cancellation after 5 p.m. on D-1, the late cancellation penalty shall apply to the train path-day beneficiary, to the amount of €1 per train path-kilometre for freight activities. The charges based on the reservation and train movement are not due.

In the event of non-use, the non-use penalty shall apply to the train path-day beneficiary, to the amount of €1.08 per train kilometre for freight activities. These penalties can be combined with the charges based on the reservation. The charges based on the train movement, such as the running charge, are not due.

The applicant is exempt from the late cancellation and non-circulation penalties in cases of force majeure, as defined in Article 21 of the General Terms and Conditions of Contract for Use of the Infrastructure and the train path allocation contract.

5.9.1.2 Electric traction charge (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 in (M+1). It is paid by the train path beneficiary, railway undertaking or other applicant, if applicable.

5.9.1.3 Charge for transmission and distribution of electric power (RCTE)

The RCTE charge (components A and B) is invoiced in (M+1).

For a month of service M, kWh consumptions, whether remotely read with DECOFER or simulated by ORES, for train movements relating to the train paths allocated using electrically-powered railcars and with a departure date during month M are taken into account when calculating the amount of the RCTE.

The charges for providing electrical energy that fall under component B (transport and distribution costs and associated fees - miscellaneous service) are distinguished from the charges that fall under component A (cover of losses in electrical systems - minimum service) on the RCTE invoice. These two (2) charges are paid by the train path beneficiary, railway undertaking or other candidate, if applicable.

5.9.1.4 Market charge (RM) applicable to RUs and other passenger candidates

- **Mechanism applicable to railway undertakings and other non-contracted passenger candidates**

The market charge is to be paid by customers allocated capacity, in three (3) stages:

1) An annual deposit invoice in November 2025

An annual deposit of 15% of the RM amount is invoiced based on the train path-days allocated by SNCF Réseau in response to service requests for all passenger transport services.

Specifically, the basis for calculating this advance payment is the response in terms of train path-days allocated on the timetable train path-days for which the customer has submitted a request for modification (*) or cancellation that is being processed, between 08 September 2025 and 31 October 2025 as part of the exchanges planned 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 annual deposit is invoiced on the basis of the scale of charges applicable and is broken down by month of service. For the TAGV activity, the evaluation of the annual deposit is based on the characteristics of the reference traction unit for the train path in SU version.

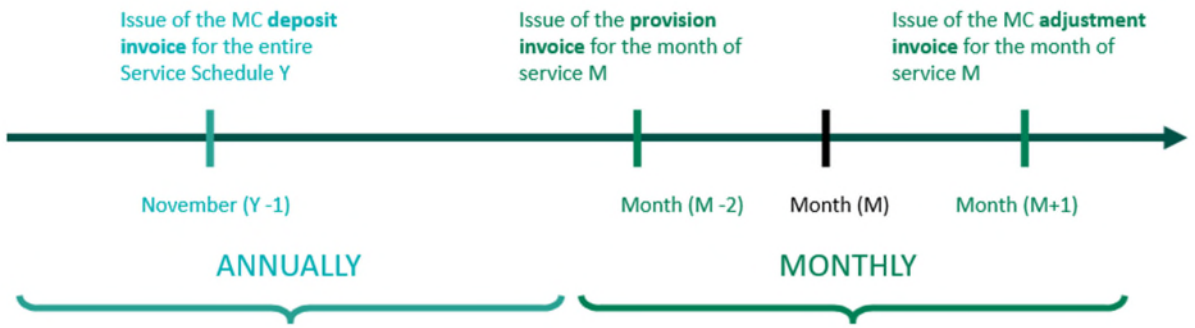
2) A provisional invoice (monthly deposit invoice) is issued at M-2 for the services provided during month M (for train path-days with a departure date during month M)

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 annual deposit for the month M is deducted from the provisional invoice (monthly deposit invoice). For the TAGV activity, the evaluation of the provision (monthly deposit) is based on the characteristics of the reference traction unit for the train path in SU version.

3) An adjusted invoice from the 10th day of the month (M+1) is drawn up based on the train path-days finalised on that day

The provisional amount (monthly deposit) already invoiced at M-2 will be deducted from the adjusted invoice. For the TAGV activity, the amount of adjustment of the market charge takes account of the theoretical carrying capacity, based on the characteristics of the reference traction unit for the train path, along with the composition (SU or MU).

The number of trains (single unit (SU)) or multiple unit (MU)) is deducted from the declared tonnage (within the declaration time frame specified in the technical document "Tonnage data management rules"). Thus, a train is considered a MU if it has a declared tonnage ⩾ 550 tonnes and a SU if it has a declared tonnage of less than 550 tonnes. However, trains that cannot be separated, with tonnage declared to be higher than or equal to 550 tonnes, will be considered to be a US. If the tonnage has not been declared or the declaration has been rejected, the MU composition will apply.



Cancelling the reservation of or failing to use the allocated train path-days / Penalty

In the event of cancellation before D and H, according to the conditions indicated below, with D being the date set for use of the train path-day and H the departure time, SNCF Réseau will refund the amount of the RM received in respect of the annual deposit and provisional invoice (monthly deposit invoice):

- In the event of cancellation, before 5 p.m. on D-1, if the train path-day is included in the scope of the reciprocal incentive system (IR), the mechanism described in Appendix 5.8 applies.
- In the event of cancellation after 5 p.m. on D-1, the late cancellation penalty shall apply to the train path-day beneficiary, to the amount of €3.3 per train path-kilometre for passenger activities. The charges based on the reservation and train movement are not due.

In the event of non-use, the non-use penalty shall apply to the train path-day beneficiary, to the amount of €3.6 per train kilometre for passenger activities. This penalty can be combined with the charges based on the reservation such as the market charge. The charges based on the train movement, such as the running charge, are not due.

The applicant is exempt from the late cancellation and non-circulation penalties in cases of force majeure, as defined in Article 21 of the General Terms and Conditions of Contract for Use of the Infrastructure and the train path allocation contract (Appendix 3.1 to the NS).

- Scheme applicable to railway undertakings and other contracted passenger applicants

The market charge is to be paid by customers allocated capacity, in three (3) stages:

1) An annual deposit invoice in November 2025

An annual deposit of 15% of the flat-rate RM amount per AOM for the 2026 Timetable is billed to each customer as per the methodology described in § 5.3.4.2.

2) A provisional invoice (monthly deposit invoice) is issued at M-2 for the services provided during month M

This invoice is calculated as a twelfth of the flat rate amount per AOM for the 2026 Timetable. It is billed to each customer as per the methodology described in § 5.3.4.2. In addition, a twelfth of the annual deposit is deducted from the provisional invoice (monthly deposit invoice).

3) An adjusted invoice as of the first quarter of Y+1

A review of the train path-kms achieved is conducted. Depending on the gap between this review and the reference volume, an adjustment may be applied, according to the conditions set out in § 5.3.4.2. Provisional amounts (deposit payments) already invoiced will be deducted. The adjusted invoice is billed to each customer as per the methodology described in § 5.3.4.2.

Moreover, SNCF Réseau reserves the right to update the market charge amount in the event of a line transfer between AOMs and/or a line transfer as per Article L2111-1-1 of the Transport Code.

Cancelling the reservation of or failing to use the allocated train path-days / Penalty

In the event of cancellation before D and H, according to the conditions indicated below, with D being the date set for use of the train path-day and H the departure time, SNCF Réseau will refund the amount of the RM received in respect of the annual deposit and provisional invoice (monthly deposit invoice):

- In the event of cancellation, before 5 p.m. on D-1, if the train path-day is included in the scope of the reciprocal incentive system (IR), the mechanism described in Appendix 5.8 applies.
- In the event of cancellation after 5 p.m. on D-1, the late cancellation penalty shall apply to the train path-day beneficiary, to the amount of €3.3 per train path-kilometre for passenger activities. The charges based on the reservation and train movement are not due. The train path-kilometres for the cancelled train path-day are taken into account in the calculation parameters for the payment of the flat rate set out under § 5.3.4.2.

In the event of non-use, the non-use penalty shall apply to the train path-day beneficiary, to the amount of €3.6 per train kilometre for passenger activities. These penalties can be combined with the charges based on the reservation. The charges based on the train movement, such as the running charge, are not due. The train path-kilometres of the train path-day are taken into account for the calculation parameters for the payment of the flat rate set out under § 5.3.4.2.

The applicant is exempt from the late cancellation and non-circulation penalties in cases of force majeure, as defined in Article 21 of the General Terms and Conditions of Contract for Use of the Infrastructure and the train path allocation contract.

5.9.1.5 Access charge (RA)

The amount of the access charge is paid monthly in twelve parts, accruing, by Ile de France Mobilités for the passenger activity contracted by the Ile de France Mobilités AOM, by the State for the passenger activity contracted by the State AOM and in the name of the regions for passenger activities contracted by AOTs except for the Ile de France Mobilités and State AOMs. Invoices must be paid at the latest on the 15th of each month, from December 2025 to November 2026.

5.9.1.6 Special charges (RP)

The special charges listed in **§ 5.3.6**, are invoiced to the customers who were allocated capacity.

These charges are invoiced in two stages:

- A first provisional invoice (monthly deposit invoice) (M-2);
- A second adjustment invoice in (M+1).

5.9.1.7 Congestion charges (RS)

The congestion charge is paid by the train path beneficiary, railway undertaking or other candidate. The charge is invoiced on the basis of the theoretical train path, according to the theoretical time when it passes the PR considered, at a monthly frequency.

In the event of assignment of the train path to a section of line declared foreseeable where congestion is then observed, all charges connected with the train path (excluding traffic-related charges) will be due immediately. In the event of cancellation or substantial modification by the customer after assignment, the amount of these charges will remain owed in its entirety.

5.9.2 INVOICING FOR ANCILLARY SERVICES PROVIDED ON MAIN LINES

The charges for additional services on main tracks described in § 5.4 are paid according to the conditions below.

5.9.2.1 Charge for additional IS 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.

5.9.2.2 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.

5.9.2.3 Charge for the supply of electric traction current (RFE)

This charge only concerns "railway undertaking" customers who choose SNCF Réseau as their traction energy supplier.

For a month of service M, the amount of this charge takes into account:

- For the part of the fleet remotely read by DECOFER or by another remote reading system communicating with DECOFER, consumption in kWh for month M;
- And by default, for the part of the fleet not remotely read, the actual train movements estimated in kWh for the entire fleet of electrically-powered trains concerned, established based on the train movements log provided by ORES, with a departure date during month M.

If a railway undertaking terminates its commitment to traction current supply from SNCF Réseau, a penalty is invoiced in accordance with § 5.4.3, the month following the end of the notice period.

5.9.2.4 Charge for the coordination and management of crisis situations optional service

This charge is invoiced continuously, based on the studies carried out.

5.9.3 INVOICING FOR ANCILLARY SERVICES PROVIDED ON MAIN LINES

5.9.3.1 Charge for carrying out international feasibility studies

This charge is invoiced continuously, based on the studies carried out.

5.9.3.2 Charge for conducting studies into exceptionally large and bulky consignments (TEPE) prior to the ATE request

This charge is invoiced continuously, based on the studies carried out.

5.9.3.3 Charge for GSM radio link rail telecommunications services (GSM-R and GSM-GFU ARES) with trains

The invoice methods for the different GSM-R and GSM- GFU services are detailed in the specific contract concluded between SNCF Réseau and the railway undertaking.

5.9.3.4 Charge for "monitoring" railway communication services

The charges 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.

5.9.3.5 Charge for the study and issue of the certificate on the compatibility of radio frequencies

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.

5.9.4 INVOICING OF MISCELLANEOUS SERVICES

5.9.4.1 Reimbursing the costs of transmitting and distributing traction energy and associated charges (RCTE - Component B)

The conditions for invoicing the RCTE (component B) are described in § 5.9.1.3.

5.9.4.2 Charge for other services

The method of invoicing for other services provided by SNCF Réseau will be laid down in the contract with the customer.

5.9.5 CONDITIONS FOR PAYING AND 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).

CHAPTER 6. RAIL OPERATION

List of main "traffic" information systems open to railway undertakings

ARTIC	Avis de Restriction Temporaire d'Information aux Conducteurs pour les Incidents de Circulation (Temporary restriction notice informing drivers of traffic incidents)
CŒUR INCIDENT FERROVIAIRE	Includes the following tools: - DURANDAL 2: Traffic and crisis incident management tool - SPID: Live information sharing service - @ BOR: Mapping of traffic capacities on the national rail network during a period of strike movement. - ISITRAC: Realtime train monitoring. - DBC: Mapping and inventory of hot box detectors [Détecteur de Boîte Chaude]. - SUMMARY: ▪ TRAFFIC: makes it possible to consult train movement routes, delays and the reasons thereof, in real time. ▪ INCIDENT: provides real-time information about incidents and all the traffic affected.
DECLIC	Dépôt des Contestations et Complétude des Incidents de la Circulation (request to rectify allocated lost minutes)
DINAMIC	Dispositif d'Interface entre Acteurs Matérialisant des Informations de Circulation (interface device showing traffic information)
DOCEXPLORE	View operating documents
E-HOUAT	Horaires Utiles A Tous (infrastructure management information system) (theoretical times). This IS will be replaced by a new transport plan consultation interface in 2026.
ORE	Regularity Observatory
SEE-TRAINS	Space-time images (theoretical and real)
EIDA EQUILIBRE (*)	Tool for managing requests for balance changes submitted by railway undertakings.

(*) EIDA Equilibre communicates with a Track Occupancy Chart (GOV) management tool so that the Traffic Manager can directly approve or reject these requests.

It is currently in use in the following stations: Amiens, Bordeaux-St-Jean, Chambéry, Creil, Dijon-ville, Europe-Flandres, Grenoble, Marseille-St-Charles, Metz, Montpellier Saint-Roch, Mulhouse, Nancy, Nantes, Nîmes, Paris Lyon-Paris Bercy, Paris Montparnasse, Paris St-Lazare, Paris-Austerlitz, Paris-Est, Persan-Beaumont, Paris-Nord / Paris-Nord Banlieue, Pontoise, Rennes, Strasbourg, Toulouse.

There are no plans to deploy the current version of this tool in other stations. Work is currently under way to directly integrate EIDA Equilibre as a feature within a GOV management tool. These developments are scheduled for completion in early 2027.

A review of the conditions for making the current version of EIDA Equilibre available remains possible for any new requests in stations where the tool is already deployed.

6.1 OBLIGATIONS OF THE IM AND OTHER RAIL OPERATORS

This chapter describes the operational traffic management principles on the national rail network as well as the main rules and procedures related thereto.

The application of all of these rules is binding on SNCF Réseau (hereinafter in this Chapter referred to as "SGC", meaning the department in charge of traffic management) and the railway operators (including in particular railway undertakings, the stations manager "Gares & Connexions" and other IMs).

This chapter takes particular account of the rules in force and its experience in the operation of the national rail network. It is therefore revised on an annual basis.

The operational management of train movements consists of two successive (2) phases during which specific provisions apply:

1. **An operational phase (from 5pm on D-1 until D, 23:59)** comprising provisions governing actual train movements on the national rail network (§ 6.3);
2. **A post-production phase (starting from D+1)** integrating provisions relating to the analysis of operating performance and feedback (§ 6.8).

6.1.1 RELATIONS BETWEEN SNCF RÉSEAU AND THE RAILWAY OPERATORS

The relation between SNCF Réseau and the RUs is built through operational traffic management. The goal of this is to ensure that trains, guided and non-guided manoeuvres are run in accordance with the train diagram validated by SNCF Réseau, under the general conditions of contract for use of the national rail network infrastructure, as referred to in Appendix 3.1.

Under all circumstances and particularly in the event of malfunctions that may arise for reasons related to infrastructure (capacity reductions, operating incidents, etc.), railway undertakings (delays, cancellations, etc.) or reasons not linked to the network (bad weather, actions by third parties, etc.), the SGC shall apply the following principles in its relations with the RUs.

Decisions may only be taken by SGC personnel known to the RU, and founding their decisions on objective rules that are part of the public domain.

Information concerning theoretical running patterns (as set out in the train diagrams) and that regarding planned (based on the situation existing at the time the plans were made) and actual train movements will be accessible to all network users, as will the information collated as part of the information service supplied to the RU to keep them informed about the movement of their trains.

6.1.2 OBLIGATIONS OF THE SGC

SGC shall manage traffic in application of the applicable regulations, using a specific production system referred to as a train operations system.

With this system, it is possible to operate over the whole of the infrastructure in accordance with the train diagram and without discrimination in relation to the RU and other operators.

6.1.2.1 Information available to SGC

The SGC has the current list of RUs in possession of valid safety certificates to access the national rail network, and in particular the lines, transport services and rolling stock operated by these RUs. The same

applies to railway undertakings having a single safety certificate delivered by the national safety authority of a bordering State (or by the European Rail Agency for an operating scope including a Member State), the operating scope of which includes the network of said Member State with an extension of validity up to a border station located on the national territory.

SGC is also aware of specific provisions having an impact on the operational management of train movements that may be contained in the special terms and conditions of the contract for use of the infrastructure.

6.1.2.2 Availability of all information necessary for traffic on the line in question to the railway undertaking

The train diagram showing the "train paths" and "works objects" will be deemed to have been brought to the knowledge of the RU via SEE TRAINS. The e-HOUAT application (or a new transport plan consultation interface replacing e-HOUAT) specifies the "composition" and "timetable' associated with each train path.

In accordance with the operating procedures for the national rail network and by way of supplement, in particular, to the network operating and exploitation documentation published on DocExplore (§ 3.4.7) and on the "Technical documents cited in the Network Statement" page of the SNCF Réseau website, the SGC shall provide the RUs with the following in a timely manner:

- By email: the list, contact details, call conditions and roles of the SGC contact persons who may be contacted by the RU during the "pre-production" (capacity) and operational phases (these lists are distributed at least twice a year or when updated);
- Via the ARTIC IS (subscription mandatory for RUs operating on the national rail network): the restrictions (in particular speed restrictions) on changes to infrastructure (track, electric traction, etc.), regardless of whether these restrictions are permanent or temporary.

6.1.3 OBLIGATIONS OF THE RUS

6.1.3.1 Designation of the operating contact

Each RU is obliged to appoint a single contact person with SNCF Réseau. Where necessary, they may appoint a different contact person for each level of the train circulation production system.

The RUs must keep the list of their operating contacts up to date and inform the SGC of any changes using the following email address **correspondants-operationnels-ef@reseau.sncf.fr.**

6.1.3.2 Documentation to be provided

Before using a particular type of passenger rolling stock, the individual RU must notify the civil rescue centres of the "départements" to be crossed of the technical intervention equipment (DTI) to be used in relation to this rolling stock.

Similarly, at the same time as running new rolling stock on the national rail network or any modification thereto, the RUs shall provide the Network and Traffic Operations Department (DGOP / DOS) with the documentation (and updates) relating to the breakdown recovery of this rolling stock in the event of derailment or similar.

In this respect, the RUs must transmit this information to the following e-mail address:
relevage.dcf@sncf.fr.

6.1.4 INFORMATION ON MONITORING TRAIN MOVEMENTS

As part of its task of managing train movements, the SGC shall monitor the trains and provide the RUs with useful information about the running conditions of their trains (accidents, incidents, unforeseen speed restrictions, etc.).

In order to enable operational players to anticipate the appropriate steps, so as to reduce the consequences on the transport plan and ensure customers are better informed, a live information sharing service (SPID tool) is deployed.

The RU may also contact the people named in the list as contacts at the SGC and in accordance with the conditions mentioned in § 6.1.2 above in order to obtain any further information, or to supply the SGC with information.

The content and terms for transmitting the different information are provided in the network usage document RFN-IG-TR 04 C-01-n°001 (hereinafter referred to as the "GOC Rules").

Moreover, SNCF Réseau provides the RUs with information on anomaly detection devices (for example hot box detectors, wheel defect detection stations).

6.1.5 TRACEABILITY OF INFORMATION AND DECISIONS

6.1.5.1 Principles

Exchanges between the staff designated by the RU and the staff of the SGC in charge of the operational management of train movements will be constant, in particular those between the operational staff of the RU and the staff manning signal boxes or traffic control/coordination centres.

The same applies to exchanges between the RU's designated staff and the staff responsible for operating the electrical traction installations in the central substations (CSS).

These exchanges are not normally subject to a traceability system, however this may be required during exchanges taking place between the operational players of the RU appointed by the latter as its representatives and those of SNCF Réseau, when such exchanges are a result of the information obligations or serve as notification of the network usage or operating documents (§ 6.1.3.2). These may include, for example, cases of diversion, the announcement of trains carrying radioactive material, the announcement of long trains, etc.

6.1.5.2 Recording of communications with the SGC and central substations

As part of operational management of train movements, SNCF Réseau operational players (CNOC, COGC, staff manning signal boxes, etc.) and substation control centres record all conversations connected with operations that take place via service telephones, the ground-to-train radio or the local business radio. These recordings constitute a processing of personal data bearing on RU employee conversations, that aims to help maintain and improve the security level of the rail.

The legal basis for this processing is the legitimate interest of SNCF Réseau, in accordance with the RGPD, consisting of:

- maintaining and improving operating performance and process safety levels;
- - the need for SNCF Réseau to ensure its mission as head of the investigation.

As the person responsible for this processing, SNCF Réseau defines the methods for processing the recordings, guaranteeing compliance with the Protection of Personal Data and Individual Freedoms (RGPD).

The purpose of data processing in connection with the recording of communications is:

- to conduct investigations into rail safety incidents (incidents linked to rail activity that have or could have an impact on the safety of the rail system) and OHS (Occupational Health and Safety) carried out by SNCF Réseau or any legitimate authority (Judicial Police Officer, Public Rail Safety Establishment, Land Transport Accident Investigation Bureau, Labour Inspectorate, etc.);
- to obtain feedback following incidents/accidents by the RU concerned or the SNCF Réseau service provider concerned;
- to monitor and control the quality of the application of procedures, as well as manage and coordinate safety and regularity by SNCF Réseau;
- - Feedback following incidents and training (training of traffic operators and maintenance and works operators on procedures and professional actions) by SNCF Réseau.

The retention period for data stored on the recorder is set at 2 months from the recording date.

This is a sliding archive where data that has expired is automatically overwritten by subsequent data.

The retention period can be extended once the data has been exported:

- - 2 months for safety feedback (REX) following an incident by SNCF Réseau or training for SNCF Réseau agents;
- - One year for the purposes of investigating rail safety incidents and Occupational Health and Safety (OHS). However, in the event of a serious accident (with loss of human life, for example), the data will be stored for the duration of the dispute, without exceeding 10 years from the date of extraction.

Listening to the recordings is strictly limited to authorised persons from SNCF Réseau but also, in the context of safety feedback operations, to authorised representatives of the RUs involved or of SNCF Réseau's service providers , or to any legitimate authority with the power to request access to these recordings or their requisition (police and judicial authorities, BEAT-TT, EPSF, labour inspectorate, labour inspectorate).

Considering the purpose for which SNCF Réseau accepts that RUs may access these recordings, SNCF Réseau reports, in full transparency, at the request of EPSF, on the authorisations to access the recordings granted to RUs.

The conditions of access for RUs are specified in the text 'GOC Rules'.

In accordance with Law No. 78-17 of 6 January 1978 and Regulation 2016/679 of the European Parliament and of the Council of 27 April 2016, the persons concerned by the recordings have, under the conditions and within the limits provided for, the right to request access to their personal data, the rectification or erasure thereof, the limitation of the processing concerning them, as well as the right to object to the processing of their data (in the event of a legitimate reason), the right to define directives on the fate of their data after death and the right to portability.

The persons concerned may exercise their rights by contacting dpo@reseau.sncf.fr. dpo@reseau.sncf.fr

Furthermore, if the data subjects consider that the processing concerning them constitutes a breach of the regulations, they have the right to lodge a complaint with the CNIL or any other equivalent competent supervisory authority.

It is the responsibility of each railway undertaking, in its capacity as manager of the personnel concerned, to take all necessary measures to inform its employees of the existence, methods and purposes of the processing of personal data relating to the recording and, where applicable, the listening of

communications exchanged with SNCF Réseau agents, in accordance with the requirements of Regulation (EU) 2016/679 (RGPD). To this end, railway undertakings may usefully refer their employees to this article of the NS, which specifies the conditions under which this processing is implemented by SNCF Réseau, so as to complete their own information system in application of the RGPD.

6.2 OPERATING PRINCIPLES

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

- Route setting, excluding the operation of safety facilities considered to be simple;
- Tracking and sequencing train movements, carried out for the most part within the Operational Traffic Management Centres (COGC, CNOC);
- Operational supervision of the safety aspects, taking precautionary measures in the event of incidents or potential safety risks and informing the outside authorities;
- Coordination and management of crisis situations (technical document "Coordination and management of crisis situations").

The detailed rules are described in the " GOC Rules" network usage document, knowledge of which is essential to complement this Chapter 6. It is cited many times in this document.

6.2.1 LANGUAGE

The language used in conjunction with the operational management of train movements is French, except on certain border sections where provision may be made for use of another language. The Local Operating Instructions for these sections indicate the language in which such communications are to be made.

As drivers need to communicate with the infrastructure manager on crucial safety matters, they must have linguistic knowledge in the language indicated by the infrastructure manager concerned.

This knowledge must enable them to communicate actively and effectively in everyday, problematic and emergency situations.

More specifically, drivers must be able to use the messages and communication method specified in the "Operating" TSIs.

6.2.2 OPERATIONS PRIOR TO TRAIN MOVEMENTS

6.2.2.1 Declaration of the actual consist of a convoy by the RU

The RU must provide the movements operatives with information about the actual consist of the trains they intend to run each day on the train paths allotted to them.

The list of data to be declared (actual tonnage, specific consignments such as exceptional consignments or the transport of hazardous goods) is derived from the European technical specifications for interoperability (STI-TAF and STI-TAP).

The actual train consist must be declared before the start of the train movement (and at each change), sufficiently in advance to allow it to leave under good conditions.

This must take place via an STI standardised computer flow or via the DINAMIC IS interface (which is fed with the HOUAT data and thus has all train paths that should run on a given day), by the Freight and by

Passenger RUs. Non-compliant declarations, both in terms of format and content, shall be considered to be non-executed.

The RUs using the flow must at least use the French versions of the TCO 2.1.6 messages for freight activities and PTC 2.1.6 messages for passenger activities. The contents of these messages are described in a file available for download from the " Documents cited in the NS" page on the SNCF Réseau website. Any version changes affecting the messages shall be notified by SNCF Réseau with a minimum advanced notice period of six (6) months.

Train movements of undefined timing as well as certain SNCF Réseau train movements intended for conveying and approaching the terminal are not subject to declarations for actual train consists.

When the characteristics of a train are altered in transit and this was not envisaged, the RU must inform the movements operators accordingly before the departure of the train from the place where the change occurs, and modify the actual consist initially declared in due course.

The "Safety" procedures also described in the operating documents remain applicable in full.

If SNCF Réseau observes or is informed that the characteristics or consist of a train do not comply with the information transmitted by the RU prior to the train's departure from its point of origin or the place at which the change occurred, it will be considered that the RU has not fulfilled its declaration obligation for said convoy.

In order to encourage the RUs to comply with the obligation to declare the actual train consist, a possible train dismissal system is defined in §5.6.7.4.

6.2.2.2 Request for non-conformance acceptance

As soon as the RU detects a possible degradation to the performance of the train path or a modification involving a stop before departure, it must request acceptance of its train movement from SGC, using the Acceptance of Non-Compliance Request process (DANC).

The RU must make this request via the DINAMIC IS or the DANC flow before the train departs from its point of origin and specify the type of non-compliance and the consequences thereof as predicted by the RU in terms of the train's movement.

The request must be transmitted early enough to allow the SGC to study and implement any measures deemed useful.

The SGC may refuse the DANC, in particular if the consequences in terms of train movements are not acceptable.

This process is described in the " GOC Rules" document.

6.2.2.3 Changes to the status and train path times

In principle, the train runs in accordance with the special features associated with the allocated train path.

In the event of differences between the train path status, itinerary or times, and the actual train movement over the train path, it will be up to the RU to ask SNCF Réseau to change the train path status, depending on one of the following cases:

- Confirming an option (in full or in part): case of a train scheduled on an optional train path and in fact running on all or part of the route set for the optional train path;

- **Downgrading to optional (in full or in part):** case of a regular train not running over all or part of its regular train path, the unused section of the train path remaining reserved and becoming optional for the particular day;
- **Cancellation (in full or in part)**: case of a train path, regular or optional, cancelled for a given day over all or part of its length. In such cases, the corresponding capacity will no longer be maintained at the RU's disposition;
- **Substitution**: case of a train path to substitute for the plotted route of a requested new train path, on the condition that the characteristics of the train for the requested train path are identical to those of the train path to be substituted. In this case, the applicant shall specify the obligatory characteristics and, in particular, the origin and terminus of the train path to be created.

6.2.2.4 Unscheduled operations on the train path (guided manoeuvre, un-plotted non-guided manoeuvre, crossing of trains, longer train than planned, etc.)

Train preparations at the origin of the train path and the operations conducted at halts in transit and on arrival at the terminus of the train path may require the RU to perform a number of operational functions (including operating safety equipment) using its own resources.

In cases where these clarifications are not included in the train path request, the RU shall inform the SGC at local level of its requirements for use of the NRN in terms of guided and non-guided manoeuvres, and stabling of rolling stock.

Any change to the transport plan affecting the track occupation diagram (GOV) (longer train than planned, increased stabling time in the origin/terminus station, etc.) must be discussed with the local SGC, which may refuse it. The “Long Trains” process is detailed in the "GOC Rules" document.

In any case, the information must be transmitted in sufficient time for the implementation of the relevant measures by the.

In some stations, service standards have been established and are included in the local operating instructions. SNCF Réseau may allow RUs to exceed these standards, where they provide a justified request.

Moreover, certain sites have an operating compendium describing the facilities in the railway complex and specifying the operating conditions thereof to ensure optimal use of the site guaranteeing a reliable and robust operation for all its users.

Apart from the functional description of the facilities useful for train production, it also details the operating rules of the complex.

These rules are established in consultation with the Railway Undertakings using the site and apply to all users.

6.3 RULES FOR THE OPERATIONAL MANAGEMENT OF TRAFFIC

6.3.1 PRINCIPLES

The operational management of train movements is organised by the SGC at different levels of responsibility:

- Local level: command-control posts for switching and signalling facilities, running sectors (SC) (*);

- Regional level: the Operational Traffic Management Centre (COGC) (*);
- National level: National Operations Centre for Traffic (CNOC).

(*): *the "local" and "regional" levels may be physically grouped together into the Centralised Network Control (CCR) or equivalent. Certain functions are therefore referred to by another name in the text.*

The table below shows the tasks performed by each of these levels of responsibility, followed by a fuller description of each:

Structure and actor		Local (signal box)		Territorial (COGC, CCR or equivalent)		National (CNOC)	
Task (1)		Traffic agent (AC)	Local traffic manager (CCL)	COGC Coordinator (CRC)	Traffic controller	National Coordinator (CNC)	Corridor coordinator
1	Control of facilities	**X**					
2	Active tracking of train movements and reporting	●	●	●	**d**	●	**d**
3	Local coordination		O				
4	Traffic control		O		●		●
5	Corridor coordination						O

(1) Player responsible for decisions at the SGC
X: Task carried out by a single manager **d**: Delegated task
● : Systematic task carried out at various levels of responsibility O : Task performed as and when required

6.3.1.1 Control of facilities

The traffic agent (AC) organises train movements in their Traffic Sector (SC) and plans ahead in order to be able to take any action made necessary by the particular circumstances or have such action taken depending on whether or not it falls within the scope of their authority. In certain posts, the traffic agent is supported by one or more signalmen. In the bigger railway centres, the Traffic Agent may be answerable to a Traffic Manager (CCL).

In cases specified in the local operating instructions, some "basic" equipment (for example: manually operated switches or safety locks or authorisations giving access to sidings or junctions) has to be handled by duly authorised employees of the RU, under its responsibility and at its expense.

The traffic agent or Traffic Manager will have systems at their disposition enabling them to make contact with the RU's trains or be contacted by them (either on a permanent basis via ground-to-train radio on lines suitably equipped or on an intermittent basis via the various lineside telephones).

6.3.1.2 Active tracking of train movements and reporting

These fundamental tasks determine the quality of service provided by operational train management and the mandatory services provided to the RU, in particular information about the movement of their trains. They must be performed constantly and systematically at all production levels and be adapted to operating requirements on the network in compliance with the service standards in force on the network.

Active monitoring consists in permanently monitoring the theoretical train path and its actual traffic, to detect any deviations, analyse their impacts and find solutions.

The players performing this task are:

- The traffic agent (or Line Manager on lines where this function exists, or the Traffic Manager).

Using the indications of the resources provided that indicate the actual traffic, he or she compares the results obtained with the theoretical situation to determine any discrepancies, explain their origin (as far as he or she is concerned) and react according to the relevant prerogatives (which differ depending on whether or not it is located on a regulated line, and whether or not it is subject to local coordination).

  - On regulated lines, the Regulator is in charge of the active traffic monitoring task autonomously, by delegation of the COGC Coordinator, and alerts the latter whenever needed.
  - On HSL, the CODAX conducts the active traffic monitoring by delegation of the National Coordinator.

Players ensuring permanent overall supervision:

- The COGC Coordinator

He or she exercises permanent supervision, using the indications supplied by the means at his/her disposal and reports received to exert close supervision over the catchment area of his/her operational area (COGC, CCR, etc.). He or she is particularly responsible for initiating operational processes such as holding back or diverting a train, implementing capacity restriction rules, bringing in emergency or lifting equipment, on occasion requisitioned from the RUs, calling in outside assistance, alerts, etc. He or she is one of the contacts for the driver in case of delays on the line.

- The National Coordinator

Within the CNOC, he or she exercises permanent global monitoring of the entire national rail network and reacts to the opinions received (generally from a COGC coordinator) to exercise more accurate supervision over a critical zone requiring intervention at his or her level. He or she also triggers the resulting processes, such as direct management of an incident with a supra-territorial impact, the coordination of the measures to be adopted by the COGC, opinions, etc.

6.3.1.3 Local coordination

In some heavily trafficked railway centres, the operational management of train movements cannot be efficiently handled by the traffic controller. These places constitute traffic centres (or coordination centres (SCo) in CCR or equivalent) where the coordination of train movements is handled by a Traffic Manager (CCL). Such tasks call for active tracking of all train movements at the railway centre concerned.

6.3.1.4 Traffic control

On the busiest lines within the network where the challenges are not met by the sole active monitoring mission exercised by the COGC coordinator, he or she will be assisted by one or more regulators.

These will each be responsible for their particular traffic monitoring and train sequencing areas for "controlled" lines, which will enable them to be constantly aware of potential route conflicts and decide on remedial action to be carried out by the traffic agents (AC) or Traffic Managers (CCL).

In addition to preventive action of this kind, the traffic controller will be in charge of introducing palliative measures to cope with events that interfere with traffic. He will also perform those safety functions conferred on him by the regulations.

6.3.1.5 Tasks within the CNOC

On High-Speed Lines and network corridors where long-distance traffic is significant and constitutes a major challenge, it may be necessary to enlist a Corridor Coordinator (CODAX) to assist the National Coordinator of the CNOC.

On high-speed lines, the Corridor Coordinator is responsible for traffic sequencing missions (excluding safety aspects) and steering incidents to the representatives of the local and regional SGC.

On the specifically defined long-distance traffic corridors, the Corridor Coordinator and Long-Distance Supervisors (TLP) are responsible for the specific and systematic monitoring of long-distance trains. They coordinate the basic actions of the individual controllers in relation to such trains, which are potentially more incident-prone.

The Long-Distance Train Supervisor (TLP) is in charge of permanently monitoring Long-Distance Trains. In principle, a TLP is a train that crosses at least four (4) COGCs.

In direct contact with all the CRCs and the different appointed RU operators, the TLP Supervisor monitors the TLPs according to a predefined list validated at the start of each annual service (trains portfolio). The TLP Supervisor coordinates all the COGCs along the routes and solicits the National Coordinator if there is a need to derogate from the traffic priority rules, in application of the provisions under Article 304.1.5.3 pertaining to Long-Distance Train traffic in the "GOC Rules" text.

All of these TLP movements are communicated to all COGCs through the daily distribution of a list of long-distance trains in the ISITRAC tool.

6.3.2 OPERATIONAL MANAGEMENT IN EVERYDAY SITUATIONS

In a nominal situation, the train diagram is applied by the movements operatives, who set the routes planned and agree to the work at the appropriate moment.

Robust rail operations require minimising and controlling the differences between the service designed and the service produced. Rigorous operational implementation is essential. Keeping to the planned route is essential. “Keeping time” is an objective shared by all stakeholders (IM and RU). (See text AR01424 (OG 01 B) “Robustness of rail-related services – Application of traffic graphs”, available on the page “Technical documents cited in the Network Statement”)

The theoretical schedule may be prevented from going smoothly to plan in practice by a certain number of events affecting infrastructure, the RU's own production processes and events external to the network. To re-establish smooth running, it will therefore be necessary to take action based on application of the operating rules described in the articles below and more precisely in the "GOC Rules" document.

6.3.2.1 Implementation by the SGC of train movements as planned

The SGC will apply the organisational arrangements described in **§ 6.3.1** above and ensure that the necessary resources are provided to enable trains to run in line with the capacity allocated to the RU by SNCF Réseau, allowing for normal operating contingencies.

In particular it has to ensure that lines are open to traffic (including ensuring that the electric traction facilities on them are working properly for the train movements concerned) and that the signal boxes are equipped with resources compatible with the traffic scheduled in the train diagram.

The SGC will adopt special organisational arrangements in the event of major traffic contingencies.

A. The train ready / train not ready declaration

In addition to the actual consist declaration described in § 6.2.2.1 above, all trains ready to access the national rail network for the first time via a train path, after halts en route in the event of any change to the train consist must be subject to a "train ready declaration" to the SGC, to the traffic sector giving them permission to access the National Rail Network. The "train ready declaration" aims to indicate to the SGC that it can manage the train movement (or resume the management after a stop).

On certain sites, set out in the local operating instructions, the train ready declaration is not required and the management is conducted for a departure at the train's theoretical time. Therefore, if the train is not ready, the SGC must be informed sufficiently ahead of the theoretical departure time, then once the train is ready, the RU must inform the SGC accordingly.

During 2025, at sites where local operating instructions so require and in accordance with the relevant terms, the RU must use the "Train Ready Message" via an IS feed in the Common Interface for train ready and train not ready declarations, in accordance with EU Regulations No. 1305/2014 EC of 11 December 2014 (TSI TAF) and No. 454/2011 EC of 5 May 2011 (TSI TAP).

B. Start on time (H00)

Managing train departure punctuality and regularity contributes to the robustness of operations and the performance of the rail system. To be on time, every second counts: it's measured in 0 minutes. This robustness is worked on at every stage of the process, on every time scale, and depends on the performance of all the players involved: SNCF Réseau, SNCF Gares & Connexions and the RUs. Within this framework, nine (9) standards have been defined and each RU undertakes to respect them in order to guarantee the on-time departure of its trains in passenger complexes.

These standards (hereinafter referred to as "H00 Station + Line System standards") are described in the document "Booklet of the 9 H00 Station Line System standards", which specifies the expectations and the different levels of maturity. This document is published on the "Technical documents cited in the Network Statement" page on the SNCF Réseau website.

- Design standards
  - Operating compendium
  - Robus'test
  - Timing of local movements
  - GOV H00
- Operational H00 standards
  - Measurement
  - Inter-business line rituals
  - Timeline
  - Ledger
  - Supervision of the complex

The associated objectives are managed by SNCF Réseau and their implementation involves all the players in the system, both on site and in the regions.

To improve operating performance, in particular by deploying these standards, SNCF Réseau also offers additional services, described in the service offer catalogue.

C. Accepting the movement of a train in advance

The movement of a train in advance is subject to the safety provisions stipulated in the technical safety regulations and operating documents.

The movement of a train in advance is subject to the explicit approval of the SGC which studies the impact on ongoing traffic, from COGC to COGC, including in terms of station track capacity management (sidings, tracks used for the SGC's needs, etc.).

The benefit resulting from train movements in advance must not be a source of downstream disruption. Moreover, it does not guarantee the preservation of this advance up to the train's destination.

Accepting a train handed over late due to the RU, leaving from the origin station of the train path

- When the train is less than five (5) minutes late leaving the station from which the train path originates, its forwarding will in principle be ensured.
- Whenever the train is more than five (5) minutes late without exceeding three (3) hours, the SGC will try to minimise the consequences of the delay and slot the delayed train into the timetable. Its efforts will be made easier if the RU has been able to warn the SGC in advance of the delay and give an indication of its expected duration.

  Provided that the estimation of the expected delay is reliable, this prior consultation will enable the SGC to better organise a slot for the train in the running diagram and work out a likely time of arrival at the terminus or at an intermediate point.

  The estimation produced by the SGC (assessed by COGC per COGC) will be based on the current state of traffic on the network and the events known at the time it is established. The result will not be a recalculated train path, nor a guarantee, but a prognosis of how the train could be slotted into the flow of traffic.

  In the absence of prior consultations, the SGC may, at the request of the RU, work out the likely time of the arrival of the train at the terminus or an intermediate point under the conditions set out above.

  When the time comes, the train will be slotted into the diagram in application of the priority rules (§ 6.3.2.2) and using an opening that will not have adverse repercussions on traffic as a whole, in order to minimise the train's delay.

  In the case of distress, the SGC shall undertake to run a rescue train as soon as possible.

- When the delay exceeds three (3) hours (due to the RU), the train path right will be forfeited and the SGC cancels it. If the capacity applicant still wishes to run the train, he will have to submit a request for a new train path. This rule will not be applicable to trains from the railway network of another country arriving late at the interface with the national rail network. In certain appropriate cases (transport specificity, long distances, adaptation to a pandemic, environmental or social context, transport of radioactive materials, etc.), the SGC may, upon request from an RU, postpone the application of the automatic cancellation rule in the case of a delay of more than three (3) hours.

  In the case of a train coming from a foreign IM and arriving with a maximum delay of eighteen (18) hours, the train path is not automatically cancelled and the SGC does not demand a new train path application. However, the SGC must ensure that the train path number does not generate a duplicate.

E. Compliance with haulage conditions

Trains shall comply with the haulage conditions to ensure the line section in question is returned to operating conditions, excluding exceptions agreed with the SGC and included in the Technical Information (RT). The SGC may impose additional constraints in the event of unforeseen circumstances (§ 6.8.5).

The acceptance conditions are defined for a given section of line, by compliance with:

- a maximum load for a given train ensured with ordinary equipment,
- a minimum engine power for a given train ensured with specialised equipment.

The RU will be informed in the event of a major or imminent risk connected with failure to comply with the safety regulations, and the SGC may decide to halt the train as a precautionary measure and must immediately inform the EPSF of this decision.

When the train performance deterioration in relation to the train path occurs while it is running, the driver must inform SGC. They will then look at the likely impact and the consequences for the train diagram. The SGC may authorise the train to continue its journey (with a delay or even offer a diversion) or decide to stable it. The SGC must be made aware of any operations carried out en route that affect the speed of train movements (for example, dynamic brake testing).

F. Equivalent routes

The SGC will send trains via the route planned in the timetable of the allocated train path.

However, at railway junctions and on lines for which the operating documents allow for equivalent routes, the SGC may send trains (see the network use document "RFN-IG-TR04 C-01-n°001 "Operational Management Rules for Traffic") on any one of the designated itineraries in the operating document (Article 20 of the Administrative Order issued on 9 December 2021) called "technical information", respecting the safety regulations in force.

Consequently, railway undertakings must have the capacity (knowledge of the line, compatibility of the rolling stock, route mass, etc.) to use all of these routes. To do so, they must comply with the requirements of the technical information for each line in question, which also shows the maximum limits for the following aspects:

- Train braking power;
- Special traction conditions;
- Maximum mass of the trains;
- Specific maximum train length.

This implies in particular that in the case of two (2) equivalent routes with a different maximum routing mass, the RU must comply with the lowest threshold in order to be able to take either of the two (2) routes.

6.3.2.2 Operating rules when the theoretical running conditions cannot be guaranteed

Any confirmed or potential event interfering with the compatibility between trains, or between trains and works will be detected and conflicts analysed by the players in charge of active train movement monitoring.

- **Movement priority between trains**

Conflicts arise when trains worked on train paths that were compatible when the train diagram was produced run in ways that cause their routes to come into conflict or be bound at some stage to conflict.

Where relevant, SGC decides on a new sequencing for these trains, i.e. to change the order in which they will run.

The principles governing the application of the priority rules are as follows:

- The order only applies if physically possible (infrastructure allowing for the overtaking of trains).
- A train is considered on time if it has less than five (5) minutes' delay.
- A train running on time cannot be made to run late because of another train not running to schedule, especially a goods train using a freight corridor

This rule is not, however, absolute, and the SGC may deviate from it in the interest of overall traffic flow to ensure system performance, when the application of the preceding rules becomes impossible if they would lead to a significant downgrade in the flow and smooth running of traffic.

The non-discriminatory handling of RUs by the SGC results in the following rules of priority in the cases below:

- Conflicts between trains of different RUs:
  - If the conflicting trains are all running late, they are classed by order of decreasing speed (i.e. the average speed resulting from the service provided by the trains on the section of line concerned is taken into account).
  - If this factor cannot separate them, priority is given to trains carrying passengers over trains not carrying passengers.
  - Then, if this factor still cannot separate them, priority will be given to international trains.
  - Finally, if this factor still cannot separate them, priority will be given to the train with the earlier theoretical schedule (in the theoretical order).
  - Conflicts between trains of the same RU (where production is divided between several entities each operating more or less autonomously on a transport service):

    The order is determined on the basis of the principles previously indicated (for a service schedule) by the RU concerned, insofar as its preferences will not restrict capacity on the network and have been validated by SGC. If such principles are not communicated, the SGC will apply the rules set out above.

All of these rules also take priority over the special regulations for each RU. The final operational decision will be made by SGC.

The rule will not apply if the train affected by the conflict is running ahead of schedule. Nor will it apply if the delay caused to the priority train would make it late by less than a threshold value of five (5) minutes.

The rule is not absolute in the sense that the SGC may dispense with it in the interest of smooth running or in pursuit of maximum operating flow, if justified.

The "GOC Rules" document provides precisions on the application of this article.

Moreover, some freight trains may be prioritised. This concerns freight trains of national importance:

- For industry (production shut-down risk).
- For persons (staple foods, fresh products, etc.).
- For health (epidemic risk caused by the use of water, etc.).
- For safety reasons (dangerous substances).

These trains are run in line with the openings in the signal boxes and, in conjunction with the railway undertakings concerned, resorting to the possible use of train groupings, in cascade, or over limited periods.

- Priority between trains and works

Other than in cases of force majeure, works objects will normally be scheduled as planned.

They may however be allocated with a maximum delay of fifteen (15) minutes in the event of late arrival of the works train. This offset delay can be compensated, where necessary by the possibility of holding back the train closing the interval by a maximum of fifteen (15) minutes. This compensation must be requested by the construction manager (RPTx) from the SGC, who studies the feasibility and grants this request where applicable. This device also applies for so-called "red night" works, which describe key works for the network that are indivisible and with a small margin.

Moreover, the maintenance unit, whether it be SNCF Réseau or another IM, defines the list of works classed as "severe" on a daily basis. These are priority and/or sensitive works (as a result of their nature, issues regarding network availability, etc.) to which particular attention must be paid. These works may be subject to overlap scenarios with which the RUs are associated.

Finally, outside of fault clearance work and exceptional situations, the running of work trains on HSLs is not allowed between commercial train traffic.

6.3.3 DOWNGRADED SITUATIONS AND CRISES

Any incident or disruption on the national rail network does not necessarily turn into a rail crisis. It is therefore important to distinguish between downgraded situations and crisis situations.

The management of downgraded situations and crises is the subject of specific management and coordination efforts concerning the organisation, modes of operation and processes that make it possible to respond to four (4) issues:

- Return to nominal rail production as soon as possible.
- Set up an effective system of support and information for customers.
- Alert and continuously inform representatives of partner institutions and public opinion.
- Work effectively with public services in emergency situations.

6.3.3.1 Downgraded situations

A downgraded situation is an incident with repercussions on the transport plan, the consequences of which remain minor and whose management is the responsibility of the permanent operational bodies.

Managing downgraded situations is the responsibility of SNCF Réseau and does not lead to the opening of crisis rooms.

When an incident occurs on the national rail network, an incident manager is appointed within the service responsible for the operational traffic management. He is responsible for finding a management strategy for the downgraded situation and also returning the situation to normal. He must inform the railway operators and the higher levels of the department in charge of operational traffic management.

The SGC must quickly measure the impact of any traffic disruption on the national rail network, and its likely developments. It must establish the provisions for restoring the nominal situation or to an agreed intermediate stage which it will communicate to the RU.

To facilitate the restoration of the nominal situation and optimise train movements, scenarios are drawn up by the RUs.

For the purposes of this paragraph, running conflicts between trains in the absence of incident shall not be considered disruptions.

6.3.3.2 Crisis situations

A railway crisis situation is characterised by:

- A major disruption of railway operations causing major damage to RU transport plans, coupled with a high degree of uncertainty as to the return to the nominal situation in a timely manner.
- A high risk of impact on the customer and/or the image of the rail system.

The severity of incidents is assessed on a scale from one (1) to six (6). A crisis situation is established from level 2. One or more crisis rooms will be opened to manage the coordination of incidents by taking account of the interests of the IMs, SMs and RUs concerned.

SNCF Réseau ensures the operational coordination of crisis management within operational crisis rooms. This coordination is systematically conducted remotely and onsite (within the limits of the hosting possibilities). There are two (2) levels of operational crisis rooms:

- The territorial rooms, distributed according to a network defined by SNCF Réseau;
- A national room, also called the CNOF crisis room.

The principles of crisis management coordination are described in Chapter 5 - Services and Charging- and in reference document OP00321 "Crisis Management Coordination for the Railway System", available on the "Technical documents cited in the Network Statement" page on the **SNCF Réseau website**. Each operational crisis room is headed by a quickly available SNCF Réseau representative, the Regional Operations Director (DTO) for regional rooms or the National Operations Director (DNO) for the CNOF crisis room. It brings together, either remotely or onsite, the representatives of the RUs, Station Managers (SMs) and IMs concerned by a crisis, as well as the representatives of the different business lines and departments of SNCF Réseau: rail traffic and infrastructure maintenance. A same representative may receive several mandates.

The crisis rooms do not replace the operational teams of the IMs, SMs and RUs, who remain in charge of the operational procedures, nor do they replace SNCF's teams in the field. However, they have the power to orientate the action of the operational players, by taking decisions on the conduct of the resumption operations as well as on the measures making it possible to minimise the consequences of crises on the transport of passenger customers and freight (speed restrictions, line checks, "Stop Traffic", etc.).

In order to handle the different aspects of a crisis effectively, the crisis rooms shall implement the standards and main principles of crisis management. In principle, decisions are adopted by consensus. Failing this, the DTO (or DNO if the CNOF room is activated) shall decide of the measures to be taken in the interest of the system. These decisions are imposed on the members and operational teams of SNCF Réseau and the IMs, SMs and RUs. Operational rooms ensure the overall handling of the crisis by ensuring the balance between the different interests present: IMs, SMs and RUs. Seeking this balance may sometimes lead to ruling out the systematic application of the rules laid down in this Chapter 6.

The other Infrastructure Managers and the Stations Manager may also opt into this crisis coordination and management system.

6.3.3.3 Impact and likely developments

The RU will continue to be aware of the situation as regards train movements by virtue of the location information.

The SGC shall inform the RU concerned, applying the principles set out in the "GOC Rules" document and allowing for likely developments in the situation. This information will be based on an analysis of the impact of the disruption obtained from information collected by the SGC.

Such information may concern only the CF itself (faulty equipment, etc.) or the production of an RU responsible for the disruption (failed train, etc.).

To facilitate the diagnosis used by the SGC to make its disruption management decisions, the RU at the origin of the disruption or affected by a disrupted situation keep the SGC permanently informed (by telephone and through the Cœur Incident Ferroviaire application, etc.) of the factual or provisional elements available.

The RU may also inform the GSC via the "Train Running Interruption Message" in the TAF-TAP TSI, particularly in the event of prolonged parking beyond the scheduled time or in the event of an accidental stop.

Traffic operations under downgraded conditions will take place in accordance with the operating rules described above (§ 6.3.2).

6.3.3.4 "Stop Traffic"

The "Stop Traffic" is a phase (decided) of a crisis management process during which the traffic is stopped. This is an intended interruption, on the initiative of the incident manager of the regional or national crisis room (depending on the level of severity) to meet several intermediate objectives. The "Stop Traffic" can thus be deployed by the DNO starting from an incident quoted G3.

The aim is to avoid or limit the accumulation of trains upstream of a point where the operating capacity is reduced, or speed up the resorption thereof in this way.

It is up to the crisis manager to put an end to this "Stop Traffic" phase when the unfolding situation in the field has clearly made it possible to regain more favourable operating conditions.

The traceability of decisions and the information to the RUs will be made through the CIF application.

6.3.3.5 Operational management of emergency situations

In the event of an accident or serious incident, SNCF Réseau and the RUs must take the immediate measures necessary to ensure the safety of users, rescue teams, personnel, third parties and rail traffic, as well as the protection of the environment.

In order to manage emergency situations, each local traffic managing service must have established, in consultation with the competent administrative authorities, an Operation and Safety Plan (PIS) in accordance with the requirements set out in the Administrative Order of 12 August 2008 (*). Appendices to the PIS describe the sites likely to present particular risks with regard to the operating conditions, the particularities of the infrastructure or the difficulties of access. This is particularly the case for internal emergency plans (PUI) relating to the transport of dangerous goods.

This plan is distributed to each railway operator affected. Railway operators are required to adapt their organisation to the requirements of these plans.

Depending on the type of security event as understood by the Administrative Order of 12 August 2008 (*), the traffic management service informs the public emergency services and informs the competent local prefect without delay.

Information about the measures implemented by the railway operators and the human, material and technical resources deployed or available to respond to requests from the traffic managing service must be included in the PIS, in particular:

- The premises, human, material and technical resources they use or have available;
- The organisation and methods of information and support for families;

- The organisation of information, refuelling or evacuation of passengers.

A system of replacement and permanence of the directors must ensure the continuity of the service, in order to continue managing emergency situations.

It is the responsibility of the RU or another contracted RU to represent their RU at an incident.

(*)*: Administrative Order of 12 August 2008 pursuant to Articles **45** and **46** of Decree No. 2019-525 of 27 May 2019 on the safety and interoperability of the railway system.*

6.3.3.6 Ascertaining the facts in the event of accidents, incidents or situations posing a serious and imminent threat

In order to establish the facts in the event of an accident, incident or situation posing a serious and imminent threat, a report on the first facts of the case (RCI) must be drawn up jointly by the representatives of SNCF Réseau and the representatives having received an authorisation, designated by each of the RUs concerned.

This will indicate, at the earliest possible stage, the nature of the particular event, its circumstances and consequences, when these are known, and set out the facts precisely and objectively. This report must be signed by the representatives of the parties concerned, each of them having the possibility, if applicable, of indicating their reservations in relation to all or part of the details contained in the record of immediate findings.

SNCF Réseau may call upon "experts" as per the conditions set out in document RFN-IG-TR 04 D-03-No. 001 "Incidents and accidents– Report - Protective measures and Investigation".

6.3.4 SPECIAL MEASURES APPLICABLE IN THE EVENT OF INTERNATIONAL DISRUPTIONS

a. An international disruption is a foreseen or unforeseen disruption lasting for three (3) days or more, having a strong impact on the regularity and the national railway network production.

b. Disruptions lasting for three (3) days or less are managed based on the essentially bilateral daily cooperation led by the national traffic management centres.

c. RUs are invited to draw up their own traffic plans, if this has not yet been done.

d. For Railway Operators meeting the conditions to access the national rail network:

- Whenever an incident requires a diversion moving the border point, SNCF Réseau organises telephone conferences with the neighbouring IMs in order to coordinate the traffic (named "virtual crisis rooms"). It is also possible to communicate in English in these virtual crisis rooms. RailNetEurope has created a list of contact information for the contact points of the European infrastructure managers.
- Whenever the incident does not require a diversion moving the border point, it is usually unnecessary to call upon the virtual crisis room. If necessary, standard bilateral coordination may be used.
- Routes using another border point than that initially scheduled are defined in consultation among the IMs with an assessment of their capacity in compliance with this document, then are made known to the international RUs as "diversion routes".

- An ad hoc adjustment unit is deployed by SNCF Réseau for the duration of the disruption in order to facilitate the processing of last minute train path requests from the authorised RUs.

6.4 TRAIN INFORMATION AND MONITORING TOOLS

6.4.1 NATIONAL TOOLS

- SEE-TRAINS

Makes it possible to visualise the theoretical and actual train path graph and works areas

- ORE

Makes it possible to consult traffic data, delays and the reasons thereof, in delayed time (D+1), as well as extract data.

- DINAMIC

Interface and dialogue tool among RUs and IMs materialising traffic information (actual composition, requests for non-conformance acceptance, etc.)

- COEUR INCIDENT FERROVIAIRE which includes:

- DURANDAL 2

  Sharing tool for railway operators for the management of downgraded situations and crises. Ensures decision traceability.

- SPID

  A sharing tool that enables the operational players to take the appropriate steps in advance, so as to reduce the consequences on the transport plan, and ensures better information. Makes it possible to consult traffic data, delays and the reasons thereof, in real time.

- @ BOR: Bulletin d'Ouverture du Réseau (Network Opening Bulletin)

  Mapping of traffic capacities on the national rail network during a period of strike movement.

- ISITRAC

  Real-time inventory of the day's traffic for crisis management supervision, information and coordination purposes

- DBC

  Hot box detector [Détecteur de Boîte Chaude]

- SUMMARY
  - TRAFFIC: makes it possible to consult train movement routes, delays and the reasons thereof, in real time.
  - INCIDENT: provides real-time information about incidents and all the traffic affected.

6.4.2 INTERNATIONAL TOOLS

- TIS

Tool for the management of international trains that delivers traffic data in real time. This data stems from the information systems of each country.

6.5 RULES FOR MAINTAINING NETWORK AVAILABILITY

6.5.1 MANAGEMENT OF CAPACITY RESTRICTIONS

- Train stabling

In the event of contingencies when it is no longer possible to run trains by their planned route, an equivalent route or a diversion, the SGC may stable some trains. In this case, it will inform the RU concerned and let it know the forecast return to service of the train(s) concerned and any restrictions associated with the subsequent return to service of the trains. If the situation allows it, the SGC will consult the RU on the choice of stabling location.

If a train is subject to stabling on a route not planned for in the train path, its train path number remains valid for a maximum of eighteen (18) hours after the time it was to theoretically pass the relevant stabling point.

After this period:

- the path is deleted:
  - On the remaining route, undetermined running by decision of the GSC, after agreement with the RU, in the absence of incompatibility with a safety requirement (MI request by the RU with allocation of an MI number by the GSC),
  - Otherwise, the RU must submit a new train path when leaving its stabling point, especially if safety recommendations are involved (transporting radioactive materials…)
- However, by decision of the GSC and after agreement with the RU, the path may be retained provided that the path number is not already in use and does not create a duplicate. Particular care is taken when putting it back into circulation (safety instructions, tools, AC notices, etc.). In addition, the operating rules for delayed trains remain valid.

In the event of unplanned stabling under the responsibility of SGC, requests from an RU requiring a last-minute train path (SDM) to depart from the stabling point shall be handled as a priority. The RU should indicate this in its request, giving the relevant BREHAT incident number. This rule shall apply to the modification of the document RFN IG TR1 B1 No. 1 "Last minute capacity".

An RU may call upon SNCF Réseau to provide a service for the operation of simple safety facilities in order to remove its train from stabling or another service, following a train movement problem, under the conditions described in this document.

- Diversions

When a temporary network unavailability affects the capacity and running of trains, the SGC may offer RUs, depending on the type of event, its location and its likely duration, the option to use a diversion for some or all of the traffic concerned.

On the route used as a diversion, the diverted trains must be inserted into the traffic with the minimum of impact on the movements that are normally scheduled for this route. The COGC can therefore demand that the diverted trains observe a restricted speed that ensures the maximum flow or any other measure to control the trains, including high speed trains.

The diversion process is described in the "GOC Rules" document.

- Capacity restrictions

In the event of major incidents restricting available capacity, in other words making it impossible to handle all the traffic scheduled, a rule for sharing the remaining capacity will be applied to those trains that have not yet set out but which are scheduled to pass over the route or via the point where traffic is restricted. The rule will apply both to the route on which traffic is restricted and any other routes used to improve traffic flow.

For the different traffic periods (to allow for peak traffic phenomena), the SGC will add up the number of train paths using the restricted line and, where applicable, any alternative route that may be used to divert traffic, and will calculate the capacity thus available. The result will generally be a number of train paths that is greater than the state of the network will allow. The SGC will then allot a number of authorised train paths to each RU in proportion to the number of train paths initially scheduled and the time available for the RU to make its choice. The RU will then indicate which of the trains normally scheduled to run it has selected.

Once the time allotted to the individual RU for it to make its choice has elapsed, the SGC will decide unilaterally on the trains that will be entitled to run.

The other excess train paths will then be cancelled by the SGC, which will also produce an emergency train diagram to replace the theoretical diagram. The search for maximum throughput may take precedence over the priority rules between trains described above.

6.5.2 RULES FOR TROUBLESHOOTING TRAINS

A train immobilised by a main line failure must be the subject of a request for assistance within a maximum of fifteen (15) minutes. The driver must first give his telephone number to the operator of the SGC concerned, before any visit.

At the end of this time and without the driver being able to state when he expects his train will be able to restart, the SGC will take the necessary steps to bring suitable rescue facilities into position to clear the track, as soon as the safety procedures under way so allow.

This fifteen (15) minute period is designed to allow time for the driver to conduct a technical diagnosis and make the spot repairs that would obviate the need to call in the rescue services or enable the train to reach a stabling track further down the line. As soon as he realises that 15 minutes will not suffice, the driver will ask for his train to be rescued in accordance with the safety procedures in force.

This rule may be adapted on certain sectors of the network and will be indicated accordingly in the operating documents in such cases.

6.5.3 RULE REGARDING MAKING RU RESOURCES AVAILABLE TO RESTORE INFRASTRUCTURE CAPACITY

When it is necessary to rescue a train down on the line or when urgent repairs need to be made to infrastructures, the SGC will have the right to demand that the RU make available suitable means to clear the national rail network (for example, rescuing a failed train, sending the human and material resources needed to effect urgent repairs on the infrastructure, lifting equipment).

Preceded by consultations with the designated contacts at the RU, such requests for availability will be duly notified, justified and limited in time and to the geographic zone strictly required, and will entitle the RU to compensation under the conditions stipulated in the general conditions of contract for use of the infrastructure of the national rail network (Appendix 3.1).

The conditions in which the resources thus deployed are returned to the RU will be discussed and official notification again given.

The " GOC Rules" document described this process in more detail.

6.5.4 BREAKDOWN RECOVERY

As part of its task to keep the national rail network clear, the SGC provides breakdown recovery for derailed rolling stock.

The means for breakdown recovery belong to SNCF Réseau. They are engaged regardless of the RU holding the train or the owner of the derailed vehicles according to the principle in § 7.3.7.1.

In addition to the priority clearing of public property managed by SNCF Réseau (on main tracks and service facilities), these resources may be used by the RUs as invoiced services, under the conditions laid down in Chapter 7 - Service Facilities and the RFN-IG-TR 04 D-01-n°012 document.

Apart from any major impact on production/ traffic, sidings clearance is not a priority.

In compliance with the provisions of RFN-IG-TR 04 D-01-n°012, the breakdown recovery devices specific to certain types of engines must be permanently on board or immediately available to allow the fast clearing of the national rail network by the breakdown teams. They must conform to current regulations.

As regards breakdown recovery operations, breakdown centre agents conduct certain handling operations of all or part of components of vehicles using the RFN which could pose a risk for their health (presence of asbestos in bogie-chassis connections for example).

The current legislation imposes appropriate protection of employees in relation to risks related to asbestos and to other chemical risks (such as refractory ceramic fibres), and the RUs are invited to specify this without delay using the address **relevage.dcf@sncf.fr**.

In addition, the metering documentation for all motor vehicles which use the national rail network shall be transmitted without delay along with the updates to the "network clearance" division of SNCF Réseau via the address **relevage.dcf@sncf.fr**.

Only clearing devices validated by SNCF Réseau are allowed for any routing on the national rail network, regardless of the RU in need of assistance.

If other equipment must be used, upstream of a lifting operation or service, an analysis procedure is applied based on the following standards:

- **NF F58002** for the base size of obstacles
- **NF EN13977** for the specifications of a lorry handled manually
- **NF EN15955** and **NF EN15954** according to the chapters concerned for:
  - Interaction with the infrastructure
  - Lorry wheels/limit stresses in the rails
  - Rail lorry wheel profiles
  - Permissible load on the wheels
  - Activation of trailable points
  - Track gauge maintenance device
- **NF EN 15663** for the weight assessments

To enable this analysis, the applicant must transfer:

- The technical data (track profile, loads, interface with the engine concerned, wheel profile, assembly conditions, weight assessments and WLL, etc.), ;
- the technical studies with plans, drawings and calculation notes;

  For validation by SNCF Réseau if suitable, which will call upon the competent departments to study and analyse these documents to:

  - study the equipment concerned and its dynamic behaviour, especially when bearing a rail vehicle;
  - as per standard NF 00800, and in the context of the application of IN 2802 Approval of tools intended for track and catenary maintenance, which concerns any tool guided by rails, in order to assess the compliance of these tools with the applicable regulation.
- establish a prototype (when designing new clearing equipment);
- field tests and possible retrieval, to ensure that the equipment can be used without causing any damage.

The request shall be sent to the national rail network clearance centre by email to the address **relevage.dcf@sncf.fr**, and the study costs and responsibility for this despatch will be borne by the requesting RU.

During the process, the requester must be available to answer any questions or requests, transfer its documents and communicate in French.

In compliance with the provisions of RFN-IG-TR 04 D-01-n°012, any RU must:

- specify without delay if any of the vehicles using the national rail network have parts subject to the risks mentioned above, to the following electronic address **relevage.dcf@sncf.fr**;
- provide the metering documentation for all vehicles using the national rail network, along with the updates to the SNCF Réseau "network clearance" centre via the address **relevage.dcf@sncf.fr**. This re-railing documentation must at least include:
  - the lifting methodology used;
  - the supervisory methodology that enables the carrying out of a type A visit, conducted at the location of the incident, once the lifting has been completed, the aim of which is to verify the capacity of the vehicles to be used. This type A visit, the report of which is handed over to the RU representative present onsite, is required to know the conditions in which to convey the vehicles toward the closest stabling point.
  - the technical document from the manufacturer of the engine, indicating the lifting points and masses.
- make it possible to maintain teams' re-railing skills on certain types of equipment, by making their equipment available for re-railing exercises.

6.5.5 PROVISION BY THE SGC OF RESOURCES TO THE RUS TO ENSURE THE CORRECT FUNCTIONING OF TRACK CIRCUITS

To mitigate the risk of poor track circuit function, the running of designated trains on some routes is planned when designing the service, in conjunction with the RU concerned.

In the operational phase, the SGC is entitled to use any useful traffic movements the characteristics of which (mass on the rail) meet this requirement. It must also ensure that this traffic movement can be

carried out in complete safety. This measure may result in the deviation of this traffic movement from its usually planned route. Where possible, the RU concerned is informed in advance.

The disruption caused to the traffic movement must be moderate and the resulting delay must, if possible, be less than three (3) minutes.

6.5.6 CHECK FOLLOWING A PROLONGED INTERRUPTION ON A LINE

A prolonged interruption to train movements may lead to operational difficulties caused notably by insufficient knowledge of the state of the infrastructure (track damage, presence of an obstacle, malicious acts, etc.). It is therefore necessary to check the relevant line in the presence of representatives of the SNCF Réseau Maintenance & Works business unit prior to the movement of the first commercial train.

In order to arrange such a check, the SGC is entitled to use the rule for service provision described in § 6.5.3.

6.5.7 VISITING RAILWAY FACILITIES OR AGENTS TRAVELLING TO PERFORM THE SERVICE

In order to facilitate the conduct of technical rounds to inspect the lines, or convey a qualified agent to an area during an event preventing train movements, the RUs shall accommodate the qualified agents working for SNCF Réseau or another IM during their assignment. The procedures for the technical tours are laid down in the general conditions of contract for use of the national rail network infrastructure (Appendix 3.1).

This justified and time-limited assignment, conducted over a strictly necessary geographic zone, is preceded, whenever possible, by a notice issued through the appointed RU correspondents.

The persons authorised to access the driving cabs, apart from the agents authorised by the rail operator in accordance with the provision rule described in § 6.5.2 , are the agents with driving cab access authorisations in the document RFN OG 01 B-00 no. 002 "Access to the driving cabs of rail operator trains".

6.6 SECURITY

6.6.1 DOWNGRADED SITUATIONS FOR SAFETY REASONS

With regard to the safety of the network and its users, the RUs must comply with all associated measures of which they may be notified by SNCF Réseau, materialising government plans (VIGIPIRATE, etc.) in response to the management of emergency situations or the implementation of protective measures (suspicious package, bomb alert, etc.)

The "GOC Rules" document provides further details on managing downgraded situations for safety reasons.

6.6.2 SAFETY REQUIREMENTS AS REGARDS THE TEMPORARY STABLING OF WAGONS CONTAINING DG ON CERTAIN SITES

In accordance with the Vigipirate government plan, a safety plan specific to temporary storage sites for wagons containing dangerous goods subject to hazard study may be drawn up by SNCF Réseau.

The safety plans drafted in parallel by each RU under § 1.10.3.2 of the RID must take into account, where applicable, the existence of specific safety plans drawn up by SNCF Réseau.

The specific safety plan sets out a certain number of requirements applicable on the whole site and aimed at limiting exposure to malicious acts in areas where dangerous goods are temporarily stabled.

It is up to each railway operator concerned to adapt the requirements thereof into operational procedures for its own personnel.

6.6.3 CONTRIBUTIONS OF THE RUS AND STATIONS MANAGER (GARES & CONNEXIONS)

The SGC is entitled to ask the railway undertakings and Stations Manager to contribute to the safety exercises, in terms of the provision of material, technical or personnel resources, with a view to validate the procedures stemming from the Intervention and Emergency Plan, as well as exercises requested by State services. This contribution extends from the preparation of the Feedback phase, through to the completion of the exercise.

The costs related to these exercises (installation of equipment and personnel, etc.) shall be borne by the contributing railway undertakings.

6.7 TRINOMINAL PANTO INVESTIGATIONS FOR CATENARY INCIDENTS

6.7.1 THE CONCEPT OF INVESTIGATION

The investigation is a procedure aiming to prevent accidents and incidents. It consists in collecting and analysing information, making conclusions, including determining the causes and, where applicable, issuing safety recommendations (Article 3 §14 of directive EU 2016/798 dated 11 May 2016 pertaining to rail safety). Investigations also make it possible to guarantee the reliability and sturdiness of the system.

Trinominal Panto investigations are not systematic nor immediate; however, when they are launched, they must be conducted as closely as possible to the RCI finalisation date.

6.7.2 CONSTITUTION OF A TERRITORIAL TRINOMINAL PANTO

The Trinominal Panto is made up of:

- an Equipment expert representing the RU concerned by the event.
- a Traction expert representing the RU concerned by the event.
- a Catenary expert belonging to SNCF Réseau or a representative of the IM concerned.

Trinominal Panto investigations may be opposed and are subject to document RFN-IG-TR 04 D-03-No. 006 "Trinominal Panto Investigations for catenary incidents".

NOTE: a single expert may have both the "Equipment" and "Traction" expertise.

6.7.3 LAUNCH OF THE TRINOMINAL PANTO

The RU concerned and the COGCE must be informed of each incident that had either direct or indirect consequences on electrical traction installations and pantographs.

The local safety representative (RLS) heads the study and belongs to SNCF Réseau. He/she launches the intervention of the Trinominal Panto when the elements known upon the finalisation of the RCI do not enable him/her to consider a conclusive causal analysis report.

6.7.4 ABSENCE OF AN RU REPRESENTATIVE DURING TRINOMINAL PANTO INVESTIGATIONS

The presence of the RU concerned at a trinomial panto investigation is mandatory when the immediate investigation has not determined the root cause and the RLS (local safety representative) decides to initiate a trinomial panto investigation. The contact of the RU concerned must be present or be represented at the meeting called by the RLS to initiate the panto trinomial investigation. The equipment and traction components of an RU may be represented by the same person, in application of the "RFN-IG-TR 04 D-03-n°006" text.

The experts called upon must be considered as providing their skills in the railway sector to enable the drafter of the Trinominal Panto report (who is the SNCF Réseau representative, and Maintenance and Works expert of the Trinominal Panto) to successfully draw up his/her report.

The appointment of the RU's expert shall be formalised by an expert soliciting form established based on a template included in the "RFN-IG-TR 04 D-03-n°006" document.

6.8 POST-OPERATIONAL PHASE

6.8.1 OPERATING PERFORMANCE MANAGEMENT

The purpose of regularity management is to continuously improve the overall performance of the network. In this respect, the SGC coordinates the entire rail system and controls, at the different organisational levels, the daily, weekly and monthly meetings for the different geographic levels (regional, corridor, national), using the operational excellence methods. These bodies are described in particular in the text RFN–IG–OG-01 B –00-No. 001 (OP 00515), "Operating performance management", currently being revised.

The analysis of the disruptive events is based on the collection of factual data. It will be up to each party to decide whether to add any further details it deems relevant regarding the events for which it has been allotted responsibility in order to support its own internal management purposes. The process and requirements are governed by document RFN-IG-TR-04 C-01-No.002 "Guidelines for justification of delays and cancellations in BREHAT". The incident allocation recovery tool is the DECLIC application. The deadline for contesting the allocation of responsibility for an incident is fifteen (15) days after closing.

A new regularity data analysis space (dashboards, etc.), open to RUs and SNCF Réseau stakeholders has been created: the Regularity Observatory (ORE), to replace e-Bréhat.

6.8.2 SAFETY WATCH: FEEDBACK ON ACTUAL TRAIN MOVEMENT CONDITIONS

In order to fulfil its role of monitoring everyday operations on the national rail network, SNCF Réseau must be informed of any events that represent a threat to the safety of the national rail network.

To this end, SNCF Réseau has set up a system for monitoring rail system safety that forms part of its general safety management procedures.

In addition, the individual RUs are responsible for the safety of their own operations and therefore also conduct their own safety controls. In this context, they must report all serious incidents and accidents to SGC.

Similarly, SNCF Réseau must also inform the RU of all cases of failure by the railway undertaking to comply with its responsibilities, whether as regards application of the safety rules and instructions or as regards the technical condition of its rolling stock. Safety watch consists of:

- Collect and record the data;
- Track the safety indicators;
- Examine accidents, near misses, incidents and signs indicative of performance slippage to come;
- Analyse the results recorded;
- Advise the railway undertakings of events likely to concern them;
- Communicate the results;
- This safety watch is complemented by a feedback system.

In accordance with Articles 103, 106 and 108 of the Decree No. 2019-525, SNCF Réseau and the RUs must each play their part in monitoring rail system safety, in particular by applying the following process:

- Depending on the case in hand, SNCF Réseau will inform the EPSF, the CMVOA or the BEA-TT of any serious or repeated cases of failure by a railway undertaking to comply with the safety regulations or of deficiencies in the technical condition of its rolling stock;
- The RUs report serious incidents and accidents to SNCF Réseau (via the SGC), to the BEA-TT and EPSF;
- Each quarter, the RUs shall communicate to SNCF Réseau and EPSF the value of the common safety indicators defined by Directive 2016/798 that concern them and any additional indicators required. Communication to SNCF Réseau of the values of the indicators must be made to the Security, Safety and Risks Department of SNCF Réseau.

6.8.3 ROLE AND RESPONSIBILITIES OF THE OPERATIONS DEVIATION MONITORING OFFICER

Document RFN-IG-OG-01 B-00-N°001 "Operating performance management" provides that SNCF Réseau shall monitor compliance with the operating rules of the national rail network ("security" breaches are excluded from this scope).

The Operations Deviation Monitoring Officer (RSEE) gathers any discrepancies regarding the following topics:

- Non-compliance with the right to the train path (train running on a path allocated to another RU, use of a non-existent train path, etc.);
- Absence of routing information on the sequence of trains (especially on large sites and/or bridging tracks, etc.);
- Refusal to make available (§ 6.5.3);
- Faulty ground service (absence of an agent to manoeuvre safety installations, etc.);
- Non-compliance with the rescue request time frame (§ 6.5.2);
- Failure to report non-compliance (§ 6.2.2.2);
- Abuse of sidings;
- Failure to report a long train (Article 204 of the "GOC Rules" document);

- Failure to acknowledge receipt of ARTIC notices, DBC out of order, etc.;
- Failure to declare train composition (§ 6.2.2.1 and Article 201 of "GOC Rules" document).

6.8.4 FEEDBACK ON ACTUAL TRAIN MOVEMENT CONDITIONS

Two (2) weekly committees – the Freight Network Anticipation Coordination Committee (Freight CCAR) and the Passenger Network Anticipation Coordination Committee (Passenger CCAR) – organise video-conferences as part of crisis management coordination and operating performance management.

In the regions, this weekly meeting could be organised in the continuity of the on-call brief for regional crisis rooms.

A shared space and "Alerting" file to supply the passenger CCAR agenda, as well as all the agendas, exchanges, records of decisions and monitoring of the amortisation of the issues treated are available in the shared space.

6.8.5 ANTICIPATING CLIMATE EVENTS

Seasonal phenomena prevention actions shall be coordinated by the SGC at a national and regional level.

In particular, "day events" are organised with all operators covering topics such as the cold & snow, heat waves, and grip.

Alongside the operational handling of unexpected climate events, this also involves forecasting weather phenomena. This forecasting is conducted by the SGC and is designed to prepare and pre-position the required resources (routings, equipment and staff, etc.) and even decide to reduce operating capacity.

After analysis of the feedback received in previous years on "wheelslip/skidding", SGC may be required, during its autumn campaigns, to ask freight RUs to limit their train tonnage or may impose a sufficient level of traction power (multiple unit instead of single unit, for example) in areas defined alongside the RUs to prevent grip problems.

CHAPTER 7. SERVICE FACILITIES

7.1 INTRODUCTION

7.1.1 GENERAL PROVISIONS

Within the meaning of the provisions of Directive No. 2012-34 dated 21 November 2012 establishing a single European railway area, in its applicable amended version, a "service facility" refers to any facility (including land, buildings and equipment) specially designed, either fully or partially, to provide one or more of the services set out under Appendix II, sections 2 (access and basic services), 3 (additional services to the basic services) and 4 (ancillary services to the basic services).

The notion of "service facility operator" refers to any public or private entity in charge of managing one or more service facilities or providing railway undertakings with one or more of the services set out under Appendix II, sections 2, 3 and 4 of the above-mentioned Directive no. 2012-34.

7.1.2 APPLICABLE TEXTS

This NS Chapter specifically applies to service facilities and is based on the following legal and regulatory texts:

- Directive 2012/34/EU of 21 November 2012 establishing a single European railway area, and Directive 2016/2370/UE of 14 December 2016 amending it;
- Implementing regulation (EU) 2017/2177 issued by the Commission on 22 November 2017 pertaining to the access to service facilities and the services associated with rail transport;
- Transport Code, section on legislation;
- Decree No. 2012-70 of 20 January 2012 relating to passenger stations and other service infrastructures of the rail network and Decree No. 2016-1468 of 28 October 2016 pertaining to the rail network and the services provided by service facility operators , which lays down various provisions in terms of rail transport, amending it.

7.1.3 CONTACTS

7.1.3.1 Service Facilities operated by SNCF Réseau

Customers that would like information about access to the service facilities operated by SNCF Réseau may contact the Rail Company Service Platform (PSEF):

- by e-mail: **services.psef@sncf.fr**
- via the website: **www.psef.sncf-reseau.fr**
- by sending a letter to the postal address:

SNCF Réseau - Direction Générale Clients et Exploitation
Plateforme de Services aux Entreprises Ferroviaires (PSEF)
12, rue Jean-Philippe Rameau
CS 80001
93212 LA PLAINE SAINT DENIS Cedex

They may also contact their Account Manager if they have one, or if not, the One Stop Shop by e-mail to the address **guichetunique@reseau.sncf.fr**.

7.1.3.2 Service Facilities managed by other entities than SNCF Réseau

NOTE: For the purposes of this Chapter, it is specified that the ownership of the service facilities is not connected to their operation. More specifically, certain SNCF Réseau facilities are managed by third-party entities. This chapter only concerns the managing entities, not the owners.

Preamble:

- It is reminded that any service facility manager is invited by SNCF Réseau to send it information about the service it provides and the facility it manages, either via a link to a website that explains its offer or by sending a document ready to publish.
- Service facility managers are encouraged to use the form established by RNE: https://rne.eu/wp-content/uploads/2022/10/Common_template_for_service_facility_information_clean-1.pdf
- The time frame for communicating this information or the link to be published in the NS is set to 15 July Y-1 for the Y and Y+1 timetables, in order for it to be published before the start of the timetable concerned. The offers are published at the same time as the different versions of the NS are issued.

Thus, customers seeking information on accessing service facilities managed by third parties are invited to contact the reference contact persons below and consult Appendix 7.11

7.2 OVERVIEW OF THE SERVICE FACILITIES

In compliance with Articles 4.1 and 5.1 of Commission Implementing Regulation No. 2017-2177 of 22 November 2017 pertaining to the access to service facilities and the services associated with rail transport, service facility managers establish a description of the service facilities and services they manage and make this description available, free of charge, by publishing it on the common European portal or by communicating the useful information ready to be published in the NS.

The information pertaining to service facilities operated by SNCF Réseau is set out below, in § 7.3.

Information regarding the service facilities managed by other service facility managers is provided in § 7.2.1 to 7.2.8, as well as in Appendix 7.11. They were communicated to SNCF Réseau by the service facility managers.

Service facility managers are in charge of allocating capacity in the service facility they manage. In this context, they call upon SNCF Réseau where needed, who commits to cooperate, especially in the case of competing requests.

7.2.1 PASSENGER TERMINALS (STATIONS)

The services provided by Gares & Connexions in passenger terminals open to the public and the associated pricing are set out in the Stations Statement (DRG), available on the **Gares et Connexions website**.

7.2.2 FREIGHT TERMINALS

7.2.2.1 Combined transport terminals

A. Services provided by operators of combined transport terminals other than SNCF Réseau

Operator	Terminals (in full or in part)	Website or offer appended to the NS
Rail Sider France Cour Bidassoa BP 142 64700 HENDAYE + 33 (0)5 59 20 02 86	HENDAYE	See Appendix 7.11
Naviland Cargo 26 Quai Charles Pasqua CS 10095 92309 LEVALLOIS-PERRET CEDEX + 33 (0)1 41 05 33 01	DIJON Gevrey BORDEAUX Hourcade MARSEILLE Canet 1 TOULOUSE St-Jory PARIS Valenton LYON Vénissieux TOURS Saint-Pierre des Corps	www.naviland-cargo.com See Appendix 7.11
Novatrans Tour Onyx 10 Rue Vandrezanne CS 91397 75634 PARIS CEDEX 13 - FRANCE + 33 (0)1 85 34 49 00	AVIGNON Courtine NOISY-LE-SEC PARIS Valenton LYON Saint-Priest	https://novatrans-greenmodal.eu/fr/ See Appendix 7.11
BTM 1 rue Pierre Sémard 94460 VALENTON + 33 (0)1 41 94 16 50	PARIS Valenton	See Appendix 7.11
BTM 5 rue Seveso 31150 FENOUILLET	Toulouse Fenouillet	See Appendix 7.11
Groupe COMBRONDE 2 rue de l'industrie 63360 GERZAT + 33 (0)4 73 92 74 30	CLERMONT-FERRAND Gerzat	See Appendix 7.11
Perpignan Saint Charles Conteneur Terminal SAEML 320 avenue de Barcelone 66000 Perpignan + 33 (0)4 68 81 96 09	PERPIGNAN SAINT-CHARLES	www.pscct.com/

Operator	Terminals (in full or in part)	Website or offer appended to the NS
SASU SE3M 9 chemin de la Rompure 54 250 CHAMPIGNEULLES + 33 (0)3 83 36 27 14	NANCY CHAMPIGNEULLES	Infrastructures | CCI Grand Nancy Métropole Meurthe-et-Moselle
Rennes Terminal 21 avenue Chardonnet 35000 RENNES +33 (0)2 23 06 05 80	RENNES	Data not communicated

This list is valid at the date of publication of this document. As some occupancy agreements or site provision agreements for the above terminals expire during the timetable period, the corresponding service facility operators may change. The Cognac site did not have any known operator on the publication date of this document. For up-to-date information on these sites and their operators, contact the PSEF (§ 7.1.3.1). Further information on the combined transport terminals is provided below and in Appendix 7.6.3.

B. Services provided by other operators

- **Services provided by LDCT**

LDCT operates the combined transport terminal in Dourges.

- **Services provided by Novatrans (Appendix 7.11)**

Other than the services provided on SNCF Réseau combined transport terminals, Novatrans provides railway companies with services on the Bayonne Mouguerre and Miramas Clésud combined transport terminals. The services are described on the website https://novatrans-greenmodal.eu/fr/.

- **Services provided by VIAA Connect (Appendix 7.11)**

The services provided by VIAA Connect on the sites at Bourgneuf Aiton, Le Boulou, Sète and Calais are described on the website https://www.viia.com/le-reseau/nos-terminaux/.

- **Services provided by Cargo Beamer (Appendix 7.11)**

Cargo Beamer operates the combined transport site of Calais Beau Marais. The services provided are described on the website https://www.cargobeamer.fr/reseau.

- **Services provided by AMBROGIO (Appendix 7.11)**

The services provided by AMBROGIO on the Le Boulou and Mouguerre sites are described on the website Terminal services - Ambrogio Trasporti.

- **Services provided by Groupe COMBRONDE (Appendix 7.11)**

Groupe COMBRONDE is the operator of the combined transport sites of Arles, Izon, Clermont-Ferrand La Combaude, Loire-sur-Rhône, Veauche, Vergèze and Vierzon.

7.2.2.2 Freight yards

- Services provided by GEODIS

Services proposed by GEODIS on the Puyoo site are described on the website https://geodis.com/fr.

7.2.3 SORTING, TRAINING, MANOEUVER AND STABLING TRACKS

7.2.3.1 Services provided by Normandie Rail Services

The services offered by Normandie Rail Services at the logistics centre of Pont de Normandie are described on the website https://normandie-rail-services.com.

7.2.4 MAINTENANCE FACILITIES

7.2.4.1 Services performed by Technis (formerly Fret SNCF)

Technis provides railway undertakings with access to the service facilities of the rolling stock maintenance centres and to the services provided by these facilities, to the facilities and equipment for the procurement of sand for rolling stock as well as roof inspection gangways, under the conditions defined in its Maintenance Reference Document, available for viewing on the Technis website, or on request to the address: guichet.fret.sncf@sncf.fr.

The Maintenance Reference Document of Technis contains the list of service facilities accessible to railway undertakings.

7.2.4.2 Services provided by RTM (formerly RDT13) (Appendix 7.11)

RTM is the operator of maintenance workshops in Arles and Marignane.

7.2.4.3 Services provided by SNCF Voyageurs

SNCF Voyageurs provides railway undertakings with access to the service facilities of the rolling stock maintenance centres and to the services provided by these facilities, to the facilities and equipment for the procurement of sand for rolling stock as well as roof inspection gangways, under the conditions defined in its Maintenance Reference Portfolio, available for viewing on the PSEF website.

The Maintenance Reference Portfolio of SNCF Voyageurs contains the list of service facilities accessible to railway undertakings. Service requests must be sent to the Railway Undertaking Services Platform (PSEF), the contact details of which are provided in § 7.1.3.1.

7.2.4.4 Services provided by Normandie Rail Services

The services offered by Normandie Rail Services at the logistics centre of Pont de Normandie are described on the website https://normandie-rail-services.com.

7.2.5 TECHNICAL FACILITIES, INCLUDING CLEANING AND WASHING

7.2.5.1 Services performed by Technis (formerly Fret SNCF)

Technis provides railway undertakings with access to the service facilities of the rolling stock maintenance centres and to the services provided by these facilities, to the facilities and equipment for the procurement of sand for rolling stock as well as roof inspection gangways, under the conditions defined in its Maintenance Reference Document, available for viewing on the Technis website, or on request to the address: guichet.fret.sncf@sncf.fr.

The Maintenance Reference Document of Technis contains the list of service facilities accessible to railway undertakings.

7.2.5.2 Services provided by SNCF Voyageurs

SNCF Voyageurs provides railway undertakings with access to technical facilities, including cleaning and washing, and to the services provided by these facilities, to the facilities and equipment for the procurement of sand for rolling stock as well as roof inspection gangways, under the conditions defined in its Maintenance Reference Portfolio, available for viewing on the **PSEF website**.

The Maintenance Reference Portfolio of SNCF Voyageurs contains the list of service facilities accessible to railway undertakings. Service requests must be sent to the Railway Undertaking Services Platform (PSEF), the contact details of which are provided in § 7.1.3.1.

7.2.5.3 Services provided by TRANSFESA France

Trenitalia France offers access to a visitor gangway at Paris Bercy.

7.2.5.4 Services provided by Normandie Rail Services

The services offered by Normandie Rail Services at the logistics centre of Pont de Normandie are described on the website **https://normandie-rail-services.com**.

7.2.6 ASSISTANCE INFRASTRUCTURES

Not applicable

7.2.7 REFUELLING FACILITIES

7.2.7.1 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 the use of facilities and equipment allowing for fuelling from the national rail network. Corresponding offers and the technical data for the provision sites are available for viewing on the **PSEF website**. Contracting requests must be sent to the PSEF, the contact details of which are provided in § 7.1.3.1.

7.2.7.2 Services provided by Normandie Rail Services

The services offered by Normandie Rail Services at the logistics centre of Pont de Normandie are described on the website **https://normandie-rail-services.com**.

7.2.8 OTHER FACILITIES

7.2.8.1 Services provided by Europorte Channel

Europorte Channel offers ground and rail management services in Fréthun.

7.2.8.2 Services provided by Transfesa France (Appendix 7.11)

As the operator of the Hendaye and Cerbère sites, Transfesa France provides railway undertakings with axle changing services between France and Spain, such as defined in its offer.

7.2.8.3 Services provided by Normandie Rail Services

The services offered by Normandie Rail Services at the logistics centre of Pont de Normandie are described on the website https://normandie-rail-services.com.

7.3 SERVICE FACILITIES OPERATED BY SNCF RÉSEAU

In compliance with Article 2111 -9 of the Transport Code, "*SNCF Réseau aims to provide the following services, in a transparent and non-discriminatory way, either directly or through the intermediary of subsidiaries, in compliance with the public service principles and in order to promote rail transport in France with view to sustainable development, regional development and economic and social efficiency:*

...

6° the management and promotion of service facilities".

7.3.1 COMMON PROVISIONS

7.3.1.1 General rules for the use of the service facilities

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

SNCF Réseau provides a basic service on each of the service facilities it manages, along with additional services as defined hereafter.

Candidates must use the service facilities in strict accordance with their intended purpose.

However, if the candidates wish to use the service facilities for any other or additional purposes to their initial intended purpose, they must submit a request to the PSEF or their national or regional account manager. If the feasibility is confirmed, the PSEF will offer them the suitable contract model so as to perform the desired operations safely.

More specifically, any maintenance operation on the rolling stock is only authorised in service facilities:

- Upon the express and prior agreement of SNCF Réseau through a provision agreement, and under the conditions linked to the operation of the maintenance facilities.
- In the event of an emergency duly justified by the candidate.

Under this article, the following are not considered maintenance interventions:

- Train inspections (observations, acknowledgement);
- Technical inspections;
- Slight interventions on equipment, using hand tools, without the setting up of equipment or materials on the ground, such as, for example, adjustments, easy-access small cleaning operations.

7.3.1.2 Charging for service facilities

Article 3 of Decree No. 2012-70, in its version amended by Decree No. 2016-1468 stipulates that "the provision of each of the regulated services shall give rise to the levy of charges, the amount of which shall not exceed the cost of their provision with a reasonable profit mark-up".

The charges relating to regulated services provided at the service facilities defined hereinafter, the corresponding scale of charges being presented in Appendix 7.9, apply to the 2026 timetable.

More information on the charging principles for service facilities can be found in Appendix 7.8.

7.3.1.3 Invoicing

The procedures for invoicing charges for the use of railway facilities are set out in the table below.

If there is a discrepancy between the contracted/declared use and the actual use, the penalty outlined in § 7.3.5.4.2.c will apply.

Type of charge for the services performed during one (1) month M		November of year Y-1	M-2	M-1	M (month of service)	M+1	Y+1
Basic services	Charges for the use of sidings				Invoice (contract)	Invoice (declaration)	
	Charge for operation of gravity hump,					Invoice	
	Charge for use of combined transport terminals				Invoice (confirmed contract)	Invoice (open contract)	
	Charge for use of freight yards				Invoice (confirmed contract)	Invoice (open contract)	
Additional services	Installation operations for simple safety facilities	Continuous invoice					
	Installation operations for simple safety facilities following a train movement incident on the line	Continuous invoice					

7.3.2 STATIONS

7.3.2.1 General information

SNCF Gares & Connexions, a subsidiary of SNCF Réseau, is the single manager for all stations.

The services and prices offered by SNCF Gares & Connexions are defined in the Stations Statement (DRG) (§ 7.2).

7.3.2.2 Services that may be provided by SNCF Réseau to carriers within the perimeter of certain passenger stations

Depending on the availability of Infrastructure Circulation (EIC) staff (availability may vary from one station to another and from one annual service to another), SNCF Réseau may offer specific services to carriers in passenger stations.

These services are divided into three (3) areas of expertise, each of which can be provided independently by SNCF Réseau:

- **Train preparation services:**

- **Train management**: coupling/uncoupling operations, brake tests, braking reports, shunting switches at work, etc., necessary for shunting or moving a train;

- Technical and commercial preparation of the train:
  - technical operations carried out on a train on the platform or in a yard prior to commercial operation;
  - checking compliance with train comfort rules such as signage, closing/unlocking doors and windows, etc.
- Train departure assistance: verification operations deemed necessary by the carrier prior to authorisation for movement;
- Logistics services: filling sand boxes, cleaning windows, filling diesel tanks, cold plans, etc
- Check before departure:
  - checking that no passengers are present on a train;
  - closing access doors.
- Carrier supervision:
  - pre-operational operations by the stopover design office: assistance with the station constraints compendium (taking into account non-infrastructure constraints such as flow management, train product operations, etc.), local pre-supplying of certain tools, worksheets, station notes, etc.;
  - monitoring the production of operational resources at the station operations centre, such as information system feeds/incident reports/station regularity monitoring, monitoring of technical and commercial preparation stages, etc;

- Hospitality services specific to the carrier at the station:

- Specific train welcome: an agent is present when passengers board or disembark to welcome and inform them on behalf of the railway undertaking (in support of RU staff or delegated by the latter);
- Implementation of special services: taxi vouchers, hotel vouchers, group reception, distribution of meal trays, etc.

- Ticket services:

- The sale of tickets at ticket offices, including travel information (giving passengers information about their journey when a ticket is sold) and after-sales service at ticket offices;
- Checking that the Regional Ticket Dispensers (DBR), ticket counters and validators in stations installed by the railway company are working properly and carrying out routine maintenance, including calling the railway company in the event of major repairs;
- Handling cash in connection with the sale of tickets, including closing the till and transferring the till to the station safe.

Supplying these services, which are strictly dependent on the availability of an EIC agent, gives rise to the conclusion of a contract between SNCF Réseau and the railway undertaking benefiting from the service.

The fees for these services are described in **Appendix 7.9**.

The price is based on the volume ordered and the standard hourly rate (i.e. at full cost) for a traffic agent.

For ticketing, the price is based on the volume ordered (opening and closing times of the ticket office) and the standard hourly rate (i.e. at full cost) of a Traffic agent, according to the proportion of Traffic agents' working time devoted to this task.

The invoice methods are detailed in the specific contract concluded between SNCF Réseau and the railway undertaking.

7.3.3 FREIGHT TERMINALS

7.3.3.1 General information

SNCF Réseau provides its customers with access to and use of exchange platforms dedicated to transferring freight between the road and rail modes of transport. Two (2) types of facility are operated by SNCF Réseau: combined transport terminals, the list and locations of which are presented in Appendix 7.6.3, and freight yards, the list of which is given in Appendix 7.6.1 and 7.6.2.

- A combined transport terminal (CTC) is defined as a space used essentially for rail/road transport, that allows the loading and unloading of intermodal transport units (UTI) by mobile crane or gantry.
- A freight yard is a space enabling the transfer of goods from the rail track to a road vehicle and vice versa.

Exceptionally, and after the express approval of SNCF Réseau, a CTC may be used temporarily for a rail-road transhipment without ITU, and conversely, a freight yard maybe used for ITU rail-road transhipments.

7.3.3.2 Services

- Use of combined transport terminals

For combined transport terminals, the basic service includes the use of railway tracks, yards and facilities equipped for loading and unloading goods onto/from the train, an access to the public road for the vehicles transporting these goods, electric traction facilities, the provision of the information necessary for normal use of the terminal, and, if necessary, the use of the telecommunications services the use of which is made compulsory by the service facility manager.

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

The use of the halls and buildings located on combined transport terminal premises is not included in the basic service. These are miscellaneous services that may be provided by SNCF Réseau on request.

Services pertaining to the handling/storage of UTIs are provided by the managers of combined transport terminals identified in § 7.2.2.1.

- Use of freight yards

For freight yards, the basic service includes the use of tracks, platforms, yards and facilities equipped for the loading and unloading of goods onto/from the train, an access to the public road for the vehicles transporting these goods, electric traction facilities, the provision of the information necessary for normal use of the terminal, and, if necessary, the use of the telecommunications services the use of which is made compulsory by the service facility manager.

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

The basic service may also include the programming and reprogramming of time slots.

The use of the halls and buildings located on freight yard premises is not included in the basic service. These comprise various services that may be provided by SNCF Réseau on request.

7.3.3.3 Description of the service facility

- Combined transport terminals

Developed to meet the demands of transporting swap bodies, containers and road semi-trailers ("ITU" for "inter-modal transport unit"), combined transport is an inter-modal form of transport using the road transport mode for pre and 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 dedicated to rail/road transport, which make it possible for ITUs to be loaded or unloaded using mobile or bridge cranes. This principle does not exclude the use of handling tracks to add a conventional load to a combined transport load, between the ending of constitutive operations and the departure of the convoy. Similarly, the arrival of a convoy including a conventional batch on a combined transport lane is authorised by the operator, provided this batch is quickly removed after arrival. The combined activity must not be hampered by these additional operations. The practical terms, especially linked to the safety of people and handling operations, as well as the time-space slots allocated to these rail handling sequences, will be indicated by the operator during the handling operations concerned on the combined transport terminal.

The SNCF Réseau combined transport terminals are composed of:

- one or more handling lanes inside the site
- and, depending on the site, support lines at the terminal which are exclusively dedicated to manoeuvring and stabling.

The road platforms at these sites are specially designed for lorry traffic and the use of road cranes with particularly high axle loads.

The list of SNCF Réseau combined transport terminals is shown in Appendix 7.6.3 and indicates the main characteristics of the handling sidings.

The main characteristics of combined transport terminal lanes, such as the identification numbers and useful length of each track and the type of supply, as well as the detailed characteristics, such as the permissible wagon load limit on the track, certain functions and available services, as well as the options for receiving dangerous goods and exceptional consignments, are set out in the list of commercial service lanes available on the PSEF website.

For all useful information about the precise location of the sites concerned and the possibilities on offer, enquiries should be addressed to the PSEF (§ 7.1.3.1)

- Freight yards

Freight yards are places where goods may be transshipped from the rail to the road mode of transport and vice versa. They consist of:

- one or more handling lanes inside the site;
- depending on the site, support lanes at the terminal which are exclusively dedicated to manoeuvring and stabling;
- a road access for trucks to access the site
- and, where applicable, halls, platforms or buildings.

Immediately accessible SNCF Réseau freight yards, together with their location and technical characteristics, are listed in Appendix 7.6.1.

SNCF Réseau freight yards accessible after diagnostics and any necessary repair work are listed in Appendix 7.6.2.

The main characteristics of freight yard lanes, such as the identification numbers and useful length of each track and the type of supply, as well as the detailed characteristics, such as the permissible wagon load limit on the track, certain functions and available services, as well as the options for receiving dangerous goods and exceptional consignments, are set out in the list of commercial service lanes available on the **PSEF website.**

7.3.3.4 Charging

A. Charges for use of combined transport terminals

A charge will be incurred per train accessing the combined transport terminal for use of the railway facilities in combined transport terminals. This charge is identical for all the sites.

B. Charges for use of freight yards

- **Immediately accessible freight yards**

The use of immediately accessible freight yards translates by a charge raised per train accessing the terminal. This charge is identical for all the sites.

For each facility requested, railway undertakings can choose between a "confirmed" offer (reservation of set timetable sections) and an "open" offer (reservation of days possible until D-3 working days).

There are two (2) charging options for the use of freight yards:

- Systematic charging, which corresponds to the charge for the current use of the site (single rate for all sites); in addition, it includes a flat-rate scheduling charge for "open" offers;
- The additional pricing which corresponds to the reprogramming fees for timetable sections, whether the contract is confirmed or open. Reprogramming rates are flat rates.

- **Freight yards accessible after diagnostics and any necessary repair work**

The price is established based on the charge for the use of immediately accessible freight yards, to which is added the amount for refurbishment works, where applicable. 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.

7.3.3.5 Access conditions

Access to the railway facilities of freight terminals is governed by the application of the contractual conditions common to contracts for the use of service facilities (Appendix 7.1) and the conclusion of a national contract for the use of freight yards (Appendix 7.3) or a national contract for the use of combined transport terminals (Appendix 7.4).

National contracts are completed with local contracts.

For the temporary use of freight terminals, and if a local contract cannot be established beforehand (especially in the case of a last minute request), the user must declare the use thereof to the PSEF (§ 7.1.3.1), in order to be invoiced.

The conditions to access freight terminals from the national rail network are given in the Local Operating Instructions (CLE).

The service offers of the operators of combined transport terminals owned by SNCF Réseau or other entities can be viewed in Appendix 7.11.

Railway undertakings and other candidates must contact these operators regarding their ITU handling/storage needs.

7.3.3.6 Capacity allocation

Requests for the use of freight terminals are made according to the same schedule as sidings (§ 7.3.5.6). The responses from SNCF Réseau also follow the same schedule as for sidings.

Conflicting requests to access freight terminals are subject to a coordination process with the capacity applicants. If necessary, this coordination process results in the development of a Local Operating Charter describing the spaces and times allocated to each applicant.

- In cases where the requests cannot be satisfied following the coordination procedure, the following criteria will guide the arbitration by SNCF Réseau (without any order of priority or significance):
  - the effective use of the terminals in Y-1 compared to the capacity requested, whenever this information is available;
  - provisional number of days of use, frequency and seasonality;
  - motivation and justification of the request;
  - adjustment of the allocated capacity in the event of a loss of business during the year;
  - origin of the request: initiative of the applicant or adaptation due to an IM;
  - chronological order of arrival of the requests, for late requests and requests issued during the timetable;
  - length of the route travelled;
  - complexity and overall impact of the manoeuvre theme on the railway complex.
- Following SNCF Réseau's ruling, the latter and the applicant who did not see its request fulfilled shall determine together if any viable alternatives would make it possible to perform the service concerned under economically acceptable conditions.
- When following the procedure, SNCF Réseau and the applicant conclude there are no viable alternatives and the request cannot be satisfied, the latter is rejected.

7.3.4 GRAVITY MARSHALLING YARDS

7.3.4.1 General information

Gravity marshalling facilities refer to operating sites having a special system for sorting wagons by gravity.

7.3.4.2 Services

The basic service provided at the gravity marshalling yards (use of gravity marshalling function) consists in the use of gravity humps, along with disconnection and coupon braking services.

This service does not include the use of the sidings upstream and downstream from the hump.

7.3.4.3 Description of the service facility

Gravity marshalling yards are formed of a hump and either fully or semi automated braking systems, along with sidings which enable wagon shunting operations and the reorganisation of wagons in block marshalled trains.

The following marshalling yards are active: Le Bourget, Miramas, Sibelin and Woippy.

The main characteristics of gravity marshalling yards, such as the identification numbers and useful length of each track as well as the detailed characteristics, such as the permissible wagon load limit on the track, certain functions and available services, as well as the options for receiving dangerous goods and exceptional consignments, are set out in the file of commercial sidings available on the **PSEF website**.

7.3.4.4 Charging

- **Charge for use of the gravity marshalling function**

The charge for use of the gravity marshalling function covers both the use of the specific infrastructures and the corresponding services involving the gravity marshalling function.

The use of the sidings both upstream and downstream of the hump is not included in this charge.

The service provision of the gravity marshalling function is the subject of a railway undertaking declaration.

The Railway Undertaking undertakes to declare the trains accessing this feature of the service to SNCF Réseau, for each month M, by email to the address **dmc_valorisation_ventes@reseau.sncf.fr** by the twentieth (20th) of month M+1.

The charge is invoiced at the end of month M+1 based on the declaration made by the railway undertaking of the actual number of trains accessing gravity marshalling yards at the latest by the twentieth (20th) of month M+1 for the whole of month M.

- **Charge for the current use of the sidings upstream and downstream from the gravity marshalling facilities**

The current use of the sidings on gravity marshalling sites gives rise to the invoicing of the charge set out in § 7.3.5.4.

7.3.4.5 Access conditions

The access conditions for gravity marshalling yards are set out in § 7.3.5.5 below (excluding the provision of industrial spaces which do not apply to gravity marshalling).

7.3.4.6 Capacity allocation

The procedures to request and respond to access requests for gravity marshalling yards are the same as for sidings and are set out in § 7.3.5.6.

7.3.5 SIDINGS

7.3.5.1 General information

SNCF Réseau's infrastructure includes sidings generally allocated to railway undertakings' production outside of train paths and to the needs of the infrastructure manager for the operation and maintenance of the network.

The main service track characteristics are mentioned in the local operating instructions (CLE) which may be accessed in the DocExplore information system.

SNCF Réseau distinguishes sidings according to their use, which may either be commercial or not.

This distinction is usually made as follows:

- Non-commercial sidings are usually:
  - Sidings exclusively allocated to operational traffic management [Gestion Opérationnelle des Circulations], called "VGC" tracks, the purpose of which is to manage unforeseen SNCF Réseau production events or to smooth traffic flows, in particular:
    - unexpected traffic events,
    - back haul operations
    - reception of trains coming from the main lines
    - preparation of departures towards main lines and traffic stops
    - hot box detection,
    - occasional and unexpected short-stay requirements (<30 min) decided by SNCF Réseau.

    By its very nature, the use of this type of siding for the aforementioned purposes does not give rise to the invoicing of service facility charges. In addition, these tracks must not be used for shunting or parking by railway undertakings other than those described above.

    Finally, in the event of production problems or unexpected work, SNCF Réseau's traffic management department may decide to hold trains back or propose alternative routes and parking. If parking was provided for under contract (as part of the current use described below) and SNCF Réseau was unable to meet the Railway Undertaking's request due to production contingencies, then the alternative parking offered by SNCF Réseau will not be subject to additional invoicing.
  - Tracks exclusively and constantly reserved for the works and maintenance needs of the infrastructure.
- Commercial sidings are:
  - The sidings intended for normal use are as follows: works tracks, reserved for production operations by railway undertakings outside of train paths (marshalling, manoeuvres and train consist, temporary stabling upstream or downstream of these operations, relays, etc.);
  - Stabling sidings, allocated to the temporary stabling of railway vehicles between two routes (single tracks, without any intervention on the rolling stock, except for the interventions indicated in § 7.3.1.1 above);

- Working and/or stabling sidings associated with land and/or fixed equipment, with the whole package constituting an industrial space.
- Mixed-use "VGC" traffic management lanes:
  - certain traffic management sidings are said to be "mixed" because they are not exclusively assigned to the needs of SNCF Réseau's traffic management service and may be allocated by SNCF Réseau for current use. In response to a request for capacity, and subject to the agreement of SNCF Réseau's traffic management department, a Railway Undertaking can be allocated a mixed-use VGC for shunting or long parking (> 30 minutes). These sidings are generally accessible from the main sidings and located on the reception, relay, holding, awaiting departure and training areas at sorting sites. The use of mixed-use VGC sidings by railway undertakings is billed at the rate applicable to tracks in general use, depending on the length of time actually used. The maximum parking time on mixed-use VGCs is set out in each Local Operating Directive (CLE) and depends on the capacity constraints specific to each site. Times can vary from 30 minutes to 36 hours on some sites. In the event of a Railway Undertaking parking beyond the maximum time stipulated in the CLE (that can in particular cause traffic bottlenecks), the SNCF Réseau Traffic Management Department will apply an over-occupation penalty to the Railway Undertaking.

In addition to its stabling service, SNCF Réseau may also offer passenger railway undertakings a service for the stabling of passenger rolling stock on the main tracks in passenger terminals at night. This stabling service of passenger rolling stock on main tracks in passenger terminals at night is described in § 7.3.5.7 hereafter.

7.3.5.2 Services

- **Commercial tracks reserved for routine use (including mixed-use traffic management lanes)**

The sidings intended for routine use are defined in § 7.3.5.1. and are covered by the capacity allocation process described in § 7.3.5.6. They can be used by several railway undertakings, with the exception of tracks associated with property and/or fixed equipment..

There are two (2) ways of using sidings for current use, i.e.:

- Recurrent use, which corresponds to a regular use over a given period (minimum the same booking one (1) day per week for one (1) month), that can be applied to each of the aforementioned uses; permanent use 24/7 over the timetable period enters into this category;
- Occasional use, which corresponds to any other use, as and when needed, that does not apply to the allocation of an industrial space. **Sidings subject to occupation without frequent rail movements**

Other sidings, whether commercial or not, can also be proposed by SNCF Réseau upon request from candidates that would like occupation without frequent rail movements (see § 7.4.2.1).

7.3.5.3 Description of the service facility

For each site of these sites, the list of commercial sidings (including mixed-use VGCs), as well as their main characteristics, such as the identification numbers, length and useful length of each track and the type of supply, along with detailed characteristics, such as the permissible wagon load limit on the track,

certain available functions and services, and options for receiving dangerous goods and exceptional consignments, are set out on the PSEF website, in the service track section of SNCF Réseau's offers.

Below is the link to this section: https://www.psef.sncf-reseau.fr/content/nos-produits-et-services#taxonomy_term_voies_de_service

The list of sites not used for over 2 years with no commercial prospects identified on the NS publication date can be viewed on the PSEF website in the file "Sites not used for over 2 years". Failing any requests, the tracks at these site may be converted.

7.3.5.4 Charging

7.3.5.4.1 Charge

The current use of sidings transactions, including mixed-use VGCs, by trains, locomotives or wagons, gives rise to the application of a twofold charge, with:

- a component A due for each train accessing the siding;
- a component B due for each day of use according to the useful length of the tracks.

For a given month, the amount of component A is calculated according to a fixed fee, different for Freight and Passenger activities and the number of trains accessing the siding. Specifically, this amount follows the rule below:

Component A = Fixed amount * number of trains having accessed the site during the month

Similarly, the amount for component B is calculated according to the useful length of the track, the number of days per month it is used and the unit price (Appendix 7.9), which differs for Freight and Passenger activities. Specifically, for a given track, this amount follows the rule below:

Component B = Useful length of track in km* number of days per month it is used * unit price

In total, the customer will pay for a given month and site:

Charge = component A + component B

Whenever the sidings are associated with a land surface area to form an industrial space, the following charges add onto those indicated above:

- Land charges excluding spaces under the lines (not taken into account when calculating the charge);
- Taxes and duties;
- Amortisation charges, if applicable.

Contact PSEF for details of the charging and invoicing procedures for the occupation of sidings without frequent rail movements.

7.3.5.4.2 Invoicing procedures

a. Sidings used recurrently and subject to a local contract

Sidings subject to a contract for recurrent use are invoiced according to the provisions set out in the contracts. As a consequence, they no longer need to be included in the monthly declaration file for sidings.

For each month M, these charges are invoiced at the beginning of month M.

b. Sidings used on a one-off basis subject to declaration by the candidate

Sidings used intermittently (including mixed-use VGCs) are not subject to a local agreement. The amount invoiced is determined by SNCF Réseau according to the declaration made by the customer for the actual data on the number of trains that used the sidings at the latest by the twentieth (20th) of the month (M+1). The declaration is made using a declaration file model transmitted to the RU by SNCF Réseau and explaining the procedure to be followed.

For these sidings subject to a declaration of use in M+1 for month M, the invoicing is issued at the end of month M+1.

c. Observed discrepancy between the contracted and/or declared capacity and the actual use

In both situations above, in the event of a discrepancy between the contracted and/or declared capacity and the actual usage – as measured through the operational traffic management information systems (in particular GOST), SNCF Réseau shall automatically apply a penalty to the railway undertaking concerned, equal to two (2) times the amount of the use charge due.

In the event of over-occupation of the mixed-use VGCs (stabling time in excess of the time specified in the CLE) and to avoid saturation of the network on certain restricted sites, SNCF Réseau shall automatically apply a financial penalty equal to (4) times the amount of the use charge due.

d. Special case of the use of sidings for the non-contracted long-term stabling of vehicles.

This use is charged to the railway undertaking that deposited the vehicle(s) until its/their removal. The penalty referred to under § 7.3.5.4.2.c applies

7.3.5.4.3 Charges for additional regulated services performed in service facilities

- **Charge for the assistance with running TEPE trains on siding sites**

As regards the use of sidings by exceptionally large and bulky consignment trains (TEPE), the charge for the assistance with running these trains is established based on the cost of any specific adjustment or work entailed.

Invoicing of the corresponding charge will be based on needs over time, on the basis of an estimate provided by SNCF Réseau and accepted by the customer before the service provision begins.

7.3.5.5 Access conditions

Requests to use stretches of sidings are sent to the PSEF or to the one stop shop, following the procedure for allocation described in § 7.3.5.6.

The document RFN-IG-TR-1 A 00-no. 004 "Using sidings", completed by the Local Operating Instructions (CLE), accessible in DocExplore, specify the principles and conditions for using each siding.

- **For a recurring need, the procedure is as follows:**

Upon signing a national sidings contract (Appendix 7.2) and a local contract for a maximum period of use in a timetable, for use as a work and/or stabling siding and without intervention on the rolling stock. The contractual conditions common to all contracts for the use of service facilities apply (Appendix 7.1).

Upon signing a provision agreement (CMD) for the use of an industrial space (general terms and conditions set out in Appendix 7.5). There is no minimum duration for provision agreements. However, its maximum term is usually five (5) years (initial term of three (3) years, renewable for one (1) year, twice). The term may vary according to the investment made by the CMD beneficiary. The provision agreement is entered into for the dynamic stabling of rolling stock and interventions on it, in particular to perform light maintenance operations or to prepare cars or carriages.

- **When using sidings for an occasional need (including use of VGCs), the following steps must be taken:**

Sign a national sidings contract (Appendix 7.2). Users must furnish a declaration, according to the conditions laid down in Article VI thereof. The contractual conditions common to all contracts for the use of service facilities apply (Appendix 7.1).

7.3.5.6 Capacity allocation

The allocation procedures set out below come to specify the provisions of implementing regulation No. 2017/2177 of the European Commission dated 22 November 2017 pertaining to the access to service facilities and the services associated with rail transport.

The capacity allocation procedure on sidings for normal use is applicable to candidates, hereinafter the "applicant".

The sidings affected by this allocation process are used for normal use (work and stabling outside of industrial spaces), including mixed-use VGCs, as described in § 7.3.5.1.

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

The procedures set out below do not concern freight terminal sidings nor industrial space tracks. Similarly, the occupation of any siding without frequent movements is not affected by this process.

For sites equipped with the GOST tool, allowing railway undertakings to request adjustments in order to adapt the timetable, see § 7.3.5.6.l further on in this Article.

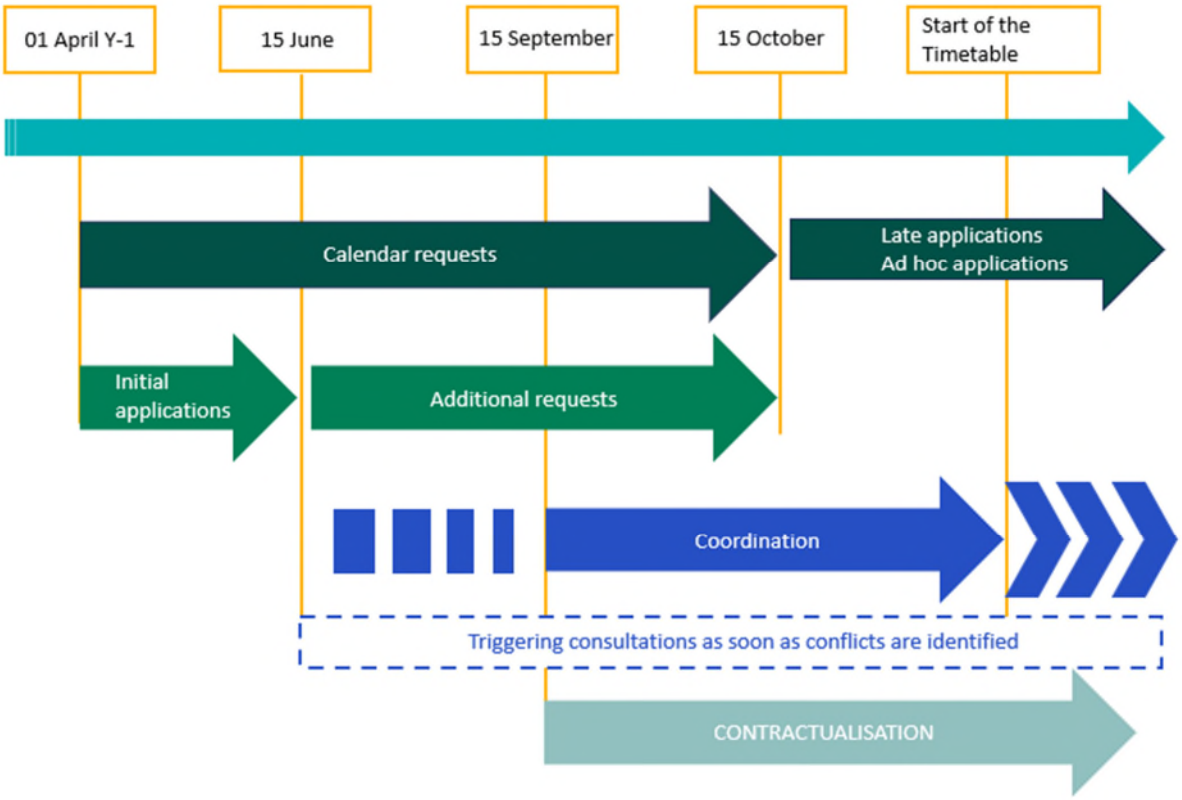
A capacity request expressed within fewer than five (5) days before the requested date of use is handled operationally directly between the applicant and the SNCF Réseau services in charge of traffic management. The user will then need to issue a declaration in compliance with § 7.3.5.4.2.

a. Formalisation of the application

All siding allocation requests must imperatively be communicated by the Applicant through a Requirements Form, whether grouped or one-time. A model is available on the PSEF website. Every allocation request for sidings applies for a specified duration or, by default and as a maximum, for the time period of one timetable.

b. Request processing schedule

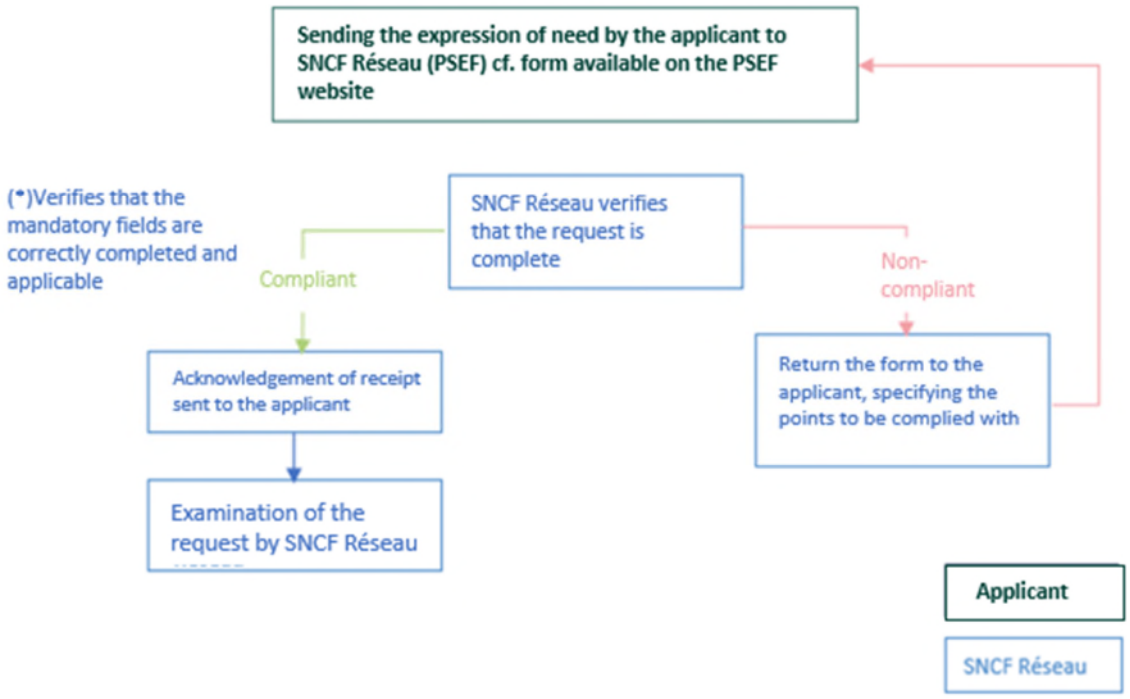
The request schedule breaks down into 3 major periods, such as described below (ad hoc requests are a sub-set of late requests):



c. Process for handling requests

The applicant sends its Requirements Form to SNCF Réseau (PSEF), which, after checking it for completeness, will send an acknowledgement of receipt to the railway undertaking within seven (7) working days (except in exceptional circumstances). The set time frame for SNCF Réseau to provide a response to the Applicant will start to run as of the date on which the PSEF received the complete request.

The request will be processed by the competent departments of SNCF Réseau, in the territory (Local Management and EIC in particular).



The calendar for responding to the requests is organised in the following way:

Response time frame for requests not requiring coordination		
On schedule requests		Late requests
Initial requests	Additional requests	
Reply on 15 September Y-1	Reply between 16 September Y-1 and 15 November Y-1	Response to late requests within a period of thirty (30) calendar days
		Response to ad hoc requests (*) within a period of five (5) working days
Response time frame for requests requiring coordination		
An additional period of fifteen (15) calendar days may be added		

(*) *in accordance with* ***Implementing regulation 2017/2177****, a request coupled with an ad hoc train path request for an individual train path, in this case, 1 one-off request for a single accessing train.*

d. Process for handling requests

The initial requests are compiled before being treated together by SNCF Réseau. In the event of a request for modification of an initial request before fifteen (15) June Y-1, the modification will be integrated into the initial original request by the applicant.

Additional requests and late requests are processed in their order of arrival.

For all requests:

- In the event of a reduction of the requested capacity, the reduction is integrated into the initial request.
- In the event of a request for additional capacity, this request is processes as a new request, according to the above schedule in c.

SNCF Réseau bases itself on the elements provided by the applicants in their requirement form and in particular the specifications of the convoy to find the most suitable tracks for the request issued, while keeping in mind to best adapt the resource to the need in order to avoid maintaining unused facilities.

SNCF Réseau integrates the infrastructure possibilities, and in particular:

- The first destination of the tracks, as described in the local operating documents;
- The other characteristics of the 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.

SNCF Réseau also integrates the requirements and the services operated by other railway undertakings and all the other 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 (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.);
- The conjunction, in terms of operation, of all first three (3) families of criteria, this point evidently entails the arrangement of the requests of railway undertakings and their work schedules, as well as the safety regulations relating to the operation of the site (for example, shared activity).

e. Request coordination principles

In the event of competing requests, SNCF Réseau coordinates the requests by consulting with all the applicants, with the aim of enabling each person to work in good conditions and in tune with their market.

Any modification to access rights already granted is subject to the agreement of the candidate concerned.

f. Capacity allocation method in the case of a residual conflict

In cases where the requests cannot be satisfied following the coordination procedure, the following criteria will guide the arbitration by SNCF Réseau:

- The effective use of the tracks in Y-1 compared to the capacity requested, whenever this information is available;

- The destination of the requested sidings (usually indicated by the customary name of sites) depending on the intended activity on these tracks;
- Provisional number of days of use, frequency and seasonality;
- Motivation and justification of the request;
- Adjustment of the allocated capacity in the event of a loss of business during the year;
- Origin of the request: initiative of the applicant or adaptation due to the infrastructure manager;
- Chronological order of arrival of requests, for additional and late requests;
- Length of the route travelled;
- Complexity and overall impact of the manoeuvre theme on the railway complex.

g. Process for responding to the applicant

Four (4) types of response are possible:

1. Total allocation of capacity:

The capacity requested by the applicant is available and is therefore allocated. The applicant is notified via the response given on the requirements form returned to it by SNCF Réseau.

2. Partial allocation of capacity:

The capacity requested by the applicant is partially available. The available capacity is therefore allocated. The process described in § 1 applies. With regard to the remaining requested capacity that is not allocated in the first instance, there are two (2) possible scenarios:

- The remaining capacity requested by the applicant conflicts with other requests; in this case the process described under § 3 below applies;
- The applicant is alone on the site, yet the overall commercial capacity of the site has been reached and SNCF Réseau cannot fulfil the request. SNCF Réseau and the applicant will then determine together whether there are any viable alternatives making it possible to perform the service concerned in economically acceptable conditions.

3. Under study

Some capacity requests may conflict with each other. In this case, SNCF Réseau, through the Territorial Directorate concerned, organises one (or more) consultation meetings within a maximum of thirty (30) calendar days (following the date on which SNCF Réseau communicated its response) with all the parties concerned by the conflict. It is to be noted that this meeting may be initiated before the formal response to the applicant, as soon as the conflict is detected.

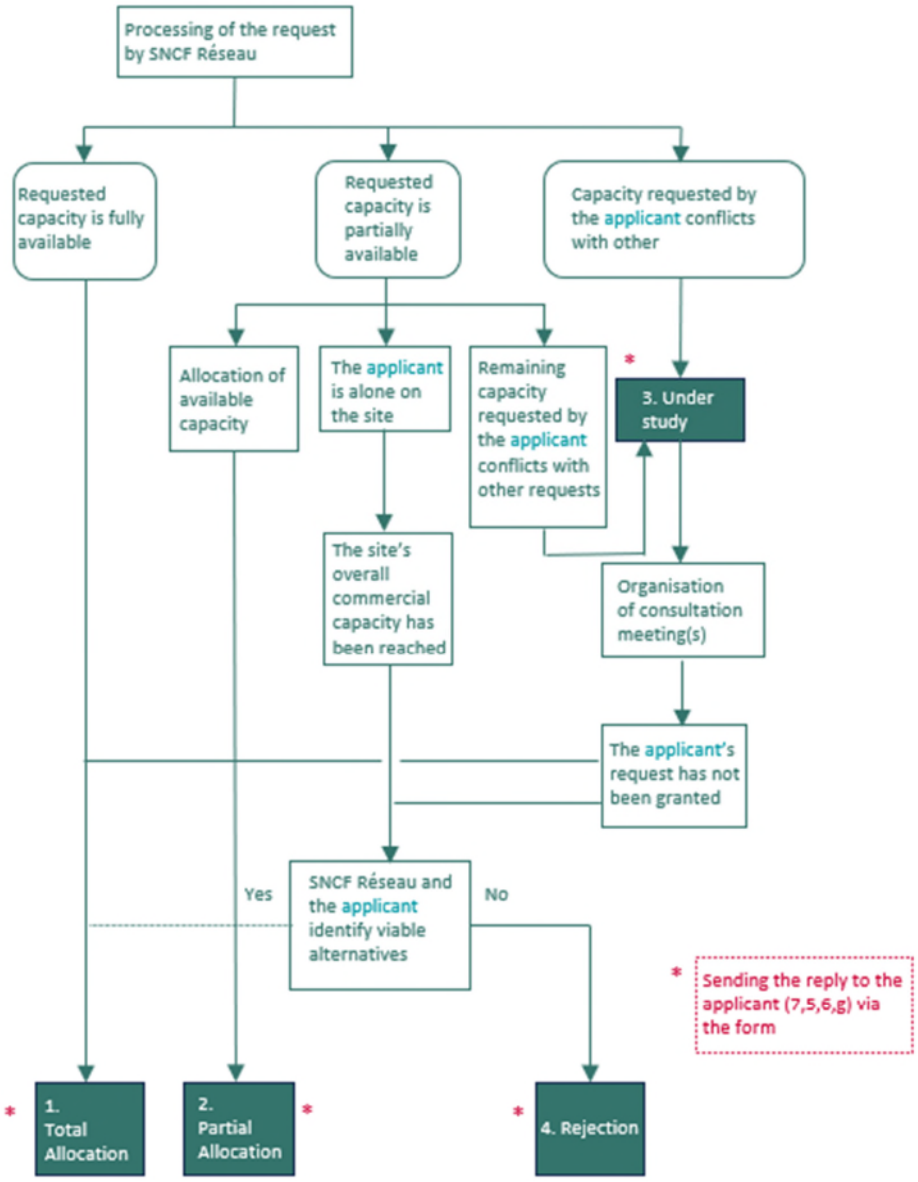
Each one is then asked to send their account manager, according to a standard template provided by SNCF Réseau available on the "Technical documents cited in the Network Statement" page on the SNCF Réseau website), the detailed programme of their activity scheduled on the sidings requested at the latest seven (7) calendar days before the consultation meeting is held. If an applicant 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 last consultation meeting, the final arbitration response will be communicated to the parties involved by SNCF Réseau within fifteen (15) calendar days.

SNCF Réseau and the applicant whose request could not be fulfilled shall determine together if any viable alternatives would make it possible to perform the service concerned in economically acceptable conditions.

4. Rejection

When following the procedure, SNCF Réseau and the applicant conclude there are no viable alternatives and the request cannot be satisfied, the latter is rejected.



For all types of response, the document effective between the candidate 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.

Contracts are drawn up based on the capacities allocated by SNCF Réseau (total or partial allocation of capacity), in the absence of any reservation submitted within a period of fifteen (15) days from notification of the response.

h. Capacity requirements 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.

i. Setting up site committees

In the context of coordinating requests, SNCF Réseau may institute a lasting or temporary site committee which is charged with encouraging consultation regarding the allocation of capacity and generally optimising the use of the sites requiring it.

It groups together, at intervals defined according to the coordination needs, the railway undertakings operating on the site and any new capacity applicants, SNCF Réseau and its services, which also have capacity needs on the sidings. It works by means of a search for consensus, however the final decisions are taken by SNCF Réseau. 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.

j. Returning capacity on sidings

Railway undertakings have the option to return their sidings capacity at any time using the "form for returning sidings", a template for which is available on the "Technical documents cited in the Network Statement" page of the SNCF Réseau website.

k. Reporting

An annual summary of the allocation of sidings may be drawn up on request of the candidate.

Furthermore, for sites for which a committee was set up, SNCF Réseau organises, where applicable, an annual site meeting with the candidates 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 candidates 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 maintenance schedule for Y+1, where possible;
- Review of the local operating instructions;
- Review of the capacity allocation.

I. Sites equipped with GOST

For sites equipped with the GOST tool, the distribution of capacities into siding blocks between the railway undertakings, as decided upon after the allocation procedure by arbitration of the infrastructure manager, is directly integrated into the GOST tool by SNCF Réseau before the start of the timetable.

During the timetable adaptation phase, capacity allocation or return requests must be subject to a request from the railway undertaking using the GOST tool (access via an internet link transmitted to the railway undertakings concerned). SNCF Réseau allocates capacities depending on availability on the site and in compliance with the safety procedures in application at the time of the request.

In order to guarantee optimum use of the site's capacity by the customers needing said capacity, the railway undertakings are asked to cancel siding reservations that they are not planning to use, preferably more than two (2) calendar months before the intended date of use and at the latest seven (7) calendar days in advance.

7.3.5.7 Service for the stabling of passenger rolling stock on the main tracks in passenger terminals at night

In addition to the service for the normal use of sidings, SNCF Réseau offers passenger railway undertakings requesting it to stable their trains on the main tracks in passenger terminals at night, subject to technical and operating possibilities.

This stabling service (excluding service facilities) consists of providing track capacity for the parking of one or more trains during a time interval falling wholly or partly between midnight and 5am (actual usage time is not taken into account).

Stabling is understood as the presence of the train at the platform outside of any commercial public service – such as passengers, and outside of maintenance services, except inside the train.

This request for service must be formulated by the railway undertaking for the construction phase under the same form and schedule as requests for capacity on sidings for routine use, as described under §§ 7.3.5.6.a) and b).

SNCF Réseau shall grant these requests whenever nothing opposes them, as the capacity requirements for commercial trains (stops or traffic), and similarly, the network management needs take precedence.

In the event of competing requests for stabling needs on the main tracks in passenger terminals, SNCF Réseau shall coordinate the requests by consulting all the applicants, with the aim of enabling each person to work in good conditions and in tune with their market.

In cases of residual conflict for this service, SNCF Réseau shall apply the following priority criteria, in order:

- Priority is first of all given to the applicant who does not have any sidings on any siding yard belonging to SNCF Réseau technically able to receive the rolling stock considered;
- Priority is then given to the applicant who preserves the best the capacity of the track occupation diagram. (balance between arrival times at night and departure times in the morning - vehicle gauge over the period considered).

The effective use of these main in-station tracks for stabling needs in the conditions above is subject to a declaration by the companies concerned. These terms and conditions are likely to change for future timetables.

This service is available in the passenger stations listed in the stations statement, according to the terms described in the operating compendia for structuring/non-structuring stations, whenever these exist.

The stabling of rolling stock on the main tracks of passenger terminals at night is subject to a charge set out in Appendix 7.9.

The service will first be invoiced based on the applicant customer's declaration. SNCF Réseau reserves the right to modify this declaration in the event of contradictory data. As a target, the service will be invoiced based on what was contracted between the customer and SNCF Réseau.

Component A of the charge for overnight storage of rolling stock in passenger stations is invoiced per train using it.

As regards the billing of component B of said charge, the useful length of the track is set to 400 linear metres for all the services provided. Moreover, component B is billed per night, whatever the duration of use of the station tracks.

Three (3) separate cases apply to the invoicing of the service:

- If the stabling of rolling stock on the main tracks of passenger terminals at night is requested by a railway undertaking and SNCF Réseau grants this request, the charge for the service will be invoiced;
- If the stabling of rolling stock on the main tracks of passenger terminals at night is requested by a railway undertaking and SNCF Réseau responds by offering stabling on sidings, the invoice is established as per the charge for normal use of sidings for passenger activities.
- If the railway undertaking requests to station on sidings and SNCF Réseau has no other choice than to have it stabled on the main tracks of passenger terminals at night, the railway undertaking will be invoiced with the charge for normal use of sidings for passenger activities.

7.3.6 MAINTENANCE FACILITIES

Not applicable

7.3.7 OTHER TECHNICAL FACILITIES

Not applicable

7.3.8 RAIL, PORT AND MARITIME INFRASTRUCTURES

7.3.8.1 General information

The list of Infrastructure Managers of networks neighbouring the French Rail Network, including rail, port and maritime infrastructures is set out under § 1.6.4.

7.3.9 MEANS OF ASSISTANCE

7.3.9.1 General information

As specified in Chapter 6 - Rail Operation, as part of its mission to clear parts of the rail network and service facilities managed and operated by SNCF Réseau, the latter ensures the re-railing of derailed rolling stock. Moreover, SNCF Réseau has the authority to oblige railway undertakings to provide suitable means required to keep the national rail network and service facilities managed and operated by SNCF Réseau clear. This service is included in the charging of minimum services.

Outside of these parts of the rail network and the service facilities managed and operated by SNCF Réseau, the infrastructure manager offers a re-railing service (§ 7.4.1.3).

7.3.10 FUELS

7.3.10.1 General information

Refuelling must primarily take place in existing fuelling facilities: service station or refuelling point already existing on the site, whether or not this installation belongs to SNCF Réseau.

However, it is not always possible for railway undertakings to refuel at these facilities (too far away, unsuitable opening hours, etc.). In this context only, railway undertakings may issue a request to refuel outside of a service station if specific provisions are implemented and the existing regulations are observed.

This Article is not applicable as regards the provision of fuel.

In this context and depending on the available capacity, SNCF Réseau may provide industrial spaces enabling railway undertakings to organise their own refuelling operations.

7.3.10.2 Services

Supply of the rail tracks and associated land enabling a railway undertaking to organise its refuelling operations.

7.3.10.3 Description of the service facility

The service facility comprises one or more sidings, a fuelling area, whether built or not, and a road access.

7.3.10.4 Charging

See § 7.3.5.4.1.

7.3.10.5 Access conditions

With a view to arranging a refuelling point on a non-electrified siding on the national rail network (with a provision agreement), a feasibility study must be conducted by the applicant railway undertaking in order to present its project to SNCF Réseau, to guarantee the request is justified (absence of facilities nearby, unavailability of the facilities on the days and time wanted, etc.) and the regulatory provisions linked to this type of facility are respected.

SNCF Réseau will then verify the conformity of the request, based on the feasibility study conducted by the railway undertaking. This compliance check is described under § 7.3.8.6.

If it so wishes, the railway undertaking may ask SNCF Réseau to conduct the feasibility study to establish 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 space dedicated to and converted for this purpose, in accordance with the relevant statutory provisions.

If SNCF Réseau is able to conduct this study, a quote will be issued to the railway undertaking specifying the deliverables, the price and the provisional time frame to complete the study. If the railway undertaking approves the proposal, the service will be billed based on the signed quote, which may be adapted during the completion of the study, if necessary. The quote will be established in light of the time required to conduct the study, and any additional fees incurred (such as surveys and travel to the site). 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 and the site operating constraints.

7.3.10.6 Capacity allocation

Based on the feasibility study transferred by the railway undertaking, SNCF Réseau will check the conformity of the project. This conformity check is performed free of charge by SNCF Réseau. SNCF Réseau reserves the option to refuse any facility that does not meet any one of the obligations listed below.

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

Refuelling points must be established according to the principles of the document RFN-IG-TR 03 B-09-no. 001 "Reference document for refuelling points", available on the page "Technical documents cited in the Network Statement" on the **SNCF Réseau website**, which sets out the necessary safety standards for the facility and the conditions of use of refuelling points.

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.

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 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.

The railway undertaking must justify to SNCF Réseau compliance with the environmental standards linked to its fuel distribution activity (compliance with the thresholds, regulatory periodical checks, … etc.).

7.4 OTHER SERVICES PROVIDED IN SERVICE FACILITIES

Candidates do not have any legal right to these services. SNCF Réseau chooses whether to provide these services. If these services are offered by SNCF Réseau, they are offered to all candidates that request them.

7.4.1 ANCILLARY SERVICES IN SERVICE FACILITIES

7.4.1.1 Local business radio

The local business radio service (RLE) is an optional private professional radio communications service operated by SNCF Réseau, designed to meet the communication needs of railway companies wishing to operate on the national rail network.

It is based on a foundation of basic services covering the daily communication needs of agents in the following operations:

- **Manoeuvring operations**: for highly secure and reliable communications, using voice or audible signals when controlling train shunting manoeuvres. The equipment used meets very specific functional, ergonomic and technical criteria.
- **Service operations**, such as **"non-essential"** activities: for group and/or individual communications between agents.

These services exclusively cover communications between the agents of the same railway undertaking. Communications between the staff of a railway undertaking and SNCF Réseau staff are handled by the monitoring channel (see Article 5.1.7.4)

Access to services in the RLE offer is subject to a specific contract.

For any further information, please contact Offre.rle@sncf.fr.

7.4.2 MISCELLANEOUS SERVICES PERFORMED IN SERVICE FACILITIES

7.4.2.1 Catenary lock-out - regulated service

Railway undertakings may be required to call upon the services of SNCF Réseau to turn off the power to the catenary so that they may intervene on their equipment for a reason attributable to them (open hatch, loose sheet, etc.).

The railway undertakings are not obliged to make use of this service and may choose to move the vehicles concerned to a non-electrified siding, especially if complex interventions need to be carried out (e.g. resumption of loading).

This service is provided as soon as possible, depending on the availability of the SNCF Réseau staff authorised to carry out such a lockout.

This service must be subject to a request to PSEF.

In the case of a simple request, SNCF Réseau shall propose, within 5 working days after acknowledgement of receipt of the completeness of the request, the earliest possible intervention date. In the case of a complex request (multiple services or special constraints), SNCF Réseau shall not guarantee any response time frame. The approval of the request shall lead to invoicing, whether the final quote is accepted or not by the RU.

This service is subject to a quote drawn up by the PSEF and can only take place after the quote is approved by the applicant. The quotes are drawn up based on:

- costs for the administrative processing of the request;
- costs for the agent(s) called upon for the onsite intervention.

The service will be invoiced by PSEF based on the approved quote.

7.4.2.2 Occupation of sidings without frequent rail movements - non-regulated service

Sidings may also be provided to candidates by SNCF Réseau to be occupied without frequent rail movements.

Any person having a right to access 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 PSEF, SNCF Réseau's One Stop Shop or its national or regional account manager (§ 1.6) to request use of sidings for occupation without regular rail movements (which is different to the routine use described in § 7.3.5).

Usually, the sidings selected to be occupied without regular rail movements are non-commercial and not regularly maintained sidings.

These services providing sidings for exclusive use do not fall under network access (*).

These provisions are concluded:

- for a maximum duration of one (1) year and without regular rail movements, for the exclusive purpose of long-term stabling of unused equipment (unemployed cars, equipment to be put out of service, etc.) and without intervention on it;
- for a maximum duration of five (5) years and without regular rail movements, particularly for those which are affected by a property hold that is also available and which are specifically used for stabling vehicles out of service.

SNCF Réseau shall approve this request subject to the availability of the capacities with regard to their environment and compliance with the rights to access the national rail network guaranteed to users of the space considered.

This provision shall result in the application of an ad hoc agreement with the beneficiary.

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

(*) ***NOTE****: SNCF Réseau may however terminate this at any time, according to the contractually-binding provisions regarding providing advanced notice, the agreement granting exclusive and temporary use of 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. Where possible and relevant, SNCF Réseau shall study, in conjunction with the agreement beneficiary, an alternative fallback solution under reasonable economic conditions in view of the operating needs of the undertaking.*

7.4.2.3 Use of sidings by private siding owners - regulated service

To improve the conditions of their rail operation (manoeuvres), siding owners may use the sidings connected to their private sidings.

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-n°002 (OP 00517) "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 a train movement authorisation from SNCF Réseau, in accordance with the specific operating rules RFN-IG-TR 01 A-00-no. 005 (OP 00516) "Traffic and operation by private siding owners on the national rail network" and document RFN-CG-MR 03 A-00-no. 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.

The applicable charge is that for the common use of sidings applicable to freight transport services, described under § 7.3.5.4.

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 both cases above, SNCF Réseau's approval of the rolling stock is not necessary if the latter possesses an authorisation delivered by EPSF or ERA for the train movement's type of use.

7.4.2.4 Operation of simple safety facilities - regulated service

As per paragraph 2 of Art. 17 of the Order of 9 December 2021 (broadly reprising Section II of Article 76 of the Order of 19 March 2012), the operation of simple security facilities can be performed by appointed and authorised RU agents. Simple safety facilities are designated as such in the Local Operating Instructions of the establishment concerned.

In certain specific cases, SNCF Réseau may provide services for the operation of a simple safety facility at the request of a railway undertaking, insofar as its staff availabilities allow it to do so. This service must be subject to a request to the national dedicated account manager. SNCF Réseau will respond to the request within one month. This will be invoiced by PSEF on the basis of an estimate previously approved by the railway undertaking. This quote is established in light of the costs for the administrative processing of the request, and the costs for the agent(s) called upon for the onsite intervention.

7.4.2.5 Operation of simple safety facilities following a train movement problem on the line - regulated service

Following a train movement problem (network visibility, external event, etc.) or a traffic problem (equipment damage, braking incident, displaced load, etc.) involving the sudden stabling of the convoy, SNCF Réseau - under operational traffic management - may be required to stable a convoy on a siding in order to clear the national rail network and thus restore traffic.

In this case, as an exception to § 7.4.2.4 above, and in accordance with § IV of Article 3 of Decree No. 2003-194 relating to the use of the national rail network, the cost of stabling the train (operation of the simple facility, where relevant, and the use of the siding) is included in the price of the corresponding train path.
After stabling and resolving the problem, SNCF Réseau provides the traffic management operations required to unstable the convoy in view of its return to the line.

In the event that such an un-stabling operation involves the operation of a simple safety facility of the site, the railway undertaking uses its own means, those of authorised third parties or can all on the services of SNCF Réseau to provide this service.

In the latter case, the request is made via the PSEF during its opening hours. Failing this and in emergencies only, the railway undertaking must contact the Operational Traffic Management Centre (COGC) (see Chapter 6). If SNCF Réseau has the means available, the service is subject to a quote drawn up by the PSEF (failing this by the COGC), in compliance with the principles described in Appendix 7.8, and will only take place after the quote is approved by the railway undertaking.

The service is invoiced as a lump sum only if the responsibility of the problem is attributed to the railway undertaking. The determination of such responsibility can sometimes take place after the unstabling operation, which usually requires to act quickly.

The principles for establishing quotes applicable further to a traffic incident online are identical to those applicable under other circumstances.

7.4.2.6 Services provided on other SNCF Réseau assets - non-regulated service

SNCF Réseau has a variety of different assets (land or buildings) that, if not assigned to other uses, may be made available by SNCF Réseau to candidates under conditions set out in specific contracts between the parties. Interested candidates can contact the One Stop Shop of SNCF Réseau or the PSEF. The approval of the request shall lead to invoicing, whether the final proposal is accepted or not by the RU.

7.5 PENALTY TO ENCOURAGE IMPROVEMENT IN THE QUALITY OF SERVICE PROVIDED IN SERVICE FACILITIES

Service facilities, particularly sidings, are a strategic component of the rail network for both Freight transport services (train formation, loading/unloading of goods) and Passenger transport services (train stabling between two commercial routes).

Their accessibility and the quality of the services provided have a direct impact on the rail service offering and are therefore crucial to the development of rail Freight and the opening up of the Passenger rail market.

In order to support fare increases linked to catching up on the full cost of management, and therefore to significant regeneration investments, SNCF Réseau has decided to implement a mechanism to encourage service quality.

From the 2026 timetable onwards, SNCF Réseau will have a financial incentive to improve the service it provides to railway undertakings: if it fails to meet pre-set service quality targets, it will be subject to a penalty of up to €1.87 million, which will be paid to the companies using the sidings in proportion to their usage.

The results obtained will be published at the end of the second quarter of 2027 on the PSEF website, so that they are accessible to all users.

- **Principles and terms of the incentive scheme**

The system is based on setting targets - for a timetable - for two of the 11 service quality indicators deployed in the IS for a given service schedule.

- I1: number of site committees held

SNCF Réseau considers that holding site committee meetings and monitoring the commitments made – which will be reflected in an agenda and a record of decisions – meet a customer need and mark the first step towards improving service quality in terms of capacity allocation and operations. Site committees make it possible to identify and address major irritants, propose solutions, ensure their implementation and thus improve the quality of service provided on site.

This indicator measures the dynamics of dialogue between SNCF Réseau and railway companies, with the aim of identifying and addressing major issues encountered at sites.

The target set for the 2026 timetable is to hold 44 site committee meetings.

- I2: rate of use of the budget allocated to the regeneration of sidings

The use of the budget ensures that the funds allocated for investment in sidings are used appropriately. In this case, it involves monitoring the investments made by SNCF Réseau in equity capital on sidings. These investments, agreed with customers, are primarily aimed at maintaining the site and improving its quality. For the 2026 timetable, they represent a total of €35 million.

This indicator reflects SNCF Réseau's effective commitment to implementing programmed investments for the modernisation and maintenance of sidings.

The target set for the 2026 timetable is to use at least 93% of the allocated funds, i.e. an effective use of €32.5 million.

- **Amount and breakdown of the incentive penalty**

A budget of €1.87 million has been allocated to the mechanism for the 2026 timetable, distributed equally between the two indicators (€937,000 per indicator). The two indicators are independent of each other, which means that the penalty incurred by SNCF Réseau is directly proportional to the performance achieved for each indicator, with no impact on the other.

Thus, if the targets for a single indicator are not met, the penalty applied will be limited to a maximum of €937,000. However, if neither of the targets for the two indicators is achieved, the entire budget, i.e. €1.87 million, could be paid to the railway undertakings.

The mechanism is also designed to be progressive, in order to ensure proportionality between the extent of the breach and the penalty applied. The amount of the penalties is adjusted according to the degree of deviation from the targets set, according to the following scales:

- Indicator 1: Number of site committees held:

Number of site committees	% of penalty	Amount of penalty (€K)
40	100%	937
41	70%	656
42	40%	375
43	20%	187

- Indicator 2: Rate of use of the budget

Use of the budget	% of penalty	Amount of penalty (€K)
<= 91%	100%	937
Between 91% and 92%	50%	468.5

- **Calculation and payment of penalties**

Service quality indicators are calculated at the end of January of year Y+1 based on data from the previous timetable.

The amount of penalties is determined according to the results obtained for each indicator and paid to railway undertakings in proportion to their use of sidings during the timetable concerned. Penalties will be paid, where applicable, in the second quarter (Q2) of year Y+1.

The results obtained will be published no later than 30 June 2027 on the PSEF website.

- **Revision and adjustment of the scheme**

The indicators, their objectives and the amount of the associated penalties are defined yearly.

Photo Credits: SNCF Réseau Media Library - Jean-Jacques D'Angelo.
Drafted by: Customers and Exploitation General Management – Customer and Market Department - NS Division