The present document has been revised since being sent for consultation. The different versions and their publication dates are given below:

- Version 1 of 30 August 2013 subject to consultation
- Version 2 of 06 December 2013
- Version 3 of 19 March 2014
- Version 4 of 25 April 2014
- Version 5 of 10 July 2014 subject to consultation
- Version 6 of 5 December 2014

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Chapter 1
General information

"From the date on which Act of Parliament 2014-872 of 4 August 2014 comes into force (or the decrees on the role and status of SNCF, SNCF Réseau and SNCF Mobilités), the reader is informed that:

- the corporate name "SNCF Réseau" will supersede the following names: "RFF" (otherwise called "Réseau Ferré de France"), "department in charge of traffic and train movement control" (otherwise called "SGTC" or "Rail Traffic Department" or "DCF"), "SNCF Infrastructure" (otherwise called "SNCF-Infra"), and this will apply for the rights and obligations of any kind associated with them in the context of this national rail Network Statement (including appendices)

- The corporate name "SNCF Mobilités" will supersede the name "SNCF" (where it is used to denote the railway undertaking or service infrastructure manager), and this will apply for the rights and obligations of any kind associated with it in the context of this national rail Network Statement (including appendices)"

The modifications required to ensure the consistency of this document with the above-mentioned texts will be undertaken during 2015.

1.1. Introduction

Réseau Ferré de France, a national public industrial and commercial undertaking created by Act of Parliament 97-135 of 13 February 1997, has the task of upgrading, developing, coordinating and exploiting the national rail network, in line with the principles of public service, for the purposes of promoting rail transport in France and according to a sustainable development rationale.
Since transparency and non-discrimination are essential to attain the objective of developing rail transport, Réseau Ferré de France has established this Network Statement, which describes the principles of and procedures for use of rail infrastructure, as required by the Transport Code and Decree No. 2003-194 of 7 March 2003.

1.2. Objective

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

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

1.3. Legal framework

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


- Directive 2008/57/EC of 17 June 2008 on the interoperability of the European rail system within the Community

- Directive 2012/34/EU of 21 November 2012 establishing a single European railway area

- Transport Code, section on legislation


- Decree No. 97-444 of 5 May 1997 (amended) concerning the role and articles of incorporation of Réseau Ferré de France

- Decree No. 97-446 of 5 May 1997 (amended) on charges for the use of the national rail network payable to Réseau Ferré de France

- Decree No. 2003-194 of 7 March 2003 (amended) concerning the use of the national rail network

- Decree No. 2006-1279 of 19 October 2006 (amended) concerning railway operating safety and the interoperability of the rail system

- Decree No. 2012-70 of 20 January 2012 relating to passenger stations and to other service infrastructure on the rail network

- Administrative order of 19 March 2012 specifying the objectives, methods, safety indicators and technical regulations governing safety and interoperability applicable on the national rail network
Other legal and regulatory texts which particularly govern the conditions for access to the national rail network and its use are available on the Réseau Ferré de France website.

1.4. Legal status

1.4.1. Liability

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

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

Railway undertakings are invited to consult Réseau Ferré de France 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.

Réseau Ferré de France also invites the reader to report any errors found in this document by writing to observationsdrr@rff.fr, and undertakes to correct them at the earliest opportunity.

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

1.4.2. Appeals procedure

In accordance with the Transport Code, appeals may be lodged with the Railway Regulation Authority (ARAF) by those authorised to request railway infrastructure capacity or any infrastructure manager, if they consider themselves to be the victims of unfair treatment, discrimination or any other prejudice connected with access to the rail network, in particular in relation to the provisions set out in this document.

1.5. Structure of the Network Statement

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

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

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

1.6. Validity and updating process

1.6.1. Validity period

With the exception of provisions related to charges for minimum services that become enforceable after obtaining the assent of ARAF, this Network Statement will come into force immediately after publication. It will be applicable to capacity requests and traffic movements during the 2015 timetable until the end of the timetable or 12 December 2015.

1.6.2. Updating process

The Network Statement may be regularly updated by Réseau Ferré de France. These updates will come into force following their publication by Réseau Ferré de France using whatever means appropriate.
With the exceptions of corrections of material errors, amendments aimed at bringing the document into line with reality (maps, technical data, processes, etc.) and updates relating to subjects not included in the scope of Article 17 of Decree No. 2003-194, Réseau Ferré de France will submit draft amendments to this document to interested parties. Moreover, all amendments will be communicated to customers and updated in Appendix 1.1.

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

It should be noted that legal and statutory texts adopted following the publication of the Network Statement will be applicable without it being necessary to update the Network Statement.

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

The information contained in documents which are not given in the list in Appendix 1.2 but which are referred to in this Network Statement, is not considered as forming an integral part of the Network Statement.

1.7. Publishing

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

1.8. Contacts

1.8.1. One Stop Shop at Réseau Ferré de France

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

- by post:
  Réseau Ferré de France  
  Commercialisation and Planning  
  Direction commerciale  
  One Stop Shop  
  92, avenue de France  
  75648 PARIS CEDEX 13
- by email: GuichetUnique@rff.fr ;
- by telephone: +33 (0)1 53 94 10 11
### 1.8.2. Local RFF Divisions

RFF is organised into 12 local divisions:

<table>
<thead>
<tr>
<th>Division</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bourgogne/Franche-Comté</td>
<td>+33 (0)3 80 23 71 39</td>
</tr>
<tr>
<td>Aquitaine/Poitou-Charentes</td>
<td>+33 (0)5 56 93 54 00</td>
</tr>
<tr>
<td>Ile-de-France</td>
<td>+33 (0)1 53 94 93 00</td>
</tr>
<tr>
<td>Nord-Pas-de-Calais/Picardie</td>
<td>+33 (0)3 20 12 45 20</td>
</tr>
<tr>
<td>Rhône-Alpes/Auvergne</td>
<td>+33 (0)4 72 84 65 70</td>
</tr>
<tr>
<td>Provence-Alpes-Côte-d’Azur</td>
<td>+33 (0)4 96 17 04 80</td>
</tr>
<tr>
<td>Languedoc-Roussillon</td>
<td>+33 (0)4 99 52 21 70</td>
</tr>
<tr>
<td>Bretagne/Pays-de-la-Loire</td>
<td>+33 (0)2 40 3592 50</td>
</tr>
<tr>
<td>Centre Limousin</td>
<td>+33 (0)2 38 80 99 10</td>
</tr>
<tr>
<td>Haute and Basse Normandie</td>
<td>+33 (0)2 32 76 03 66</td>
</tr>
<tr>
<td>Alsace-Lorraine/Champagne-Ardenne</td>
<td>+33 (0)3 88 23 30 70</td>
</tr>
<tr>
<td>Midi-Pyrénées</td>
<td>+33 (0)5 34 44 10 60</td>
</tr>
</tbody>
</table>
1.8.3. Infrastructure managers of networks neighbouring the French rail network

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

<table>
<thead>
<tr>
<th>Country</th>
<th>Infrastructure Manager</th>
</tr>
</thead>
</table>
| United Kingdom | Network Rail – Commercial Manager, Contracts & Franchising  
Kings Place, 90 York Way, London, N1 9AG  
www.networkrail.co.uk |
| United Kingdom | High Speed One  
12th Floor, One Euston Square, 40 Melton Street, London NW1 2FD  
www.highspeed1.com |
| Belgium       | Infrabel – Direction accès au Réseau – Section 15/1  
Rue de Bara 110, B-1070 Brussels  
www.infrabel.be |
| Luxembourg    | Administration des chemins de fer – Guichet Unique  
BP 1401, L-1014 Luxembourg  
www.railinfra.lu |
| Germany       | DB Netz AG  
Theodor-Heuss-Allee 7, D-60486 Frankfurt-am-Main  
www.db.de |
| Switzerland   | CFF Infrastructure – Horaire et design du réseau – Contrats et vente de sillons  
Mittelstrasse 43, CH-3000 Bern 65  
www.cff.ch  
Sillon Suisse SA  
Schwarztorstrasse 31, PO BOX 8521, CH-3001 Bern  
www.sillon.ch/ |
| Italy         | RFI Rete Ferroviaaria Italiana S.P.A  
Direzione Commerciale ed Esercizio Rete  
Piazza della Croce Rossa, 1 00161 Rome  
www.rfi.it |
| Spain         | Adif – Dirección de prestación de servicios comerciales  
Calle Sor Angela de la Cruz 3 – 28020 Madrid  
www.adif.es |
| TP Ferro      | TP Ferro – Département d’Exploitation – OSS Train path requests  
Ctra. de Llers a Hostalets GiP-5107, km 1  
17730 LLAG (Girona) – SPAIN  
www.tpferro.com |
| Eurotunnel    | Eurotunnel UK – Terminal Directeur du Développement Ferroviaire – P.O. Box 2000 – Folkestone - Kent CT18 8XY - UNITED KINGDOM  
www.eurotunnelfreight.com |
Major French seaports or river ports which manage port railway lines are as follows:

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Company</th>
<th>Address</th>
<th>Phone</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOURS Saint-Pierre des Corps</td>
<td>Brangeon Transports et Logistique</td>
<td>7, route de Montjean BP 46 49620 LA POMMERAYE</td>
<td>+33 (0)2 41 72 11 59</td>
<td><a href="http://www.brangeon.fr">www.brangeon.fr</a></td>
</tr>
<tr>
<td>PARIS Valenton</td>
<td>Decor</td>
<td>37, quai de Bosc 34200 SETE</td>
<td>+33 (0)4 67 18 64 81</td>
<td></td>
</tr>
<tr>
<td>HENDAYE</td>
<td>Hendaye Manutention</td>
<td>Cour Bidassoa BP 142 64700 HENDAYE</td>
<td>+33 (0)5 59 20 02 86</td>
<td></td>
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<tr>
<td>COGNAC</td>
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<tr>
<td>DIJON Gevrey</td>
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<tr>
<td>BORDEAUX Hourcade</td>
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<tr>
<td>LE HAVRE Sequence</td>
<td>Naviland Cargo</td>
<td>15-17 allée de l’Europe 92588 CLICHY CEDEX</td>
<td>+33 (0)1 41 05 33 01</td>
<td><a href="http://www.naviland-cargo.com">www.naviland-cargo.com</a></td>
</tr>
<tr>
<td>MARSEILLE Canet 1</td>
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<tr>
<td>TOULOUSE St-Jory</td>
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<tr>
<td>PARIS Valenton</td>
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<tr>
<td>LYON Vénissieux</td>
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</tr>
<tr>
<td>AVIGNON Courtine</td>
<td>Novatrans</td>
<td>15-17 allée de l’Europe 92558 Clichy Cedex</td>
<td>+33 (0)1 40 87 97 00</td>
<td><a href="http://www.novatrans.fr">www.novatrans.fr</a></td>
</tr>
<tr>
<td>NOISY LE SEC</td>
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<tr>
<td>LYON St Priest</td>
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<td></td>
</tr>
<tr>
<td>PARIS Valenton</td>
<td>T3M</td>
<td>1, rue Pierre Sémard 94460 VALENTON</td>
<td>+33 (0)1 41 94 16 50</td>
<td><a href="http://www.t3m.fr">www.t3m.fr</a></td>
</tr>
<tr>
<td>MARSEILLE Canet 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RENNES</td>
<td>Combiwest</td>
<td>21, avenue Chardonnet 35000 RENNES</td>
<td>+33 (0)1 41 94 16 50</td>
<td><a href="http://www.combiwest.com">www.combiwest.com</a></td>
</tr>
<tr>
<td>CLERMONT-FERRAND Gerzat</td>
<td>Ferovergne</td>
<td>2 rue de l’Industrie 63360 GERZAT</td>
<td>+33 (0)4 73 92 74 30</td>
<td></td>
</tr>
<tr>
<td>PERPIGNAN SAINT-CHARLES</td>
<td>Perpignan Saint Charles Conteneur Terminal SAEML</td>
<td>320 avenue de Barcelone 66000 PERPIGNAN</td>
<td>+33 (0)4 68 81 96 09</td>
<td></td>
</tr>
<tr>
<td>NANCY CHAMPAGNEULES</td>
<td>SASU SE3M</td>
<td>9, chemin de la Rompure 54 250 CHAMPAGNEULES</td>
<td>+33 (0)3 83 36 27 14</td>
<td></td>
</tr>
</tbody>
</table>
As some occupancy agreements for the terminals above will come to an end during the year, their respective operators are likely to change. Moreover, the sites in Le Havre Plaine, Paris Chapelle, Toulouse Fenouillet and Orléans are not subject to an occupancy agreement as of the date of publication of this document.

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

Further information on the combined transport terminals is provided in §§ 3.6.2.1, 5.5, 5.5.16.2.2.1, and in Appendices 9 and 10.3.

1.8.5. Other railway players

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

| Railway Regulation Authority (ARAF) | 57, boulevard Demorieux – CS 81915 72019 LE MANS CEDEX 2 | www.regulation-ferroviaire.fr |
| Railway Safety Authority (EPSF) | 60, rue de la Vallée – CS 11758 80017 AMIENS CEDEX 1 | www.securite-ferroviaire.fr |
| SNCF – Gares & Connexions | Station access point for railway undertakings (GGEF) 16, avenue d’Ivry – 75013 PARIS | www.gares-connexions.com |
| International Union of Railways (UIC) | 16, rue Jean Rey 75015 PARIS | www.uic.org |

1.9. European freight corridors

- Presentation of freight corridors

Regulation (EU) No 913/2010/EC of 22 September 2010 concerning a European rail network for competitive freight provides for the creation of a freight railway network consisting of nine European corridors, and introduces international coordination regulations for the management of the corridor and the allocation of infrastructure capacity. France is affected by the implementation of the North Sea-Mediterranean corridor (previously No. 2), the Atlantic corridor (previously No. 4) and the Mediterranean corridor (previously No. 6), described in the table below and presented in Appendix 6.15 of this document.
For each corridor, the various bodies for governing freight corridors are as follows:

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

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

**Conditions of use for freight corridors**

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

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

The corridor information documents are available on the websites of the individual corridors.
• **One Stop Shops for freight corridors**

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

• **Useful contacts**

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

<table>
<thead>
<tr>
<th>Management committee name</th>
<th>Contact</th>
<th>Contact details</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Sea-Mediterranean corridor</td>
<td>GEIE RFC2</td>
<td>Thomas VANBEVEREN</td>
<td>+32 (0)2 432 28 08 <a href="mailto:oss@rfc2.eu">oss@rfc2.eu</a></td>
</tr>
<tr>
<td>Atlantic corridor</td>
<td>GEIE CFM4</td>
<td>Felix BARTOLOME ALONSO</td>
<td>+34 (0)9 17 744 774 <a href="mailto:oss@corridor4.eu">oss@corridor4.eu</a></td>
</tr>
<tr>
<td>Mediterranean corridor</td>
<td>GEIE RFC6</td>
<td>Pierre CHAUVIN</td>
<td>+39 (0)3 24 829 8130 <a href="mailto:oss@railfreightcorridor6.eu">oss@railfreightcorridor6.eu</a></td>
</tr>
</tbody>
</table>

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

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

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

ART replaces the previous body URSF (Ufficio per la Regolazione dei Servizi Ferroviari)

The cooperation conditions for handling these disputes are detailed in the cooperation agreements drawn up between regulators and are available on their websites.
1.10. RailNetEurope – international cooperation between infrastructure managers

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

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

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

1.10.1. One Stop Shop (OSS)

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

The role of these One Stop Shops is to:

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

1.10.2. Other services

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

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

In addition, RailNetEurope makes various tools available for railway undertakings and authorised applicants to facilitate the scheduling of international train paths:
Path Coordination System (PCS)

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

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

Charging Information System (CIS)

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

Train Information System (TIS)

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

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

These various tools are described on the RailNetEurope website.

1.11. Glossary

Appendix 2 consists of a glossary giving definitions of the terms and abbreviations used in this document.

RailNetEurope has also made a glossary available on its website.
Chapter 2
National rail network access conditions

2.1. Introduction

The national rail network is made up of all the lines on French territory for which the management is entrusted to Réseau Ferré de France by law. The lines open to commercial traffic are defined in Appendix 4.1. (list of basic section categories).

In addition to access to tracks or lines that do not form part of the national rail network, some infrastructure elements are accessible from the network, including:

- platforms, stops and passenger station buildings
- installations supplying electricity and distributing electricity for traction on railway lines open to public traffic
- marshalling or train formation yards
- storage sidings
- freight terminals, including combined transport work sites and non-railway infrastructure at these terminals
- fuel and sand replenishment facilities and walkways for inspecting roofs
- maintenance centre facilities and other technical facilities required for light maintenance services

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

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

2.2.1. National rail network access conditions

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

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

2.2.2. Applicants for access to the national rail network

Without prejudice to the stipulations of Article L.2141-1 of the Transport Code, railway undertakings established in a Member State of the European Union or applying equivalent rules to those of the European Union by virtue of agreements with the latter shall have the right to access to the national rail network as defined in Article 1 of Decree 2003-194, for the purpose of operating:

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

International groupings of railway undertakings established in the Member States of the European Union, other than France, for purposes of offering international passenger transport services, shall have transit rights enabling them to use the national rail network without this entitling them to offer services on French national territory.

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

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

2.2.3. Licences

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

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

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

- **Part A** can be issued by the Railway Safety Authority (EPSF) under the conditions set out in Decree No. 2006-1279 and Administrative order of 14 April 2008 amended by the Administrative order of 6 April 2010, or by the safety authority of a European Union Member State or applying equivalent rules to those of the European Union by virtue of agreements with the latter.

- **Part B** is issued by EPSF to a railway undertaking that already possesses Part A, under the conditions set out in Decree No. 2006-1279 and the Administrative order of 14 April 2008 amended by the Administrative order of 6 April 2010. EPSF will seek the advice of Réseau Ferré de France on the factors covered by Part B, before issuing a safety certificate.

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

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

2.2.5. Cover of liabilities

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

Railway undertakings or authorised applicants must submit a document 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 or authorised applicants will have to inform RFF of any major changes in the conditions of the insurance covering it under the contract.

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

2.2.6. Contract for use of the infrastructure of the national rail network

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

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

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

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

2.3.1. Infrastructure capacity framework agreements

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

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

In order for the request for a framework agreement to be taken into consideration, the capacity applicant must apply to the dedicated national (or regional) accounts manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8.1), by the end of April Y-2. Such requests must indicate the origin-destination pairs concerned and the characteristics of the capacity corresponding to each origin-destination pair.

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

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

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

The outline of a framework agreement is given in Appendix 3.3.
2.3.2. **Train path quality agreements**

Réseau Ferré de France reserves the right to offer railway undertakings and authorised applicants a contract which aims on the one hand to monitor a limited number of train path-days "under examination" (defined according to the resources allocated to this task within the infrastructure manager) and, on the other, to put a compensation mechanism in place in the event that a definitive response is given after the contractually agreed deadlines.

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

2.3.3. **Protocol on the management of railway accidents and damage**

A protocol on the management of railway accidents and damage may be agreed between RFF 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 RFF. It aims to promote the rapid organisation of information exchange between RFF and the railway undertaking, and to facilitate and accelerate the settlement of files, particularly with limited financial stakes, and the payment of the associated compensation.

2.4. **Operational rules**

2.4.1. **Language**

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

2.4.2. **Documents**

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

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

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

- **Operating documents**

  These operating documents, established and published by Réseau Ferré de France via the Doc.Explore (Network Operating Documentation) application, and made available on the customer and partner (Clients et Partenaires) portal on the RFF website, include:

  1. Nationally applicable operating documents,

  2. Local operating instructions (CLE), drawn up and updated in compliance with State regulations,

  3. Technical Information (RT) or, for some lines, the documents that replace these (for example, the line instructions for single track lines with little traffic and single track lines operating under special conditions), the signalling diagrams and simplified schematic diagrams of the main stations which present the principle characteristics of the lines.
• **Specific operating rules**

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

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

2.4.2.2 **Temporary rules and instructions**

The department in charge of traffic and train movement control (SGTC), in good time and on behalf of RFF, will provide the railway undertakings with the temporary operational rules and instructions related to infrastructure conditions, under the conditions described in the documents RFN NG SE 01 D-00-N°003 "Driver information on modifications to infrastructure" and RFN-IG-AG 07 A-05-N°001 "Management and provision of safety documents to railway operators and presentation of locations served".

2.4.2.3 **Other documents**

RFF will draw up other network use documents, available on the customer and partner (Clients et Partenaires) portal on the RFF website [https://extranet.rff.fr/](https://extranet.rff.fr/), for which parties concerned are consulted under the conditions described in Appendix 1.2.

2.4.3. **Traffic and train movement management**

Under the terms of Article L.2123-4 and following articles of the Transport Code, the role of managing traffic and train movements has since 1 January 2010 been conferred upon a dedicated department at SNCF, acting on behalf of and in accordance with the management principles laid down by Réseau Ferré de France as set out in Article L.2111-9 of the Transport Code.

This independent department, the department in charge of traffic and train movement control (SGTC) otherwise called the Rail Traffic Department (DCF), fulfils these functions under conditions designed to ensure free and fair non-discriminatory competition particularly between railway undertakings (Decree No. 2011-891 of 26 July 2011 on the department in charge of traffic and train movement control and including a number of provisions governing the rail sector).

The main roles of the DCF are the following:

- performing the practical technical studies necessary to evaluate applications for train paths, allocating capacity as such being the responsibility of RFF;
- route setting operations, excluding the operation of safety installations considered to be simple;
- tracking and sequencing train movements, these operations being carried out for the most part in the COGC (Operational Traffic Management Centres). Appendix 5 to this document specifies the relevant provisions;
- supervision in practice of the safety aspects, taking precautionary measures in the event of incidents or potential safety risks and informing the outside authorities.
2.4.4. Security

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

2.5. Exceptional consignments

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

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

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

Railway undertakings must obtain an exceptional consignment note (ATE) from the DCF.

The relevant services involved are defined in § 5.2.3.

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

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

2.6. Dangerous goods

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

In France, the surface transport of dangerous goods is subject to the RID the application conditions of which are detailed in the Administrative order of 29 May 2009 (amended by Administrative order of 20 December 2013), known as the "Administrative order TMD".

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

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

2.7. Verification of traction unit compatibility with the railway infrastructure

2.7.1. Scope and object

The verification of compatibility is only relevant for traction units that have already been given authorisation for commercial use (locomotives, diesel and electric railcars, etc.) and not hauled stock; it is only carried out for main lines.

In addition, the process of verifying the compatibility of traction units described below in no way affects compliance with all legal and regulatory provisions or standards relating to all rolling stock.
The verification of compatibility of a traction unit, carried out by Réseau Ferré de France, allows it to certify that the actual characteristics of the sections of lines intended for first use of this unit are compatible with the technical characteristics of the unit.

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

2.7.2. Procedure

The railway undertaking shall ensure that the traction unit used, authorised in accordance with the regulations in force at the time of this authorisation, is compatible with the infrastructure of the lines used in accordance with the versions of the documents relating to the lines (§ 2.4.2.1. sub-paragraph 1). These documents indicate, for each section of line of the national rail network in particular, the types of traction unit compatible with the infrastructure and any applicable use restrictions.

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

There are three cases to consider in the following order:

- **Case 1**
  If the authorised traction unit is already included in the list in Appendix 11.7, Réseau Ferré de France then will certify, within a maximum of three months of receipt of a complete request, whether the traction unit is compatible or not with all the sections of line, given in the request.

- **Case 2**
  If the authorised traction unit is not included in Appendix 11.7, if it satisfies the characteristics presented in Appendix 11.3 for electrically-powered stock or Appendix 11.4 for thermally-powered stock, and if the requested scope of application is included in Appendix 11.5 for an electrically-powered traction unit or in Appendix 11.6 for a thermally-powered traction unit, Réseau Ferré de France will then certify, within one month of receipt of a complete request, whether the traction unit is compatible with all the sections of line included in Appendix 11.5 or in Appendix 11.6 as the case may be.

- **Case 3**
  In all other cases, it is necessary to identify all the required verifications regarding the infrastructure to establish the compatibility between the traction unit and this infrastructure. The complete list of required verifications, drawn up on the basis of the technical data for the traction unit (Appendix 11.1 in particular) and the various components and configurations present on the infrastructure, as well as the methods for performing them (hereafter called "verification rules") must be written down in a document called a "Technical File" (a template is suggested in Appendix 11.8), which must be directly applied by the RFF and SNCF Infra services responsible for these verifications.

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

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

- **Assistance in preparing the Technical File**
  
  The railway undertaking sends Réseau Ferré de France all of the technical data listed in Appendix 11.1 so that the latter can identify the required verification rules and then put the railway undertaking in contact with the relevant SNCF Infrastructure departments. This connection aims to provide guidance for the railway undertaking as it draws up the Technical File, so that the number of verifications is limited to those absolutely necessary and the document is directly made applicable by the business formalisation of verification rules that can be understood by the territorial establishments which have to respect them.

  Réseau Ferré de France, together with the relevant SNCF Infrastructure departments, attends the meeting to validate the Technical File, organised at the culmination of the process by the railway undertaking.

- **Validation of the Technical File**
  
  The railway undertaking independently draws up the Technical File and then sends it to Réseau Ferré de France, together with the technical data listed in Appendix 11.1. Unless Réseau Ferré de France has indicated that the documents are incomplete, RFF will initiate a meeting one month after their receipt to validate the Technical File, bringing together the railway undertaking, Réseau Ferré de France experts and experts from the relevant SNCF Infrastructure departments. This validation meeting aims to limit the number of validations to those absolutely necessary, to identify any potential omissions, and to ensure that the business formalisation of the verification rules can be understood by the territorial establishments which have to apply them directly. This service is offered to railway undertakings that are capable of independently drawing up a Technical File.

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

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

### 2.7.3. End of the process and effects

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

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

### 2.7.4. Traction unit that has not already been given authorisation for commercial use

The verification of compatibility of a traction unit that has not already been given authorisation for commercial use is subject to a service to be offered by Réseau Ferré de France, the methods of which are negotiated with its Commercial Division. It is the subject of a quotation which must be accepted by the customer.
2.8. Procedure governing the staff of railway undertakings

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

2.9. Other specific conditions

The reference documents for this section are the operating documents, which are available in the online application Doc. Explore accessible on the customer and partner (Clients et Partenaires) portal on the RFF website (Appendix 3.4.1).

2.9.1. Use of national rail network tracks by private siding owners

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

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

- If private siding owners operate under the safety certificate of a railway undertaking, they must obtain a rolling stock approval issued by RFF in accordance with the document RFN-CG-MR 03 A-00-No. 002 "Rolling stock of private siding owners running on the national rail network. Approval. Maintenance".

- If private siding owners operate "in their own name", they must:
  - obtain an authorisation for traffic movement issued by RFF from the One Stop Shop (§ 1.8.1) in accordance with the specific operating rules RFN-IG-TR 01 A-00-N°005 "Traffic and operation by private siding owners on the national rail network" and with the provisions of the document RFN-CG-MR 03 A-00-N°002 mentioned above;
  - sign an agreement for use of sidings or main tracks that sets out the terms and financial conditions pertaining to this use by getting in contact with RFF (§ 1.8.1).

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

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

2.9.2. Specific conditions governing the use of national rail network tracks for regular tourist traffic

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

Regular tourist traffic is conditional upon the signing of an agreement between RFF, the local authority concerned and the legal entity designated for tourist operation on the line, particularly following the prior approval of the Minister of Transport, according to Article 20 of Decree 97-444 (amended).

For sections of line that are not included in the Network Statement, regular tourist traffic is subject to the regulations in force outside the national rail network in Decree No. 2003-425 (amended) on the safety of guided public transport.
For sections of line that are included in the Network Statement, regular tourist traffic is subject in particular to Decree No. 2006-1279 (amended) on railway operating safety and the interoperability of the rail system. The legal entity designated for tourist operation on the line must, among other things, conform to the specific operating regulation RFN-IG-TR 01 C-05-No. 004 “Provisions regarding the safety of regular tourist traffic on the lines mentioned in the Network Statement”, which provides for the establishment of a safety and operating regulations reference document (RSE), approved by an Approved and Qualified Organisation (OQA) regarding Decree No. 2003-425 mentioned above. The safety and operating regulations reference document and its validation shall be appended to the agreement.

2.9.3. Running test trains

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

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

2.9.4. Rolling stock dedicated to or used exclusively for infrastructure maintenance operations

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

Chapter 3
Infrastructure

3.1. Introduction

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

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

This chapter gives details of the main network characteristics.

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

3.2.1. Limits

The infrastructure of the national rail network comprises:

- The lines or sections of railway line on this network, the composition of which is set out in Decree No. 2002-1359, enabling trains to be operated between the different geographical places where the equipment forming part of the national rail network described in § 3.6 below or connected to the network. Lines and sections of line are, in the rest of the Network Statement, referred to by the generic term "lines".

- The equipment accessible to the railway undertakings that, in particular, make it possible to perform the services described in Chapter 5, such as:
  - passenger terminals (§ 3.6.1)
  - freight terminals (§ 3.6.2)
  - other facilities (§§ 3.6.3 to 3.6.7)

A section of the lines on the national railway network is restricted to particular services (§ 3.4.1).

The national rail network is presented in Appendix 4.5.

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

3.2.2. Connected railway networks

The national rail network gives access:

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

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

- to port railway tracks.

  Contact details for the major French seaports are given in § 1.8.2. The principles governing access and allocation of capacity between the national rail network and port railway tracks are defined in the present document and the Network Statement for each port concerned. Access to ports other than the major seaports is also possible under conditions agreed with these ports. Further information on this topic is available from RFF (§ 1.8.1).

- to private sidings.

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

  Connection to the national rail network is only possible under the terms of agreements signed between Réseau Ferré de France and private siding owners. Information about the possibilities for connecting private lines to the network may be obtained from the One Stop Shop (§ 1.8.1).
A private siding owner may have access to certain parts of the sidings and main lines accessible from his siding subject to a number of technical and financial conditions governed by an agreement for the use of the sidings concerned. This is a facility granted by RFF. It does not apply to private siding owners working under sub-contract to a railway undertaking, who therefore act vis-à-vis RFF as a sub-contractor of a railway undertaking within the framework of the railway undertaking’s contract for infrastructure use (§ 2.2.6).

The second part of these interconnected private lines, including sidings located on SNCF property connected to the national rail network, is managed by its owner and under its responsibility. It is up to owners to take all appropriate operating measures to ensure that access to or exit from these sections for their trains, train movements or shunting operations occurs during the period agreed.

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

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

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

3.3.1. Geographical identification

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

Lines may also provide access to sidings that are part of stations, freight yards or other facilities (§ 3.6.4).

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

The map of the national railway network (Appendix 4.5) provides these exceptions.

3.3.1.3 Stations
The list of stations is given in the Stations Statement in (DRG) in Appendix 9.1. The Statement includes a description of the characteristics of these stations.
3.3.2. Technical characteristics

Réseau Ferré de France offers the railway undertakings access to the "Infrastructure data" database containing details of the main technical characteristics of the track on its network. Access to this database is offered as part of the IS services according to the conditions defined in the contract for use of IS (Appendix 3.4). In addition, the main characteristics of sidings are given in the local operating instructions accessible via the Doc.Explore application (§ 2.4.2.1 and Appendix 3.4).

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

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

3.3.2.1 Loading gauge

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

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

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

The maps in Appendix 6.12 show the network lines accessible to exceptional transport such as:

- trains carrying exceptionally large and bulky consignments, JUMBO (Appendix 6.12.1)
- trains in envelope M and with the maximum permissible load D4 (Appendix 6.12.2)

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

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

- For freight traffic

<table>
<thead>
<tr>
<th>Gauge</th>
<th>UIC Leaflet</th>
<th>Characteristic</th>
</tr>
</thead>
<tbody>
<tr>
<td>G1</td>
<td>505-4</td>
<td>Minimum guaranteed on lines with standard European track gauge</td>
</tr>
<tr>
<td>GA</td>
<td>506</td>
<td>Reference gauge of the national rail network</td>
</tr>
<tr>
<td>GB</td>
<td>506</td>
<td>Exists on several main trunk routes on the national rail network</td>
</tr>
<tr>
<td>GB1</td>
<td>506</td>
<td>Transport services for high cube containers</td>
</tr>
<tr>
<td>GC</td>
<td>506</td>
<td>High speed lines</td>
</tr>
</tbody>
</table>
• For passenger traffic

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

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

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

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

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

3.3.2.2 Load limits

• Maximum permissible weight per axle

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

Standard gauge lines on the national rail network permit:

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

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

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

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

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

• Permissible weights of traction units

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

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

- lines ranked from 1 to 3 have running restrictions placed on them (tonnage and speed), in particular for lines with small radius curves;
- lines ranked 4 and 5 are accessible without restriction to traction units respecting the Administrative order of 19 March 2012 mentioned above, provided that their characteristics are compatible with those of the line sections on which they are to run.
The map in Appendix 6.3 shows the classification of the lines on the national rail network according to this index, plus those lines equipped with bull-headed rails that are subject to additional restrictions. Railway undertakings should contact Réseau Ferré de France (§ 1.8.1) for specific details of the running conditions on particular lines (§ 2.7).

3.3.2.3 Line gradients

The operating documents (§ 2.4.2) indicate the typical gradients of main lines on the national rail network. The signalling diagrams indicate the real gradients and curve radii on these lines. The operating documents also indicate the gradients for sidings.

3.3.2.4 Line speeds

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

3.3.2.5 Train length

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

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

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

MA 100 and ME 120 trains may be as long as 850 m and have a hauled axle weight of 1 800 tonnes: Le Havre-Paris-Marseille and Bettembourg-Perpignan. (Appendix 6.14), if:

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

- they are braked according to the "long locomotive" principle.

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

3.3.2.6 Traction current

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

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

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

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

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

- **Train spacing systems**

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

  - **Automatic block (colour-light or with reduced permissiveness) or manual block systems:** These systems enable the distance between trains to be maintained by dividing the line into blocks. The entry to the block is automatically controlled (using track circuits or axle counters to identify whether the block is free or occupied) or manually controlled (with human intervention).

  - **Cab signalling (TVM type on high speed lines):** To move away from lateral signalling, high speed lines are equipped with TVM (track-to-train transmission) which means that signalling information is directly retransmitted in the cab.

  - **ETCS:** ETCS is an automatic European train control system which works using balises in the track and an IT system in the driver’s cab of the train and is deployed in Europe and France and aims to achieve interoperability between different networks allowing for smooth border crossing while still guaranteeing traffic safety.

    - The deployment date of ETCS Level 2 which conforms to version 2.3.0d (TSI 2010/79/EC) on the HSLs South-Europe Atlantic (high speed line from Tours to Bordeaux), Brittany-Pays de la Loire (high speed line from Le Mans to Rennes, with a branch line towards Nantes from Sablé-sur-Sarthe), etc. is set for 2017. The deployment date of the other existing high speed lines will be specified at the end of 2014. As for the East-European HSL phase 2, it will be equipped to open for commercial use in 2016. The ETCS Level 2 system consists of cab signalling which relies on the continuous transmission of data via the GSM-R network; the whole system making up ERTMS.

      - ETCS Level 1 version 2.3.0d should be deployed in several phases, superimposed on KVB, between Mont-St-Martin (FR-BE-LU border), Zoufftgen (FR-LU border) and St-Louis (FR-CH border), on one of the branches of the European North Sea-Mediterranean corridor. The aim is to complete the equipment for this route by 2018; two pilot sites will be put into service from the beginning of 2016: Mont-St-Martin – Longuyon and Zoufftgen – Uckange.

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

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

- **Speed or transition control**

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

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

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

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

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

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

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

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

The deployment programme of the GSM-R network on the national rail network is available on the Réseau Ferré de France website.

### 3.4. Particular operating aspects

#### 3.4.1. Restriction of services concerned

- **Infrastructure reserved for freight transport**

Some of the lines on the national railway network may be reserved for freight transport.

- **High speed lines**

Some lines on the national rail network have been built to technical standards that, for transport services requiring high speeds, enable trains to be worked speeds equal to or above 250 km/h. The location of these so-called "high speed" lines is shown in Appendix 6.11.

#### 3.4.2. Environmental restrictions

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

#### 3.4.3. Dangerous goods

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

In the event of transport of one or more wagons carrying dangerous goods, in accordance with the RID, railway undertakings are responsible for monitoring these in a way appropriate to this transport whenever they are on national rail network tracks.
The operating document RFN-CG-TR 02 E-04-No. 003 "Stabling of wagons containing dangerous goods" defines the principles to be implemented, in accordance with the Administrative order (TMD) of 29 May 2009 (amended), for the temporary holding of wagons transporting dangerous goods on the national rail network.

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

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

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

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

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

3.6. Service infrastructure

3.6.1. Passenger terminals (stations)
The infrastructure of the passenger stations open to the public and information on their use is specified in the Stations Statement in Appendix 9.1.

3.6.2. Freight terminals
For all useful information about the precise location of the sites concerned and the possibilities on offer, enquiries should be addressed to the dedicated account manager, or, if there is no identified contact person, the One Stop Shop (§ 1.8.1).

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

3.6.2.1 Combined transport terminals
Developed to meet the demands of transporting swap bodies, containers and road semi-trailers ("ITU" for "intermodal transport unit"), combined transport is a specific consignment which uses the road transport mode for pre or post forwarding to and from specialised terminals and the rail, river or maritime mode for the main route.
RFF combined transport terminals are spaces exclusively used for rail/road transport and which make it possible for ITUs to be loaded or unloaded using mobile or gantry cranes (no RFF sites at ports). The road platforms at these sites are specially designed for lorry traffic and the use of road cranes with particularly heavy axle loads.

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

The names of the terminal operators are detailed in § 1.8.4. Railway undertakings must contact these operators regarding the use of the terminals.

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

The service offerings of combined transport terminals, owned by RFF (§ 1.8.4) and owned by other bodies, are described in Appendix 9.

3.6.2.2 Freight yards

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

The freight yards managed by RFF, excluding those covered by § 3.6.8, and their locations are given in Appendix 7.1. of the Network Statement.

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

3.6.3. Gravity marshalling yards

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

These marshalling yards are listed in Appendix 10.3.

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

3.6.4. Sidings

The infrastructure of the national rail network includes sidings classified as follows:

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

Other sidings may be made available by Réseau Ferré de France for a defined specific use such as long-term stabling of rolling stock (without movement) or the use of the site with a view to carrying out maintenance or holding operations, for example:
- under the guise of an agreement for the temporary use of sidings with a duration of a year at most, particularly for those used for recurring stabling;
- under the guise of an agreement for the temporary occupation of sidings with a minimum duration of one year, particularly for those which are affected by a property hold that is also available and which are specifically used for carrying out maintenance operations or stabling vehicles.

Document RFN-IG-TR-1 A 00-n°004 "Principles governing the use of sidings" (Appendix 1.2) sets out the principles governing the use of sidings. The local operating instructions, accessible in Doc.Explore (§ 2.4.2), specify the conditions of use of each individual siding.

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

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

3.6.5. Maintenance and logistics depots

Railway undertakings have access to the maintenance facilities managed by SNCF under the conditions set out in the SNCF Reference Portfolio appended to this document (Appendix 9.2).

Maintenance and logistics facilities other than those managed by SNFC can be accessed from national rail network tracks (§§ 5.5.7, 5.5.8 and 5.5.9); further information can be obtained from Réseau Ferré de France by contacting the dedicated national accounts manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8.1).

3.6.6. Refuelling facilities

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

Railway undertakings have access to diesel fuel supply points managed by SNCF under the conditions set out in Chapter 5 and Appendix 9.2.

Refuelling operations must for preference be conducted at existing supply facilities managed by SNCF or other keepers.

These days it is not always possible for railway undertakings to refuel at service stations on tracks accessible from the national rail network. In this context, Réseau Ferré de France allows railway undertakings to refuel outside of these service stations if specific provisions are implemented and the existing regulations are observed.
In justified cases (lack of facilities in the vicinity, non-availability of the facilities on the days or at the times required, etc.) and at the request of a railway undertaking, Réseau Ferré de France will examine the feasibility of establishing a fuelling point to allow refuelling directly from a road tanker parked alongside the train or from a tank fixed to the track and a zone dedicated to and converted for this purpose, in accordance with the relevant statutory provisions.

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

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

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

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

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

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

As Réseau Ferré de France 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 Réseau Ferré de France and the railway undertaking, which will contain the specific operating conditions and the works adapted for each case.

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

Refuelling points must be established according to the principles of the document setting out the necessary safety standards for the installation and the conditions of use of refuelling points (RFN-IG-TR 03 B-09 - n°001 "Reference document for refuelling").

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

### 3.6.7. Other technical facilities

- **Electric traction installations**

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

- **Hot box detectors**

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

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

A map showing the position of the different hot box detectors is given in Appendix 6.13.

3.6.8. Effect of the law concerning rail reform on the infrastructure of provided services


The service portfolio of the infrastructure transferred and the charges applicable throughout the 2015 timetable are set out in Appendix 9.2 of this document. Requests for such services must be addressed to the Plateforme de Services aux Entreprises Ferroviaires, the details of which are given in § 5.5.2.

3.7. Development projects

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

Many ongoing and planned projects will have an effect on network capacity, the service offer, operational management and quality, and on accessibility for people with reduced mobility. Certain projects exist as programmes, and others are defined as part of contracts such as central-regional government project contracts (CPER), which give regional authorities the opportunity to finance and develop the regional rail network for reasons of consistency and local competition.
Chapter 4
Capacity allocation

4.1. Capacity applicants and contractual conditions

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

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

4.1.2. Capacity applicants
In accordance with Article 19 of Decree No. 2003-194, the following parties may submit train path applications:

- railway undertakings with network access rights, as defined in § 2.2.2;
- international groupings of railway undertakings established in a Member State of the European Union or a country applying equivalent rules
- the infrastructure manager (or a group of several infrastructure managers), capacity allocation authority of other Member States or countries applying equivalent rules
- authorised applicants who may also submit train path applications wishing to make them available to the railway undertakings in connection with the transport services they organise:
  - public entities organising freight transport services on the national rail network, including the port authorities that manage port railway lines connected to this network;
  - local public authorities and groups of such authorities wishing to enter into contracts that include a transport service for their own requirements;
  - the Syndicat des Transports d'Ile-de-France (Greater Paris transport organising authority) and other public entities organising public passenger transport services on the national rail network.

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

The above-mentioned entities will be referred to by the generic term "applicant" in Chapter 4.

4.1.3. Contract for allocation of train paths on the national rail network

Railway undertakings can use contracts for use of the infrastructure of the national rail network (§ 2.2.6) which ensure that they can be allocated train paths. Before train paths on the national rail network can be allocated to a beneficiary other than a railway undertaking that wishes to place them at the disposal of one or several railway undertakings to provide the transport services that it organises, a contract will first have to be signed between Réseau Ferré de France and the said beneficiary regarding train path allocation on the national rail network. The general conditions applicable to such contracts on the date of publication of this document are given in Appendix 3.1 and a specimen of the corresponding special conditions in Appendix 3.2.2.

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

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

4.1.4. Responsibilities of applicants

Applicants prepare train path applications on their own responsibility.

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

Applicants are also responsible, whether a railway undertaking or an authorised applicant, for indicating if the particular details of capacity requests may have an effect on the construction of a train path or on the network’s conditions of use, stated particularly in §§ 4.7.1 to 4.7.3 below.
Note that prior to submitting a capacity request applicants must also verify that the rolling stock used is compatible with the infrastructure of the lines used, with the versions of the operating documents in force (supplemented if necessary by compatibility certificates drawn up by Réseau Ferré France “while waiting for these to be updated”).

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

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

4.1.4.1 Specific responsibilities of railway undertakings

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

If the characteristics of the train path do not allow the train to be run respecting the timetable landmarks, a request will have to be made that the train path allocated be changed or that a tailor-made train path be created if it is not possible to change the existing path to account for the actual restrictions of the train. This request must be made by the applicant, whether railway undertaking or authorised applicant, in accordance with the conditions specified in the “Manual for commercial capacity applicants”.

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

4.1.4.2 Specific responsibilities of authorised applicants

Authorised applicants must ensure that they have sufficient resources (human, technical and financial) to manage the organisation required (particularly in terms of access to information) for dealing with capacity requests.

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

4.1.5. The bodies involved in the train path allocation process

Different bodies are involved in the process and are in contact with the applicants. The Customer Relations Service of the Commercial Division can help railway undertakings to identify and make contact with the relevant body or can transmit the request itself.
The Capacity Programming Division (DPC)

This division is responsible for the industrial chain upstream of the commercial and works capacities. It organises the capacity allocation for the time frame Y-5/Y-2 with the various internal and external players, allocates the pre-built train paths of the Y-2 service and defines the exact timetabling of the works windows. It is made up of two services:

- The Capacity System service deals with the time frames Y-5/April Y-2. Its main core tasks are to research solutions for optimising capacity (use of the available commercial capacity on the one hand, and optimisation of the conditions for operations on the network for works on the other) and to anticipate the time frames for major reorganisation of the timetable.

- The 24-hour Programming service deals with the time frame Y-2. Its task is to pre-build a part of the timetable (regular flows in basic working days) which will be transmitted to the subsequent production chain.

The Train Path Production Division (DPS)

The Train Path Production Division (DPS) is responsible for the production and adaptation of the timetable. It responds to formal train path requests made by applicants between December Y-2 and the final hours before the train's departure. It is made up of the following two entities in particular:

- Industrial Dialogue Service
  Its main task is to ensure coordination and iterations with capacity applicants in order to find solutions which meet their requirements.

- Platform for Coordination and Arbitration of Train Paths and Works (PCAST)
  PCAST deals with the management of discrepancies (creation, cancellation or modification of works capacity after publication of the General Programme of Windows) via an appraisal process specifying a systematic industrial dialogue with the capacity applicants affected (train paths or works).

The SNCF-DCF capacity and operational offices

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

Customer Relations Service

The Customer Relations Service of the Commercial Division, which also acts as a One Stop Shop, may be contacted by current and potential RFF customers in place of any other body for all enquiries regarding RFF.

4.2. Description of processes

4.2.1. Principles

Réseau Ferré de France distributes and allocates the capacity over the whole of the national rail network (including in passenger stations) and, in so doing, strives to ensure the best possible use of the infrastructure and a balanced development of all rail services.
The capacity of a section of line depends, in particular, on the variety and sequencing of the train paths, on the technical characteristics of the infrastructure, and on the target level of regularity. It therefore varies depending on time of day, type of line and type of traffic.

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

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

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

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

4.2.2. Management of capacity

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

4.2.3. The four main stages of the development of the diagram

The Network Statement presents the schedule for timetable planning. Its operational application for the 2015 timetable will be carried out as part of the capacity governance.
The organisational arrangements adopted at RFF as regards capacity allocation are structured around the following four main stages:

- From Y-5 to the end of April Y-2: Structuring the capacity of the diagram
- From May Y-2 to December Y-2: 24-hour programming
- From December Y-2 to September Y-1: Constructing the timetable
- From September Y-1 to December Y: Adapting the timetable

These stages are summarised in the diagram below:

### 4.2.3.1 Capacity programming

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

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

The "systematic timetable diagram" is unique and based on the principle of networked clockface timetabling. It comprises a combination of mutually compatible train paths at time intervals. This diagram serves to respond as best as possible to the demand expressed but also aims to maximise capacity and ensure that traffic is organised around the main hubs on the network in consistent and cohesive fashion.

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

The pre-construction of the diagram called the "24-hour train diagram" carried out during the year Y-2, defines the train path plan for an ordinary 24 hour day that will best use the capacity in relation to the information supplied by the different capacity applicants (including works).

Similarly, between May and June of year Y-2 RFF will consult its customers and partners regarding the orders they plan to place for a typical day (basic working day) either by activating train paths within the diagram or by requesting reinforcement or specific train paths.

Once the "24-hour train diagram" has been produced in December Y-2, it is easier to prepare orders and replies to formal requests when drawing up the final service timetable but at this stage neither RFF nor its customers has made any firm commitment.

The construction of this train diagram is carried out in an iterative manner. If there are problems constructing the complete combination of train paths for the "24-hour train diagram", any possible leeway is examined by reprocessing the diagram and the capacity items, starting with the last steps and then moving back up towards the first step.

- **Step 1**: Clockface train paths expected to be ordered in the diagram, starting with framework agreement clockface train paths in the diagram
- **Step 2**: Other framework agreement train paths
- **Step 3**: Freight and international passenger train paths
- **Step 4**: Other national train paths, starting with the longest routes

If difficulties remain, RFF will consult the applicants concerned to try to find a solution with the aim of optimising the 24-hour train diagram.

Furthermore, with a view to minimising conflicts between train paths and works, RFF will set about making timetable adaptations of windows.

The combination of train paths for the "24-hour train diagram" is compatible with the commitments made as part of framework agreements.
Since they are compiled in consultation with all the customers and partners, the "systematic timetable diagram", the "works windows" and the "24-hour train diagram" can form the basis for annual timetable construction. They are finalised in December of Y-2.

The capacity programming phase is thus characterised by a continuous dialogue with the stakeholders, the principles of which are presented in the diagram below.

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

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

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

  It may be requested up to 20 January 2014 for train paths anticipated for traffic during the 2015 timetable. It is however recommended that such requests be submitted as far in advance as possible (from June of N-2) to allow time for the necessary iterations.

  The deadline for Réseau Ferré de France and the relevant infrastructure managers to respond is 17 March 2014.

  The response given by Réseau Ferré de France in conjunction with feasibility studies will not be a firm offer of train paths and will not dispense applicants from the need to make formal international train path requests under the conditions indicated in §4.2.5.
4.2.3.2 Construction of the timetable between December Y-2 and September Y-1

From December Y-2 to September Y-1, Réseau Ferré de France constructs the finalised timetable for year Y on the basis of the train path requests received by April Y-1 at the latest, the final date set precisely for the 2015 timetable is 14 April 2014.

This stage encompasses two periods:
- an initial period during which applicants make their capacity requests
- a second period during which RFF deals with these requests

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

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

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

- The catalogue of freight train paths and the catalogue of pilgrim train paths

At the beginning of this stage, in December of Y-2, the catalogue of freight train paths and the catalogue of pilgrim train paths are published on the Internet. These “train path catalogues” are extracts from the “24-hour train diagram”.

To facilitate the allocation of freight transport capacity and the routing of pilgrim trains, Réseau Ferré de France sets aside some paths that will be kept for the each of these types of traffic as a priority, before proceeding with the general distribution of capacity for the timetable and on certain specific corridors. Some of these train paths are developed in cooperation with the infrastructure managers of neighbouring countries. For national and international freight services, applicants may therefore ask to be allocated one or more of the paths on this list. These train paths are available in the GESICO and PCS tools (for international applications).

- The principles for coordinating the requests

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

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

- Réseau Ferré de France adapts the coordination process to the nature of the requests submitted and must take account of the information obtained during consultations with the applicants during the structuring and pre-construction of the diagram phase.

- The paths allocated at the end of the coordination process must offer the best possible response to the requests received, it being understood that when the paths requested are incompatible with other requests, with line access conditions, with windows and works capacity reserved for works or maintenance, or with the type of train for which the path was requested, other paths may instead be allocated.

- To be effective, the coordination process must therefore take account of all requests received, irrespective of whether they are in conflict with other requests at the start of
the procedure, given that some requests that are not incompatible when the procedure begins may become so as it progresses.

- To improve the quality of the responses, the process, facilitated by the Industrial Dialogue Service, 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.

In addition, this service ensures the traceability of discussions and the decisions made. This coordination process is presented in detail in the “Guide for Industrial dialogue”.

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

- **Constructing the timetable**

The purpose of coordinating the requests is to resolve the remaining incompatibilities between the different requests. When carrying out this procedure, which must integrate capacity allocation in stations, Réseau Ferré de France will apply the following provisions, in the order of priority given below, these being used to establish route setting rules that will guide the timetable compilers responsible for finding a slot for the train path in the train diagram with a view to catering for all the requests.

- Following the train path orders of April in Y-1, the service timetable will be compiled on the basis of the systematic train diagram and the "24-hour train diagram". Once the works windows, the works capacity, the freight path catalogues (including those for freight corridors) and the pilgrim train paths have been listed, the coordination of the requests is based on the following order of priority:
  - requests claiming pre-built freight and passenger train paths (*), prioritising those ordered for more than 200 days per year:
    - framework agreement train path requests,
    - train path requests demanding a train path from the "catalogue of freight train paths",
    - cohesive blocks of train path requests ordered from the "systematic timetable diagram", to the extent that these correspond to the clockface train path definition given in Appendix 2;
    - train path requests demanding a pre-built passenger train path (from the pre-built 24-hour train diagram delivered on 15 December Y-2).
  - other train path requests, starting with those over the longest distances ordered for more than 200 days per year,
  - other train path requests, starting with those over the longest distances ordered for less than 200 days per year.

(*) Applicants are requested to note that demanding a pre-built train path implies that they accept the positioning and performance parameters of this train path and that the said values take priority over all other declarations made in the request. Only very limited amendments of less than 5 minutes, which do not jeopardise the succession of the train paths, linked for example to the fact that a train will start off instead of passing an intermediate point on a train path, allow the request to retain its "Demanding" status.
- In the event that a requirement is formulated by several applicants for the same transport service, Réseau Ferré de France will check the information given in the train path request and will, if necessary, question the applicants in order to obtain more details on the nature of the proposed service and determine whether it needs to be kept in reserve. The reserve status of the service will be removed as soon as possible, once RFF has obtained the information necessary to allocate the train path to the relevant applicant.

- Specific cases for high speed lines: trains running at the maximum permissible speed on the line will be given priority.

  Exceptionally, other trains fulfilling the technical conditions set out in the contract for the use of the national rail network may also be allowed to run, if their maximum speed is at least 200 km/h.

- In addition, all freight train paths created when producing the annual timetable, including commercial transport between work sites, enjoy the benefits of RFF’s undertakings in relation to the National Commitment to Rail Freight (ENFF), whereby the impact of works possessions on paths on the freight-oriented network (ROF) must not exceed four hours. RFF will do its utmost to replace any train path-days cancelled with another train path-day within two hours of the original departure and arrival, if necessary by cancelling or modifying windows for works capacity. RFF will do its utmost to limit the number of train path-days of the same train path not thus replaced to ten per year.

4.2.3.3 Adaptations to the timetable between September Y-1 and December Y

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

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

- Assistance in formulating train path requests

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

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

  The process is presented in detail in the “Guide for industrial dialogue”.

National Rail Network Statement
2015 timetable
Version of 05/12/2014
"Fret Express" (Express Freight) train paths

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

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

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

Amendment of opening times for lines, stations and signal boxes

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

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

Depending on the result of the feasibility study, RFF will give a positive or negative response to the request. If the response is positive, the service will be the subject of a price quotation based on the cost study, sent to the applicant for their approval. If this is accepted, the service will be invoiced under the conditions defined in § 6.6.21 of this document.
4.2.3.4 Last minute capacity

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

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

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

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

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

Last minute train path requests submitted between D-7 and 5 pm on D-1 are handled by capacity offices.

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

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

Special cases: Last minute train paths relating to some long distance train paths are handled in a single block by the last minute long distance train path unit of the Train Path Production Division.

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

4.2.4. Specific capacity allocations

4.2.4.1 International train paths

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

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

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

International passenger train path requests submitted by the PCS or by the form available on the RailNetEurope website will receive a draft train path proposal on 7 July 2014 and a definitive train path proposal on 25 August 2014.

4.2.4.2 Pre-built international passenger train paths

On the high speed network in Northwest Europe (the Paris-Brussels and London-Brussels axes) where it is necessary to pre-construct train paths upstream due to the international nature, the density of traffic of trains capable of high speeds and the multiplicity of applicants and infrastructure managers (Infrabel, Eurotunnel, RFF, HS 1, Network Rail), the infrastructure managers concerned wish to implement the following rules for construction and allocation of train paths, drawn up after consultation with the railway undertakings, as of the 2016 timetable:

- The infrastructure managers shall first collect the requirements and restrictions expressed by applicants (existing or with a clear interest).
- The infrastructure managers shall cooperate to construct a timetable diagram, and then a catalogue of train paths, published in the PCS in December Y-2 ("joint offer").
- During the pre-construction phase, the joint offer described above is respected when constructing the national listed train paths. When constructing the timetable, the infrastructure managers will fulfil pre-built train path requests as a priority before the other requests.
- The pre-built train path capacity that has not been subject to requests in April Y-1 is released.

Furthermore, the infrastructure managers will apply the following criteria to be considered in the event of competing requests for the same listed train path. These cases will be handled, if required, by means of a coordination meeting led by the infrastructure managers involved with the railway undertakings concerned (formal coordination meeting), on the basis of the common guidelines listed below.

1) Coordination at international level and attempt to find solutions with the applicants
2) Consideration of the existence of a framework agreement
3) Examination of the credibility and reliability of the request with regard to:
   a) the capacity to produce the rolling stock associated with the train path requests
   b) the existence (where necessary) of a safety certificate or of proof of the request, of the availability of the approved rolling stock or of rolling stock in the process of approval
   c) the requirement (where necessary) for authorisation in the event of "cabotage" or proof that authorisation has been requested from the relevant authorities
4) Continuity rules of the train path on the corridor (priority is given to the request that covers the greatest part of the pre-built train path)
5) Consideration of the number of return train paths in the timetable diagram requested per year.
The target time frame for the 2016 timetable is as follows:

- **June 2014**: the railway undertakings express their commercial requirement (ideal train path, and detours to certain stations)
- **July/September 2014**: the infrastructure managers work together to draw up their coordinated offer, on the basis of their strategy and the requirements received
- **October/December 2014**: iterations with the railway undertakings involved
- **January/March 2015**: the railway undertakings define their pre-built train path requests
- **April/June 2015**: after the period for making formal orders, the infrastructure managers work together to prepare the allocations, on the basis of their common criteria in the event of multiple requests for the same pre-built train path

### 4.2.4.3 Freight corridor train paths

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

The main principles are detailed below.

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

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

Infrastructure managers provide the Corridor OSS for each of the corridors with the capacity for pre-established train paths (as part of the international listed freight train paths established for the 2015 timetable) and the capacity set aside for the corridor. This capacity is derived from the national capacity dedicated to freight traffic, taking the following, among other things, into consideration:

- market research concerning transport, which analyses the demand for international freight traffic on the corridor and takes account of the various types of traffic, particularly passenger traffic
- the demand for infrastructure capacity linked to past and present timetables
- national framework agreements
The specific calendar for establishing the train diagram for pre-established train paths and capacity set aside are described in the table below:

<table>
<thead>
<tr>
<th>Date/period</th>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 January 2014</td>
<td>Publication in the PCS of the pre-established train paths provided by the infrastructure managers</td>
</tr>
<tr>
<td>14 April 2014</td>
<td>Final date for submitting train path requests as part of construction</td>
</tr>
<tr>
<td>28 April 2014</td>
<td>Possibility that some available pre-established train paths (not claimed when services were requested) may be returned to the relevant infrastructure managers – based on the decision of the corridor management committee – to be used when the infrastructure managers are drawing up the timetable</td>
</tr>
<tr>
<td>07 July 2014</td>
<td>Publication of the draft timetable by the corridor giving the complete response to requests</td>
</tr>
<tr>
<td>8 July to 8 August 2014</td>
<td>Observations from applicants</td>
</tr>
<tr>
<td>25 August 2014</td>
<td>Definitive responses to requests submitted when producing the timetable</td>
</tr>
<tr>
<td>13 October 2014</td>
<td>Publication of the capacity set aside in the PCS</td>
</tr>
<tr>
<td>D-30, D being the day</td>
<td>Restitution of train paths from the capacity set aside to infrastructure managers</td>
</tr>
<tr>
<td>the train is due to</td>
<td></td>
</tr>
<tr>
<td>run (Corridors 4 and 6)</td>
<td></td>
</tr>
<tr>
<td>D-21, D being the day</td>
<td>Restitution of train paths from the capacity set aside to infrastructure managers</td>
</tr>
<tr>
<td>the train is due to</td>
<td></td>
</tr>
<tr>
<td>run (Corridor 2)</td>
<td></td>
</tr>
</tbody>
</table>

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

On receipt of all the train path requests for pre-established train paths submitted before 14 April 2014, the Corridor OSS concerned decides on the allocation for the pre-established train paths.

In the event of competing requests, the Corridor OSS concerned applies the common priority rule for coordination which aims to favour the applicants who offer the best commercial value from the perspective of the infrastructure managers and optimise the capacity use (longest and most frequently used pre-established train paths). The formula is described in the information document of the corridor concerned.

This priority rule for coordination only deals with pre-established train paths requested on the corridor concerned before 14 April 2014, and is only applied between 15 April 2014 and 28 April 2014, in the event of competing requests.

Once the allocation decision has been made for requests submitted before 14 April 2014, the Corridor OSS concerned may offer other pre-established train paths to unsatisfied applicants.
If these alternative solutions are not adequate enough for the applicant, the Corridor OSS concerned passes the requests to the relevant infrastructure managers. These train path requests are dealt with by the infrastructure managers as if they had been submitted to them before the final deadline of 14 April 2014. The IMs inform the Corridor OSS concerned of their decision regarding the action to be taken.

As far as requests submitted after the 15 April 2014 are concerned, a "first come, first served" rule will be applied.

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

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

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

### 4.2.4.4 Capacity on single-track lines

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

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

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

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

If the number of train paths requested would exceed the capacity defined above, RFF 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. 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 SGTC.

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

### 4.2.4.5 Major seaports

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

Similar provisions have been organised with the other ports. Applicants may obtain information from the One Stop Shop.
4.2.4.6 Capacity allocation in stations

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

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

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

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

4.2.4.7 Allocation of capacity on sidings for normal use

This process of allocating capacity on sidings is relevant to railway undertakings, Inframrail and in part, SNCF Infra (see the consultation process described below).

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

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

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

Sidings used for the requirements of the Service de Gestion du Trafic et des Circulations (SGTC) and combined transport terminal sidings are not affected by the process described below. The term "combined transport terminal siding" covers the handling sidings within combined transport terminals and the support sidings for these combined transport terminals that are specifically dedicated to them.

Furthermore, the specific use of any siding defined in § Erreur ! Source du renvoi introuvable. is not affected by the process described below. This process is exclusively applicable to requests relating to the normal use of sidings.
1. Formalisation of the application

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

Every allocation request for sidings applies for a specified duration or, by default and as a maximum, for the time period of one timetable. It is understood that in the absence of a new allocation request or the return of capacity, capacity allocation in force is tacitly renewed from one timetable to the next.

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

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

This request can be submitted at any time. If the request coincides with a new service starting at the beginning of the timetable, the request must be submitted at least 75 calendar days before the start of the timetable, insofar as the allocation does not necessitate the redistribution of groups, which would require a revision of the local operating instructions (CLE) after its submission to the EPSF. RFF cannot guarantee a definite response before the start of the timetable in question if the requests are not made by the deadlines given above, at the latest.

In the event that a train path is modified by RFF and this results in the revision of an allocation request for sidings that needs to be handled very quickly, an "urgent" process can be considered. In this case, the railway undertaking can submit a request directly to the EIC, sending copies of the communication to its national accounts manager. Its request will then be treated as a priority. This process is only possible for the case described above. It is understood that this process cannot be applied in the event of a change to a train path that cannot be blamed on the IM. RFF cannot guarantee handling within the deadlines for requests considered urgent and motivated by reasons other than the modification of the train path due to RFF.

2. Response types

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

a. Complete allocation of capacity: the sidings capacity requested by the railway undertaking on the Requirements Form is available and is therefore allocated. The railway undertaking is notified via the response given on the Requirements Form returned to the railway undertaking by the national RFF accounts manager. In this case, the local document detailing the distribution of capacity on sidings is updated within 30 calendar days of the allocation. If the start date of the allocation is before the actual update of the local document detailing the distribution of capacity on sidings, the railway undertaking may begin using the site allocated before this update is carried out.

b. Partial allocation of capacity: the sidings capacity requested by the railway undertaking on the Requirements Form is partially available. The available capacity is therefore allocated. The process described in § 2a applies. With regard to the remaining
requested capacity that is not allocated in the first instance, there are two possible scenarios:

- The remaining capacity requested by the railway undertaking conflicts with other requests; in this case the process described under § 2c below applies.
- The allocation of the remaining requested capacity is refused and the process described under § 2d below applies.

c. **Under consideration**: some capacity requests may conflict with each other. In this case, RFF, via the contact person for the regional management in question, organises a consultation meeting within **40 calendar days** (following the date that RFF communicates its response) for all the railway undertakings affected by this conflict.

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

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

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

For all types of response, the document effective between the applicant and RFF that provides proof of allocation or non-allocation of capacity shall remain the Requirements Form that has been returned to the applicant.
3. Elements for analysis

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

- The possibilities of the infrastructure, particularly:
  - The first destination of the tracks, as described in the local operating documents;
  - The other characteristics of each site (state of tracks, plan of tracks, electrification, ability to withstand loads, type of traffic management tools, etc.);
  - The conditions for operating the sites (local operating instructions in particular);
  - Planned works.

- The requirements and the services operated by the railway undertakings and all the players on the site, which cover in particular:
  - The seasonal nature of operations (some tracks are only used by their beneficiaries for predefined periods during the year, meaning that it may be appropriate to apply a flexible management system);
  - The characteristics of the rolling stock used by the railway undertaking (traction units and hauled stock: type of traction, gauge, load, etc.);
  - The nature of the transport being carried out (dangerous goods, exceptional consignments, etc.);
  - The nature of the activities carried out by the railway undertakings (in addition to sorting operations and manoeuvres, light maintenance, specific requirements such as refuelling, etc.).

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

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

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

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

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

For sites with restricted capacity, RFF may institute a permanent consultation committee which is charged with encouraging consultation regarding the allocation of capacity and generally optimising the use of the sites. It meets at regular intervals decided in accordance with the need for coordination and brings together the railway undertakings operating on the site, any new capacity applicants, RFF, the DCF and, where necessary, SNCF Infra responsible for maintenance. It works by means of a search for consensus, but the final decisions are taken by RFF. Furthermore, the final arbitration will be justified and communicated to the parties involved via the minutes of the consultation meeting or by any other written document.

6. Returning capacity on sidings

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

7. Reporting

An annual summary of the allocation of sidings is drawn up and sent to the railway undertaking. Furthermore, primarily for sites that have been the subject of a consultation committee, RFF organises an annual site meeting with the railway undertakings affected, the DCF and SNCF Infra responsible for maintenance that covers the following points:

- Feedback on the use of the site;
- Requirements expressed by the railway undertaking and SNCF Infra in charge of maintenance;
- The state of the tracks and their classification;
- The planning of maintenance for Y+1, where possible;
- Review of the local operating instructions;
- Review of the capacity allocation.

4.2.5. Train path application

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

- to request a domestic path up until D-8 from the first day the train is to be worked – by using the GESICO application.
- to request for a last minute domestic path (in the 7 calendar days before the date when the proposed train is to be worked) – by using the Last Minute Train Path Request
(DSDM) module in the GESICO application, in accordance with the RFN-IG-TR 01 B-01-n°001 “Last minute capacity” reference document.

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

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

Applications for capacity in stations with heavy traffic or key stations must be made at the same time as the train path request by filling in the appropriate fields on the application form.

4.3. Train path request and allocation procedure schedule

The train path request and allocation procedure schedule distinguishes between requests made by 14 April 2014 and requests made after this date (late requests).

Requests made up until 14 April 2014 are integrated into the production of the timetable that is finalised on 8 September. Late requests made after 15 April are allocated out of the "remaining timetable capacity". This is the infrastructure capacity that is left after the proposed finalised timetable.

The handling of requests thus varies depending on the date the request is made and the specific deadlines are given in the following paragraphs.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 December 2013 to 14 April 2014</td>
<td>Requests for paths for the 2015 timetable.</td>
</tr>
<tr>
<td>15 April 2014 to 8 July 2014</td>
<td>Preparation of the paths for the timetable by Réseau Ferré de France, using the procedures described in § 4.4.</td>
</tr>
<tr>
<td>9 July 2014</td>
<td>Draft timetable transmitted to applicants by Réseau Ferré de France. Each applicant can then see all the planned train paths and receive a precise description of the paths envisaged in response to its request, using the e-HOUAT and FLUX HOUAT tools. This data is updated in the GESICO application on 10 July 2014.</td>
</tr>
<tr>
<td>11 July 2014 to 8 August 2014</td>
<td>Period during which applicants can submit their remarks on the draft timetable.</td>
</tr>
<tr>
<td>11 August 2014 to 8 September 2014</td>
<td>Continuation of industrial dialogue between Réseau Ferré de France and each applicant on the basis of observations made regarding the draft timetable and the development of the definitive timetable by Réseau Ferré de France.</td>
</tr>
<tr>
<td>8 September 2014</td>
<td>Réseau Ferré de France finalises the timetable.</td>
</tr>
<tr>
<td>9 September 2014</td>
<td>Timetable for the new period transmitted to applicants by Réseau Ferré de France via the e-HOUAT and FLUX HOUAT tools. This data is updated in the GESICO application on 10 September 2014.</td>
</tr>
</tbody>
</table>

The 2015 timetable will run from 14 December 2014 to 12 December 2015.
4.3.1. **Train path applications submitted up to 14 April 2014**

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

Requests submitted up until this date are integrated into the timetable conception according to the calendar above.

4.3.2. **Train path applications submitted after 15 April 2014**

Réseau Ferré de France responds to requests submitted after 15 April 2014 according to the following deadlines:

<table>
<thead>
<tr>
<th>Application date</th>
<th>Type of path allocated</th>
<th>Deadline for train path allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 April 2014 to 11 August 2014 (late requests)</td>
<td>All path types</td>
<td>From 8 September to 16 September 2014</td>
</tr>
<tr>
<td>12 August 2014 to 12 December 2015 (adapted requests)</td>
<td>Listed train path</td>
<td>1 working day</td>
</tr>
<tr>
<td></td>
<td>Listed train path with minor change</td>
<td>5 working days</td>
</tr>
<tr>
<td></td>
<td>Tailor-made train path</td>
<td>30 calendar days</td>
</tr>
<tr>
<td></td>
<td>“Fret Express” (Express Freight) train path</td>
<td>3 calendar days</td>
</tr>
<tr>
<td></td>
<td>SDM (less than 8 calendar days before the date when the train is scheduled to run)*</td>
<td>According to the deadlines set out in Appendix 8.2 &quot;Last minute capacity – Schedule of conditions for submitting requests and response times&quot;</td>
</tr>
</tbody>
</table>

* SDM = last minute train path (Sillon de Dernière Minute), from 7 December 2014.

4.4. **Allocation process**

4.4.1. **Response from Réseau Ferré de France**

A response is given for all requests. The types of responses are explained in the table below. These responses are given in accordance with the calendar defined in § 4.3.

The GESICO application automatically produces the response, including:

- the type of response and the comments entered by the timetable planner;
- any comments made by the unit for administrating requests for the railway undertaking or the authorised applicant;
- the route file(s) for positive responses.

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

Train paths allocated will be valid at the most for the duration of the timetable for which or during which they are granted.
The types of response given by Réseau Ferré de France to train path requests are given in the following table:

<table>
<thead>
<tr>
<th>Response type</th>
<th>Characteristic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inadmissible</td>
<td>The train path application is incomplete or incoherent. The applicant is notified of the rejection and the reason for the response via electronic mail.</td>
</tr>
<tr>
<td>Unfeasible</td>
<td>The application of the rules set out in this document, the reference documents and the train path construction standards, and/or the restrictions of the train diagram (availability of the infrastructure, capacity allocated for works or train paths) do not make it possible to give a positive response to the request submitted.</td>
</tr>
<tr>
<td>Cancellation</td>
<td>Cancellation request carried out.</td>
</tr>
<tr>
<td>Confirmed allocation</td>
<td>The train path is allocated with no conditional allocation, no partial allocation and no provisional allocation, and it has not been identified as a train path awaiting validation.</td>
</tr>
<tr>
<td>Conditional allocation</td>
<td>Response only applies to train paths requests to the service: The train path is allocated under the conditions described and given in detail in the following section entitled “Conditional allocation of the train path”. The lack of response for the dates in question is temporary (“train path under examination”).</td>
</tr>
<tr>
<td>Partial allocation</td>
<td>The train path is allocated, except for certain dates on which it is impossible to run the requested train path within the tolerances allowed by the applicant. In this case, the allocation is limited to the days on which the train path can be run. This response is definitive. It will, therefore, comprise confirmed train path-days and non-allocated train path-days.</td>
</tr>
<tr>
<td>Provisional allocation</td>
<td>Response only applies to requests made as adaptations. Train path-day proposed where the number of train path-days offered is less than the number requested (when RFF is not immediately in a position to examine the whole series of requests placed). This is a provisional response. As the whole request is not dealt with, the status of the reply will remain “provisional allocation” but the applicant will be informed of progress in the production of the timetable by receiving new train path-days. After the complete request has been dealt with, the final reply will be “confirmed allocation” if the reply extends to all the paths requested or “partial allocation” if not.</td>
</tr>
<tr>
<td>Grouped allocation</td>
<td>When an applicant makes a number of requests that RFF can handle with a single route (seasonal services in particular), the requests are bundled together and one single response is given for all of these requests.</td>
</tr>
<tr>
<td>Kept in reserve</td>
<td>This response is given when several requests are made for the same transport service as part of the timetable. This response is temporary. When one single applicant has been selected by RFF after discussion with the applicants, the response for the applicant selected becomes “Confirmed allocation” and the other applicant(s) receive the response “Unfeasible”.</td>
</tr>
<tr>
<td>Train path awaiting validation</td>
<td>The train path cannot be allocated because certain elements still need to be validated. 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.</td>
</tr>
</tbody>
</table>

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

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

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

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

Applicants are notified via a tool that is provided with information from the train path allocation database (HOUAT), the work capacity allocation database (TCap) and the application for train path requests (GESICO). This allows a specific status to be established for each train path-day. This status may be:

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

Every train path-day under examination that has been the subject of a modification or cancellation request from a capacity applicant loses its status as a train path-day under examination.

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

During the timetable adaptation stage, Réseau Ferré de France will give applicants its final response, indicating the days on which the path requested cannot in fact be allocated or will be given a different timing. For passenger train paths, this response will be sent to the applicant no later than four months before the date on which the train is to run, and for other train paths no later than two months before this date. Réseau Ferré de France will undertake to do its utmost to offer applicants a solution to enable their train to run, after consultation in the case of the train paths included in the scope of train path quality agreements. 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.

For each response, the relevant route file is modified in GESICO, which constitutes a response for capacity applicants.

No compensation shall be payable for positive responses (train path allocated) and negative responses (train path not allocated). By contrast, the parties may agree within train path quality agreements on compensation in the event of a response received after the contractual deadlines.

4.4.1.2 Obligation of the authorised applicants to appoint the railway undertaking

Applicants awarded train paths that they intend to make available to railway undertakings to perform the transport services they organise must advise Réseau Ferré de France of the name(s) of the railway undertaking(s) allotted these paths at the latest a month before the first train movement, via GESICO.
4.4.2. Congested infrastructure

Réseau Ferré de France will declare that a line has reached its capacity limits, when requests for regular train paths for trains to be worked at least once a week over the whole timetable have not been met at the end of the coordination and complaint procedure for reasons other than works possessions. A declaration to this effect will be submitted to the Transport Minister, published by Réseau Ferré de France on its website, and sent to all interested parties.

Following this declaration, and in application of Article 22 of Decree No. 2003-194, Réseau Ferré de France will proceed to allocate capacity on the line in question by treating requests demanding pre-built freight and passenger train paths (train paths from the "24-hour train diagram" or the "systematic timetable diagram") (*) as a priority, starting with those ordered for more than 200 days per year, by applying the following rules of coordination:

1. framework agreement train path requests;
2. train path requests demanding a train path from the "catalogue of freight train paths";
3. cohesive blocks of train path requests ordered from the "systematic timetable diagram", to the extent that these correspond to the clockface train path definition given in Appendix 2;
4. train path requests demanding a pre-built passenger train path (from the pre-built 24-hour train diagram delivered on 15 December Y-2).

The remaining capacity is then allocated in application of the priority rules set by Article 22 of the above-mentioned decree.

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

Within the six months following the declaration that a line has reached its capacity limits, Réseau Ferré de France will submit a report to the Transport Minister explaining the reasons for this situation and proposing measures to overcome the capacity shortfalls encountered. This report will be accompanied by any comments received from railway undertakings using the particular line.

Within the six months following submission of the report, Réseau Ferré de France will submit a plan for strengthening capacity to the Transport Minister for approval, in which it will set out all the steps that could be taken to cope with all capacity requests.

4.4.3. Requests for amendments

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

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

The applicant selects the train path number in the GESICO IS tool.

Requests to adapt train paths may be made if the train path has already been allocated or if the request has not yet received a response.
A request to adapt train paths that refers to a service request and that may be submitted in an application as early as 15 April 2014 will not be considered until the initial demand has been answered.

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

4.5. Determining the capacities for maintenance and for investment work on the national rail network

4.5.1. General principles

The capacity needs for works are the object of line capacity windows referred to as "works windows" and defined on sections with windows. Two types are available:

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

With regard to the station zones in 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, except in cases where traffic would be completely blocked for a limited period of time. These zones are the object of works capacity on sections without windows.

The time-distance located outside the windows and capacity is dedicated entirely to the train paths. For such operations, Réseau Ferré de France will base its decisions case-by-case on efforts to strike the best possible technical and economic balance, which may result in the following operational measures:

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

4.5.2. Process for determining the capacities allocated to works

- **October Y-3 to mid-January Y-2**: Identification and evaluation of the capacity requirements for work sites that have "a strong impact on capacity", i.e. that require significant modifications to train movements; first framework of generic and distorted windows.

- **January Y-2 to the end of April Y-2**: On the basis of an initial sequencing of work sites, definition of the final framework of the generic and distorted windows during an iterative and concerted process with all the parties involved.

  This process is predominantly represented by the organisation of axis reviews in mid-April which aim to present partners with the activation weeks for windows and the time loss graphs resulting from the initial sequencing.

- **May Y-2 to July Y-2**: Sequencing of the work sites in the capacity granted by the generic and distorted windows framework.

  Meetings referred to as "RP0" are organised during this period by SNCF Infrastructure, which are also attended by Réseau Ferré de France and works capacity applicants 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 (stations or junction points) with a severe temporary speed restriction or a significant reduction in capacity.

RFF or SNCF Infrastructure may also call for such a meeting in sensitive cases, even if none of the criteria above are met.

- **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".
- **20 December Y-2**: Publication of the General Programme of Works Windows (PGF).

After 20 December Y-2, the date of publication of the PGF, it is still possible to submit requests for works capacity, but without any guarantee of a positive response from RFF, especially for unexpected or unscheduled work. These requests are submitted in the form of divergent requests.

### 4.5.3. Processing in the RFF TCap information system

Réseau Ferré de France will inform applicants of the capacity scheduled for works in December of Y-2 via "TCap", a tool for allocating windows and works capacity which has replaced SIPGPLV.

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

### 4.5.4. Specific provisions

These windows and track capacity may be cancelled or their timing altered, if Réseau Ferré de France makes the decision, as part of the management of discrepancies, to allow one or more train paths to be scheduled. The management of discrepancies is dealt with by the Platform for Coordination and Arbitration of Train Paths and Works (PCAST) via an appraisal process specifying a systematic industrial dialogue with the capacity applicants whose train paths are affected.

During the actual timetable, Réseau Ferré de France has to make allowance for periods when traffic will be banned that were not anticipated when the timetable was established, subject to a period of notice of 15 days and by agreement with the beneficiaries of the train paths on the relevant line. Some train path-days may then be cancelled or altered.

In such cases, Réseau Ferré de France will propose a replacement path. Other than in emergencies and cases of absolute necessity, Réseau Ferré de France will normally not give permission for further works capacities affecting the same train paths six months before their operation.

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

### 4.6. Non-use of paths allocated

Failure to use a train path that has been granted is detrimental to:
- the rail system as a whole, as it impairs overall efficiency;
- Réseau Ferré de France, as it entails loss of income;
- the other users of the network, who will have forfeited a chance to use the network.

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

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

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

4.7. **Restricted train movements**

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

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

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

4.7.1. **Exceptional consignments**

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

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

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

Réseau Ferré de France 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.

Réseau Ferré de France will thus establish the special arrangements required in derogation, including price arrangements, for the operation to be allowed and will inform the applicant accordingly.
4.7.2. Dangerous goods

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

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

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

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

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

Furthermore, in order to guard against any possible shuntage failure while certain rolling stock is running on lightly trafficked lines, a monitoring system involving the railway undertakings is implemented under the conditions defined in the document RFN-CG-SE 06 A-00-n°005 "Preventing the risk of shuntage failure. Role of the railway undertakings “Shuntage” Commission."

4.8. Special measures applicable in the event of disruptions

In emergencies or cases of absolute necessity, particularly in the event of a failure or an accident making the infrastructure momentarily unusable or in a situation where there is a possible safety risk (parcel bomb, person on the tracks, etc.), train paths allocated may be cancelled without notice for as long as it takes to repair the installations or until the disappearance of the problem that halted operations.

Appendix 5 describes the arrangements applicable in the event of downgraded situations.

4.9. Taking on existing traffic

In the case where the existing freight traffic is taken on in its exact form by a railway undertaking other than that to which the train paths were allocated (on the basis of the same train path characteristics), the following specific procedure applies:
- Réseau Ferré de France is informed of the situation by the railway undertaking newly allocated the contract or by the shipper, who must provide all elements confirming the re-allocation of this contract.

- Réseau Ferré de France contacts this shipper/industrial player or the railway undertaking to confirm the situation.

- Réseau Ferré de France contacts the railway undertaking that has lost the contract (according to the information already communicated). RFF informs them that they will receive a letter from RFF requesting that they restore the train paths within a specific deadline and that if this is not done, their train paths will be cancelled.

- Réseau Ferré de France sends the letter. If the train paths are not restored by the deadline given, RFF performs their cancellation.
Chapter 5

Services

5.1. Introduction

The services provided and offered by Réseau Ferré de France to railway undertakings/authorised applicants must be differentiated according to how they relate to main lines (§ 5.5), to service infrastructure elements (§ 5.3) or to other allocations (§ 5.4).

Other service infrastructure managers propose services to the railway undertakings/authorised applicants for the service infrastructure that they manage or that they own (§ 5.5). These services are presented in detail in Appendix 9 of this document.

5.2. Services provided on main lines

The services provided and offered by Réseau Ferré de France to railway undertakings/authorised applicants on main lines are:

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

In accordance with the regulations in force, Réseau Ferré de France offers railway undertakings/authorised applicants a set of minimum services on the lines of the national rail network, as defined below.

5.2.1.1 Processing applications for infrastructure capacity

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

5.2.1.2 Right of use of the train paths allocated

The train paths allocated by RFF shall be placed at the disposition of the railway undertaking, either directly by RFF or by an authorised applicant. 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 RFF by the regulations in force, the railway undertaking shall be solely responsible for deciding on their actual use, in accordance with its obligations as regards notification prior to actual train movement required by the national rail Network Statement, in particular the "Provisions relative to traffic management on the national rail network", given in Appendix 5 to this Network Statement.

5.2.1.3 Services connected with train movements

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

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

In particular, RFF provides railway undertakings/authorised applicants with Information Systems services known as "minimum IS services" insofar as they permit the handing over of information that is strictly necessary to perform their activity.

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

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

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

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

5.2.1.5 Access from the network to service infrastructure

As part of the minimum services, RFF provides access from the network to service infrastructure accessible from the national rail network.

All requests for access to service infrastructure are included in the capacity allocation request.
5.2.2. Additional services

The additional services are offered by RFF to all railway undertakings/authorised applicants that request them.

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

Lines, stations and signal boxes not kept open on a permanent basis according to the final notification given in mid-February 2014 may be open on extra occasions, when Réseau Ferré de France is in a position to do so, under the conditions set out in Chapter 4. For changes to the annual timetable, requests must be sent to the One Stop Shop, according to the procedures described in the "Manual for commercial capacity applicants".

5.2.2.2 Information Systems services

Réseau Ferré de France provides additional IS services for the railway undertakings/authorised applicants.

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

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

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

5.2.2.3 RFF support services for producing the Technical File as part of the compatibility verification procedure

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

5.2.3. Ancillary services

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

The ancillary services are offered by RFF to all railway undertakings/authorised applicants that request them.

5.2.3.1 Telecommunications services

In addition to the telecommunications services provided as minimum services, railway undertakings may obtain for their own communication requirements a telecommunication service that is based on GSM-R technology for remaining capacity (priority 4). These services will be available in 2015 on lines with GSM-R coverage in most of the station areas outside the buildings.

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

Supplying this service gives rise to the conclusion of a contract between Réseau Ferré de France and the railway undertaking benefiting from the service.
5.2.3.2 Feasibility studies

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

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

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

5.3. Services provided on the service infrastructure of RFF

Réseau Ferré de France provides a basic service and additional services defined below on each of the service infrastructure elements that it manages (shown in detail in § 3.6).

5.3.1. Basic service provided by RFF

5.3.1.1 Passenger stations open to the public

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

5.3.1.2 Installations supplying electricity and distributing electricity for traction on railway lines open to public traffic

The basic service consists of the use by the railway undertaking's rolling stock of electric traction installations, including supply installations, traction power transmission and distribution equipment, as well as the provision of energy to the point of consumption (the locomotive).

5.3.1.3 Gravity marshalling yards, service lines, freight yards and combined transport terminals

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

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

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

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

5.3.1.4 Service for secure access to service infrastructure (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 infrastructure elements of the
service. This badge is registered and labelled with: surname, first name of the person and name of the undertaking.

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

The form for requesting badges, to be filled in with the complete identity of the staff member, the list of the sites and the desired access is available on the customer and partner (Clients et Partenaires) portal on the RFF website. Once completed, it must be addressed by the railway undertaking (or authorised applicant) to the dedicated national (or regional) account manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8). The same shall apply to the form for modifying authorisations (creation, changing, cancellation), also available on the customer and partner (Clients et Partenaires) portal.

5.3.2. Additional services

5.3.2.1 Passenger stations open to the public

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

5.3.2.2 Supply of traction current

- Principles regarding the electrical power consumption log

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

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

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

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

- Obligations of the railway undertakings

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

In the event of a failed metering system on-board a vehicle or a system that a railway undertaking considers may have been faulty over a given period or may still be faulty, or on notification from RFF or the RU’s reader if this is not RFF, the railway undertaking shall have its fleet manager declare the distance covered by the traction unit concerned using the declaration facility available via the web interface placed at its disposal by RFF (www.apsocle.soprano.fr) at the latest on the Monday following the run performed by the traction unit.
In the case of leased vehicles, railway undertakings should inform RFF, for each separate unit, of the date on which the lease contract is to start and end via the same interface as mentioned above.

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

The SOCLE application (Operating system for measuring and locating power consumption) developed by RFF communicates with the remote-reading control boxes installed on-board units, established by the railway undertaking responsible.

RFF shall ensure the use of the remote-reading application, SOCLE, and shall maintain its operational serviceability (excluding control boxes).

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

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

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

- **Purchasing traction current from a supplier other than RFF**

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

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

- **Purchasing traction current from RFF**

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

RFF does not offer a partial supply of traction current.

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

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

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

Finally, in certain specific cases, RFF may provide services for the operation of simple safety installations at the request of the railway undertaking. This service must be the subject of a request to the dedicated national account manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8). RFF will respond to the request within one month. Insofar as the availability of DCF staff allows it, this will be invoiced on the basis of an estimate previously approved by the railway undertaking. The price fixed is based on the cost of the qualified SGTC staff member carrying out the operation.

5.3.2.4 Support on sidings

For requirements related to sidings and at the request of the railway undertaking, authorised applicant, wagon keeper, etc., Réseau Ferré de France may provide a support service for sidings from an authorised staff member. This service must be the subject of a request to the dedicated national account manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8.1). This will be invoiced on the basis of an estimate previously approved by the applicant.

5.3.3. Other services on sidings

5.3.3.1 Access to the radio channel designation "for monitoring"

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

The list of locations equipped with a radio channel designation "for monitoring" is being drawn up.

All railway undertakings interested in having access to this service are to get in contact with the One Stop Shop – Radio, at the following address:

Guichet Unique Radio (GUR)
Section "Ingénierie des réseaux Radio et Assignation des Fréquences", Département des Télécommunications
Direction de L'Ingénierie SNCF
6, avenue François Mitterrand
93574 LA PLAINE SAINT DENIS CEDEX
Email: Guichet.Unique.Radio@sncf.fr

Railway undertakings may also contact Réseau Ferré de France to request that a channel for monitoring be opened on the locations that do not yet have one. After the case has been studied and if it is deemed necessary, Réseau Ferré de France may agree to this request. Any refusal to create a channel for monitoring will be justified.
Special case: In a certain number of large passenger stations or freight terminals, the existing network uses TETRA (3RP) technology which belongs to SNCF and for which it is not strictly possible to extract a frequency for monitoring. For these locations, railway undertakings must contact the Railway Undertakings Service Centre (PSEF) of SNCF which will create an equivalent to the monitoring link (user group).

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

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

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

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

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

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

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

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

5.3.3.3 Access to sidings for a specific purpose

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

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

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

5.4. Other services

5.4.1 Services provided on other RFF properties

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

Property assets may be made available, under conditions to be agreed with Réseau Ferré de France, in particular in the form of temporary occupancy agreements.
Railway undertakings interested may apply to the One Stop Shop of Réseau Ferré de France (§ 1.8.1) to be kept informed of any decisions regarding reallocation possibilities.

5.4.2 Services provided on SMCF property and managed by RFF
The military railway service (Service Militaire des Chemins de Fer, SMCF) has entrusted RFF to manage the occupancy and use of part of its public domain property, made up of the service infrastructure (sidings and platforms) as listed in Appendix 7.2 of this document.

The occupancy and use of this infrastructure requires a temporary occupancy agreement that does not grant any rights in rem to be concluded between the railway undertakings and RFF.

The railway undertakings interested in concluding such an agreement should contact the dedicated national (or regional) account manager or, if there is no identified contact person, the One Stop Shop (§ 1.8).

5.5. Services provided by service infrastructure managers other than RFF

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

5.5.2. Services provided by SNCF
Under the conditions set out in the SNCF Reference Portfolio appended to this document (Appendix 9.2), SNCF provides railway undertakings with accesses and services in relation to:
- use of the freight terminals and other infrastructure elements of SNCF Fret (freight),
- provision of fuel and sand for rolling stock and the use of walkways for inspecting roofs,
- execution of light maintenance services on the installations in the maintenance centres and other technical installations.

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

Service requests must be sent to:

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

For all additional information, railway undertakings are invited to visit the website at: www.psef.sncf.com.
5.5.3. Services provided by LDCT in Dourges
As the manager of the combined transport terminal in Dourges, LDCT provides railway undertakings with the services defined in its offer appended to the present Network Statement (Appendix 9.3). For any information, please send a query to the following address: contact@ldct.fr.

5.5.4. Services provided by Novatrans in Mouguerre and Clésud
In addition to the combined transport terminals managed for RFF (§ 1.8.4), Novatrans provides services to railway undertakings at the combined transport terminals at Mouguerre and Clésud (Appendix 9.4).

5.5.5. Services provided by the operators of the piggyback corridor through the Alps at terminals on the piggyback corridor through the Alps
SGTBA (Société de Gestion du Terminal de Bourgneuf Aiton), as the manager of the piggyback terminal between France and Italy, provides railway undertakings with the services defined in its offer appended to the present Statement (Appendix 9.5).

5.5.6. Services provided by Lorry Rail at the terminals on the piggyback corridor at Boulou
Lorry Rail provides services to railway undertakings at the terminals on the piggyback corridor at Boulou (Appendix 9.6).

5.5.7. Services provided by VFLI
VFLI is the manager of a maintenance and logistics depot.

5.5.8. Services provided by EPF
EPF is the manager of a maintenance and logistics depot.

5.5.9. Services provided by RDT13
RDT13 is the manager of a maintenance and logistics depot.

5.5.10 Services provided by Eurotunnel
The Eurotunnel Group is responsible for providing security services at the Calais-Fréthun site for freight trains using the Channel Tunnel.
6.1. Charging principles

6.1.1. General principles

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

The charges raised:

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

The rates charged are calculated on the basis of work units obtained from the information systems of Réseau Ferré de France or those polled and recognised by Réseau Ferré de France.

The value of these work units is established by applying the scales in force as specified in § 6.2 and Appendices 10.2.1, 10.2.2, 10.3 and 10.4 and is used to work out the amounts to be invoiced.
Réseau Ferré de France has a computer program €psico that it can make available to applicants to enable them to estimate the price of the train path, including the charge for using electric traction installations. These estimates do not however constitute price quotations and are no guarantee that a train path will actually be allotted. This program may be accessed via the customer and partner (Clients et Partenaires) portal on the RFF website. The version for the 2015 timetable will be accessible in the very near future.

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

When not within work sites, i.e. on sections of national rail network track on which commercial capacity is not free of charge for works reasons, trains for refuelling at work sites and conveying equipment are liable for the charges set out in Appendix 10.2.2.

Test trains running under the conditions defined in § 2.9.3, are eligible for the charges applicable to "other trains not capable of high speed" set out in § 6.2.2.1 and Appendix 10.2.1.

For train paths used for training drivers, the prices specified in Appendix 10.2.1 will be applied.

In accordance with Article 3 of Decree No. 97-446 of 5 May 1997 (amended) concerning the calculation of charges for minimum services in 2015, the main lines of the national rail network have been modelled and grouped into four categories of basic section and eighteen sub-categories corresponding to the traffic characteristics shown below:
Charging for the minimum services is based on the list of basic sections (SELs) set out in Appendix 4.1. This list specifies the rate category and the length of each basic national rail network section applicable from 14 December 2014.

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

It should be noted that the list of the technical coordinates of these meter points may be altered by RFF in the course of the timetable, without it being necessary for railway undertakings or authorised 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 that do not produce correct invoices for the basic sections concerned.

More information on the charging principles for minimum services can be found in Appendix 10.1 of this document.

<table>
<thead>
<tr>
<th>Basic section categories</th>
<th>Sub-categories</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suburban lines</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Heavy traffic</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>Medium traffic</td>
<td>B</td>
</tr>
<tr>
<td>Main intercity lines</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Heavy traffic</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>Heavy traffic, workable at 220 km/h</td>
<td>C-GV</td>
</tr>
<tr>
<td></td>
<td>Medium traffic</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>Medium traffic, workable at 220 km/h and Haut-Bugey line</td>
<td>D-GV</td>
</tr>
<tr>
<td></td>
<td>Medium traffic eligible under the Rail Plan Clause</td>
<td>D-pr</td>
</tr>
<tr>
<td></td>
<td>South-East corridor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Heavy traffic</td>
<td>SE-1</td>
</tr>
<tr>
<td></td>
<td>Medium traffic</td>
<td>SE-2</td>
</tr>
<tr>
<td></td>
<td>Atlantic corridor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Heavy traffic</td>
<td>ATL-1</td>
</tr>
<tr>
<td></td>
<td>Medium traffic</td>
<td>ATL-2</td>
</tr>
<tr>
<td></td>
<td>North corridor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Heavy traffic</td>
<td>NOR-1</td>
</tr>
<tr>
<td></td>
<td>Medium traffic</td>
<td>NOR-2</td>
</tr>
<tr>
<td></td>
<td>Interconnection</td>
<td>ICO-1</td>
</tr>
<tr>
<td></td>
<td>East-European HSL</td>
<td>EST-1</td>
</tr>
<tr>
<td></td>
<td>Rhine-Rhone HSL</td>
<td>RH-1</td>
</tr>
<tr>
<td>High speed lines</td>
<td>Excluding high speed lines</td>
<td>E</td>
</tr>
<tr>
<td></td>
<td>Excluding high speed lines, eligible for the Rail Plan Clause</td>
<td>E-pr</td>
</tr>
</tbody>
</table>

| Other lines                      |                                |                |
|                                  | Excluding high speed lines      | E              |
|                                  | Excluding high speed lines, eligible for the Rail Plan Clause | E-pr |
6.1.2. Specific rail freight provisions

The charges for minimum services connected with freight train movements have to be established in such a way as to be equal to the variable cost (Appendix 10.1).

Application of this principle from the 2010 timetable has resulted in a sharp increase in the basic charges and gives a mean rate (minimum services + the charge for using electric traction installations) of around € 5 per tr-km in 2015. This is based on the RFF cost model implemented in 2008.

In order to limit the impact on the economics of the railway undertakings and their shippers, the French State announced on 16 September 2009, in accordance with a proposal from Réseau Ferré de France, a measure which will limit the increase in the basic charges for rail freight (including the cost of additional ancillary services provided on main lines and charges for basic, additional and other services provided on the service infrastructure) for the 2009 – 2015 period, net of the amount of subsidies paid in relation to constant volumes, to the level of evolving costs as indicated in Appendix 10.1 of this Network Statement. This measure forms part of the National Commitment to Rail Freight (ENFF).

Thus, until 2015, the amount of net charges invoiced to railway undertakings will correspond to application of the 2009 scale of charges, re-evaluated each year according to evolving infrastructure costs.

This measure is applicable to all freight train paths except SuperJumbo trains (or trains carrying exceptional out-of-gauge loads – TEPE) and gives a mean rate (minimum services + the charge for using electric traction installations) payable by rail freight operators of around € 2 per tr-km in 2015.

In application of Article 8.4 of Directive 2012/34/EU, the State will underwrite the difference between the charges before and after compensation for Réseau Ferré de France.

The scale of charges published in Appendix 10.2.2 shows the charges before and after compensation, as invoiced to railway undertakings.

6.1.3. Specific provisions in relation to rail plans

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

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

Basic sections D-pr and E-pr fulfilling these conditions are entitled to a reduction in the reservation charge.
6.1.4. Incentive to start up new lines

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

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

1) **Service criteria**, according to which the journey must:
   - be passenger traffic that has not been scheduled by a transport organising authority (AOT);
   - be between two towns that have not yet been connected by a passenger rail link;
   - not have been operated by a railway undertaking during the previous two timetables;
   - be implemented at least 30 times per timetable;
   - consist of at least one stop on French territory where passengers may board.

2) **Infrastructure criteria**, according to which the journey must not share:
   - a line that has been declared congested;
   - any new infrastructure within the first three years after the commissioning of this infrastructure.

3) **Criteria for ordering train paths**, according to which the train path:
   - must not be an adaptation (service policy, shortening/lengthening of the train path) of an existing train path already in use;
   - must be ordered prior to 14 April 2014 and must not be subjected to any modifications by the railway undertaking between that date and the date when the train is scheduled to run.

4) **A railway undertaking criterion**, according to which the final service offer from the railway undertaking to the passenger cannot be contested as a new criterion.

The railway undertaking must submit a request to RFF before 14 April 2014 for the reduction to be activated, proving on the basis of the criteria described above that the respective traffic is new. RFF will provide a response regarding the eligibility of the traffic prior to the publication of the 2015 timetable. In the event of a positive response, the timetable will be published on the RFF website.

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

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

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

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

6.2.1. Charging for services provided on main lines

6.2.1.1 Charges for the minimum services

The scale of charges for minimum services set by Réseau Ferré de France is published in the Network Statement. The charges for the minimum services shown in this Network Statement and its appendices have the assent of the Railway Regulation Authority.

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

- **Reservation charge**

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

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

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

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

  - For freight trains and light running freight trains

    \[
    RR \text{ for each SEL} = PKR \times C1 \times C5 \times \text{length of the SEL}
    \]

    where
    - \( PKR \): price per kilometre booked in euros, excluding VAT, per train path-km.
    - \( C1 \): adjustment factor dependent on the period in which the path is used.
    - \( C5 \): adjustment factor dependent on the length of the path and/or the speed.
The **price per kilometre booked (PKR)** is defined for each rate category on conventional and high speed lines.

<table>
<thead>
<tr>
<th>Conventional lines</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate category</td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>C-GV(^{(1)})</td>
<td>D</td>
<td>D-GV(^{(1)})</td>
<td>D-pr(^{(2)})</td>
<td>E</td>
</tr>
<tr>
<td>PKR (euros, excluding VAT, per train path-km)</td>
<td>5.452</td>
<td>2.564</td>
<td>1.235</td>
<td>1.235</td>
<td>0.491</td>
<td>0.491</td>
<td>0.010</td>
<td>0.072</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>High speed lines (HSL)</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate category</td>
<td>SE-1</td>
<td>SE-2</td>
<td>ATL-1</td>
<td>ATL-2</td>
<td>NOR-1</td>
<td>NOR-2</td>
<td>ICO-1</td>
<td>EST-1</td>
</tr>
<tr>
<td>PKR (euros, excluding VAT, per train path-km)</td>
<td>15.886</td>
<td>5.411</td>
<td>18.542</td>
<td>5.853</td>
<td>14.562</td>
<td>6.282</td>
<td>3.517</td>
<td>3.262</td>
</tr>
</tbody>
</table>

(1) In rate categories C-GV and D-GV, the paths of passenger trains suitable for high speeds (220 km/h and above) will be charged the ICO-1 rate (including the adjustments applicable to HSL) for the RR.
(2) In rate category D-pr, all paths other than regional passenger trains will be charged rate D.
(3) In rate category E-pr, all paths other than regional passenger trains will be charged rate E.

The price per kilometre is then adjusted depending on different coefficients.

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

<table>
<thead>
<tr>
<th>x C1</th>
<th>Period in which the path is used on all types of line</th>
<th>HC</th>
<th>HN</th>
<th>HI</th>
<th>HP</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5</td>
<td></td>
<td>1.0</td>
<td>1.25</td>
<td>1.5</td>
<td></td>
</tr>
</tbody>
</table>
For passenger traffic:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Time period</th>
</tr>
</thead>
<tbody>
<tr>
<td>00: 01</td>
<td>00: 30</td>
<td>Normal hours</td>
</tr>
<tr>
<td>00: 31</td>
<td>04: 30</td>
<td>Off peak hours</td>
</tr>
<tr>
<td>04: 31</td>
<td>06: 00</td>
<td>Normal hours</td>
</tr>
<tr>
<td>06: 01</td>
<td>07: 00</td>
<td>Intermediate hours</td>
</tr>
<tr>
<td>07: 01</td>
<td>09: 00</td>
<td>Peak hours</td>
</tr>
<tr>
<td>09: 01</td>
<td>10: 00</td>
<td>Intermediate hours</td>
</tr>
<tr>
<td>10: 01</td>
<td>16: 00</td>
<td>Normal hours</td>
</tr>
<tr>
<td>16: 01</td>
<td>17: 00</td>
<td>Intermediate hours</td>
</tr>
<tr>
<td>17: 01</td>
<td>19: 00</td>
<td>Peak hours</td>
</tr>
<tr>
<td>19: 01</td>
<td>21: 00</td>
<td>Intermediate hours</td>
</tr>
<tr>
<td>21: 01</td>
<td>00: 00</td>
<td>Normal hours</td>
</tr>
</tbody>
</table>

For freight transport under the scale of charges including compensation:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Time period</th>
</tr>
</thead>
<tbody>
<tr>
<td>00: 00</td>
<td>00: 30</td>
<td>Normal hours</td>
</tr>
<tr>
<td>00: 31</td>
<td>04: 30</td>
<td>Off peak hours</td>
</tr>
<tr>
<td>04: 31</td>
<td>06: 29</td>
<td>Normal hours</td>
</tr>
<tr>
<td>06: 30</td>
<td>09: 00</td>
<td>Peak hours</td>
</tr>
<tr>
<td>09: 01</td>
<td>16: 59</td>
<td>Normal hours</td>
</tr>
<tr>
<td>17: 00</td>
<td>20: 00</td>
<td>Peak hours</td>
</tr>
<tr>
<td>20: 01</td>
<td>23: 59</td>
<td>Normal hours</td>
</tr>
</tbody>
</table>

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

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

- On high speed lines (HSL) only, the PKR is adjusted depending on the origin or destination of the paths reserved (C2 and C6):
  - 1.10 for "passenger trains on spokes into or out of the capital" where the origin or the destination is one of the following stations: Paris-Austerlitz, Paris-Bercy, Paris-Bercy-

- 0.68 for "inter-sector passenger trains" where origin and destination are not one of the stations mentioned above.
- 0.95 for "passenger trains on spokes into or out of the capital" where the origin or the destination is Switzerland.

For regional passenger transport operating on high speed lines, an adjustment factor (C3) of 0.46 is applied.

These adjustments also apply to the paths of passenger trains suitable for high speeds (220 km/h and above) for rate categories C-GV and D-GV. It should be remembered that, for this type of train path, the PKR applied is that of the rate sub-category ICO-1.

On conventional lines only, and for freight convoy train paths only, the PKR varies according to the speed of the train path reserved.

An adjustment factor C5 is applied according to the length and the speed of the path reserved on basic section categories on other than high speed lines. This is:

- 0.60 for train paths the length of which is less than or equal to 300 km and the speed of which is lower than 70 km/h, not counting stops scheduled at the request of applicants;
- 1 for paths the length of which is greater than 300 km and the speed of which is equal to or greater than 70 km/h and lower than 85 km/h, not counting stops scheduled at the request of applicants;
- 1.15 for paths the length of which is greater than 300 km and the speed of which is equal to or greater than 85 km/h and lower than 105 km/h, not counting stops scheduled at the request of applicants;
- 1.30 for paths the length of which is greater than 300 km and the speed of which is equal to or greater than 105 km/h, not counting stops scheduled at the request of applicants.

A table summarising the application of the different adjustment factors on the price per kilometre booked (PKR) is given below:

<table>
<thead>
<tr>
<th>Application of the adjustment factors on the PKR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All types of line</td>
</tr>
<tr>
<td>-------------------</td>
</tr>
<tr>
<td>C1 (period in which the path is used)</td>
</tr>
<tr>
<td>C3 (regional passenger transport)</td>
</tr>
</tbody>
</table>

* Also applicable to the paths of passenger trains suitable for high speeds (220 km/h and above) for rate categories C-GV and D-GV.

NB: Once all the adjustments have been applied, the sum of the results for each basic section booked constitutes the reservation charge (RR) of the train path.
- **Train running charge**

The running charge (RC) is charged to railway undertakings for trains operated on the main lines of the national rail network.

It is calculated according to the following formula:

\[
RC = PKC \times C4 \times \text{running distance on the main lines of the national rail network}
\]

where

- \( PKC \): price per kilometre operated in euros, excluding VAT, per train-km.
- \( C4 \): adjustment factor on E and E-pr only for regional passenger trains (excluding Transilien) not suitable for high speeds (220 km/h), light running trains and freight trains.

The PKC varies depending on the transport service: Freight trains, light running trains, regional passenger trains (excluding Transilien) not capable of high speeds, regional Transilien passenger trains not capable of high speeds, passenger trains capable of high speeds running on high speed lines and other trains not capable of high speeds, passenger trains capable of high speeds running on conventional lines or other trains not capable of high speed.

- For all passenger transport services, light running passenger trains and other trains (excluding freight), the PKC is given in the table below and in Appendix 10.2.1.

<table>
<thead>
<tr>
<th>Train running charge (RC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>( RC = PKC \times C4 \times \text{running distance} )</td>
</tr>
</tbody>
</table>

| PKC (euros, excluding VAT, per train-km) | Regional passenger trains (excluding Transilien) not suitable for high speeds (220 km/h or more) | 2.417 |
| Light running trains | 1.307 |
| \( \times C4 \) | Adjustment on E and E-pr only | 0.60 |

| PKC (euros, excluding VAT, per train-km) | Passenger trains capable of high speeds (220 km/h or more) running on high speed lines | 4.134 |
| Passenger trains capable of high speeds (220 km/h or more) running on conventional lines | 3.592 |
| Other trains not capable of high speed | 3.181 |
| Transilien regional passenger trains not suitable for high speeds | 4.394 |
- For freight trains and light running trains, the PKC is given in the table below and in Appendix 10.2.2.

<table>
<thead>
<tr>
<th>PKC (euros, excluding VAT, per train-km)</th>
<th>Freight trains</th>
<th>3.593</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Light running trains</td>
<td>1.307</td>
</tr>
<tr>
<td>x C4</td>
<td>Adjustment on E and E-pr only</td>
<td>0.60</td>
</tr>
</tbody>
</table>

- **Access charge (RA)**

The access charge is payable for all public passenger transport services carried out under contracts signed by a transport organising authority (AOT).

It is fixed for each different type of service for all categories of line other than the high speed line category. The amount of the charge given below is applicable to the 2015 timetable.

<table>
<thead>
<tr>
<th>Access charge (RA)</th>
<th>Only for regional passenger trains (TER and Transilien) and intercity trains partly financed by the State (TET) (in euros, excluding VAT, for the 2015 timetable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alsace</td>
<td>53 341 634</td>
</tr>
<tr>
<td>Aquitaine</td>
<td>77 094 380</td>
</tr>
<tr>
<td>Auvergne</td>
<td>79 947 831</td>
</tr>
<tr>
<td>Basse-Normandie</td>
<td>35 209 035</td>
</tr>
<tr>
<td>Bourgogne</td>
<td>76 207 158</td>
</tr>
<tr>
<td>Bretagne</td>
<td>63 174 178</td>
</tr>
<tr>
<td>Centre</td>
<td>90 159 662</td>
</tr>
<tr>
<td>Champagne-Ardenne</td>
<td>55 925 343</td>
</tr>
<tr>
<td>Franche-Comté</td>
<td>42 232 589</td>
</tr>
<tr>
<td>Haute-Normandie</td>
<td>39 771 571</td>
</tr>
<tr>
<td>Languedoc-Roussillon</td>
<td>48 472 794</td>
</tr>
</tbody>
</table>

- **Freight compensation**

Freight compensation, the principles of which are presented in §6.1.2, is calculated by taking the difference between the minimum services of the 2009 scale of rates linked to the costs and the 2015 scale of rates excluding compensation. The scales of charges before and after compensation are presented in Appendix 10.2.2.

Freight compensation concerns freight trains and light running for freight purposes. SuperJumbo trains are excluded from freight compensation.
**Special charges to take account of the investment costs incurred by RFF**

Additional charges (to the other charges) for use of the infrastructure below are specifically set out to take account of the investment costs incurred by RFF on this infrastructure. All of the charges raised are shown below and in Appendix 10.2.3.

### Charge for use of freight trains on the section 38080 "Montérolier-Buchy – Motteville"

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT, per train path-km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of freight trains on the section 38080 &quot;Montérolier-Buchy – Motteville&quot;</td>
<td>Rate per train path-km to allow for the investment incurred by Réseau Ferré de France</td>
<td>1.02</td>
</tr>
</tbody>
</table>

### Charge for use of freight trains on the basic section "Saint-Pierre-d'Albigny – Modane Frontière"

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT, per train path-km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of freight trains on basic sections 54044 “Saint-Pierre-d'Albigny – Saint-Jean de Maurienne”, 54045 “Saint-Jean de Maurienne – Modane” and 58091 “Modane – Modane Frontière”</td>
<td>Rate per train path-km to allow for the investment incurred by Réseau Ferré de France</td>
<td>0.50</td>
</tr>
</tbody>
</table>

### Charge for use of trains on the piggyback corridor through the Alps to the line "Saint-Pierre-d'Albigny – Modane Frontière"

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT, per train path-km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of trains on the piggyback corridor through the Alps to basic sections 54044 “Saint-Pierre-d'Albigny – Saint-Jean de Maurienne”, 54045 “Saint-Jean de Maurienne – Modane” and 58091 “Modane – Modane Frontière”</td>
<td>Rate per train path-km</td>
<td>1.29</td>
</tr>
</tbody>
</table>
### Rate for use of the short link line at Mulhouse

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of high speed trains on the short link line at Mulhouse</td>
<td>Rate per train path</td>
<td>389.43</td>
</tr>
</tbody>
</table>

#### 6.2.1.2 Charges for additional services

- **Charge for opening lines, stations and signal boxes not kept permanently open**

  Any extra opening of lines, stations and signal boxes not kept permanently open according to the final advice of opening times, requested as an adaptation, in those cases where Réseau Ferré de France is able to meet demand, will be invoiced on the basis of the cost of a DCF staff member.

  In all cases where lines, stations or signal boxes not kept permanently opened are exceptionally placed in service, a specific agreement will have to be signed between RFF and the railway undertaking concerned.
• Charges for IS (Information Systems) services

All requests for IS services submitted by railway undertakings or authorised applicants, other than those defined as minimum services in Appendix 10.4, or in relation to an IS service not considered strictly necessary to the business of the railway undertaking or authorised applicant in the catalogue of IS services, will be subject to a charge as defined below and in Appendix 10.4 of this document.

<table>
<thead>
<tr>
<th>IS service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>All IS services (except those listed below)</td>
<td>Rate per timetable and per extra access (see threshold value defined in Appendix 10.4)</td>
<td>530.00</td>
</tr>
<tr>
<td>Bréhat complétude</td>
<td>Rate per timetable and per extra access (see threshold value defined in Appendix 10.4)</td>
<td>74.00</td>
</tr>
<tr>
<td>See-trains</td>
<td>Rate per timetable and per extra access (see threshold value defined in Appendix 10.4)</td>
<td>954.00</td>
</tr>
<tr>
<td>OLGA</td>
<td>Rate per timetable and per extra access (see threshold value defined in Appendix 10.4)</td>
<td>84.00</td>
</tr>
<tr>
<td>TCap</td>
<td>Rate per timetable and per extra access (see threshold value defined in Appendix 10.4)</td>
<td>6004.00</td>
</tr>
<tr>
<td>ARTIC</td>
<td>Rate per timetable and per extra access (see threshold value defined in Appendix 10.4)</td>
<td>1390.57</td>
</tr>
<tr>
<td>NOPANIC</td>
<td>Rate per timetable and per extra access (see threshold value defined in Appendix 10.4)</td>
<td>160.86</td>
</tr>
<tr>
<td>Gaïascope</td>
<td>Rate per timetable and per extra access (see threshold value defined in Appendix 10.4)</td>
<td>1706.94</td>
</tr>
<tr>
<td>Disco Simulation</td>
<td>Rate per timetable and per access</td>
<td>4176.00</td>
</tr>
</tbody>
</table>

National Rail Network Statement
2015 timetable
Version of 05/12/2014
### Charge for training course for the IS service (additional service)

<table>
<thead>
<tr>
<th>IS service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doc.Explore, DISCO Consultation and Concertation, GESICO, DSDM, e-Houat, e-Bréhat, TCap, ARTIC, NOPANIC</td>
<td>Rate per person and per half day session of extra or subsequent training</td>
<td>557.00</td>
</tr>
<tr>
<td></td>
<td>Rate per person and per one day session of extra or subsequent training</td>
<td>1115.00</td>
</tr>
<tr>
<td></td>
<td>Rate per person and per two day session of extra or subsequent training</td>
<td>2228.00</td>
</tr>
<tr>
<td></td>
<td>Rate per person and per three day session of extra or subsequent training</td>
<td>3321.00</td>
</tr>
<tr>
<td>Disco Simulation</td>
<td>Rate per person and per four day session of training</td>
<td>4382.00</td>
</tr>
<tr>
<td>Socle</td>
<td>Rate per person and per day</td>
<td>Based on price quotation</td>
</tr>
</tbody>
</table>

- **RFF support services for producing the Technical File as part of the compatibility verification procedure (non-regulated services)**

  The RFF support services for producing the Technical File will be invoiced on the basis of an estimate previously approved by the railway undertaking. The price fixed is based on the cost of the SNCF Infrastructure and Réseau Ferré de France staff members carrying out the operation.

#### 6.2.1.3 Charges for ancillary services

- **Charge for conducting feasibility studies (excluding SuperJumbo trains)**

  Every time that Réseau Ferré de France responds to a request for a feasibility study a charge will be raised, this being equal to the price in euros (excluding VAT) indicated below and in Appendix 10.3.

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility studies for capacity allocation excluding SuperJumbo trains (out-of-gauge consignments)</td>
<td>Rate per feasibility study</td>
<td>241.46</td>
</tr>
</tbody>
</table>

- **Conducting studies into exceptional consignments prior to the ATE request**

  Conducting studies prior to the ATE request:

  - is not subject to additional invoicing for exceptional consignments on the lines shown on the map in Appendix 6.9, not exceeding the possibilities offered by reference contour "N" described in that appendix;
- gives rise to an additional invoice for the other cases according to a rate indicated below and given in Appendix 10.3. An indication of study duration will be supplied in response to each request.

### Charge for conducting a study into SuperJumbo trains (out-of-gauge consignments) prior to the ATE request

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prior studies for capacity allocation for SuperJumbo trains (out-of-gauge consignments)</td>
<td>Rate per study</td>
<td>8875.68</td>
</tr>
</tbody>
</table>

Any specific request (deadlines, expert assessment, etc.) may result in the conclusion of a contract under ad hoc conditions.

- **Charge for the use of GSM-R priority 4**

Use of GSM-R priority 4 is subject to a charge consisting of access fees and a monthly flat rate.

The access fees relate to the number of consoles that the RUs need to have. The number of consoles depends on the number of operational centres that the RU wishes to connect to the railway telephone switching system: each operational centre must have a console. These fees include supply and configuration of these consoles. The fees for interconnection with the railway telephone switching system are payable by the RU.

The monthly flat rate applies to the average number of daily movements: average number of daily movements x € 4.39 excluding VAT.

### Charge for the use of GSM-R priority 4

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access fees (including configuration)</td>
<td>Rate per console</td>
<td>20 000</td>
</tr>
<tr>
<td>Monthly flat rate</td>
<td>Rate applied to the average number of daily movements</td>
<td>4.39</td>
</tr>
</tbody>
</table>

#### 6.2.2. Charges for services provided on the service infrastructure

For the use of service infrastructure, Réseau Ferré de France raises charges calculated as described in the following paragraphs: The scale of charges for use of service infrastructure has been drawn up by Réseau Ferré de France.
6.2.2.1 Charges for basic services

- **Charges for secure access to service infrastructure (CANIF badges)**

  The charge for secure access to service infrastructure, "CANIF badge", for which the corresponding service is described in § 5.3.1.4 of this document, aims to cover the costs of establishing and managing a badge issued to the staff of railway undertakings (or authorised applicants) for access to certain infrastructure elements of the service (changing or cancelling the authorisation shown on the badges).

  As the 2015 timetable is the first year that the "CANIF badges" service is gradually implemented, charging and invoicing for corresponding services is **suspended** for badges ordered and received during the timetable year.

- **Passenger stations and service infrastructure in passenger stations open to the public**

  For any information concerning charging for passenger stations, please refer to the Stations Statement (Appendix 9.1).

- **Charge for use of electric traction installations (RCE)**

  For the use of electric traction installations, for all electrically-powered trains worked on the network, a sum is invoiced which is equal to the product of the distance (to the nearest 100 metres) covered on the main lines of the national rail network and the basic price (in euros, excluding VAT, per electrified kilometre and per train) indicated below and in Appendix 10.3, the result being rounded off to two decimal places.

  This charge covers a fraction of the sole cost of maintaining Réseau Ferré de France's own power transmission and distribution network, in other words sub-stations and overhead contact lines.

- **Charge for use of electric trains on the sections 53003 A "Pasilly – Le Creusot" and 53003 B "Le Creusot – Mâcon"**

  For the use of electric trains on the sections 53003 A "Pasilly – Le Creusot" and 53003 B "Le Creusot – Mâcon" a charge in euros (excluding VAT) per train path-km will be invoiced. This charge is shown below and in Appendix 10.3.

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT, per train-km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of electric traction installations</td>
<td>Rate per electric train-kilometre</td>
<td>0.267</td>
</tr>
</tbody>
</table>
Charge for use of electric trains on the sections 53003 A "Pasilly – Le Creusot" and 53003 B "Le Creusot – Mâcon"

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT, per train path-km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of electric trains on the basic sections 53003 A &quot;Pasilly – Le Creusot&quot; and 53003 B &quot;Le Creusot – Mâcon&quot;</td>
<td>Rate per train path-km</td>
<td>0.686</td>
</tr>
</tbody>
</table>

- **Charge for transmission and distribution of electric power (RCTE)**

  The provision of electrical energy gives rise to a charge for the transmission and distribution of electric power (known as the "Additional Charge for Electricity Transmission" or RCTE) which is paid by the railway undertakings for all the electric locomotives running on the national rail network, regardless of the electricity supplier selected. This is different for each type of train: regional trains, national and international high speed trains, other national and international passenger trains, regional passenger trains (except Transilien) not capable of high speeds, regional Transilien passenger trains not capable of high speeds, freight trains and other trains (light running, rolling stock, etc.).

  This charge covers the costs of electrical energy provision, i.e. the transmission and distribution of electricity upstream of the installations and infrastructure of the national rail network, losses in the installations of Réseau Ferré de France, the cost of the services of the entity at Réseau Ferré de France responsible for flow balancing (entity responsible for ensuring financial recovery for each half-hour of difference between expected and actual consumption), the Public Electricity Service Contribution (CSPE), the cost of managing the electrical power metering data and monitoring access contracts for the electricity networks (CART or CARD) and all other traction current costs including forecasts and management costs.

<table>
<thead>
<tr>
<th>Type of train</th>
<th>Rate per electric train-kilometre in euros, excluding VAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional, national and international passenger trains suitable for high speeds</td>
<td>0.477</td>
</tr>
<tr>
<td>Other national and international passenger trains</td>
<td>0.308</td>
</tr>
<tr>
<td>Regional passenger trains (other than those in Greater Paris (Transilien)) not suitable for high speeds</td>
<td>0.263</td>
</tr>
<tr>
<td>Transilien regional passenger trains not suitable for high speeds</td>
<td>0.463</td>
</tr>
<tr>
<td>Freight trains</td>
<td>0.349</td>
</tr>
<tr>
<td>Other trains (light running, rolling stock, etc.)</td>
<td>0.177</td>
</tr>
</tbody>
</table>

  The major two components of the RCTE are the transmission and distribution of electricity (for information: approx. 72% of the total charges in the period between October 2013 and September 2014) and the losses in the installations of RFF (for information: approx. 28% of the total charges in the period between October 2013 and September 2014).
The unit price per electric train-kilometre of this charge depends on:

- the type of train as defined above,
- the amount of the charges borne by RFF for the RCTE.

The rate of the RCTE per electric train-kilometre and for each type of train for the calendar year 2015 (from 1 January to 31 December 2015) is given below and in Appendix 10.3.

These rates will serve as the basis of a monthly invoice for the RCTE. However, the RCTE rates presented above will be reviewed if one or more of the following cases arises:\(^1\):

- Rate change of the regulated access to historical nuclear energy (ARENH) as set by the Administrative order of 17 May 2011
- Change by the Energy Regulation Commission (CRE) of the volume eligible for the ARENH as defined in the contract with the RFF electricity supplier
- Change by the Energy Regulation Commission (CRE) of the cost of energy procurement fees.
- Change of the kWh/electric train-kilometre conversion rates which were used to draw up the RCTE rates for 2015 and presented in the following table:\(^2\):

<table>
<thead>
<tr>
<th>Type of train</th>
<th>kWh/electric train-kilometre conversion rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional, national and international passenger trains suitable for high speeds</td>
<td>24.50</td>
</tr>
<tr>
<td>Other national and international passenger trains</td>
<td>15.80</td>
</tr>
<tr>
<td>Regional passenger trains (other than those in Greater Paris (Transilien)) not suitable for high speeds,</td>
<td>13.50</td>
</tr>
<tr>
<td>Transilien regional passenger trains not suitable for high speeds</td>
<td>23.80</td>
</tr>
<tr>
<td>Freight trains</td>
<td>17.92</td>
</tr>
<tr>
<td>Other trains (light running, rolling stock, etc.)</td>
<td>9.10</td>
</tr>
</tbody>
</table>

In addition to this possible revision, the amount of the RCTE will be subject to an annual adjustment on the basis of the charges actually borne by RFF for the RCTE and the traffic movements actually conducted by the railway undertakings. This annual adjustment will be performed during the first quarter of 2016 for 2015.

It should also be noted that following any adjustment by Réseau de Transport d’Electricité (RTE, manager of the electrical transport network) that takes place, according to the rules in force for RTE as of the date of publication of this Network Statement, at the latest twelve months after the end of operation, the amount of the RCTE may be subject to a new adjustment at the beginning of 2017 for 2015.

**NB** For the period from 14 December 2014 to 31 December 2014, the procedures for the 2014 timetable will be applied.

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\(^1\) All changes will be published on the customer and partner (Clients et Partenaires) portal on the RFF website and will be the subject of a letter with acknowledgement of receipt sent out to the interested parties.

\(^2\) It is possible that the kWh/electric train-kilometre conversion rates may be changed following studies and analyses performed in coordination with the railway undertakings concerned.
• **Charge for use of the railway installations in combined transport terminals**

A charge will be raised per train accessing the combined transport terminal for use of the railway installations in combined transport terminals set out below and in Appendix 10.3.

<table>
<thead>
<tr>
<th>Name of terminal</th>
<th>Region</th>
<th>Rate per train entering the terminal in euros, excluding VAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>AVIGNON COURTINE</td>
<td>PROVENCE-ALPES-CÔTE D'AZUR</td>
<td>124.46</td>
</tr>
<tr>
<td>CLERMONT-FERRAND GERZAT</td>
<td>AUVERGNE</td>
<td>191.47</td>
</tr>
<tr>
<td>COGNAC</td>
<td>POITOU CHARENTES</td>
<td>97.86</td>
</tr>
<tr>
<td>DIJON GEVREY</td>
<td>BOURGOGNE</td>
<td>106.37</td>
</tr>
<tr>
<td>HENDAYE</td>
<td>AQUITAINE</td>
<td>231.89</td>
</tr>
<tr>
<td>BORDEAUX HOURCADE</td>
<td>AQUITAINE</td>
<td>211.68</td>
</tr>
<tr>
<td>LE HAVRE PLAINE</td>
<td>HAUTE-NORMANDIE</td>
<td>64.89</td>
</tr>
<tr>
<td>LE HAVRE SOQUENCE</td>
<td>HAUTE-NORMANDIE</td>
<td>64.89</td>
</tr>
<tr>
<td>LYON VENISSIEUX</td>
<td>RHÔNE-ALPES</td>
<td>178.70</td>
</tr>
<tr>
<td>LYON SAINT-PRIEST</td>
<td>RHÔNE-ALPES</td>
<td>178.70</td>
</tr>
<tr>
<td>MARSEILLE CANET 1</td>
<td>PROVENCE-ALPES-CÔTE D'AZUR</td>
<td>178.70</td>
</tr>
<tr>
<td>MARSEILLE CANET 2</td>
<td>PROVENCE-ALPES-CÔTE D'AZUR</td>
<td>178.70</td>
</tr>
<tr>
<td>NANCY CHAMPAGNEULLES</td>
<td>LORRAINE</td>
<td>191.47</td>
</tr>
<tr>
<td>NOISY-LE SEC</td>
<td>ILE-DE-FRANCE</td>
<td>204.23</td>
</tr>
<tr>
<td>ORLEANS</td>
<td>CENTRE</td>
<td>191.47</td>
</tr>
<tr>
<td>PARIS VALENTON</td>
<td>ILE-DE-FRANCE</td>
<td>154.24</td>
</tr>
<tr>
<td>PARIS CHAPELLE</td>
<td>ILE-DE-FRANCE</td>
<td>256.36</td>
</tr>
<tr>
<td>PERPIGNAN SAINT CHARLES</td>
<td>LANGUEDOC-ROUSSILLO</td>
<td>187.21</td>
</tr>
<tr>
<td>RENNES</td>
<td>BRETAGNE</td>
<td>187.21</td>
</tr>
<tr>
<td>TOULOUSE FENOUILLET</td>
<td>MIDI-PYRENEES</td>
<td>151.05</td>
</tr>
<tr>
<td>TOULOUSE ST-JORY</td>
<td>MIDI-PYRENEES</td>
<td>156.37</td>
</tr>
<tr>
<td>TOURS SAINT-PIERRE-DES-CORPS</td>
<td>CENTRE</td>
<td>119.00</td>
</tr>
</tbody>
</table>
• **Charge for use of sidings**

Use of the sidings by trains, long trains or wagons will result in a charge for the normal use of sidings (shunting, train formation, access to lines, etc.) of an amount per kilometre and per day, defined below and in Appendix 10.3.

The same charge is applied to sidings of gravity marshalling yards when RUs do or do not make use of the gravity marshalling function.

It also applies to the use of sidings in freight yards, with the exception of those mentioned in § 3.6.8.

The amount of this charge is calculated according to the useful length of the track, the number of days per month it is used and the unit price (Appendix 10.3).

Specifically, for a given track, this amount follows the rule below:

<table>
<thead>
<tr>
<th>Useful length of track in km x number of days per month it is used x unit price</th>
</tr>
</thead>
</table>

The charge does not apply to SuperJumbo trains (see the point below) nor for the use of sidings included in the train path.

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price (in euros, excluding VAT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of sidings, normal use</td>
<td>Rate per kilometre of service track and per day</td>
<td>17.29</td>
</tr>
</tbody>
</table>

* All partially used sidings will be invoiced for complete use;

** The use of sidings is invoiced per day (from 12 am to 11.59 pm), regardless of the actual duration of use during this day.

Contact the One Stop Shop (§ 1.8.1) for details of the charging and invoicing procedures for the use of sidings for specific purposes (§§ 3.6.4 and 5.3.3.3).

• **Charge for the use of gravity marshalling yards when RUs make use of the gravity marshalling function** (charge covers both the use of specific infrastructure and the corresponding services associated with the gravity marshalling function)

A charge is raised per train accessing the marshalling yard, for the use of the gravity marshalling yard. The corresponding amount in euros (excluding VAT) is shown below and in Appendix 10.3.

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Name of marshalling yard</th>
<th>Region</th>
<th>Method for calculating the charge</th>
<th>Unit price (in euros, excluding VAT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of gravity marshalling yards</td>
<td>LE BOURGET</td>
<td>ILE-DE-FRANCE</td>
<td>Rate per train entering gravity marshalling yards</td>
<td>363.98</td>
</tr>
</tbody>
</table>
• Charge for use of sidings for SuperJumbo trains (or out-of-gauge consignments)

Use of sidings for SuperJumbo trains, a fixed rate in euros (excluding VAT) will be raised per SuperJumbo train.

<table>
<thead>
<tr>
<th>Nature of the service</th>
<th>Method for calculating the charge</th>
<th>Unit price in euros, excluding VAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of sidings by SuperJumbo trains</td>
<td>Rate per SuperJumbo train</td>
<td>2218.92</td>
</tr>
</tbody>
</table>

6.2.2.2 Charges for additional scheduled services

• Passenger stations and service infrastructure in passenger stations open to the public

For any information concerning the additional services provided in passenger stations, please refer to the Stations Statement (Appendix 9.1).

• Charge for the supply of traction current (RFE)

The RFE rate is based on the price of electricity that RFF has contractually agreed with its supplier for 2015. It also includes management costs (financial costs and cost of staff involved in the process), the share of the costs generated to establish the consumption forecast for 2015 and the share of the costs of assisting with the purchase of electricity for 2015.

The RFE rate in MWh obtained is directly applicable to the railway undertakings’ entire fleet of electric locomotives (including rented locomotives) and over the entire monthly period of month M, provided that the following conditions are met. In addition to the provisions specified under § 5.3.2.2 of Chapter 5 of the Network Statement, a railway undertaking must:

- have a fleet of electric locomotives (including rented locomotives) that is entirely fitted with meters that can be remotely read by SOCLE or another remote-reading application that communicates with SOCLE. RFF reserves the right to check all of the fleet’s equipment at any time. If a new electric locomotive or a rented electric locomotive is used that is not fitted with a meter that can be remotely read by SOCLE or another remote-reading application, the RFE rate per electric train-kilometre will be applied to the railway undertaking's entire fleet of electric locomotives;
- carry out and guarantee the correct configuration of the entire fleet of electric locomotives (including rented locomotives) in order to ensure that the remote reading of information and consumption is performed correctly.

The rate of the RFE per MWh for the calendar year 2015 (from 1 January to 31 December 2015) is given below and in Appendix 10.3.
Charge for the supply of traction current (RFE)

Method for calculating the charge | Price of the MWh in euros, excluding VAT
--- | ---
Actual consumption in MWh from the SOCLE records or another remote-reading application | 48.96

In other cases, the RFE rate per electric train-kilometre is applied to the railway undertakings' entire fleet of electric locomotives (including rented locomotives) and over the entire monthly period of month M. This is different for each type of train: regional trains, national and international high speed trains, other national and international passenger trains, regional passenger trains (except Transilien) not capable of high speeds, regional Transilien passenger trains not capable of high speeds, freight trains and other trains (light running, rolling stock, etc.). It is obtained by multiplying the RFE rate in MWh by a conversion rate corresponding to each type of train:

<table>
<thead>
<tr>
<th>Type of train</th>
<th>kWh/electric train-kilometre conversion rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional, national and international passenger trains suitable for high speeds</td>
<td>24.50</td>
</tr>
<tr>
<td>Other national and international passenger trains</td>
<td>15.80</td>
</tr>
<tr>
<td>Regional passenger trains (other than those in Greater Paris (Transilien)) not suitable for high speeds</td>
<td>13.50</td>
</tr>
<tr>
<td>Transilien regional passenger trains not suitable for high speeds</td>
<td>23.80</td>
</tr>
<tr>
<td>Freight trains</td>
<td>17.92</td>
</tr>
<tr>
<td>Other trains (light running, rolling stock, etc.)</td>
<td>9.10</td>
</tr>
</tbody>
</table>

Thus, the rate of the RFE per electric train-kilometre and for each type of train for the calendar year 2015 (from 1 January to 31 December 2015) is given below and in Appendix 10.3.

| Charge for the supply of traction current (RFE) |
|---|---|
| Type of train | Rate per electric train-kilometre in euros, excluding VAT |
| Regional, national and international passenger trains suitable for high speeds | 1.199 |
| Other national and international passenger trains | 0.774 |
| Regional passenger trains (other than those in Greater Paris (Transilien)) not suitable for high speeds | 0.661 |
| Transilien regional passenger trains not suitable for high speeds | 1.165 |
| Freight trains | 0.877 |
| Other trains (light running, rolling stock, etc.) | 0.446 |
Regardless of the type of consumption applied (electric train-kilometres or MWh), the rate of the RFE is identical regardless of the railway undertaking.

This rate will serve as the basis of a monthly invoice for the RFE for the period from 1 January 2015 to 31 December 2015. The rate defined above will be reviewed if one or more of the following cases arises:

- Rate change of the regulated access to historical nuclear energy (ARENH) as set by the Administrative order of 17 May 2011
- Change by the Energy Regulation Commission (CRE) of the volume eligible for the ARENH as defined in the contract with the RFF electricity supplier
- Change of the kWh/electric train-kilometre conversion rates as these are defined above
- Change by the Energy Regulation Commission (CRE) of the cost of energy procurement fees.

The RFE rate, as defined above, applies to railway undertakings that have committed to obtaining traction current supply from RFF for their entire fleet of electric locomotives for the whole of 2015 in September 2014. As a result, if a railway undertaking terminates their contract early, subject to respect of the notice period of three months, the penalty for early termination will be calculated on the basis of an amount defined in accordance with the provisions defined in § 6.6.2 of this document.

Furthermore, if during 2015, a railway undertaking asks RFF to provide a traction current supply service, the conditions and rate referred to above will apply in the same way to this railway undertaking. However, if on the basis of running information and/or consumption estimates previously provided by this railway undertaking and discussed in good faith with RFF, RFF deems that the consumption induced by this railway undertaking causes the contractual limits linked to the volume of the total annual consumption agreed by RFF with its energy provider to be reached, the RFF rate will be calculated on the basis of the rate agreed with this provider at the latest in December 2014.

NB: For the period from 14 December 2014 to 31 December 2014, the 2014 timetable measures will remain in force.

### 6.2.2.3 Charges for additional unscheduled services

- **Charge for the operation of simple safety installations**

These services must result from a request and if RFF can undertake them, will be invoiced on the basis of an estimate previously approved by the railway undertaking. The price fixed is based on the cost of the qualified SGTC staff member carrying out the operation.

- **Charge for support on sidings**

For requirements related to sidings and at the request of the RU, authorised applicant, wagon keeper, etc., RFF may provide a support service for sidings from an authorised staff member.

This will be invoiced on the basis of an estimate previously approved by the applicant. The price fixed is based on the cost of the qualified RFF and SGTC staff members.

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3 All changes will be published on the customer and partner (Clients et Partenaires) portal on the RFF website and will be the subject of a letter with acknowledgement of receipt sent out to the parties concerned.

4 It should be noted that this change should only affect the RFE rates per electric train-kilometre. It is possible that the kWh/electric train-kilometre conversion rates may be changed following studies and analyses performed in coordination with the railway undertakings concerned.
6.2.2.4 Other services on sidings

- Charge for access to and use of the radio channel designation "for monitoring"

The use of a radio link under the conditions of § 5.3.3.1 is subject to:

- administrative costs as set out in the table below and in Appendix 10.3,
- an annual charge for use per local link and per railway undertaking as set out in the table below and in Appendix 10.3.

| Nature of the service | Method for calculating the charge                                                                 | Unit price in euros, excluding VAT *
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Access request</td>
<td>Rate per administrative charge and per &quot;monitoring&quot; radio link</td>
<td>906.03</td>
</tr>
<tr>
<td>Charge for use</td>
<td>Annual rate per railway undertaking and per &quot;monitoring&quot; radio link</td>
<td>121.01</td>
</tr>
</tbody>
</table>

* This price may be adjusted depending on the charges borne by RFF

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

A charge will be raised for a compatibility study and a frequency compatibility certificate, when railway undertakings request the use of their own radio frequencies for personal use on the national rail network, under the conditions set out below and in Appendix 10.3.

| Nature of the service       | Method for calculating the charge                  | Unit price in euros, excluding VAT *
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for a frequency compatibility certificate</td>
<td>Rate per request</td>
<td>2181.31</td>
</tr>
</tbody>
</table>

* This price may be adjusted depending on the charges borne by RFF

6.2.3. Miscellaneous

- Charge for use of RFF property

Réseau Ferré de France will inform interested applicants of the cost of placing property assets at their disposal in each case.

- Charges for the provision of SMCF infrastructure

The charges that apply for the use of sidings as described above in § 6.2.2 also apply to the SMCF sidings that are managed by RFF.
The use of other SMCF property (platforms, undeveloped land, etc.) will be subject to ad hoc charges negotiated with the railway undertakings when the temporary occupancy agreement is concluded with Réseau Ferré de France.

- **Other services**

Réseau Ferré de France may have to invoice other services. The corresponding charges will be produced in the form of a price quotation. Services will be invoiced as such under the conditions set out in the contract signed with the applicant.

All requests from customers other than railway undertakings or authorised applicants will be dealt with on a case-by-case basis.

### 6.3. System of reciprocal incentives to improve use of infrastructure capacity

*[At the date of publication of this document, the provisions relating to the system of reciprocal incentives are currently being discussed. They will be published later, in the next version of this document.]*

### 6.4. Performance enhancement scheme with railway undertakings

A performance enhancement system (SAP) has been implemented by RFF since the 2014 timetable. It relies on a governance body (COSAP) which is composed of representatives of the infrastructure manager and the railway undertakings in equal numbers (5 members for each group) and headed by an individual selected by DGITM. The representativeness of the railway undertakings is guaranteed by the presence of UTP and AFRA within their group.

For the N timetable, the SAP applies to all railway undertakings operating on the national rail network once they have passed the minimum threshold of 200,000 tr-km in the reference period from 1 July N-2 to 30 June N-1.

This system aims to encourage the infrastructure manager and the railway undertakings to optimise the operation of the network and to improve the quality of the service provided for network users.

Regardless of its cause, unpunctuality has negative consequences for every player involved in the rail system. The implementation of the performance enhancement system must encourage each player to make an effort to reduce any unpunctuality they may generate by making them responsible for the consequences of time losses greater than or equal to 5 minutes.

In addition, implementing the SAP ensures that the infrastructure manager and the railway undertakings are progressively motivated to make best possible use of infrastructure capacity. In this way, based on the work and the decisions that can be undertaken by COSAP, the SAP is currently run on an experimental basis and its technical and economic parameters are likely to evolve up until 2017.

The SAP gives RFF an opportunity to provide the customer railway undertakings with a clear and visible view of the performance of the infrastructure manager and of their own performance, as well as an opportunity to set commitments to improve performance for each RU, based on the indicators achieved.

- **Scope of the traffic concerned**

The scope of the traffic taken into account for the SAP consists of all "loaded commercial traffic", as encoded in the Bréhat IS service. Technical operations are not taken into account.
- **Time losses**
  The performance enhancement system relies on the data output by the Bréhat IS service.
  The time losses used to calculate the SAP indicator are lost minutes justified in Bréhat (from 5 minutes).
  The application document "Directives justifying lateness in Bréhat", available on the RFF website, specifies the allocation rules for time losses for which the infrastructure manager or railway undertaking is responsible.

- **Performance indicators**
  The performance measure adopted is the loss of time of 5 minutes or more (number of minutes lost) suffered over the route by commercial train movements.
  The performance indicators below are calculated for each railway undertaking by aggregating the time losses of 5 minutes or more suffered by each of their commercial train movements. They are monitored monthly a posteriori on the basis of quarterly reporting to the RU concerned on M+2, end of the month:

  - The total number of lost minutes suffered by train movements of the RU (compared to its production volume expressed in train-kilometres).
  - The proportion of these lost minutes ascribable to the RU itself compared to the number of train-kilometres it has run; this indicator represents the performance level of the RU.
  - The proportion of these time losses ascribable to the IM compared to the number of train-kilometres run by the RU; this indicator represents the performance level of the IM vis-à-vis the RU concerned.

- **Determining the performance improvement targets**
  The implementation of the performance enhancement system (SAP) is based on the setting of improvement targets applied on the SAP indicators of the RU and the IM. These are drawn up, for the N+1 timetable, after a phase of bilateral coordination between each RU and the IM, in accordance with the regulations set by the SAP governance body following the analysis of running performance measured between 1 July of year N-2 and 30 June of year N, which provides the reference period.

  **Example:**
  Performance measure from 1 July N-2 to 30 June N: 1 min lost per 100 km
  Performance improvement target for the N+1 timetable: 2%
  This equates to a target performance for the N+1 timetable of 0.98 min lost per 100 km to be compared to the actual running performance for the N+1 timetable

  Detailed mapping of the target setting process:
Regarding the infrastructure manager, only one performance target is defined.

Regarding railway undertakings, the criteria for setting the performance targets are set by COSAP.

For the 2015 timetable and for railway undertakings, COSAP approved the following rules for application from 24 September 2014:

- For railway undertakings whose result (RU SAP ratio) is better than the average for their segment of activity, the set target is freely chosen but must be at least greater than or equal to 0.10%.

- For railway undertakings whose result is not as good as the average for their segment of activity, an improvement target is set which allows them to return to the level of the better of the two years which constitute the reference period, as a minimum, with an option to set 5% as a ceiling where a decision is made by the railway undertaking concerned.

- For railway undertakings that are alone in their segment of activity, a target is set which allows them to return to the level of the better of the two years which constitute the reference period, as a minimum, with an option to set 5% as a ceiling where a decision is made by the railway undertaking concerned.

For railway undertakings beginning to operate train movements on the national rail network, performance improvement targets are determined in the same way as for other players once they have an activity history that allows RFF to quantify their performance over a reference period of 12 consecutive months, from 1 July to 30 June.

The performance improvement target for players leaving during the year is applied to a reference period equivalent to their last period of activity (from 15 December of year N-1 to the leaving date applied on year N). This ensures that seasonal variations in punctuality are taken into account.
**Malus scale**

The deviation between the actual performance and the performance target is measured monthly and shared on the basis of a quarterly publication on D+60, end of the month.

If a respective annual target is not achieved, the player involved (RU or IM) must pay a malus to the other party depending on a predefined scale shown below. This type of measure is intended to incentivise the players to improve their performance and to minimise their impact on the network.

The scale of unit maluses, based on lost minutes, is defined below. For each player, the amount of the due malus represents the unit malus multiplied by the number of lost minutes above that player's target.

A scale is specified for RFF on the one hand and for the RUs on the other hand, per segment of activity:

<table>
<thead>
<tr>
<th>Malus scale applicable to IMs</th>
<th>Method for calculating the malus</th>
<th>Unit price (in euros)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Segment of activity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAGV</td>
<td>Rate per minute lost over and above the target</td>
<td>22.00</td>
</tr>
<tr>
<td>TER</td>
<td>Rate per minute lost over and above the target</td>
<td>13.00</td>
</tr>
<tr>
<td>Transilien</td>
<td>Rate per minute lost over and above the target</td>
<td>14.00</td>
</tr>
<tr>
<td>Other long-distance passenger trains</td>
<td>Rate per minute lost over and above the target</td>
<td>17.00</td>
</tr>
<tr>
<td>FREIGHT</td>
<td>Rate per minute lost over and above the target</td>
<td>10.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Malus scale applicable to RUs</th>
<th>Method for calculating the malus</th>
<th>Unit price (in euros)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Infrastructure Manager</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RFF</td>
<td>Rate per minute lost over and above the target</td>
<td>2.50</td>
</tr>
</tbody>
</table>

These maluses are capped and within each bilateral IM-RU relationship, the amount of the malus cap will be the same for the RU and the IM.

The ceiling for year N of the SAP maluses for an RU is determined on the basis of the RR and RC for the RU calculated for the calendar year N-1 (accounting year from 1 January to 31 December).

For RUs with passenger activity, the ceiling for year n will be determined as follows: annual ceiling n = 0.5% * (RR + RC amount for year n-1).

For RUs with freight activity, the ceiling for year n will be determined as follows: annual ceiling n = 0.5% * (RR + RC amount for year n-1).
- However, in order to facilitate start-up for all the players in the system, decreasing reductions will be applied to the ceiling amount for maluses in accordance with a multi-annual evolution:

- **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 25% on the target ceiling of 0.5% * (RR amount + RC for 2016)
- **2018**: application of the target ceiling of 0.5% * (RR amount + RC for 2017)

This evolution is likely to be modified (accelerated or decelerated) depending on the maturity of the different players within the system.

Maluses are invoiced annually, at the end of February year N+1, on the basis of the timetable data.

### 6.5. Price scale validity

The price scales defined in this chapter (and corresponding appendices) apply for the 2015 timetable.

### 6.6. Procedures for invoicing

Invoices will be sent by Réseau Ferré de France under the conditions set out in the contract signed with the customer.

All invoices for charges will give the amounts payable, VAT excluded. The charges are subject to VAT at the normal rate, in accordance with the regulations in force.

The deadline for invoices for charges is 40 days from the date of issue of the invoice.

The table on the following page summarises the different invoice schedules for each type of charge.
<table>
<thead>
<tr>
<th>Types of charge for services provided during a month M</th>
<th>November of year Y-1</th>
<th>M-2</th>
<th>M-1</th>
<th>M (month of service)</th>
<th>M+1</th>
<th>Y+1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Minimum services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access charge</td>
<td></td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reservation charge</td>
<td>Deposit invoice</td>
<td></td>
<td></td>
<td>Forecast invoice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Processing fee</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Train running charge</td>
<td></td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special charges</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Basic services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for transmission and distribution of electric power (RCTE) and charge for use of electric traction installations (RCE)</td>
<td></td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for use of the railway installations in combined transport terminals</td>
<td></td>
<td></td>
<td></td>
<td>Forecast invoice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for the use of sidings and charge for the operation of the gravity hump in gravity marshalling yards</td>
<td></td>
<td></td>
<td></td>
<td>Forecast invoice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other usage charges</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Additional and ancillary services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for opening lines, stations and signal boxes not kept open in ....</td>
<td></td>
<td></td>
<td></td>
<td>Continuous invoice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for Information Systems services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
</tr>
<tr>
<td>Studies</td>
<td></td>
<td></td>
<td></td>
<td>Continuous invoice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charges for the operation of simple safety installations, for assistance on sidings and for producing the Technical File (PVAR)</td>
<td></td>
<td></td>
<td></td>
<td>Continuous invoice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for access to and use of the radio channel designation “for monitoring” and for carrying out a compatibility study for operating radio frequencies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
</tr>
<tr>
<td>Freight compensation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
</tr>
</tbody>
</table>
6.6.1. Invoicing for services provided on main lines

6.6.1.1. Invoicing of minimum services

The charges raised for access, reservation and train movements will be payable in accordance with the rules set out in this document. The invoicing conditions will be adapted as Réseau Ferré de France gradually develops its information system and, as a result, provisional arrangements may be stipulated in contracts signed in the meantime with Réseau Ferré de France.

- **Access charge (RA)**

  The amount of access charge shall be paid monthly, by the 12th of the month, when it falls due by STIF for the "Transilien" service, by the State for the TET and to account for regions for the TER. Invoices must be paid at the latest on the 15th of each month, from December 2014 to November 2015.

- **Reservation charge (RR)**

  The reservation charge is to be paid by customers allocated capacity, in three stages:

1. **A deposit invoice:** in November 2014, a deposit of 20% is invoiced based on the confirmed train path-days allocated by RFF in response to timetable applications for all transport services.

   Specifically, the basis of calculation for this deposit is the response in terms of confirmed train path-days allocated on the date the timetable is published (8 September 2014), excluding the train path-days for which the customer will submit a modification (*) or cancellation request that will be handled, between 8 September and 15 October 2014 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 excluding state compensation and it is broken down by month of service.

   For the purposes of transparency and clarity for its customers, RFF has put in place an IT tool "Base notification" which allows all customers who have requested and been allocated train paths between December 2013 and April 2014 to see the different responses, using as reference:

   - confirmed train path-days
   - train path-days under examination
   - nonAllocated train path-days
   - non-responses or train path requests that have not been handled

2. **A forecast invoice:** in (M-2) a forecast invoice is issued for the services provided during month M (for those train path-days with a departure date during month M). This invoice is calculated on the basis of allocated train path-days and their estimated capacity utilisation according to past activity. In addition, the monthly share of the deposit for the month M is deducted from the forecast invoice.

3. **An adjusted invoice:** on the first day of the month (M+1), an adjusted invoice is drawn up on the basis of the train path-days finalised on that day. The forecast amount already invoiced in (M-2) will be deducted from the adjusted invoice.
### Comments:

- For every month of service M during the 2015 timetable period: two invoices relating to the reservation charge are issued: a forecast invoice and an adjustment invoice.

- The invoice methods for the reservation charge are exactly the same for all customers allocated capacity: whether they are authorised applicants or railway undertakings.

In the event of an accepted train path reservation being cancelled more than two months before the start of path use, Réseau Ferré de France will refund the reservation charge raised for the deposit and the forecast invoice at the time of the adjustment invoice.

- **Train running charge (RC)**

  The running charge invoice is sent to railway undertakings.

  For a month of service M, the running charge invoiced concerns reliable train movements with a departure date during month M. These train movements incorporate:

  - train movements noted by the RFF traffic monitoring system, and
  - train movements deemed to have been performed.

  These train movements simultaneously fulfil the two criteria below:

  1. they have not been cancelled by the customer,
  2. they have not been the subject of a non-running declaration sent from the customer to RFF via the GESICO interface, in the 24 hours following their theoretical departure dates.

  To make it easier for RUs to make non-running declarations, RFF provides its customers with the list and map of detection points informing them of train movements that have not been recorded and therefore must be subject to a non-running declaration if the train did not run. On the rest of the network, the fact that train movements are not detected serves as a non-running declaration for the railway undertaking.

  The invoice for the running charge is issued from the 20th of the month (M+1) for traffic movements in the month M. The running charge for some train movements will be invoiced during the following months, within a period of not more than 12 months (e.g. instances of late confirmation).

  Train movements noted on the network but not allocated to railway undertakings (such as shunting operations) will be distributed, at the end of the timetable period, according to the volume of train movements per railway undertaking and per train movement.
● **Freight compensation**

Compensation is spread between reservation and running charges. For transport services of a month M which benefit from freight compensation, this compensation is explicitly deducted from both the reservation charge (RR) invoices issued at the beginning of M+1 and the running charge (RC) invoices issued at the end of M+1.

All invoices, including adjustment invoices, mention the freight compensation amounts.

● **Special charges to take account of the investment costs incurred by Réseau Ferré de France**

The charges based on capacity allocation are as follows:

- Charge for use of freight trains on the section 38080 "Montérolier-Buchy – Motteville".
- Charge for use of freight trains on the line "Saint-Pierre-d’Albigny – Modane Frontière".
- Charge for use of trains on the piggyback corridor through the Alps to the line "Saint-Pierre-d’Albigny – Modane Frontière".
- Charge for the use of high speed trains on the short link line at Mulhouse.

These are invoiced to customers allocated capacity.

These charges are invoiced in two stages: an initial forecast invoice and a subsequent adjustment invoice, with the same structure and timing as for the reservation charge.

**Note:** the invoices for these charges are not affected by the 20% deposit.

● **Administrative charge for train path modification or cancellation requests**

At the beginning of each month (M+1) Réseau Ferré de France will invoice applicants for requests effectively recorded in its information system. For the requests received in accordance with the policy document, "Last minute capacity", administrative costs will be invoiced for each train path-day.

These charges will not be due if the train path-day is modified or cancelled by Réseau Ferré de France.

**6.6.1.2. Invoicing of additional services**

● **Charge for opening lines, stations and signal boxes not kept permanently open**

This charge is invoiced continuously, based on an estimate supplied by RFF and approved by the customer.

● **Charge for IS (Information Systems) services**

Access to IS services is invoiced annually in arrears (in April Y+1) to the railway undertaking/authorised applicant. 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.
• RFF support services for producing the Technical File as part of the compatibility verification procedure (non-regulated services)

This service is invoiced continuously, based on the estimate supplied by RFF and approved by the customer.

6.6.1.3. Invoicing of ancillary services

• Charges for carrying out feasibility studies

These charges are invoiced continuously, based on studies carried out.

• Charges for conducting studies into exceptional consignments prior to the ATE request

These charges are invoiced continuously, based on studies carried out.

• Charge for the use of GSM-R priority 4

The invoice methods for the GSM-R usage charges are detailed in the specific contract concluded between RFF and the railway undertaking.

6.6.2. Charging for services provided on service infrastructure

6.6.2.1 Invoicing of the basic service

• Passenger stations and service infrastructure in passenger stations open to the public

For any information concerning invoicing for passenger stations, please refer to the Stations Statement.

• Charges for transmission and distribution of electric power (RCTE)

- 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.
- The amount of the RCTE monthly invoice is calculated depending on:
  1. the electric tr-km actually travelled by the customer;
  2. the annual price indicated in Appendix 10.3 of the Network Statement published in December 2014;
  3. the type of train.

NB. An adjusted annual invoice is issued during the first quarter of 2016 depending on the actual charges.

• Charge for use of electric trains on the sections 53003 A "Pasilly – Le Creusot" and 53003 B "Le Creusot – Mâcon".

This is invoiced to customers allocated capacity.

This charge is invoiced in two stages: an initial forecast invoice and a subsequent adjustment invoice, with the same structure and timing as for the reservation charge.

Note: the invoices for this charge are not affected by the 20% deposit.
• **Charge for use of electric traction installations (RCE)**

For a month of service M, train movements relating to the train paths allocated using electrically-powered railcars and with a departure date that is during the month M are taken into account when calculating the amount of these charges.

This charge is invoiced at the same time as the running charge.

• **Charges for use of the railway installations in combined transport terminals**

These charges are invoiced following the procedures below:

- a deposit will be invoiced on the 20th of each month (M-1) on the basis of a fixed rate set by RFF depending on the timetabled activities carried out the previous year, where necessary taken from the traffic forecasts sent by the railway undertaking

and

- a final invoice will be produced at the end of month (M+1) on the basis of the declaration made by the customer for the actual number of trains that used the railway installations in combined transport terminals at the latest by the 20th of month (M+1) for the whole of the month M. The amount of the deposit will be deducted from the final invoice.

If no declaration is received, the amount of the final invoice will be a fixed rate set by RFF, based on predicted activity increased by 10%.

• **Charges for the use of sidings**

These charges are invoiced following the procedures below:

- a deposit will be invoiced on the 20th of each month (M-1) from a rate set by RFF based on the timetabled activities carried out the previous year, where necessary depending on the traffic forecasts sent by the railway undertaking

and

- a final invoice will be produced at the end of month (M+1) on the basis of the declaration made by the customer for the actual number of trains that used the sidings at the latest by the 20th of month (M+1) for the whole of the month M. The amount of the deposit will be deducted from the final invoice.

If no declaration is received, the amount of the final invoice will be a fixed rate set by RFF, based on predicted activity increased by 10%.

**Details:** In an effort to simplify matters, RFF has provided pre-filled declarations and has sent users a method to explain the procedure.
● **Charge for the use of gravity marshalling yards for the gravity marshalling function**
  (charge covers both the use of specific infrastructure and the corresponding services associated with the gravity marshalling function)

This charge only concerns "railway undertaking" customers; it is calculated based on the number of trains that access gravity marshalling yards and make use of the gravity marshalling function.

It is invoiced under the following conditions:

- a deposit will be invoiced on the 20th of each month (M-1) on the basis of a rate set by RFF based on the timetabled activities carried out the previous year, where necessary depending on the traffic forecasts sent by the railway undertaking

and

- a final invoice will be produced at the end of the month (M+1) on the basis of the declaration made by the railway undertaking of the actual number of trains accessing gravity marshalling yards at the latest by the 20th of the month M+1 for the whole of the month M. The amount of the deposit will be deducted from the final invoice.

If no declaration is received, the amount of the final invoice will be a fixed rate set by RFF, based on predicted activity increased by 10%.

● **Charges for secure access to service infrastructure (CANIF badges)**

As it is the first year that the "CANIF badges" service is implemented, the charges for secure access to service infrastructure are not invoiced for the 2015 timetable.

**6.6.2.2 Invoicing of additional regulated services**

● **Charge for the supply of traction current (RFE)**

This charge only concerns "railway undertaking" customers who are supplied energy by RFF.

For a month of service M, the amount of this charge takes into account:

- For invoicing in electric train-kilometres, the actual train movements of the entire fleet of electrically-powered trains concerned with a departure date that is during the month M.

- For invoicing in MWh, the consumption relating to month M is read remotely by SOCLE or another remote-reading system that communicates with SOCLE.

This charge is invoiced at the same time as the running charge.

If a railway undertaking terminates its commitment to traction current supply from RFF, a penalty is invoiced in accordance with § 6.2.2.2. This invoice is drawn up the month after the completion of the period of notice (three months), on the basis of the average consumption over the last three months supplied by RFF, multiplied by the number of months remaining in 2015.
6.6.2.3. Invoicing of additional unregulated services

- **Charge for the operation of simple safety installations**
  
  This charge is invoiced continuously, based on an estimate supplied by RFF and approved by the customer.

- **Charge for support on sidings**
  
  This charge is invoiced continuously, based on an estimate supplied by RFF and approved by the customer.

6.6.2.4. Other services provided on service infrastructure

- **Charges for access to and use of the radio channel designation "for monitoring"**
  
  Administrative costs and the charge for use are invoiced annually during January Y+1 to the railway undertakings, based on the number of local monitoring radio links opened during the Y timetable period.

- **Declaring the operating radio frequencies used by railway undertakings and handing over the compatibility certificate**
  
  Compatibility studies and frequency compatibility certificates are invoiced annually during January Y+1 to the railway undertakings, based on the number of studies and certificates produced during the Y timetable period.

6.6.3. Miscellaneous

- **Charges for use of RFF property**
  
  The method of invoicing the charge for placing property assets at customers’ disposal will be laid down in the contracts with applicants.

- **Charges for the provision of SMCF infrastructure**
  
  The invoice methods for charges for use of SMCF infrastructure managed by RFF are detailed in the agreement concluded between RFF and the railway undertaking.

6.6.4. Conditions of payment and of disputing invoices

The conditions for settling or challenging invoices are laid down in the general conditions applicable to contracts for use of the infrastructure of the national rail network and in the contracts for train paths allocation on the national rail network given in Appendix 3.1 to this Network Statement. Within Appendix 13, of the present document, generally dedicated to the complaints procedure, Appendix 13.1 specifically concerns the disputing of invoices.