

APPENDIX 7.3

USE OF FREIGHT YARDS

PORTFOLIO AND CONTRACTUAL FRAMEWORK

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FOREWORD

Object, publication and validity of the document

This document relating to freight yards is intended to define the nature and conditions for the provision, by SNCF Réseau, of freight yards to candidates, as per Article L.2122-11 of the Transport Code and in accordance with Decree No. 2003-194 amended by Decree No. 2015-1040 of 20 August 2015 on access to the railway network and Decree No. 2012-70 amended by Decree No. 2016-1468 on access to the service facilities connected to the rail network and to the services and service provisions provided by the service facilities operators and laying down various provisions in terms of rail transport in force as of the date of publication of this portfolio for the 2022 timetable.

This document is published annually, in accordance with the provisions of Article 17 of Decree No. 2003-194 (amended) in force as of the date of publication of this document.

This service portfolio only applies to the freight yards described in Appendices 7.6.1 and 7.6.2 for the 2022 timetable. It may be revised, where necessary, after it has entered into force, in the event of legal or regulatory changes or in light of decisions from the Railway and Road Regulation Authority (ART). The updated document will be available on the SNCF Réseau website and on the Plateforme de Services aux Entreprises Ferroviaires website.

Contact for ordering and implementation of the regulated services

- Contact for ordering the regulated services

The Plateforme de Services aux Entreprises Ferroviaires (Service Platform for Railway Undertakings – PSEF) is the candidate's contact for all of the services described in this document.

The PSEF is the body responsible for:

Registering requests and orders from candidates

Preparing and concluding contracts,

Monitoring contracts.

Candidates must contact the PSEF in writing (letter or email) when requesting any information concerning the services, and when ordering any services.

Any requests made via other contacts within SNCF Réseau will not be taken into consideration.

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CS 80001

93212 LA PLAINE SAINT DENIS Cedex

Telephone: +33 9 80 98 03 29

E-mail: services.psef@sncf.fr

Website: <http://www.psef.sncf-reseau.fr/>

The PSEF shall not replace the operational contacts required to perform the services or access the freight yards.

- **Contact for the implementation of the regulated services**

SNCF Réseau and the candidates shall exchange the list of their respective contact persons (local manager, operations coordinator, etc.).

It must be possible to contact the appointed contact persons for the entire duration of the contractual relationship and they must be able to work in French (written and spoken).

Candidates must notify the PSEF, and vice versa, if contact persons change, in accordance with the conditions defined in the contract agreed between themselves and SNCF Réseau for the service concerned.

It is appropriate to specify that the operational contacts provided as part of the contract must also be able to contact SNCF Réseau at all times. If this is not the case, it is appropriate to notify the PSEF of this, so that it can provide the necessary contacts as soon as possible.

PSEF website

- **Aim of the website:**

The PSEF website is intended for candidates using or intending to use the national rail network who wish to ask SNCF Réseau for access or a service on its freight yards.

It includes all useful documentation for each timetable.

- **Updating principle:**

The SNCF Réseau portfolio in terms of freight yards is updated on the PSEF website each time the Network Statement is updated in this regard.

Short-term information (for example, works resulting in the temporary unavailability of a facility) which does not require that the Network Statement be changed is provided in the form of a news item on the PSEF website (see below).

- **Free news subscription service:**

For information, the PSEF website allows users to register for subscription on the site by entering a name and email address into the Alert'infos subscription box ("Inscription Alert'infos") at the bottom of the menu on the left, and ticking the type of alert wanted. After this, each time the news is updated on the site an information email is sent out.

GLOSSARY AND ABBREVIATIONS USED IN THIS DOCUMENT AND IN ITS APPENDICES

“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.

“Freight yards” (FY) : SNCF Réseau freight yards listed and described in the Network Statement in force, characterised by one or more tracks located within the grounds of the site, together with adjacent areas and the access to them.

“Local operating document”: local document produced and managed by the operator of the site, specifying, for this site, the SNCF Réseau facilities available and their characteristics and the local conditions.

“Network Statement” (NS): This is a document drawn up by SNCF Réseau in application of Article 17 of the French Decree No. 2003-194 amended by Decree No. 2015-1040 of 20 August 2015 on access to the rail network, broken down into seven (7) chapters and determining the terms and conditions for access to the railway infrastructure.

“DUNE” : Customer portal for the reservation of freight yards.

“RU”: All private or public sector undertakings holding a licence and safety certificate in compliance with the requirements of the legislation in force, and whose main activity is that of providing rail freight and/or passenger transport services, such undertakings also providing traction as a matter of obligation; this term shall also extend to those undertakings that only provide traction.

“JPI”: Joint Prior Inspection (obligatory visit under the Labour Code to identify any risks associated with co-activity on a site).

« RS »: Rolling stock.

“Plateforme de Services aux Entreprises Ferroviaires (PSEF)”: (Service Platform for Railway Undertakings) Body responsible, within SNCF RÉSEAU responsible for the commercialisation of certain services offered in France to railway undertakings and candidates, excluding services provided in passenger stations.

“RFN”: National rail network; the composition of the RFN is established by Decree No. 2002-1359 of 13 November 2002 establishing the composition of the national rail network.

“SNCF Réseau”: Manager of the National Rail Network in accordance with Article L. 2111-9 of the Transport Code. All notifications and requests must be sent to the SNCF Réseau representative designated within the National Contracts.

DETAILS OF THE PORTFOLIO FOR THE USE OF FREIGHT YARDS

1. Description of the service facilities and regulated services

1.1. Service facilities

SNCF Réseau is the owner of freight yards, hereinafter referred to simply as "yards". The candidates or their sub-contractors may only use these freight yards for the services set out in § 1.2 below.

The list of the "yards instantly accessible" and their technical characteristics is given in Appendix 7.6.1 of the Network Statement.

The freight yards described in Appendix 7.6.2 must be subject to a prior analysis of their condition to evaluate their condition and the potential costs and time line for their restoration, before they can be used again. In addition, a candidate wishing to use one of these sites is requested to contact the PSEF as far in advance of the date of the desired first use of these facilities as possible, with a view to obtaining the information that will be required (verification of the technical characteristics, analysis of the condition of the yard, etc.). At all events, for the reasons given above, the deadlines guaranteed for the freight yards in Appendix 7.6.1 cannot apply to these yards.

1.2. Transshipment

The use of a freight yard consists of allowing candidates to use the railway tracks and adjacent land comprising one or more road accesses for the transshipment of freight during contractually-binding time slots.

1.3. Other services provided on freight yards

These services, incidental to transshipment, are offered, taking the respective transshipment operations of the different candidates on the site into account.

1.3.1. Stabling services on siding roads,

These services may be offered in addition to the provision of facilities for transshipment operations, to railway undertakings who have requested them, and where the facilities and the situation allow or require them.

Stabling is an operation that can be performed after consultation; however it must be remembered that transshipment operations take priority over stabling. Local implementation contracts drawn up for the use of each site requested specify, where necessary, these uses.

1.3.2. Rescheduling timetable slots

The candidate may request that timetable sections already allocated be rescheduled (adding a timetable section or shifting a timetable section to anticipate or respond to a problem).

2. Conditions for the provision of yards by SNCF Réseau to candidates

Access to the yards' facilities is subject to the conclusion of a contract, duly signed before the start of the service. This contract is part of the ordering process described in § 3.

2.1. Contract conditions between the candidate and SNCF Réseau

The contractual framework allowing a candidate to access the freight yards of a given site is made up of a national contract and a local contract. Before any entry to a site, the candidate must have returned the signed national contract and the local implementation contract for the site in question to the PSEF.

1. In the event of entry or use of SNCF Réseau's facilities without regular authorisation (i.e. contract in force or prior written authorisation in case of emergency), the offender is liable to prosecution and penal sanctions of six (6) months imprisonment and a fine of € 3,750 pursuant to Article L.2242-4 of the Transport Code, and in particular under the provisions of paragraph 5 which prohibit: "the entering, running on or standing on those parts of the railway or its dependencies which are not assigned to public traffic without regular authorisation [...]".

The contract (consisting of the national contract and one or more local contracts) includes appendices and operational and/or technical documents which are provided on registration.

Before first entering the site, the candidate, accompanied by SNCF Réseau shall take part in:

- an introductory visit to the site, during which a Prior Joint Inspection can be carried out. At the request of the candidate, the prior visit may be carried out before he files his formal request for the use of the facilities. The local contract is then modified correspondingly,
- the establishment of a joint entry inventory.

During the introductory visit, SNCF Réseau and the candidate shall inform each other of all the information relevant to the performance of the services (specific requirements of the candidate, name of the candidate's contact persons, site opening hours, etc.) and to risk prevention. The SNCF Réseau representative shall communicate all of the operational

and/or technical documents, including the local operating document valid for the site, ensuring the safe use of the SNCF Réseau facilities and equipment.

In accordance with the co-activity rules, a prevention plan will be drawn up by the Parties.

If the contract is renewed and the operating conditions of the site or the candidate production processes are not changed, it is not necessary to perform a new risk analysis. The parties undertake to inform each other of any such changes.

The candidate undertakes to inform SNCF Réseau immediately of the use of any service providers or sub-contractors that may access the yards and to usefully involve them in the risk analysis process (site visit, exchanges regarding the processes, provision of documents, etc.).

2.2. Conditions of use

On the site, the candidate shall be obliged and shall oblige any service providers, sub-contractors or customers likely to access the yards to comply with the regulatory provisions in force and with all safety documents that apply to the facility. As a result, the candidate shall be obliged to inform them of all relevant information before they begin operation on the yards.

The candidate undertakes to respect the timetable sections allocated or the scheduling mechanisms provided for in the contract. At the end of each period for which the yards are provided, no property used by the candidate (and/or by any service providers, sub-contractors or customers likely to access the yards) may be left on the yards.

The candidate undertakes to use the yards that are subject to the contract in such a way that they only withstand normal wear in relation to the activity performed. If deterioration is noticed for which the candidate or any company or person operating on the yard on its behalf is liable, the work to restore the yard to its original condition shall be invoiced to the candidate, after providing it with suitable notice.

In an emergency, particularly in the event of an accident or any kind of failure meaning that the yards are temporarily out of use or for any other incident temporarily preventing their use under normal safety conditions, SNCF Réseau may forbid the use of the yards, without notice, for the time required to restore their working condition or until the event halting road or rail operations has been resolved. SNCF Réseau shall notify the candidate of this state of affairs and in such cases, shall do its utmost to offer a replacement solution to the candidate where this is possible.

3. Conditions for ordering the service

The language applicable for all dealings or contact, whether written or oral, shall be French. In particular, documents exchanged between the candidate and SNCF Réseau must be written in French, and where required, in the format(s) requested by SNCF Réseau.

3.1. Two stages of ordering

The service is ordered in two stages:

- Signature of the national contract,
- Signature of a local implementation contract.

- **Conditions for signing the national contract**

The request can be made at any time and at the latest, at the same time as the first request for a local implementation contract for the timetable (see § 2 of the order process below). In order to do this, the candidate must:

1. inform the PSEF in writing (letter, email, etc.) of the subject of the request ("request for a national contract for the use of freight yards") and provide all data or information relevant to its processing, such as the information indicated on the memorandum available on the PSEF website (<http://psef.sncf-reseau.fr/>);
2. keep the acknowledgement of receipt from PSEF (sent as an email) confirming that the request has been registered and/or, where necessary, provide any additional information required by the PSEF to ensure the request is correctly processed;
3. validate its request by returning the signed national contract to the PSEF within one month of receipt, for which the PSEF will have previously sent out a draft stipulating the conditions for the organisation and performance of the service for the use of the facilities concerned.

- **Conditions for signing the local implementation contract**

Any candidate's request for use of facilities is made by submitting an order form, correctly filled in, to the PSEF (provided as an appendix to the national contract or available on the PSEF website). It is necessary to make a request for each site.

Every order form received is subject to a special study by the services of SNCF Réseau, generating a period of investigation before the draft contract is sent by the PSEF to the candidate. The processing schedule is shown in point 7.3.3.6 of the Network Statement.

Once the order has been processed by the PSEF, a local implementation contract is sent out to the candidate. The candidate has one (1) month from the date of dispatch of this document to return the local implementation contract to the PSEF by RLAR. If this does not happen, the facilities in the order shall be considered available and may be reserved by other candidates.

- **Confidentiality with regard to negotiations**

The SNCF Réseau staff responsible for processing requests for services and their performance comply with the confidential nature of information of an industrial or commercial nature that they receive from the candidate. Moreover, this obligation has been hardened. On the 25th of April 2017, SNCF Réseau adopted and implemented a confidential information management plan, in accordance with the French Decree No. 2015-

139 of 10 February 2015 on the confidential nature of data held by the railway infrastructure manager and on the ethics committee for the rail transport system.

Conversely, the same requirement is imposed on the candidate which would have to be familiar with information of the same nature.

However, if a candidate wishes to formally cover its pre-contractual exchanges with the PSEF, it may ask the PSEF to sign a confidentiality agreement.

3.2. Type of offer

Depending on the requirements of the candidates, two types of offer are put forward:

- The "confirmed" offer is based on the determination of timetable day(s) and time slots confirmed as allocated to the candidate once the contract has taken effect. The latter timetable sections can be adapted (shifted, added) upon request from the candidate subject to the availability of the facility,
- the "open" offer is based on the candidate having the option to request the use of yards three (3) working days in advance, but with no guarantee that these yards will be available on the requested date (a maximum of 10 timetable sections per month).

3.3. Ordering process

3.3.1. Registering a candidate's request for a national contract by SNCF Réseau (PSEF)

The candidate shall send its request for a national contract to the PSEF by any means using the model order form available on the PSEF website, with the list of the elements required by SNCF Réseau to process the request. The national contract shall be sent within five (5) working days and the candidate has one (1) month to sign and return it.

3.3.2. Registering a candidate's request for a location implementation contract by SNCF Réseau (PSEF)

The candidate shall send its request for a local implementation contract to the PSEF using the order form appended to the local contract, with the list of the elements required by SNCF Réseau to process the request. The PSEF registers the request once its completeness has been verified.

N.B.: This step maybe performed at the same time as step 1.

3.3.3. Contract offer from SNCF Réseau (PSEF) to the candidate

The PSEF shall send the candidate a draft local contract within a maximum of one (1) month.

3.3.4. Signature of the contract by the candidate

From the date the draft contract is sent out by SNCF Réseau, the candidate shall have a maximum period of one (1) month to examine and accept this draft.

Beyond this date, the offer is no longer valid.

If the candidate accepts the draft contract from SNCF Réseau, it shall return it, dated and signed, to the PSEF. This return must take place at the latest eight (8) calendar days before the intended date of first use.

If there is no signed contract, the candidate shall not be allowed access to the terminal.

3.3.5. Presentation site visit, implementation of the risk analysis process for the site and inventory (joint or otherwise)

N.B.: The facilities visit may, at the request of the candidate, take place before the local contract is ordered.

3.3.6. Performance of the service

3.4. Contract renewal

With regard to requests to renew the national contract, it is recommended the BENEFICIARY proceed with their request, where possible, at least three (3) months before the date on which the contract expires, in order to ensure that their file is processed.

APPENDIX NATIONAL: contract for the use of freight yards for transshipment operations

(following page)



NATIONAL CONTRACT FOR THE USE OF FREIGHT YARDS FOR TRANSSHIPMENT OPERATIONS

PSEF reference:

BETWEEN THE UNDERSIGNED:

SNCF Réseau SA, limited liability company with share capital of €621,773,000, entered on the trade and companies register under number 412 280 737, with registered headquarters at 15-17, rue Jean-Philippe Rameau, CS 80001, 93418 LA PLAINE SAINT DENIS Cedex, represented by [name]PSEF Director, duly authorised for the purposes hereof,

Hereinafter referred to as "**SNCF Réseau**",

First party,

AND

[company name],with registered headquarters at [address]

..... entered on the Trade and Companies Register of [city] , under number [number],and represented by [name]..... [position].....

Hereinafter referred to as "*the candidate*",

Second party,

SNCF Réseau and the **BENEFICIARY** being hereinafter referred to as "Parties" collectively and a "Party" individually.

FOREWORD

In order to meet the operational needs of users of the national rail network so as to perform their freight transport activity, SNCF Réseau allows them to use the Freight Yards to conduct operations linked with this activity.

Any use of a Freight Yard whatsoever is governed by the "**Contractual Conditions Common to all Contracts for the Use of Service Facilities**", by this "**National Contract for the Use of Freight Yards**" as well as by "**Local Contracts**" that specify, complete or derogate from the National Contract, where applicable.

This document constitutes the National Contract for the Use of Freight Yards belonging to SNCF Réseau.

SNCF Réseau notes that its choice to sign a contract with the **BENEFICIARY** was motivated in light of the rail activity the latter intends to develop in the Freight Yard(s) it was granted use of. This clearly stated intent of the **BENEFICIARY** is an essential and determining condition in **SNCF Réseau's** commitment in its favour.

UNDER THESE CONDITIONS THE PARTIES HAVE AGREED TO THE FOLLOWING:

I. GENERAL PROVISIONS

1. Definitions

The terms used in this National Contract are defined in the Common Contractual Conditions. These are completed by:

"Contract for the use of a transshipment facility": all the rules regulating the use of an SNCF Réseau freight yard by a candidate, as defined in Article 3 of these conditions.

"Local Contract": contract for the use of transshipment facilities pursuant to this document and applicable on a given site. Its validity may not exceed the validity of this national contract.

"Freight yards": SNCF Réseau freight yards listed and described in the Network Statement in force, characterised by one or more tracks located within the grounds of the site, together with adjacent areas and the access to them.

"Local operating document": local document produced and managed by the operator of the site, specifying, for this site, the SNCF Réseau facilities available and their characteristics and the local conditions.

"DUNE" : Customer portal for the reservation of freight yards.

"Working days": Monday to Friday, excluding French national holidays.

"Plateforme de Services aux Entreprises Ferroviaires" (Service Platform for Railway Undertakings) or PSEF: body, within SNCF Réseau, responsible for the commercialisation of certain services offered in France to railway undertakings and candidates, excluding services provided in passenger stations.

2. Purpose

This National Contract aims to allow the candidate to use the facilities made available for transshipment as defined in § 6.1 of this Contract, the implementation framework of which is in Chapter 7.3 of the Network Statement in force, and a copy of which is held by the candidate.

Rolling stock stabling uses may also be offered, in addition to the transshipment service, to candidates who have requested them, where the facilities and the situation allow or required them. The Local Contracts drawn up for the use of each site requested shall specify these uses, where necessary.

3. Applicable documents

The use of a freight yard is regulated, in decreasing order of priority, by:

- 1. the applicable NS,
- 2. the Common Contractual Conditions (Appendix 7.1 of the NS) ;
- 3. this contract and its appendices (which make up the national umbrella contract);
- 4. the local implementation contract and its appendices;
- 5. the local operating document and where necessary, the prevention plan;
- 6. any technical documents.

Any reference to the contract for the use of a transshipment facility is understood as referring to all of the documents listed above.

The version of this contract signed by the parties (for the documents requiring signatures) takes priority over all of the documents and correspondence previously exchanged between the parties.

4. Scope of application

This document is a national contract applicable for all the facilities listed in Appendices 7.6.1 and 7.6.2 of the Network Statement in force.

5. Documentation and Information

The contact details of the PSEF are:

- Tel.: +33 9 80 98 03 29
- PSEF e-mail address: services.psef@sncf.fr;
- Address: 12, rue Jean-Philippe RAMEAU
CS 8000193212 LA PLAINE SAINT DENIS Cedex

Contact details of the accredited or authorised person in charge of the national contract and local contracts on behalf of the applicant:

- *name:*
.....
- *address:*
- *e-mail address:*
- *telephone* *no.:*
.....

6. Identification of the services

The service of providing a freight yard for transshipment purposes consists of allowing the candidate to use one (or more) track(s), the adjacent land required for transshipment and its road access in order to move from rail transport to road transport and vice versa.

7. Conditions for operating the facilities

Only the candidate is authorised to access the facilities subject to a local contract. However and by way of derogation, any sub-contractors, agents or representatives of the candidate may access the facilities under its liability.

The candidate shall be obliged and shall oblige any service providers, sub-contractors or customers likely to access the facilities to comply with the regulatory provisions in force and with the local operating document.

Under this contract, all storage of equipment or freight is forbidden on **SNCF Réseau** premises, excluding for the time strictly required for the transshipment operation recorded in the definition of the timetable sections. The candidate and/or its possible service providers, sub-contractors or customers are under no circumstances authorised to implement work, construction or facilities on **SNCF Réseau** premises under this contract. If the candidate should be obliged by law (in particular by labour laws) to provide facilities for its staff close to the facilities under the contract, it shall approach the PSEF to examine the options to meet these requirements.

SNCF Réseau additionally offers the services for scheduling/rescheduling and management of problems described in § 6.2.

8. Provisions prior to access to the facilities

Before any access, the candidate must submit an order to the PSEF for the use of each facility desired using the order form (available on the PSEF website). It is necessary to submit an order for each site. Orders received in any format other than the order form or incomplete orders shall not be processed. Once the order has been processed by the PSEF, a local contract is sent out to the candidate. The candidate has one (1) month from the date of dispatch of this document to return it to the PSEF by RLAR. If this does not happen, the facilities subject to the draft local contract submitted shall be considered available and may be reserved by other candidates.

Once the local contract has been signed and returned, and before any access to the facilities of a site, the candidate must be presented the facilities on the site by SNCF Réseau. During the presentation site visit, a joint prior inspection may be performed.

A prevention plan is drawn up if, over and above the safety rules set out in this technical and/or operational documentation, special measures need to be taken specifically to handle conflicting hazards associated with the activity of SNCF Réseau staff on the site.

The candidate may only access the facilities subject to a local contract once the prevention plan, where required, has been drawn up and signed.

The candidate may only access the facilities once the local operating document for the site has been handed over to it and a receipt has been issued.

However, if the local contract is renewed immediately and the operating conditions of the site or the candidate's production processes are not changed, the candidate shall be able to

use the facilities without requiring another site visit or JPI. Derogations from this principle may be incorporated in the local contract at the request of the candidate.

For each facility, the candidate chooses between a "confirmed" offer (reservation of timetable days and time slots set from the moment the local implementation contract is signed, with the option to make changes under certain conditions) and an "open" offer (reservation possible until D-3). This choice is indicated on the local order form and recorded in the local implementation contract for the yard requested.

9. Scheduling

The "*confirmed*" offer allows the candidate to reserve the timetable sections for use defined in the local contract, which are then allocated on a confirmed basis and Invoices.

Outside of these reserved timetable sections, the candidate may request the use of the facilities in question either by requesting that a timetable section be shifted or by requesting that the facilities be provided for a timetable section of the same length, limited to ten additional timetable sections each month. The facilities are then made available to the candidate for the requested duration, subject to the prior approval of SNCF Réseau according to the following scheduling process:

The candidate requests a date for the provision of the facilities from the PSEF through the DUNE portal with a minimum notice period of three (3) working days before the desired date.

SNCF Réseau examines the request and responds positively or otherwise (depending on the expected availability of the facilities) through the DUNE portal. If the response is positive, the provision is effective and invoiced.

This modification offer is limited to ten timetable sections per month.

- The "*open*" offer allows the candidate to wait until three (3) working days in advance before committing. The RU requests the use of a timetable section for the desired facilities according to the following process:

The candidate requests a date for the provision of the facilities from the PSEF through the DUNE portal with a minimum notice period of three (3) working days before the desired date.

SNCF Réseau examines the request and responds positively or otherwise (depending on the expected availability of the facilities) through the DUNE portal. If the response is positive, the provision is effective and invoiced.

This offer is limited to ten timetable sections per month.

10. Duration

This contract is concluded for one timetable maximum. The local contracts specify the terms for each facility used.

11. Rates

The rates for the services are defined in the local contract based on the elements published in Appendix 7.8 and 7.9 to the Network Statement in force, with the exception of yards accessible after diagnostics.

12. Invoicing

For "confirmed" contracts, the charge is due monthly and in advance, at the beginning of each month throughout the year, starting from the date at which the local implementation contract comes into force. For the period between the date of entry into force and the end of the current calendar month and for the period between the start of the current calendar month and the end of the local implementation contract, the candidate shall settle the basic monthly charge calculated according to the time passed for the portion of the month. In the event that a timetable slot is shifted, additional timetable slots are ordered or problems are handled, this shall be invoiced in arrears.

For "open" contracts, the charge is due monthly and in arrears. If a scheduled timetable section for an open contract or an additional timetable section for a confirmed contract is cancelled more than three (3) working days before the intended implementation date, only the scheduling costs shall be invoiced. If the notice period is less than three (3) days, the timetable section shall be invoiced.

In the context of a local contract containing a confirmed section and an open section, invoicing is divided up and organised according to the rules specified above. If necessary, the local implementation contract shall specify this point.

13. Settlement

The BENEFICIARY shall settle invoices issued by SNCF Réseau in accordance with the terms set out in the Network Statement and the General Terms and Conditions.

On the date of payment, the BENEFICIARY shall send details of the payment to SNCF Réseau at the following email address: compta_clients@reseau.sncf.fr

Invoices should be sent to the following address:

Customer name:
Accounts Payable department:
Accounts Payable address:
Email:
Tel:

<p>SIRET : Routing code :</p> <p>Purchase order required:: <input type="checkbox"/> No, <input type="checkbox"/> Yes, please specify purchase order n°.....</p>	<p>For Chorus Pro, please specify :</p> <p>SIRET Service code: Legal commitment number:</p> <p>For contracts within the GPF, please specify: BUPO code:</p>
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<p>General email address for the Accounts Department:</p> <p>Email address for invoices in the event of a routing issue:</p>
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The BENEFICIARY undertakes to inform SNCF RÉSEAU of any change in the invoicing

14. Transport of dangerous goods and exceptional consignments

The transport of dangerous goods and exceptional consignments are forbidden on the facilities without the exceptional and formal authorisation of SNCF Réseau. The terms "exceptional consignment" and "dangerous goods" shall be understood in the meaning established in the Network Statement in force.

15. Entry into force and duration

- **Entry into force**

This contract comes into force :

- Either from the first day of the timetable considered if signed before that date.
- Or from the signature date if signed after the first day of the timetable considered.

- **End**

- This contract ends at the latest on the last day of the timetable considered.

Signed in, on

in two original copies, initialled on each page.

For SNCF RÉSEAU	For the Railway Undertaking
Name PSEF Director Seal	Name Position Seal

APPENDIX 1:

LOCAL ORDER FORM

Available on the PSEF website and as a blank printable version (<http://www.psef.sncf-reseau.fr/pages/bons-de-commande>)

APPENDIX 2:

CONTACT DETAILS FOR THE CONTACT PERSONS APPOINTED BY THE TWO PARTIES FOR THE CONTRACT

CANDIDATE

Bodies/Addresses	Name/Job title	Contact details

SNCF RÉSEAU

Plateforme de Services aux Entreprises Ferroviaires (PSEF) 12, rue Jean-Philippe RAMEAU CS 80001 93212 LA PLAINE SAINT DENIS Cedex	PSEF <i>(open 8 am to 5 pm from Monday to Friday, excluding French national holidays)</i>	+33 9 80 98 03 29 services.psef@sncf.fr
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APPENDIX 4: Bank details of SNCF RESEAU

SNCF Réseau's bank account details are the following:

Account holder: SNCF RESEAU péages

Address: PARIS OPERA

Bank code: 30,003

Account number: 03,620/00020216907

RIB: 50

IBAN: FR76 30003 03620 00020216907 50

BIC ADDRESS SWIFT: SOGEFRPPHPO