

APPENDIX 1.1

MANAGEMENT OF REVISIONS STARTING ON 11 SEPTEMBER 2025

➤ **VERSION 3 OF THE 2027 NS PUBLISHED ON 27 APRIL 2026**

Major changes made to version V2 of the 2027 NS	
Addition of an exemption regarding the mandatory use of ARES on the RER B lines in the Île-de-France region.	Art. 2.3.12
Addition of the name of the IS, replacing e-HOUAT, from April 2026 (VisionSillons)	Art. 4.2.4, 4.5.1 Introduction of chapter 6 and art. 6.1.2.2
Inclusion of provisions enabling the digitisation of invoices, resulting from the implementation of the new Finance Act	Appendices 3.2.1, 3.2.2, 3.2.4, 3.3.1, 3.3.2, 3.4.2, 3.4.3, 3.6, 7.2, 7.3, 7.4 et 7.5
Further details on what the service access fee and the annual licence fee cover	Appendix 3.2.4, articles 11.1 et 11.2
Correction of a material error regarding the IS additional service for regular AOM service (replacement of 'Rate per shift and per authorised person' with 'Rate per shift, subject to a limit of 10 authorised persons')	Appendix 5.3
<ul style="list-style-type: none"> - Transfer of 3 'immediately available freight services' to 'freight services available following diagnosis and possible repair' - Transfer of one 'freight service available following diagnosis and possible repair' to 'immediately available freight services' - Removal of 3 freight services from SNCF Réseau's offering 	Appendix 7.6
Update to the fee for the overnight stabling of passenger rolling stock at passenger stations following ART Notice No. 2026-027 of 10 March 2026	Appendix 7.8
Update of the offers from Akiem Technik France, Naviland Cargo, Groupe Combronde and Transfesa	Appendix 7.9

➤ **VERSION 2 OF THE 2027 NS PUBLISHED ON 17 MARCH 2026**

Major changes made to version V1 of the 2027 NS	
Correction of a clerical error regarding the submission date for late train path applications	Art. 4.5.2.1
Further details on the various adjustment mechanisms for the RM of regulated passenger services	Art. 5.3.4.2
Introduction of adjustment mechanisms for the RM of regulated passenger transport services	Appendix 5.1.1, art. 3.3.3.1.2 et 3.3.3.1.3
Clarification of the selection criteria for so-called 'regional development' stations on high-speed rail lines	Appendix 5.1.1, art. 3.3.3.2.4
Correction of clerical errors relating to the total cost of the network	Appendix 5.1.1, table 4
Correction d'erreurs matérielles concernant les indexations du CDI	Appendix 5.1.1, table 9
Correction d'erreurs matérielles concernant les prévisions de tkm globaux des activités voyageurs conventionnées	Appendix 5.1.1, table 76

➤ VERSION 1 OF THE 2027 NS PUBLISHED ON 11 DECEMBER 2025

<i>Major changes made to version V0 of the 2027 NS</i>	
Update on the frequency of meetings of the Accessibility Advisory Council	Art. 1.1
Added clarification that the RINF is the primary source of information on network characteristics.	Art. 2.1 et 2.3
Addition of clarifications on: <ul style="list-style-type: none"> - the costs of creating a new connection, which are borne entirely by the customer ; - cases in which SNCF Réseau may be required to contribute to part of the costs of works carried out on the RFN during the construction of a new connection. 	Art. 2.2.3.2
Addition of the new ARES generalization date on July 1, 2026, this compliance deadline becoming the same for all railway operators	Art. 2.3.12
Addition of details regarding the schedule for ODICEO experiments and the mandatory use of ODICEO	Art. 2.3.15
Update of the NEXTEO commissioning schedule	Art. 2.3.16
Update of the commissioning schedules for the projects Longuyon – Basel and Marseille- Ventimiglia	Art. 2.7
Modification of the wording of the NS regarding the reference to a minimum distance of 19 metres between axles on the Paris–Lyon high-speed line	Art. 2.7
Rewording to clarify that all advance requests for framework agreements on the same line are examined at the same time, rather than sequentially in favour of the first applicant.	Art. 3.3.1.3
Reformulation pour explicitement indiquer que l'ensemble des accords-cadres existants peut, le cas échéant, être modifié sous réserve des conditions prévues à l'article 9 §6 du règlement (UE) 2016/545.	Art. 3.3.1.4
Addition of the notion that SNCF Réseau could refuse to carry out adaptation work if it were to have a substantial impact on rail operations (e.g. interruption of traffic, diversion of traffic, excessive mobilisation of IM resources).	Art. 3.4.1.3
Increase in penalty amounts to encourage improvement in the quality of service provided on main lines	Art. 5.6.7
Changes to the wording of advance payments and provisions	Art. 5.9
Ajout des sites sur lesquels EIDA Equilibre est disponible.	Introduction to chapter 6
Reformulation regarding compensation for a train path on the day before or after the train path initially cancelled by SNCF Réseau, in the event of non-qualification of related train paths.	Appendix 3.1
Addition: <ul style="list-style-type: none"> - a reminder on the identical treatment, during the construction of the timetable, of competing requests for train-paths day whether or not they are backed by a framework agreement; 	Appendix 3.3.1

<ul style="list-style-type: none"> - details on the procedures for revising the annual penalty ceiling in the event of a change in the capacity volume of the framework agreement; - the possibility for the framework agreement customer to be exempt from additional penalties in the event of post-certification cancellation of a train-path day allocated under the framework agreement, up to the amount of any unused allowance remaining during the ordering phase; - details of the conditions under which SNCF Réseau may reduce the capacity allocated for the period after the current timetable, in the event of non-ordering or non-use for more than one month, - specific treatment regarding the conditions for voluntary return of capacity by the framework agreement customer. 	
<ul style="list-style-type: none"> - Addition of a reminder in the preamble that, during the construction of the timetable, competing train path requests, whether or not they are backed by a framework agreement, are treated identically within the coordination procedure described in the NS; - Simplification of Art. 6.2 so that SNCF Réseau's ability to be exempt from penalties in the event of a train-path day repositioning now depends solely on the customer's acceptance or rejection of SNCF Réseau's repositioning proposal ; - Clarification in Art. 8 regarding the cancellation of train-paths day by the customer after certification; - Clarifications in Art. 9 regarding the use of deferred effective dates; - Clarification and details regarding cases of changes in capacity volume attributable to the customer and voluntary capacity return; - Details in Appendix 3 to provide for the expiry of milestones already achieved at the time of signing and the organisation of progress reviews before the milestones are due. 	Appendix 3.3.2
Change in the period of absence of traffic, resulting in the reclassification of minimum IS services as additional billable services (3 timetables instead of 2)	Appendix 3.4.1
Material correction related to the invoicing date for IT services (1st half of year Y+1 instead of April Y+1 or on an ongoing basis)	Appendix 3.4.3
Update of the address of the generic mailbox for the complaints service	Appendix 3.5
Clarification that the client concerned is the capacity requester	Appendix 3.6
<ul style="list-style-type: none"> - Update of financial information - Clarification of the nature of the amounts (expressed by default in nominal amounts, unless otherwise indicated) - Clarification of the studies leading to the CMPC estimate - Clarification of the consistency of SNCF Réseau's performance - Clarification of the methodology for allocating fixed costs - Clarification of the treatment of the CDG Express segment - Clarification of the methodology for reclassifying freight tonnage classes - Clarification of TAGV segmentation - Clarification on land use planning measures 	Appendix 5.1.1

<ul style="list-style-type: none"> - Clarification provided on modulation coefficients - Update of the analysis on the sustainability of fees following feedback from AOMs during the consultation 	
<ul style="list-style-type: none"> - Update of the RCTE A loss rate 	Appendix 5.1.2
<ul style="list-style-type: none"> - Update of RM scales for contracted activity following feedback from AOMs during consultation - Update of RA scales following update of RM scales - Update of RM scale for daytime trains not suitable for high speed 	Appendices 5.1.2 and 5.2
<ul style="list-style-type: none"> - Development assistance and negotiated pricing: clarification of applicable timeframes and review of historical data. - Clarification of the methodology applied if the candidate for negotiated pricing does not wish to disclose all or part of the information requested by SNCF Réseau 	Appendix 5.1.3
Update of the IT services pricing project: harmonisation of names and update of tables showing minimum services and additional services flows	Appendix 5.3
Update of the BTM offer	Appendix 7.9

➤ VERSION 0 OF THE 2027 NS SUBJECT TO CONSULTATION ON 11 SEPTEMBER 2025

<i>Major changes to version V4 of the 2026 NS</i>	
Addition of information on infrastructure management by CDG Express for the line 025000 between Villeparisis/Mitry-Mory and the CDG Express station at Paris-Charles de Gaulle Airport.	Art. 1.6.3.5
Formatting and adding details to the calendar of key dates for the train path application and allocation process to the service	Art. 4.5.1
Formatting and adding details to the request response schedule	Art. 4.5.2
Change in the method for calculating the number of IS accesses included in the provision of a minimum IS service (sufficient number of subscriptions, no longer predetermined following the removal of the four threshold brackets and the provision of a number of free authorisations proportional to the TKm forecasts of the current timetable).	Art. 5.1.6, 5.4.1
2027/2029 tariff proposal for minimum services	Art. 5.3 Appendices 5.1.1, 5.2, 5.3, 5.5, 5.6 et 5.7
Addition of a C3 modulation coefficient for calculating the market fee for non-contractual passenger transport activities	Art. 5.3.4.1
Addition of a new domestic TAGV axis F	Art. 5.3.4.1
Addition of a table listing stations designated for regional development	Art. 5.3.4.1
Removal of the special charge for freight trains using the Montérolier Buchy Motteville section (2026 timetable being the last timetable to collect this RP).	Art. 5.3.6
2027 pricing proposal for supplementary, related and miscellaneous services	Art. 5.4 and 5.5 Appendices 5.3 et 5.4
As the market fee (RM) for contracted passenger services is no longer linked to skm, the sentence '[...] the skm for the daytime train path are compatible with the parameters used to calculate the adjustment of the flat rate [...]' has been deleted.	Art. 5.6.3, 5.9.1.4
Integration of monitoring windows into the penalty mechanism for non-use of operational works capacity	Art. 5.6.5
Addition of an incentive penalty for improving the quality of service provided on main tracks	Art. 5.6.7
Deletion of specific elements in the NS and included in Appendix 5.1.1	Art. 5.6.8.3
Details provided on the evolution of the scales for the tariff cycle 2027 - 2029	Art. 5.8
Update to the service track allocation request process: <ul style="list-style-type: none"> - Mandatory use of the dedicated portal - Mandatory provision of the planned duration of use - Return of service track capacity via the dedicated SNCF Réseau interface 	Art. 7.3.5.6
Clarification of the liability of railway undertakings for all risks incurred during their work on ancillary services on service installations	Art. 7.4
Need for the RU to carry out a preliminary assessment before requesting the catenary to be switched off	Art. 7.4.2.1

For the 2027 timetable, clarification that the indicators targets to be achieved and maximum amount of penalties for the incentive penalty to improve the quality of service provided in IS will be defined at a later date.	Art. 7.5
Deletion of the former Appendix 2.2 containing the list of private sidings and replacement with the new Appendix 2.2 containing the location of axle load anomaly detectors.	Appendix 2.2
Changes to the scope of IS services provided as part of the minimum IS service to take into account the number of TKm circulated on the current timetable	Appendix 3.4.1
Update to the timetable for rail freight corridor capacity allocation procedures	Appendix 4.2
Deletion of the former Appendix 7.7 containing the list of marketable sites and replacement with the new Appendix 7.7 setting out the principles for pricing service facilities (ISs).	Appendix 7.7
IS pricing for the 2027 timetable	Appendices 7.7 et 7.8