NETWORK
STATEMENT
OF THE NATIONAL RAIL
NETWORK
2017 Timetable
Version 12 of 08 September 2017
VERSION CONTROL

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

- Version 1 of 30 July 2015 (subject to consultation)
- Version 2 of 24 September 2015 (subject to consultation)
- Version 3 of 8 December 2015 (first publication)
- Version 4 of 18 December 2015 (publication with Stations Statement part A)
- Version 5 of 29 March 2016 (publication notably with modifications to Line Reference Document)
- Version 6 of 11 July 2016 (post-consultation ad hoc)
- Version 7 of 9 September 2016 (minimum services rates)
- Version 8 of 13 September 2016 (subject to consultation)
- Version 9 of 9 December 2016 (modified version of publication)
- Version 10 of 22 May 2017 (publication post-opinion of ARAFER – excluding charging and pricing of service facilities and electricity)
- Version 12 of 08 September 2017 (publication post-opinion of ARAFER – freight yards)

The amendments are listed in the table in Appendix 1.

SIMPLIFIED VERSION CONTROL

CHAPTER 1. GENERAL INFORMATION
CHAPTER 2. NATIONAL RAIL NETWORK ACCESS CONDITIONS
CHAPTER 3. INFRASTRUCTURE
CHAPTER 4. CAPACITY ALLOCATION
CHAPTER 5. SERVICES
CHAPTER 6. CHARGING
TABLE OF CONTENTS

List of appendices
List of abbreviations and definitions

CHAPTER 1. GENERAL INFORMATION ................................................................. 11

1.1. INTRODUCTION .................................................................................. 11
1.2. OBJECTIVE ...................................................................................... 11
1.3. LEGAL FRAMEWORK ...................................................................... 11
1.4. LEGAL STATUS .............................................................................. 12
  1.4.1. Liability .................................................................................. 12
  1.4.2. Appeals procedure ................................................................. 12
1.5. STRUCTURE OF THE NETWORK STATEMENT ........................................ 12
1.6. VALIDITY AND UPDATING PROCESS .................................................. 13
  1.6.1. Validity period ..................................................................... 13
  1.6.2. Updating process .................................................................. 13
1.7. PUBLISHING .................................................................................. 14
1.8. CONTACTS .................................................................................... 14
  1.8.1. Commercial contacts (head office) ......................................... 14
  1.8.2. Commercial contacts (per region) .......................................... 15
  1.8.3. Other infrastructure managers on the national rail network ............. 15
  1.8.4. Infrastructure managers of networks neighbouring the French Rail Network ... 16
  1.8.5. Operators of combined transport terminals .................................. 17
  1.8.6. Other railway players ................................................................ 17
1.9. EUROPEAN FREIGHT CORRIDORS .................................................... 18
1.10. RAILNETEUROPE – INTERNATIONAL COOPERATION BETWEEN INFRASTRUCTURE MANAGERS ........................................................................ 19
  1.10.1. ONE Europe - ONE SERVICE .................................................. 20
  1.10.2. RNE tools ........................................................................... 20

CHAPTER 2. NATIONAL RAIL NETWORK ACCESS CONDITIONS ............... 22

2.1. INTRODUCTION ................................................................................. 22
2.2. GENERAL ACCESS REQUIREMENTS ..................................................... 22
  2.2.1. Requirements for requesting capacity ....................................... 22
  2.2.2. National rail network access conditions .................................... 22
  2.2.3. Licences ................................................................................ 23
  2.2.4. Safety certificate ................................................................... 23
  2.2.5. Insurance certificate ................................................................. 23
2.3. GENERAL COMMERCIAL CONDITIONS ............................................... 24
  2.3.1. Contracts required for network access ....................................... 24
  2.3.2. Infrastructure capacity framework agreements .............................. 25
  2.3.3. Train path quality agreements .................................................. 27
  2.3.4. Protocol on the management of Railway accidents and damage .......... 27
2.4. OPERATIONAL RULES ..................................................................... 28
  2.4.1. Language ............................................................................. 28
  2.4.2. Documents ........................................................................... 28
  2.4.3. Operational traffic management .............................................. 29
  2.4.4. Security ............................................................................... 29
2.5. EXCEPTIONAL CONSIGNED GOODS ................................................. 29
2.6. DANGEROUS GOODS ....................................................................... 29
2.7. VERIFICATION OF ROLLING STOCK COMPATIBILITY WITH THE RAILWAY INFRASTRUCTURE ................................................................. 30
2.8. PROCEDURE GOVERNING THE STAFF OF RAILWAY UNDERTAKINGS ................................................................................................. 32
2.9. OTHER SPECIFIC CONDITIONS ............................................................. 32
  2.9.1. Use of national rail network tracks by private siding owners .......... 32
  2.9.2. Specific conditions governing the use of national rail network tracks for regular tourist traffic .................................................. 32
  2.9.3. Running test trains .................................................................. 33
  2.9.4. Rolling stock dedicated to or used exclusively for infrastructure maintenance operations .......................................................... 33
  2.9.5. Rail lubrication by the rolling stock ............................................. 33

2017 Network Statement – Version of 08 September 2017
SNCF RESEAU
CHAPTER 3. INFRASTRUCTURE ............................................................................................. 34

3.1. INTRODUCTION ............................................................................................................ 34
3.2. EXTENT OF THE NATIONAL RAIL NETWORK .............................................................. 34
  3.2.1. Limits .......................................................................................................................... 34
  3.2.2. Connected railway networks ...................................................................................... 35
  3.2.3. Further information .................................................................................................... 36
3.3. NETWORK DESCRIPTION .............................................................................................. 36
  3.3.1. Geographical identification ....................................................................................... 36
  3.3.2. Technical characteristics ......................................................................................... 36
  3.3.3. Operating and safety systems ................................................................................... 39
3.4. PARTICULAR OPERATING ASPECTS .............................................................................. 41
  3.4.1. Restriction of services concerned ............................................................................. 41
  3.4.2. Environmental restrictions ....................................................................................... 41
  3.4.3. Dangerous goods ...................................................................................................... 41
  3.4.4. Tunnel restrictions ................................................................................................... 41
  3.4.5. Bridge restrictions .................................................................................................... 41
  3.4.6. Dedicated train-train lines ....................................................................................... 41
  3.4.7. Train wheel fault detectors at the entry to the BPL and CNM lines ......................... 41
3.5. AVAILABILITY OF THE INFRASTRUCTURE .................................................................. 42
3.6. SERVICE FACILITIES ................................................................................................... 42
  3.6.1. Passenger terminals (stations) .................................................................................. 42
  3.6.2. Freight terminals ....................................................................................................... 43
  3.6.3. Gravity marshalling yards ....................................................................................... 43
  3.6.4. Sidings ...................................................................................................................... 44
  3.6.5. Maintenance and logistics depots ............................................................................. 44
  3.6.6. Refuelling facilities .................................................................................................. 44
  3.6.7. Other technical facilities .......................................................................................... 45
3.7. DEVELOPMENT PROJECTS AND NEW LINES .............................................................. 46

CHAPTER 4. CAPACITY ALLOCATION .................................................................................. 47

4.1. CAPACITY APPLICANTS AND CONTRACTUAL CONDITIONS ..................................... 47
  4.1.1. Introduction .............................................................................................................. 47
  4.1.2. Capacity applicants .................................................................................................. 47
  4.1.3. Reminder about contracts ....................................................................................... 47
  4.1.4. Responsibilities of applicants .................................................................................. 48
  4.1.5. The bodies involved in the train path allocation process ....................................... 49
4.2. DESCRIPTION OF PROCESSES .................................................................................. 50
  4.2.1. Principles ................................................................................................................ 50
  4.2.2. Management of capacity ........................................................................................ 50
  4.2.3. The four main stages of the development of the diagram ...................................... 51
  4.2.4. Specific capacity allocations ................................................................................... 61
  4.2.5. Train path application ............................................................................................. 66
4.3. TRAIN PATH REQUEST AND ALLOCATION PROCEDURE SCHEDULE .................. 67
  4.3.1. Train path applications submitted up to 11 April 2016 ......................................... 67
  4.3.2. Train path applications submitted after 12 April 2016 .......................................... 69
4.4. ALLOCATION PROCESS ............................................................................................... 69
  4.4.1. Response from SNCF Réseau .................................................................................. 69
  4.4.2. Congested infrastructure ........................................................................................ 71
  4.4.3. Requests for amendments ....................................................................................... 72
4.5. DETERMINING THE CAPACITIES FOR MAINTENANCE AND FOR INVESTMENT WORK ON THE NATIONAL RAIL NETWORK .................................................................... 72
  4.5.1. General principles .................................................................................................. 72
  4.5.2. Process for determining the capacities allocated to works .................................... 73
  4.5.3. Communication of information relating to the capacity allocated for works ......... 73
  4.5.4. Management of discrepancies ............................................................................... 73
  4.5.5. Confirmation of the use of works capacity ............................................................... 74
  4.5.6. Specific provisions regarding train paths subject to a framework agreement .......... 74
4.6. NON-USE OF PATHS ALLOCATED ............................................................................... 75
4.7. RESTRICTED TRAIN MOVEMENTS .............................................................................. 75
  4.7.1. Exceptional consignments ....................................................................................... 75
  4.7.2. Dangerous goods .................................................................................................... 75
  4.7.3. Train movements likely to impede the correct function of track circuits ............... 76
4.8. SPECIAL MEASURES APPLICABLE IN THE EVENT OF DISRUPTIONS ....................... 76
4.9. ALLOCATION OF CAPACITY ON SERVICE FACILITIES ........................................... 76
4.9.1. Allocation of capacity on sidings for normal use.................................................. 76
4.9.2. Allocation of capacity on very restricted freight terminals..................................... 80

CHAPTER 5. SERVICES ........................................................................................................... 81

5.1. INTRODUCTION .............................................................................................................. 81
5.2. SERVICES PROVIDED ON MAIN LINES ......................................................................... 81
  5.2.1. Minimum services ...................................................................................................... 81
  5.2.2. Additional services .................................................................................................. 82
  5.2.3. Ancillary services .................................................................................................... 83
5.3. SERVICES PROVIDED ON THE SERVICE FACILITIES OF SNCF RÉSEAU ............ 83
  5.3.1. Basic service provided by SNCF Réseau ................................................................. 83
  5.3.2. Additional services .................................................................................................. 84
  5.3.3. Ancillary services .................................................................................................... 87
5.4. MISCELLANEOUS SERVICES ....................................................................................... 88
  5.4.1. Access to sidings for a specific purpose .................................................................... 88
  5.4.2. Services provided on other SNCF Réseau properties ................................................ 88
  5.4.3. Other services .......................................................................................................... 88
5.5. SERVICES PROVIDED BY SERVICE FACILITY MANAGERS OTHER THAN SNCF RÉSEAU ............................................................................................................. 89
  5.5.1. Services provided by SNCF Gares & Connexions ..................................................... 89
  5.5.2. Services provided by SNCF Mobilités ...................................................................... 89
  5.5.3. Reserved .................................................................................................................. 89
  5.5.4. Services provided by operators of combined transport terminals other than SNCF Réseau ................................................................. 90
  5.5.5. Services provided by LDCT ..................................................................................... 91
  5.5.6. Services provided by Novatrans .............................................................................. 91
  5.5.7. Services provided by VCBA .................................................................................... 91
  5.5.8. Services provided by VFLI ...................................................................................... 91
  5.5.9. Services provided by RDT13 ................................................................................... 91
  5.5.10. Services provided by Thello ................................................................................... 91
  5.5.11. Services provided by EURORAIL .......................................................................... 91
  5.5.12. Services provided by the Combronde Group .......................................................... 91
  5.5.13. Services provided by DB SCHENKER Eurocargorail ............................................. 91
  5.5.14. Services provided by TRANSPESA .................................................................... 91
  5.5.15. Services provided by Lorry Rail ............................................................................ 91
  5.5.16. Services provided by Europorte France .................................................................. 91

CHAPTER 6. CHARGING ......................................................................................................... 92

6.1. CHARGING PRINCIPLES ............................................................................................... 92
  6.1.1. General principles .................................................................................................... 92
  6.1.2. Specific provisions in relation to rail plans ............................................................... 94
  6.1.3. Incentive to start up new lines ................................................................................ 94
6.2. RATES ............................................................................................................................ 95
  6.2.1. Charging for services provided on main lines .......................................................... 96
  6.2.2. Charges for services provided on service facilities .................................................. 101
  6.2.3. Miscellaneous charges ........................................................................................... 104
6.3. SYSTEM OF RECIPROCAL INCENTIVES ..................................................................... 105
6.4. PERFORMANCE ENHANCEMENT SYSTEM ................................................................. 109
6.5. OTHER INCENTIVE MECHANISMS ........................................................................... 112
  6.5.1. Administration fees .................................................................................................. 112
  6.5.2. Incentive mechanism regarding the declaration of the real train consist .................. 113
  6.5.3. Incentive mechanism regarding train movements without wheel faults .................. 114
6.6. PRICE SCALE VALIDITY ............................................................................................. 114
6.7. PROCEDURES FOR INVOICING SERVICES ................................................................. 114
  6.7.1. Invoicing for services provided on main lines ......................................................... 115
  6.7.2. Invoicing of services provided on service facilities .................................................. 118
  6.7.3. Invoicing of miscellaneous services ......................................................................... 120
  6.7.4. Conditions of payment and of disputing invoices ..................................................... 120
LIST OF APPENDICES NS 2017

N.B.: After the withdrawal of certain appendices from the NS (maps still accessible on the website, COSAP operational charter appended to the new SAP reference document, glossary moved to the foreword), the appendices have been renumbered, in line with the chapter numbers and by combining certain previously-separated appendices based on the topics covered.

Appendix 1  Document management
Appendix 1.1  Version control from 30 July 2015
Appendix 1.2  List of technical documents cited in the Network Statement

Appendix 2  Verification of the compatibility of the rolling stock with the infrastructure (single file) (formerly Appendix 11)
Appendix 2.1  Rolling stock whose compatibility with the infrastructure is studied within three months
Appendix 2.2  List of technical data required as part of compatibility verification

Appendix 3  Contracts
Appendix 3.1  General conditions applicable to contracts for use of the infrastructure of the national rail network and the contract for allocation of train paths on the national rail network
Appendix 3.2.1  Specimen of the special conditions of the contract for use of the infrastructure of the national rail network
Appendix 3.2.2  Specimen of the special conditions of the contract for allocation of train paths on the national rail network
Appendix 3.2.3  Special conditions for use of the CANIF badge and authorisation
Appendix 3.3  Outline of a framework agreement
Appendix 3.4.1  General conditions of the contract for use of SNCF Réseau information systems
Appendix 3.4.2  Specimen of the special conditions of the contract for use of SNCF Réseau SIs
Appendix 3.5.1  Outline of a freight train path quality agreement
Appendix 3.5.2  Outline of a passenger train path quality agreement
Appendix 3.6  Usage of freight yards (portfolio and contractual outline)

Appendix 4  Capacity and works (formerly Appendix 8)
Appendix 4.1  Technical reference documents for train path construction
Appendix 4.2  Last minute capacity – Schedule of conditions for submitting requests and response times

Appendix 5  Principles concerning operational traffic management on the national rail network

Annexe 6  Charging (formerly Appendix 10)
Appendix 6.1.1  Charging principles for the minimum services
Appendix 6.1.2  Charging principles for service facilities
Annexe 6.1.3  Charging principles for the charges relates to the use of electric traction
Appendix 6.2  Scale of charges for the minimum services: passenger trains (6.2.1), freight trains (6.2.2) and special charges (6.2.3)
Appendix 6.3  Scale of charges for basic services provided on the service facilities
Appendix 6.4  Scale of charges for IS services
Annexe 6.5  Scale of charges for additional, ancillary or other services (formerly part of Appendix 10.3)
Appendix 6.6  List of the basic sections on the national rail network (formerly Appendix 4.1)

Appendix 7  Complaint procedure (single file) (formerly Appendix 13)
Appendix 7  Complaint Procedure
Appendix 7.1  Procedure relating to invoice challenges
Appendix 7.2 Complaints procedure for compensation requests
Appendix 7.3 Procedure for requesting the processing of the costs borne by a railway undertaking supplying rescue services

Appendix 8 Service facilities and connected networks
Appendix 8.1 List of immediately accessible freight yards (8.1.1) and freight yards accessible after diagnostics and any necessary repair work (8.1.2) (formerly Appendix 7.1)
Appendix 8.2 Location of sidings (formerly Appendix 4.6)
Appendix 8.3 List of border sections (formerly Appendix 4.3)
Appendix 8.4 Location of private sidings (formerly Appendix 4.4)
List of passenger stations (see Appendix 9.1 Stations Statement – Appendix 0)

Appendix 9 Service portfolios of other service facility managers
Appendix 9.1 Passenger Stations Statement (DRG)
Appendix 9.2 et seq. Service portfolios from Brangeon Transports et Logistique (9.2), Hendaye Manutention (9.3), Naviland Cargo (9.4), T3M (9.5), Ferovergne (9.6), SASU SE3M (9.7), LDCT (9.8), VCBA (9.9), VFLI (9.10), RDT13 (9.11), Thello (9.12), Eurorail (9.13), Groupe Combronde (9.14)
See § 5.5 for the internet links to other operators

Appendix 10 Line Reference Document for the Tours Bordeaux Line (DRL) will be renumbered "Appendix 14" (formerly Appendix 14)

<table>
<thead>
<tr>
<th>Former appendix numbering system</th>
<th>New location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appendix 1 Document management</td>
<td>Unchanged</td>
</tr>
<tr>
<td>Appendix 2 Glossary</td>
<td>Preamble</td>
</tr>
<tr>
<td>Appendix 3 Contracts</td>
<td>Unchanged</td>
</tr>
<tr>
<td>Appendix 4 Description of the national rail network</td>
<td>List of the basic sections renumbered to &quot;Appendix 6.6&quot;; lists of sidings, private sidings, border sections renumbered to &quot;Appendix 8&quot;</td>
</tr>
<tr>
<td>Appendix 5 Principles concerning operational traffic management on the national rail network</td>
<td>Unchanged</td>
</tr>
<tr>
<td>Appendix 6 Technical characteristics</td>
<td>Maps available for viewing on the SNCF Réseau website via the &quot;Network Statement page&quot; or the &quot;Projects and Terminals&quot; section</td>
</tr>
<tr>
<td>Appendix 7 Other facilities</td>
<td>Renumbered to &quot;Appendix 8 - Service facilities and connected networks&quot;</td>
</tr>
<tr>
<td>Appendix 8 Capacity and works</td>
<td>Renumbered to &quot;Appendix 4&quot;</td>
</tr>
<tr>
<td>Appendix 9 Service portfolios of other service facility managers</td>
<td>Unchanged</td>
</tr>
<tr>
<td>Appendix 10 Charging</td>
<td>Renumbered to &quot;Appendix 6&quot;</td>
</tr>
<tr>
<td>Appendix 11 Verification of the compatibility of the rolling stock</td>
<td>Renumbered to &quot;Appendix 2&quot;</td>
</tr>
<tr>
<td>Appendix 12 COSAP operational charter</td>
<td>Moved to the Appendix of the &quot;SAP reference document&quot; available for viewing on the &quot;Technical documents and reference documents&quot; page of the SNCF Réseau website</td>
</tr>
<tr>
<td>Appendix 13 Complaint procedure</td>
<td>Renumbered to &quot;Appendix 7&quot;</td>
</tr>
<tr>
<td>Appendix 14 Tours Bordeaux line reference document (DRL)</td>
<td>Renumbered to &quot;Appendix 10&quot;</td>
</tr>
</tbody>
</table>
### LIST OF ABBREVIATIONS AND DEFINITIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Meaning</th>
<th>Definition or reference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GENERAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NS</td>
<td>Network Statement</td>
<td>A statement setting out in detail the general rules, deadlines, procedures and criteria for charging system and infrastructure capacity allocation schemes, including such other information as is required to enable applications for infrastructure capacity (train paths).</td>
</tr>
<tr>
<td>-</td>
<td>Candidate</td>
<td>A railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity.</td>
</tr>
<tr>
<td>RU</td>
<td>Railway Undertaking</td>
<td>Any public or private undertaking that has, in particular, obtained a licence and safety certificate in line with the applicable legislation (see § 2.2.2), the principal business of which is to provide services for the transport of goods and/or passengers by rail. There is a requirement that the undertakings ensure traction, and this also includes undertakings which provide traction only.</td>
</tr>
<tr>
<td>IM</td>
<td>Infrastructure Manager</td>
<td>Any body or firm (SNCF Réseau for the national rail network, see § 1.1.) responsible in particular for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling.</td>
</tr>
<tr>
<td>NST Y</td>
<td>Network Statement Timetable</td>
<td>This refers to the twelve-month period from midnight on the second Saturday in December (see § 1.6.) and the data defining all planned train and rolling stock movements during this period (see § 4.2. for the NST production schedule).</td>
</tr>
<tr>
<td>RFN</td>
<td>National rail network</td>
<td>All railway lines owned and managed by SNCF Réseau by law, the contents and main characteristics of which are specified through regulations.</td>
</tr>
<tr>
<td>COGC</td>
<td>Operational Traffic Management Centre</td>
<td>Internal bodies notably mentioned in § 1.8.1, 2.4.3., 4.1.5 and 4.5.4.</td>
</tr>
<tr>
<td>DCS</td>
<td>Capacity and Train Path Division</td>
<td></td>
</tr>
<tr>
<td>DMC</td>
<td>Marketing and Sales Division</td>
<td></td>
</tr>
<tr>
<td>PCAST</td>
<td>Platform for Coordination and Allocation of Train Paths and Works</td>
<td></td>
</tr>
<tr>
<td>PNTC</td>
<td>National Technical-Commercial Platform</td>
<td></td>
</tr>
<tr>
<td>PSEF</td>
<td>Railway Undertaking Services Platform</td>
<td></td>
</tr>
<tr>
<td>ARAFER</td>
<td>Railway and Road Regulation Authority</td>
<td>External bodies notably mentioned in § 1.8.6.</td>
</tr>
<tr>
<td>EPSF</td>
<td>French Railway Safety Authority</td>
<td></td>
</tr>
<tr>
<td>UIC</td>
<td>International Union of Railways</td>
<td></td>
</tr>
<tr>
<td>RNE</td>
<td>RailNetEurope</td>
<td>see § 1.10.</td>
</tr>
</tbody>
</table>

#### NETWORK ACCESS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Meaning</th>
<th>Definition or reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC</td>
<td>Compatibility certificate of rolling stock with the infrastructure</td>
<td>see § 2.7</td>
</tr>
<tr>
<td>AQS</td>
<td>Train path quality agreement</td>
<td>see § 2.3.3.</td>
</tr>
<tr>
<td>ATE</td>
<td>Exceptional consignment note</td>
<td>in particular see § 2.5 and § 4.7.1</td>
</tr>
<tr>
<td>CAS</td>
<td>Contract for allocation of train paths</td>
<td>see § 2.3.1</td>
</tr>
<tr>
<td>CUI</td>
<td>Contract for use of the infrastructure</td>
<td></td>
</tr>
<tr>
<td>TEPE</td>
<td>Exceptionally large and bulky consignment</td>
<td>in particular see § 3.3.2</td>
</tr>
</tbody>
</table>

#### INFRASTRUCTURE
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Meaning</th>
<th>Definition or reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>ETCS</td>
<td>European Train Control System</td>
<td></td>
</tr>
<tr>
<td>ERTMS</td>
<td>European Rail Traffic Management System</td>
<td></td>
</tr>
<tr>
<td>GSM-R</td>
<td>Global System for Mobile Communications for Railways</td>
<td>see § 3.3.3</td>
</tr>
<tr>
<td>KVB</td>
<td>Balise-based speed control system</td>
<td></td>
</tr>
<tr>
<td>TVM</td>
<td>Wayside-onboard transmission</td>
<td></td>
</tr>
<tr>
<td>VP</td>
<td>Main line</td>
<td>Line identified as such by the operating documents, allocated to train traffic or to the departure or arrival of passenger trains.</td>
</tr>
<tr>
<td>VS</td>
<td>Siding</td>
<td>Tracks that are not part of the main line (see § 3.6.4).</td>
</tr>
</tbody>
</table>

**CAPACITY ALLOCATION**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Meaning</th>
<th>Definition or reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>DS</td>
<td>Service request</td>
<td>The possibility of planning train paths over a section of the infrastructure during a given period.</td>
</tr>
<tr>
<td>DSA</td>
<td>Request for service adaptations</td>
<td></td>
</tr>
<tr>
<td>DSDM</td>
<td>Last minute train path request</td>
<td>in particular see § 4.3.</td>
</tr>
<tr>
<td>DTS</td>
<td>Late service request</td>
<td></td>
</tr>
<tr>
<td>GOV</td>
<td>Track occupation diagram</td>
<td>Representation of the capacity consumption in a passenger or freight station.</td>
</tr>
<tr>
<td>-</td>
<td>Reserve capacity</td>
<td>Capacity available for international freight trains running on the freight corridors, kept available within the final working timetables of each infrastructure manager to allow for a response to ad hoc requests for capacity.</td>
</tr>
<tr>
<td>LTV</td>
<td>Temporary speed restriction</td>
<td>Works sometimes require the implementation of a temporary speed restriction in the vicinity of the works: either on the track affected or on the adjacent track. Temporary speed restrictions consist of a speed limit imposed in one direction between two kilometre markers. They are translated into the number of minutes lost by the fastest train path constructed on the relevant corridor.</td>
</tr>
<tr>
<td>PGF</td>
<td>General programme of works</td>
<td>see § 4.5</td>
</tr>
<tr>
<td>-</td>
<td>Path</td>
<td>Infrastructure capacity needed to run a train between two places over a given time-period.</td>
</tr>
<tr>
<td>SJ</td>
<td>Train path-day</td>
<td>Train path for a given day</td>
</tr>
<tr>
<td>-</td>
<td>Matched train path</td>
<td>Train path recorded in the timetable by the consumption of a pre-built train path</td>
</tr>
<tr>
<td>-</td>
<td>Clockface train path</td>
<td>A train path that is one of at least 4 train path-days in each direction (outward and return) during the daytime period from 6 a.m. to 10 p.m., all being identical as regards their origin/destination, stopping patterns and trip times, all timed for the same number of minutes after the hour (same number of minutes past the hour for each hour in a given station) and all forming a symmetrical pattern from one direction to the other around a time axis. The clockface train paths are set out in the systematic timetable diagram.</td>
</tr>
<tr>
<td>-</td>
<td>Tailor-made train path</td>
<td>A train path that is scheduled after having been subject to a special path construction study as no pre-built train paths can satisfy the customer's request.</td>
</tr>
<tr>
<td>-</td>
<td>Pre-arranged train path</td>
<td>Capacity dedicated to international freight trains running on freight corridors, managed by the freight corridor OSS from M-11 to D-60 (for corridors 4 and 6) or D-21 (for corridor 2) before the date on which the train is to run.</td>
</tr>
</tbody>
</table>

**CHARGING AND INCENTIVE MECHANISMS**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Meaning</th>
<th>Definition or reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>HLP</td>
<td>Light running</td>
<td>A train made up of a machine or group of two machines that can haul one or two vehicles, for which provision is made by the regulations.</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Meaning</td>
<td>Definition or reference</td>
</tr>
<tr>
<td>--------------</td>
<td>---------</td>
<td>------------------------</td>
</tr>
<tr>
<td>IR</td>
<td>Reciprocal incentives</td>
<td>see § 6.3</td>
</tr>
<tr>
<td>LC</td>
<td>Conventional line</td>
<td>see § 6 and Appendix 6.2</td>
</tr>
<tr>
<td>HSL</td>
<td>High speed line</td>
<td></td>
</tr>
<tr>
<td>RA</td>
<td>Access charge</td>
<td></td>
</tr>
<tr>
<td>RC</td>
<td>Running charge</td>
<td></td>
</tr>
<tr>
<td>RCE</td>
<td>Charge for use of electric traction facilities</td>
<td></td>
</tr>
<tr>
<td>RCTE</td>
<td>Charge for transmission and distribution of electric power</td>
<td></td>
</tr>
<tr>
<td>RP</td>
<td>Special charges</td>
<td></td>
</tr>
<tr>
<td>RR</td>
<td>Reservation charge</td>
<td></td>
</tr>
<tr>
<td>SAP</td>
<td>Performance improvement system</td>
<td>see § 6.4</td>
</tr>
<tr>
<td>SEL</td>
<td>Basic section</td>
<td>A portion of the national rail network that begins at one specific landmark (PR) and ends at another. Each basic section is identified in a unique manner by a number (see § 6.1; Appendix 10.6).</td>
</tr>
<tr>
<td>S-km</td>
<td>Train path-kilometre</td>
<td>Measuring unit equal to one kilometre of the network of an allocated train path.</td>
</tr>
<tr>
<td>TAGV</td>
<td>High speed train (exceeding 220 km/h)</td>
<td></td>
</tr>
<tr>
<td>TET</td>
<td>Regional service trains</td>
<td></td>
</tr>
<tr>
<td>Tr-km</td>
<td>Train-kilometre</td>
<td>Measuring unit equal to the movement of a train over one kilometre.</td>
</tr>
</tbody>
</table>

The glossary of the RailNetEurope association (see § 1.10) in English can also be viewed from its website. The definitions in this glossary are written in a clear language using as little technical or legal jargon as possible. RNE provides this glossary for information purposes only; the definitions provided therein are not legally-binding.
CHAPTER 1
GENERAL INFORMATION

1.1. INTRODUCTION

In accordance with Article L.2111-9 of the Transport Code, SNCF Réseau, a national public industrial and commercial undertaking, has the task of "ensuring, in line with the principles of public service, for the purposes of promoting rail transport in France and according to a sustainable development rationale:

1° Access to the railway infrastructure of the national rail network, including the distribution of capacity and the charges for this infrastructure;

2° Operational traffic management on the national rail network.

3° The maintenance, including upkeep and renewal, of the infrastructure of the national rail network.

4° The development, upgrading, coordination and exploitation of the national rail network.

5° The management of the service facilities it owns and their exploitation.

SNCF Réseau is the manager of the national rail network. Its management aims to ensure optimum use of the national rail network, focusing on safety, service quality and cost control and under conditions designed to guarantee the independence of the functions listed in 1°, and ensure free and fair, non-discriminatory competition between railway undertakings."

Since transparency and non-discrimination are essential to attain the objective of developing rail transport, SNCF Réseau 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 and other candidates wishing to use the national rail network to provide passenger and freight transport services and, more generally, by all parties with an interest in rail transport.

All contracts or trade agreements signed with SNCF Réseau according to § 2.3 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:

- Regulation (EU) No. 913/2010 of 22 September 2010 concerning a European rail network for competitive freight;


- Directive 2008/57/EC of 17 June 2008 on the interoperability of the European rail system within the Community;
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 SNCF Réseau for further details, in particular regarding any changes in the infrastructure of the national rail network occurring between the publication of this document and the period to which it applies.

SNCF Réseau also invites the reader to report any errors found in this document by writing to observationsdrr@reseau.sncf.fr, and undertakes to correct them at the earliest opportunity.

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

1.4.2. APPEALS PROCEDURE

Appeals may be lodged with the Railway and Road Regulation Authority (ARAFER) (§ 1.8.6) 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 accordance with the provisions of Article L.2134-2 of the Transport Code.

1.5. STRUCTURE OF THE NETWORK STATEMENT

This document follows the "common NS structure" drawn up by the European infrastructure managers and members of the RailNetEurope association (§ 1.10), in accordance with the regulations in effect. This is reassessed on an annual basis, the most recent version of which can be accessed on the RailNetEurope website.
The purpose of this common structure is to allow all candidates or other interested parties to have access to the same information in the same place in the network statements of other countries. The NS is organised into 6 chapters forming the main document, associated with appendices providing more detailed information:

- **Chapter 1** provides general information on the NS and useful contacts;
- **Chapter 2** defines the conditions for accessing the national rail network;
- **Chapter 3** describes the main technical and operating features of the network;
- **Chapter 4** outlines the capacity allocation procedure;
- **Chapter 5** lists the services provided by SNCF Réseau and the other service facility managers;
- **Chapter 6** concerns the charging and invoicing conditions for services as well as incentive mechanisms.

**1.6. VALIDITY AND UPDATING PROCESS**

**1.6.1. VALIDITY PERIOD**

This Network Statement will be applicable to capacity requests and traffic movements during the 2017 timetable which begins on 11 December 2016 at 00:00 and ends on 9 December 2017 at 24:00. With the exception of provisions related to charges for minimum services and to charges for access services to service facilities and for the regulated services which are provided there that become enforceable after obtaining the assent of ARAFER, this Network Statement will come into force immediately after publication.

**1.6.2. UPDATING PROCESS**

The Network Statement may be regularly updated by SNCF Réseau. These updates will come into force following their publication by SNCF Réseau using whatever means appropriate. With the exceptions 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, SNCF Réseau will submit draft amendments to this document to interested parties, i.e. the railway undertakings and other candidates, organisations representing the sector (UTP, AFRA, UPF, AUTF, GNTC, FNAUT), the transport organising authorities and the Régions de France association representing the latter, the services of the Ministry of Transport and the EPSF. All amendments will be communicated to customers and updated in Appendix 1.1. ARAFER 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, unless otherwise temporarily provided for in the text concerned, 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. With regard to documents that are not mentioned in the list in Appendix 1.2 but which are referred to in this Network Statement, the information contained therein is not considered to be an integral part of the Network Statement.
1.7. PUBLISHING

The Network Statement is drawn up in French and published by SNCF Réseau, in French and English, on the SNCF Réseau website (www.sncf-reseau.fr/drr), where it can be downloaded free of charge. In the event of discrepancies or difficulties in the interpretation of the different versions, the French version will hold sway.

The documents stipulated in the Network Statement, repeated in Appendix 1.2, are published either on the "Technical documents and reference documents" page that can be accessed from the "National Rail Network Statement" page, or on the Customer and Partner (Clients et Partenaires) Portal that can be accessed via the SNCF Réseau website, by clicking on "Extranet clients pros".

1.8. CONTACTS

1.8.1. COMMERCIAL CONTACTS (HEAD OFFICE)

ONE STOP SHOP: Candidates wishing to start-up railway activities in France or obtain details or further information regarding the terms and conditions for accessing the network may contact SNCF Réseau via the one stop shop:

- by email: guichetunique@reseau.sncf.fr
- by post:
  SNCF Réseau - Direction Marketing et Commerciale - Guichet Unique
  174, avenue de France
  75013 PARIS - FRANCE

National Technical-Commercial Platform (PNTC): Customers already using the national rail network to provide railway services mainly contact their account manager, within the Marketing and Sales Division (DMC), and more specifically the National Technical-Commercial Platform (PNTC), the responsibilities of which are described in § 4.1.5. The contact details can be requested from the one stop shop.

Railway Undertaking Services Platform (PSEF): Customers wishing to obtain information on accessing service facilities (freight yards and combined transport terminals stipulated in § 5.3.1.3, services stipulated in § 5.3.1) managed by the Railway Undertaking Services Platform (PSEF) of SNCF Réseau, may contact it:

- by post:
  SNCF Réseau - Plateforme de Services aux Entreprises Ferroviaires
  174, avenue de France
  75013 PARIS - FRANCE
- by email: services.psef@sncf.fr
- by telephone: +33 (0) 1 53 94 95 45; or fax: +33 (0)1 53 94 38 17
- by the website: www.psef.sncf-reseau.fr

NS: For questions or comments specific to this Network Statement, please contact SNCF Réseau at observations.drr@reseau.sncf.fr

IS topics: For questions concerning access to the services of SNCF Réseau’s information system, please contact the support team for the customer and partner (Clients et Partenaires) portal via SupportClients.SI@reseau.sncf.fr.

Miscellaneous: Other specific contact points shall be provided in due course herein.
CHAPTER 1 – GENERAL INFORMATION

1.8.2. COMMERCIAL CONTACTS (PER REGION)
SNCF Réseau is locally organised into 10 local divisions and 1 Île-de-France general division, the Customer and Service Centres of which are your commercial contacts.

Their contact details can be viewed on the SNCF Réseau website, under the heading “Customer Offers”.

1.8.3. OTHER INFRASTRUCTURE MANAGERS ON THE NATIONAL RAIL NETWORK

- **LISEA, manager of the Tours-Bordeaux high speed line**
  
  LISEA, manager of the Tours-Bordeaux HSL (the “Line”) under the concession contract agreed with SNCF Réseau on 16 June 2011, is responsible for ensuring:
  
  - The distribution of capacity on the Line (train paths/maintenance capacity)
  - Operation of the Line (management of train movements, downgraded situations, etc.)
  - Maintenance of the Line (maintenance and renovation work on the Line)

  All information required for exercising access rights to the Line, including the scale of applicable charges, is given in Appendix 10 of this document.

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

- **Eiffage Rail Express (ERE), manager of the Bretagne – Pays de la Loire (BPL) high speed line**
  
  In its capacity as signatory of a partnership contract agreed with SNCF Réseau (BPL contract), Eiffage Rail Express (ERE) is responsible for ensuring the design, construction, operation, upkeep, maintenance, renovation and financing of the BPL HSL between Connerré and Cesson-Sévigné and the connections to the existing network, including the Virgule de Sablé-sur-Sarthe project.

  In accordance with the provisions of this contract, the signatory is responsible for damage to third parties (including railway enterprises) occurring in the performance of its obligations.

  Railway undertakings shall address claims or procedures relating to the BPL high speed line to SNCF Réseau which undertakes to transmit to the signatory those which fall under its scope of responsibility so they can be handled directly.

- **OC’VIA, manager of the rail Contournement de Nîmes – Montpellier (CNM)**
  
  In its capacity as signatory of a partnership contract agreed with SNCF Réseau (CNM contract), OC’VIA is responsible for ensuring the design, construction, operation, upkeep, maintenance, renovation and financing of the rail Contournement de Nîmes – Montpellier.

  In accordance with the provisions of the CNM contract, the signatory is responsible for damage to third parties (including railway enterprises) occurring in the performance of its obligations.

  Railway undertakings shall address claims or procedures relating to the CNM to SNCF Réseau which undertakes to transmit to the signatory those which fall under its scope of responsibility so they can be handled directly.

  Information concerning the calendar for the commissioning of these lines is provided in § 3.7.
1.8.4. 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:

**United Kingdom**

Network Rail - Commercial Manager, Contracts & Franchising
1 Eversholt Street – London NW1 2DN
www.networkrail.co.uk

High Speed One
12th Floor, One Euston Square, 40 Melton Street, London NW1 2FD
www.highspeed1.com

**Eurotunnel**

Eurotunnel UK Terminal - Directeur du Développement Ferroviaire
P.O. Box 2000 – Folkestone - Kent CT18 8X – UNITED KINGDOM
www.eurotunnelfreight.com

**Belgium**

Infrabel – Direction accès au Réseau – Section 15/1
Place Marcel Broodthaers 2, B-1060 Brussels
www.infrabel.be

**Luxembourg**

Administration des chemins de fer - Guichet Unique
4, Place de l’Europe, L-1499 Luxembourg
www.railinfra.lu

**Germany**

DB Netz AG
Theodor-Heuss-Alle 7, D-60486 Frankfurt-am-Main
www.db.de

**Switzerland**

CFF Infrastructure – Horaire et design du réseau — Contrats et vente de sillons
Hilfikerstrasse 1, CH-3000 Bern 65
Erreur ! Référence de lien hypertexte non valide.
Sillon Suisse SA
Schwarztorstrasse 31 Case postale 8521, CH-3001 Bern www.sillon.ch/

**Italy**

RFI Rete Ferroviaria 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

**LFP Perthus**

Linea Figueras Perpignan (LFP) - Département d’Exploitation
Ctra. de Llers a Hostalets GIP-5107, km 1
17730 LLERS (Girona) – SPAIN
www.lfpperthus.com/
Major French seaports or river ports which manage port railway lines are as follows:

<table>
<thead>
<tr>
<th>Seaport/Port</th>
<th>Address/Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grand port maritime de Bordeaux</td>
<td>152 Quai de Bacalan CS 41320 33 082 BORDEAUX CEDEX +33 (0)5 56 90 58 00 <a href="http://www.bordeaux-port.fr">www.bordeaux-port.fr</a></td>
</tr>
<tr>
<td>Grand port maritime de Dunkerque</td>
<td>2505 route de l'Ecluse Trystram BP 46534 59386 Dunkirk Cedex 1 + 33 (0)3 28 28 78 78 <a href="http://www.dunkerque-port.fr">www.dunkerque-port.fr</a></td>
</tr>
<tr>
<td>Grand port maritime du Havre Terre-Plein de la Barre 76067 LE HAVRE CEDEX + 33 (0)2 32 74 74 00 <a href="http://www.havre-port.fr">www.havre-port.fr</a></td>
<td></td>
</tr>
<tr>
<td>Grand port maritime de Marseilles</td>
<td>23, pl. de la Joliette – BP 81976 13226 MARSEILLES CEDEX 02 +33 (0)4 91 39 40 20 <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 BP 18609 44186 NANTES Cedex 4 +33 (0)2 40 44 20 20 <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 +33 (0)1 40 58 29 99 <a href="http://www.paris-ports.fr">www.paris-ports.fr</a></td>
</tr>
<tr>
<td>Grand port maritime de la Rochelle</td>
<td>141, boulevard Emile Delmas BP 70394 17001 La Rochelle Cedex 1 +33 (0)5 46 00 53 60 <a href="http://www.larochelle.port.fr">www.larochelle.port.fr</a></td>
</tr>
<tr>
<td>Grand port maritime de Rouen 34, boulevard Boisguilbert BP 4075 76022 ROUEN Cedex 3 + 33 (0)2 35 52 54 56 <a href="http://www.rouen.fr">www.rouen.fr</a></td>
<td></td>
</tr>
<tr>
<td>Port autonome de Strasbourg</td>
<td>25 rue de la Nuée Bleue - CS 80407 75002 STRASBOURG Cedex +33 (0)3 98 21 74 74 <a href="http://www.strasbourg-port.fr">www.strasbourg-port.fr</a></td>
</tr>
</tbody>
</table>

1.8.5. OPERATORS OF COMBINED TRANSPORT TERMINALS

See § 5.5.4

1.8.6. OTHER RAILWAY PLAYERS

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

<table>
<thead>
<tr>
<th>Player</th>
<th>Address/Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railway and Road Regulation Authority (ARAFER)</td>
<td>57, Boulevard Demorieux – CS 81915 72019 LE MANS CEDEX 2 <a href="http://www.araf.fr">www.araf.fr</a></td>
</tr>
<tr>
<td>Railway Safety Authority (EPSF)</td>
<td>60, rue de la Vallée – CS 11758 80017 AMIENS CEDEX 1 <a href="http://www.securite-ferroviaire.fr">www.securite-ferroviaire.fr</a></td>
</tr>
<tr>
<td>SNCF Gares &amp; Connexions</td>
<td>Station access point for railway undertakings (GGEF) 16, avenue d'Ivry – 75013 PARIS <a href="http://www.gares-connexions.com">www.gares-connexions.com</a></td>
</tr>
<tr>
<td>International Union of Railways (UIC)</td>
<td>16, rue Jean Rey 75 015 PARIS <a href="http://www.uic.org">www.uic.org</a></td>
</tr>
</tbody>
</table>
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 concerned by the implementation of the North Sea-Mediterranean corridor (formerly No. 2), the Atlantic corridor (formerly No. 4) and the Mediterranean corridor (formerly No. 6), described in the table below and presented on the map of corridors that can be viewed on the SNCF Réseau website.

### Member States

<table>
<thead>
<tr>
<th>North Sea - Mediterranean Corridor</th>
<th>Main routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>NL, BE, LU, FR, CH, RU</td>
<td>London/Dunkirk/Lille/Liege/Paris/ Amsterdam-Rotterdam-Zeebrugge/Antwerp-Luxembourg-Metz-Dijon-Lyons/Basel-Marseilles</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Atlantic Corridor</th>
<th>Main routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT, ES, FR</td>
<td>Sines-Lisbon/Leixoes Madrid-Medina del Campo/Bilbao/Saint-Sébastien-Irun-Bordeaux-Paris/Le Havre/Metz-Strasbourg/Mannheim Sines-Elvas/Algeciras</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mediterranean Corridor</th>
<th>Main routes</th>
</tr>
</thead>
</table>

- **Governing freight corridors**

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.
CHAPTER 1 – GENERAL INFORMATION

- **One Stop Shops for freight corridors (OSS)**
  Each management committee has created a One Stop Shop (or OSS), tasked with allocating infrastructure capacity for freight corridor train paths so that candidates can submit their train path requests for a freight train crossing at least one border along a freight corridor to, and receive a response from, a single body.

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

<table>
<thead>
<tr>
<th>Management committee name</th>
<th>Contact</th>
<th>Contact details and website</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Sea - Mediterranean Corridor</strong></td>
<td>RFC North Sea - Med</td>
<td>Thomas VANBEVEREN</td>
</tr>
<tr>
<td><strong>Atlantic Corridor</strong></td>
<td>EEIG Atlantic Corridor</td>
<td>Félix BARTOLOME ALONSO</td>
</tr>
<tr>
<td><strong>Mediterranean Corridor</strong></td>
<td>EEIG for Mediterranean Corridor - Rail Freight Corridor 6</td>
<td>Stéphanie JONCOUR</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);
  - For the Atlantic Corridor, to ARAFER, 57 Boulevard Demorieux, CS 81915, 72019 Le Mans Cedex 2, France (www.arafer.fr);
  - For the Mediterranean corridor, to Autorità di Regolazione dei Trasporti (ART), Via Nizza 230, I-10126 Turin, Italy (www.autorita-trasporti.it; art@autorita-trasporti.it)

  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**

RailNetEurope (RNE), a non-profit association formed from infrastructure managers and capacity allocation organisations, was created in January 2004 with the purpose of easing international traffic over the European rail infrastructure.

To date, the association has 35 members, infrastructure managers and a capacity allocation body. These cover a network spanning over 230,000 kilometres.
CHAPTER 1 – GENERAL INFORMATION

- **RNE aims**
  RNE’s aim is to provide support to railway undertakings in their international activities (both for freight and passengers) and to strive to increase the efficiency of the IMs’ processes. As a trans-European association, RNE plays a pivotal role in encouraging the industry to follow harmonised, transparent and non-discriminatory rules in the international railway business. Together, the members of RailNetEurope are making international rail transport conditions more uniform and promoting the European railway business for the benefit of the entire rail industry across Europe.

- **RNE’s tasks**
  RNE strives daily to simplify, harmonise and optimise international rail processes such as:
  - Europe-wide timetabling (common schedule);
  - the sales approach (common Network Statement structure);
  - cooperation between IMs on operating aspects;
  - transborder information exchanges on trains in real time;
  - after-sales services (reporting).

Since the publication of the European regulation No. 913/2010/EC on the European rail network for competitive freight, RNE has also been the coordination platform for European freight corridors (RFC). RNE is the service provider and expert of the Corridor committees in the methods, processes and operating tools fields. RNE also aims to standardise the practices of the different corridors.

For more information about RNE, please visit the RNE website at: www.rne.eu, which contains in particular the common Network Statement structure, the link to the national Network Statements and an in-depth glossary of terms.

1.10.1. **ONE EUROPE - ONE SERVICE**

RNE has set up a “One-Stop-Shop” (OSS) manager in each member country. Customers can contact the OSS manager of its choosing for all of its needs regarding international rail services.

Detailed information on the services provided by the “OSS” and their contact details in each country can be viewed on the RNE website.

The contact office for SNCF Réseau is sillon.guichet@reseau.sncf.fr. The contact persons listed in § 1.8.1 can also be contacted.

1.10.2. **RNE TOOLS**

RailNetEurope provides infrastructure managers and candidates with various computer tools in order to ease international train path planning and control:

- **Path Coordination System (PCS)**
  PCS is a web application via which candidates can make international train path requests and through which infrastructure managers can publish replies. It is therefore used for the communication and coordination process for international train path requests and replies.

  For more information, visit the website http://pcs.rne.eu or write to the assistance department: support.pcs@rne.eu

- **Charging Information System (CIS)**
  CIS is a tool which allows for 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.

  For more information, visit http://www.eicis.com or write to the assistance department: support.cis@rne.eu
Train Information System (TIS)

TIS is an easy-to-use web application which allows international passenger and freight trains to be visualised in real time from their place of departure to their destination.

The information currently available includes: current and past train locations, agreed timetables and reasons for delay, if necessary. Reporting functions are used to control and analyse the information on trains and delays.

For more information and to access the TIS, visit http://tis.rne.eu or write to the assistance department: support.cis@rne.eu
CHAPTER 2
NATIONAL RAIL NETWORK
ACCESS CONDITIONS

2.1. INTRODUCTION

This second chapter describes the conditions to be fulfilled by candidates wishing to access the national rail network, the infrastructure of which is described in chapter 3: including general and specific access requirements, commercial conditions and operational rules established for train operation.

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

2.2. GENERAL ACCESS REQUIREMENTS

2.2.1. REQUIREMENTS FOR REQUESTING CAPACITY

Any candidate, as defined in Article L2122-11 of the French Transport Code, can file train path allocation requests, according to the conditions laid out in chapter 4, provided that it meets the requirements described in § 2.2.2 et seq. for railway undertakings and in § 2.3.1.2 for other candidates that are not railway undertakings.

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

2.2.2. NATIONAL RAIL NETWORK ACCESS CONDITIONS

Without prejudice to the stipulations of Article L.2141-1 of the Transport Code, the following are entitled to access the national rail network:

- 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, for the purpose of operating:
  - freight transport services;
  - international passenger transport services (in compliance with Article L.2121-12 of the Transport Code for offering domestic services).

Railway undertakings can also provide traction only.

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

- a railway operator's licence (§ 2.2.3);
- a safety certificate valid for the services concerned, to actually operate trains on the infrastructure (§ 2.2.4);
- an insurance certificate (§ 2.2.5).
It must also take out a contract for the use of the infrastructure with SNCF Réseau (§ 2.3.1.1).

SNCF Réseau invites railway undertakings to contact its One Stop Shop (§ 1.8.1), for all enquiries into access to the national rail network.

### 2.2.3. LICENCES

Railway undertakings are granted licences for the transport services performed:

- in France, under an Administrative Order issued by the Minister of Transport (§ 1.8.6) 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.

The licence is valid throughout 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 (title II, chapter 4) and the Administrative Order of 14 April 2008, 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 the EPSF to a railway undertaking that already possesses Part A, under the conditions set out in Decree No. 2006-1279 (title II, chapter 4) and the Administrative Order of 14 April 2008. The EPSF will seek the advice of SNCF Réseau 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. INSURANCE CERTIFICATE

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

Railway undertakings and other candidates must submit a document to SNCF Réseau certifying that insurance cover has been obtained, at the latest at the time of signing the contract for infrastructure use or allocation of train paths on the infrastructure of the national rail network and before the start of each timetable for which they have been granted train paths.

This document will state the amount and scope of the financial coverage taken out, including any possible restrictions, and the period covered by the insurance. Railway undertakings and other candidates will have to inform SNCF Réseau of any major changes in the conditions of the insurance covering it under the contract.

In the event of doubts as to the amount covered by the insurance or the scope of the insurance coverage, SNCF Réseau will be entitled to report this insufficiency to the Ministry of Transport.
CHAPTER 2 – NATIONAL RAIL NETWORK ACCESS CONDITIONS

2.3. GENERAL COMMERCIAL CONDITIONS

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

- contracts required for network access by all candidates (§ 2.3.1):
  - a contract for use of the infrastructure between SNCF Réseau and the railway undertaking;
  - a contract for the allocation of train paths between SNCF Réseau and the other candidates;
  - a contract for use of information systems (IS) between SNCF Réseau and all candidates;
- other contracts aimed at strengthening commercial relationships with willing customers and boosting the use of contracts for network services:
  - infrastructure capacity framework agreements (§ 2.3.2);
  - train path quality agreements (§ 2.3.3);
- contracts linked to the use of certain service facilities: for freight yards, see § 5.3.1.2 and Appendix 3.6; for other facilities, see § 5.5., or contact the PSEF (§ 1.8.1);
- finally, a protocol is proposed to railway undertakings regarding the management of railway accidents and damage (§ 2.3.4).

2.3.1. CONTRACTS REQUIRED FOR NETWORK ACCESS

2.3.1.1 Contract for use of the infrastructure (railway undertakings)

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 for use of the infrastructure of the national rail network must first have been signed between SNCF Réseau 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.

2.3.1.2. Contract for train path allocation (other candidates)

In application of Article L.2122-11 of the Transport Code, before any train paths can be allocated on the national rail network to a candidate that is not a railway undertaking in view of providing them to one or more railway undertakings to perform the transport services that it organises, a “contract for train path allocation on the national rail network” must first have been signed between SNCF Réseau and the candidate. 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 3.2.2.

Such contracts must be signed before the beneficiary informs SNCF Réseau of the name(s) of the railway undertaking(s) that will provide the transport service, under the conditions set out in § 4.1.4.3.

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

2.3.1.3. Contract for use of IS services (railway undertakings and other candidates)

Before the information systems made available by SNCF Réseau can be used in view of requesting train paths and using the national rail network infrastructure, the “contract for use of information systems” must be signed by the candidate concerned. The general conditions applicable at the date on which this document is published are set out in Appendix 3.4.1 while a specimen of the special conditions is given in Appendix 3.4.2.
2.3.2. INFRASTRUCTURE CAPACITY FRAMEWORK AGREEMENTS

According to the procedures set out in Directive 2012/34/EC, the Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity, the Transport Code and Decree No. 2003-194 amended by Decree No. 2015-1040 of 20 August 2015 on access to the rail network, SNCF Réseau may enter into a framework agreement with any candidate as mentioned in § 2.2.2. 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 infrastructure capacity allocated by means of a framework agreement is hereafter referred to as the "framework capacity".

2.3.2.1 Declaration of framework capacity

In order to inform potential candidates for a framework agreement, SNCF Réseau produces a declaration of framework capacity, published on the "Technical documents and reference documents" page of its website, compliant with the commercial confidentiality conditions.

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

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

2.3.2.2 Request for a framework agreement

The request for a framework agreement must be sent by the candidate to the dedicated national (or regional) accounts manager or, if there is no identified contact person, to the One Stop Shop § 1.8, 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. Once this deadline has passed, SNCF Réseau undertakes to immediately process the requests received.

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

In the event of conflicts arising between existing framework agreements and requests for new framework agreements or for the modification of framework agreements, or between requests for new framework agreements, SNCF Réseau conducts coordination operations as per Article 9 "Coordination in case of conflicting requests for framework agreements for any time after the end of the next timetable period" of the aforementioned Regulation No. 2016/545.

The principles of the coordination procedure for conflicting train path requests provided for in § 4.2.3.3 apply.

2.3.2.3 Entering into the framework agreement

Before entering into a framework agreement (outline in Appendix 3.3), or making a substantive modification to an existing framework agreement, SNCF Réseau in particular takes into account the following elements:

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

b) the legitimate commercial needs of the candidate when the latter has proven its desire and ability to really use the capacity requested in the framework agreement;
c) the needs of the passengers, of the goods transport sector and of investors, including state bodies and other public and private entities.

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

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

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

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

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

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

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

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

SNCF Réseau shall justify its decision to refuse to enter into or modify a framework agreement. It shall transmit this justification in writing to the candidate having requested the contract or modification.

The implementation of a framework agreement can be deferred for up to 5 years upon request from the candidate in the following cases:

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

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

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

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

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

ARAFER may approve criteria in addition to those stipulated in points a) to e).

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

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

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

2.3.2.4 Executing the framework agreement

The request and the offer of train paths for each timetable will be conducted in accordance with the provisions of the framework agreement and Chapter 4 below.
CHAPTER 2 – NATIONAL RAIL NETWORK ACCESS CONDITIONS

- **Adjusting the framework capacity**
  - The framework agreement is regularly re-examined with the candidate in order to assess the framework capacity. The candidate immediately informs SNCF Réseau of any long-term intention to not use all or part of the framework capacity.
  - In the absence of train path demand from the candidate on the basis of the framework agreement, SNCF Réseau shall reduce the framework capacity for the current timetable, unless the candidate can immediately explain this lack of demand with reasons that are outside of its control.
  - The proportion of the framework capacity that must be used by the parties in the framework agreement corresponds to the total framework capacity reduced by the excess set by the parties in the agreement for each origin-destination (for example, the proportion would be 90% for a fixed excess of 10%).

If the candidate does not intend to use this proportion of the framework capacity for more than one month, it shall immediately inform SNCF Réseau thereof at least one month in advance.

If this notice is not provided within the aforementioned period, and if the candidate will not use all or part of the framework capacity for a period exceeding one month, SNCF Réseau shall reduce the framework capacity allocated for the current timetable, unless the candidate has not used the capacity for reasons that are outside of its control. SNCF may reduce the framework capacity for the period subsequent to the current timetable.

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

2.3.3. TRAIN PATH QUALITY AGREEMENTS

SNCF Réseau shall offer candidates who have a rate of less than 90% of confirmed train path days when the definitive timetable is published a contract which aims on the one hand to monitor a limited number of train path-days “under examination” 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. SNCF Réseau may restrict the number of train paths offered by a single train path applicant to be subject to a train path quality agreement on condition that a rate of more than 25% train path-days is complied with in the study, expressed as a percentage of the number of train path-days subject to the study within the scope of the timetable.

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).

2.3.4. PROTOCOL ON THE MANAGEMENT OF RAILWAY ACCIDENTS AND DAMAGE

A protocol on the management of railway accidents and damage may be agreed between SNCF Réseau and any railway undertaking that wishes.

This protocol applies to railway accidents and damage in which the railway undertaking is involved, and the responsibility for which lies with the railway undertaking or SNCF Réseau. It aims to promote the rapid organisation of information exchange between SNCF Réseau and the railway undertaking, and to facilitate and accelerate the settlement of files, particularly with limited financial stakes, and the payment of the associated compensation.
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 8.3, 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 (§ 1.3), 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 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 documentation

These operating documents, established and published by SNCF Réseau via the Doc.Explore (Network Operating Documentation) information system, and made available on the customer and partner (Clients et Partenaires) portal on the SNCF Réseau website, after issuing a request to the Support team (§ 1.8.1) 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 SNCF Réseau 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

SNCF Réseau will provide the railway undertakings in good time with the temporary operational rules and instructions related to infrastructure conditions, under the conditions described in the documents RFN NG SE 01 D-00-003 “Driver information on modifications to infrastructure” and RFN-IG-AG 07 A-05-No. 001 “Management and provision of safety documents to railway operators and presentation of locations served”.
CHAPTER 2 – NATIONAL RAIL NETWORK ACCESS CONDITIONS

2.4.2.3. Other documents
SNCF Réseau shall draw up other binding documents. Those cited in the Network Statement are provided on the "Technical documents and reference documents" page of the SNCF Réseau website. The list of documents is provided in Appendix 1.2.

2.4.3. OPERATIONAL TRAFFIC MANAGEMENT
The main operational traffic management roles of SNCF Réseau are the following:
- route setting, excluding the operation of safety facilities considered to be simple;
- tracking and sequencing train movements, 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 (in particular the obtaining of an exceptional consignment note (ATE) from SNCF Réseau and the inscription of the authorisation corresponding to the safety certificate of the railway undertaking).

The relevant services involved are defined in § 5.2.3. The charges related to these services are defined in § 6.2.1.3. Additional provisions related to operational 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, 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 operational traffic management are defined in Appendix 5.
2.7. VERIFICATION OF ROLLING STOCK COMPATIBILITY WITH THE RAILWAY INFRASTRUCTURE

2.7.1. OBJECTIVES

The purpose of the verification of the compatibility of rolling stock with the railway infrastructure is to guarantee the integrity of the rolling stock as well as that of the infrastructure on which they run.

This process complements that enabling new or substantially modified rolling stock, or rolling stock already authorised in another Member State, to benefit from an authorisation for entry into commercial use (AMEC) issued by the French Railway Safety Authority (EPSF) (see Articles 44 and 54 of the Decree No. 2006-1279). It doesn’t therefore replace the need to comply with the legal and regulatory provisions or standards concerning rolling stock.

The verification of compatibility is justified by one or more of the following reasons, depending on the case at hand:

- deviations between the real and nominal characteristics of the infrastructure components are observed and subject to specific processing operations;
- the AMEC may highlight stresses exported by the rolling stock to the infrastructure;
- rolling stock designed according to current standards is not always suited to an infrastructure built according to previous standards;
- the AMEC does not cover certain technical aspects, such as the announcement delay at level crossings and other automatic announcement facilities located in acceleration zones as well as the behaviour of structures to vibrations.

2.7.2. SCOPE AND OBJECT

The verification of the compatibility of a given rolling stock at identified line sections (main tracks only) is performed by SNCF Réseau following a Compatibility Certificate request formulated by a railway undertaking, a rolling stock manufacturer or a leasing company (hereafter referred to as the "applicant").

The rolling stock concerned by a compatibility verification includes:

- traction units (locomotives, rail cars, self-propelling trains, etc.);
- hauled stock (cars, carriages, etc.) when their AMEC exports stresses to the infrastructure, or upon the initiative of the railway undertaking or SNCF Réseau.

The verification takes place as long as the rolling stock, subject to the request, has an AMEC. Indeed, the compatibility is studied in part in application of the criteria defined in the AMEC. However, SNCF Réseau may begin compatibility studies for rolling stock not yet having an AMEC under the conditions stipulated in § 2.7.5

After the compatibility verification, SNCF Réseau issues a Compatibility Certificate (AC) for a given rolling stock, which:

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

2.7.3. PROCEDURE

When an applicant is considering using one or more sections of line of the national rail network with a given rolling stock, authorised to use said sections of line as per the regulations in effect at the date of this authorisation, it shall previously check whether this type of rolling stock is included in the list of operating documents applicable to these sections of line, as stipulated in § 2.4.2.1 paragraph 1. These
documents more particularly indicate, for each section of line of the national rail network, the types of rolling stock compatible with the infrastructure and any applicable usage restrictions.

If the authorised rolling stock does not appear in the documents regarding one or more sections of line, the applicant must file a Compatibility Certificate (AC) request with SNCF Réseau for the rolling stock for all of these sections of line. Two cases may apply: either the authorised rolling stock appears in the list in Appendix 2.1 (case 1), or it doesn’t (case 2).

The AC application file must contain:

1. the AMEC of the rolling stock issued by the EPSF. It particularly allows SNCF Réseau to familiarise itself with any possible stresses exported by the rolling stock to the infrastructure;
2. the AC request form in spreadsheet format (available for download on the “Technical documents and reference documents” page of the SNCF Réseau website), identifying all line sections forming the national rail network (including their equivalent or alternative routes) for which the AC is requested;
3. for case 2, the technical file of the rolling stock containing all data required to study its compatibility with the aforementioned line sections (see list of parameters shown in Appendix 2.2);

The AC request file shall be sent by email with acknowledgement of receipt to the SNCF Réseau One Stop Shop (guichetunigue@reseau.sncf.fr), with a copy sent to the account manager if known, as well as to the SNCF Réseau department responsible for compatibility studies (LSTIPSYSMR@sncf.fr). Once received, SNCF Réseau will have 10 working days to inform the sender if the file sent is incomplete.

Based on this information, SNCF Réseau conducts the compatibility study by applying one of the following cases:

- **Case 1**
  
  If the authorised rolling stock already appears in the list in Appendix 2.1, SNCF Réseau will issue an AC within a maximum of three months of receipt of a request, containing documents No. 1 and 2 listed hereinafore.

- **Case 2**
  
  In all other cases, SNCF Réseau must firstly establish the "verification rules", specifying on the one hand, the exhaustive list of verifications required at infrastructure level to determine the compatibility between the rolling stock and the latter, identified from the technical file of the rolling stock provided by the applicant and the different existing components and configurations on the infrastructure and, on the other hand, the conditions according to which these verifications are performed by the local SNCF Réseau teams.

SNCF Réseau draws up these verification rules within a maximum of thirty working days after receipt of the complete AC application file, then performs the checks and issues an AC within a maximum of three months.

**2.7.4. END OF THE PROCESS AND EFFECTS**

The findings of these verifications will be set out in an AC sent to the applicant and to all railway undertakings operating on the national rail network with a copy to the EPSF.

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

**2.7.5. ROLLING STOCK THAT HAS NOT ALREADY BEEN GIVEN AUTHORIZATION FOR COMMERCIAL USE**

The verification of compatibility of a rolling stock that has not already been given an AMEC may be subject to a service offered by SNCF Réseau, the conditions of which are negotiated with its Sales and Marketing Division. It is the subject of a quotation which must be accepted by the customer.
The AC shall only be issued after the notification of the AMEC, within a maximum period of one month, unless the AMEC exports new stresses to the infrastructure, requiring additional verifications.

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 documents referenced in this chapter are the operating documents or specific operating rules and are available within the Doc.Explore information system (§ 2.4.2) and on the "Technical documents and reference documents" page of the SNCF Réseau website.

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 (§ 3.2.2) 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 SNCF Réseau.

- If private siding owners operate under the safety certificate of a railway undertaking, they must obtain a rolling stock approval issued by SNCF Réseau in accordance with the document RFN-CG-MR 03 A-00-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 SNCF Réseau 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 SNCF Réseau (§ 1.8.1).

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

In the above two cases, SNCF Réseau 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 SNCF Réseau, the legal entity designated for tourist operation on the line, and, if the latter is not a railway undertaking, the local authority concerned, according to Article 20 of Decree No. 97-444 (amended).
Regular tourist traffic is subject in particular to Decree No. 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 by the operator of a safety and operating regulations document (RSE), approved by an Approved and Qualified Organisation (EOQA) as per Decree No. 2003-425 mentioned above or a state inspection service competent in the guided transport sector. The safety and operating regulations document and its validation shall be appended to the agreement.

For sections of line that are not included in the Network Statement, regular tourist traffic is subject to the regulations in force outside the national rail network in Decree No. 2003-425 (amended) on the safety of guided public transport.

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 (§ 1.8.6), following a proposal from SNCF Réseau 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, COFRAQ 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 and RFN-CG-MR 03 A-00-No. 005 regarding "Vehicles exclusively used to perform works on the National Rail Network".

2.9.5. RAIL LUBRICATION BY THE ROLLING STOCK

To ensure that the rails are kept satisfactorily lubricated, the RU will run vehicles in accordance with the operating document RFN-IG-IF 02 B-31-No. 001. "Rail lubrication by rolling stock". And SAM_S 801 “Lubrication of wheel-rail contact by the rolling stock” published by EPSF. Where necessary, they will take part in committees for monitoring lubrication levels organised at the instigation of SNCF Réseau.
3.1. INTRODUCTION

This chapter describes the main technical and operational characteristics of the national rail network, formed from all of the railway lines, the features of which have been entrusted to SNCF Réseau by law, as well as the service facilities accessible through this network (§ 3.6). Its purpose is to help candidates to plan their services.

The detailed characteristics of the network can be viewed in the operating document (§ 2.4.2.1) and via the services of the information system (IS), that can be accessed after signing a contract with SNCF Réseau (Appendix 3.4, see also §§ 5.2.1.5 and 5.2.2.2):

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

The maps stipulated in this chapter and accessible from the SNCF Réseau website (via the "Maps" section or the "Network Statement" page) are for informational purposes only and provide an illustrative view of the characteristics and equipment of the lines of the national rail network at the date at which the maps were produced.

The detailed characteristics and availability of the infrastructure (§§ 3.5 and 4.5) may change according to the use of the infrastructure and the maintenance, renewal and development works performed.

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

Before considering traffic on a line and in order to know more on potential changes to the infrastructure, read the operating documents for the line (§ 2.4.2) and contact SNCF Réseau, in particular regarding the acceptance of the rolling stock (§ 2.7).

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 locations of the equipment forming part of the national rail network described in § 3.6 below or connected to this network. Lines and sections of line are, in the rest of the Network Statement, referred to by the generic term "lines".

- The infrastructure of SNCF Réseau also includes service facilities 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).
The map of the national rail network, available for viewing on the SNCF Réseau website, shows all lines with their main characteristics (type of traffic, electrified or not, number of tracks, line No., etc.). The most up-to-date data is available in the geographic information systems proposed by SNCF Réseau (see Appendix 6.4).

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

The list of basic sections (SEL) used for charging and invoicing, which is the sole authoritative document, is provided in Appendix 6.6: it presents the sections of the network open for commercial service.

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, the international section from Perpignan to Figueras of the high speed line between France and Spain, and the SEA-Sud Europe Atlantique high-speed line between Tours and Bordeaux);

  The list of frontier sections that give access to foreign railway networks and lines operated under concession is given in Appendix 8.3. The conditions for operating on these sections are set out by local operating instructions (see § 2.4.2.1).

- to port railway tracks.

  Contact details for the major French seaports are given in § 1.8.3.

  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 SNCF Réseau (§ 1.8.1).

- to private sidings.

  A list of the physical locations of private sidings (ITE), all equipment items and rail logistics facilities directly linked through switch points to the national rail network, belonging to freight shippers and local authorities is given in Appendix 8.4.

  Connection to the national rail network is only possible under the terms of agreements signed between SNCF Réseau and private siding owners. Information about the possibilities for connecting private 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 (§ 2.9.1). This is a facility granted by SNCF Réseau. It does not apply to private siding owners working under sub-contract to a railway undertaking, who therefore act vis-à-vis SNCF Réseau as a sub-contractor of a railway undertaking within the framework of the railway undertaking's contract for infrastructure use (§ 2.3.1.1).

  The second part of these interconnected private lines, including sidings located on SNCF Mobilités 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 facilities are made available to another applicant by their owner, in particular in application of the legal principle of essential facilities, it will be up to the applicant requiring access to supply SNCF Réseau with the times, dates and conditions for operating the points leading to the lines to which it has been granted access by the owner.

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. Their geographical distribution is represented in an indicative and illustrative manner in the maps published on the SNCF Réseau website (accessible via the Maps section or Network Statement page). Read the operating documents, in particular the Local Operating Instructions for more information on the detailed characteristics of each line (§ 2.4.2).

3.3.1. GEOGRAPHICAL IDENTIFICATION

3.3.1.1. Line types
Lines consist of either a main track ("single track" or "two-way track" line), or of two main tracks or more ("double-track" or line with several "two-way tracks"). This type is represented on the map of the national rail network, available on the SNCF Réseau website.

Lines may also provide access to sidings that are part of stations, freight yards or other facilities (§3.6).

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

3.3.1.3. Stations
The list of stations is given in the Stations Statement in Appendix 9.1. The Statement includes a description of the characteristics of these stations.

3.3.2. TECHNICAL CHARACTERISTICS
SNCF Réseau offers the applicants 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 in the Doc. Explore (§ 2.4.2.1).

The installation dimensions of the platforms with regard to the track in station areas are subject to specific monitoring. They can be viewed upon specific request to SNCF Réseau.

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:
CHAPTER 3 – INFRASTRUCTURE

- the clearance gauge indicated for each specific route, in relation to the various facilities encountered on the way (civil engineering structures, platform shelters, signals, etc.);

- the limit not to be fouled by the maximum loading gauge of vehicles standing or moving on adjacent tracks.

When the vehicle gauge of the train exceeds the limits defined above on one section of its route and as long as it falls within the "contour N", it has to be operated as an "exceptional consignment" only acceptable on the national rail network subject to the provisions stated in § 4.7 and on network lines accessible for this purpose, shown for information purposes only by map 8. There are also exceptional consignments, the gauge of which exceeds "contour N":

- exceptionally large and bulky consignments (TEPE) which must be subject to a charged case-by-case analysis (see § 5.2.3.3 and 6.2.1.3);

- trains in envelope M and with the maximum permissible load D4 (see map 9).

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 (from the most to the least restrictive), ranking them as in the following tables. These gauges are also described in European standard EN 15 273.

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

- **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 UIC 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 Intermodal Transport Units (ITU)</td>
</tr>
</tbody>
</table>

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.

- **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 UIC 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>
<tr>
<td>GC</td>
<td>506</td>
<td>High speed lines</td>
</tr>
</tbody>
</table>

Maps 1A (freight) and 1B (passenger), available for viewing on the SNCF Réseau website (via the Network Statement page), indicate for information purposes only the maximum clearance gauge per sections of line on the national rail network and per type of activity.

**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.
CHAPTER 3 – INFRASTRUCTURE

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.

Map 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 SNCF Réseau.

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.

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 classification of the lines on the national rail network according to this index, plus those lines equipped with bull-headed rails that are subject to additional restrictions are available in the "infrastructures database", which can be viewed via the Customer and Partner (Clients et Partenaires) Portal. Railway undertakings should contact SNCF Réseau for specific details of the running conditions, regardless of the lines used (§ 2.7).

3.3.2.3 Line gradients

The operating documents (§ 2.4.2.1) 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

The operating documents (§ 2.4.2.1) indicate the maximum speeds on each line for each train category allowed on the line. Map 4 shows an illustration of the maximum nominal speed permitted per line section. Temporary or permanent speed restrictions may be applied on the lines. Candidates are informed of such restrictions via the ARCTIC IS.

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 the routes identified in the technical information (RT) and may be subject to special arrangements.
MA 100, ME 100 and ME 120 trains may be as long as 850 m on the routes identified in the technical information (shown on map 10), subject to the "General rules on the consist, hauling, braking, speed restrictions and weight of trains" (recommendation of the EPSF RC A-B 7a No. 1 available on its website), in particular those stipulated in Articles 3203.3 and 3203.4 for ME 120 and ME 100 trains and 4202 for MA 100 trains.

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. The distribution of the current types is shown on map 4 for information purposes only.

On electrified lines, technical standards define the height of the contact wire and the pressure of the pantograph on the contact wire. SNCF Réseau 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 (shown in the diagram according to map 5), train movements are restricted by pantograph bow widths (1.96 metres instead of 1.6 metres).

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) (300 or 400) which means that signalling information is directly retransmitted in the cab.

- **ETCS (European Train Control System)** is a train command and control system with in-cab signalling, a European automatic 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. In 2017, all equipped sections of the national rail network comply with version 2.3.0d (STI 2010/79/EC).

  - **The ETCS Level 2 system** relies on the continuous transmission of data via the GSM-R network; the whole system making up ERTMS.
  - **ETCS level 1** relies on the isolated transmission of data via balises installed on the track.

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

- **ETCS level 1** relies on the isolated transmission of data via balises installed on the track.

  - It is in operation on the [Bettembourg(LU)- Zoufftgen – Thionville – Uckange and Aubange (BE) / Rodange (LU) -] Mont St Martin – Longuyon sections.
- ETCS level 1 should be deployed on the Nîmes-Montpellier Diversion in the 2018 timetable.
- ETCS level 1 on the Longuyon-Bâle branch of the North Sea - Mediterranean European freight corridor is underway, for staggered commissioning between 2019 and 2020.

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

Map 5 indicates for information purposes only the train spacing system used on each of the lines of the national rail network. The ETCS equipment is presented in map 6 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 implemented on certain single-track and non-electrified lines), 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.

Map 5 indicates for information purposes only 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 SNCF Réseau has managed to negotiate with the operators of these systems. More information on the GSM-R network deployment programme for the national rail network is available on the SNCF Réseau website.

Trains running on lines equipped with GSM-R must be equipped with GSM-R in compliance with the EIRENE technical specifications (European Integrated Railway Radio Enhanced Network), available from the UIC website.

On some lines not equipped with the ground-to-train radio, the service offer linked to the ARES system (Amateur Radio Emergency Service) allows driving staff and ground crew to communicate (via a landline) with each other in the event of imminent or potential danger to traffic.

It is based on the principle of functional numbering to create a link between the telephone number (landline or mobile) and that of the train, thus easing use.

Map 7 indicates lines equipped with train communication systems and the type of system in each case.

- **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.

Map 11 shows the position of the different hot box detectors.
CHAPTER 3 – INFRASTRUCTURE

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

- 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.

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 environmental 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 (§ 1.8.1) 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.

The operating document RFN-CG-TR 02 E-04-Np. 003 "Stabling of wagons containing dangerous goods" supplements the provisions of 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 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), Tassin link (line 782 310) and the Tram Express 11 line between Epinay-sur-Seine and Le Bourget (line 960 000).

3.4.7. TRAIN WHEEL FAULT DETECTORS AT THE ENTRY TO THE BPL AND CNM LINES

The entries to the new line Bretagne-Pays de la Loire (HSL BPL) and the upcoming Contournement de Nîmes – Montpellier (CNM) are equipped with measuring stations (locations provided below) which can detect train wheel faults while driving and in real time.
### 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 in the OLGA IS accessible from the customer and partner (Clients et Partenaires) portal.

Works periods can also have an effect on the availability of the network (see § 4.5). The TCap information system allows SNCF Réseau 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 SNCF Réseau website.

### 3.6. SERVICE FACILITIES

#### 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.
CHAPTER 3 – INFRASTRUCTURE

3.6.2. FREIGHT TERMINALS

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.

SNCF Réseau 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 SNCF Réseau sites at ports). The road platforms at these sites are specially designed for lorry traffic and the use of road cranes with particularly high axle loads.

The list of combined transport terminals is provided in Appendix 6.3 and in § 5.5.4 with the name of their operators. Railway undertakings and candidates 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 SNCF Réseau website.

For all useful information about the precise location of the sites concerned and the possibilities on offer, enquiries should be addressed to the PSEF (§ 1.8.1).

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

The service offerings of third party operators on combined transport terminals, owned by SNCF Réseau and owned by other bodies, are listed in § 5.5 and can be viewed in Appendix 9.2 et seq.

3.6.2.2. Freight yards

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

Immediately accessible SNCF Réseau freight yards, together with their location and technical characteristics, are listed in Appendix 8.1.1.

SNCF Réseau freight yards accessible after diagnostics and any necessary repair work, together with their location and technical characteristics, are listed in Appendix 8.1.2.

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 consist 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.

The following marshalling yards are active: Dunkirk, Le Bourget, Miramas, Sibelin and Woippy.

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 SNCF Réseau website.
3.6.4. SIDINGS

The SNCF Réseau infrastructure includes sidings classified as follows:

- tracks reserved for operational traffic 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);
- stabilising sidings (short-term stabilising with no guarantee of capacity availability).

Other sidings may be made available by SNCF Réseau for a defined specific use such as long-term stabilising 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 extended stabilising;
- 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 stabilising vehicles.

Document RFN-IG-TR-1 A 00-No. 004 "Principles governing the use of sidings" 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 4.2.

The list of sidings, their main characteristics 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 SNCF Réseau website.

3.6.5. MAINTENANCE AND LOGISTICS DEPOTS

Railway undertakings have access to the maintenance facilities managed by SNCF Mobilités under the conditions set out in the SNCF Mobilités Reference Portfolio described in § 5.5.2.

Maintenance and logistics facilities other than those managed by SNCF Mobilités can be accessed from national rail network tracks (see § 5.5). Further information can be obtained from SNCF Réseau 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 diesel fuel supply points of SNCF Réseau managed by SNCF Combustible under the conditions set out in §5.5.2.

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

It is not always possible for railway undertakings to refuel at service stations accessible from the national rail network. In this context only, SNCF Réseau 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, SNCF Réseau 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 fuelling 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 fuelling point (as essential facilities);
- Using existing or soon-to-be-built private sidings and equipment (ITE);
- Arranging a fuelling 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 SNCF Réseau would like to offer those railway undertakings that request it the option to carry out or have carried out the necessary works on sidings, an agreement can be signed between SNCF Réseau and the railway undertaking, which will contain the specific operating conditions and the works adapted for each case.

Wherever the refuelling 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 facility and the conditions of use of refuelling points (RFN-IG-TR 03 B-09-No. 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 facilities**

  Electric traction facilities 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.

- **Sand procurement and inspection gangway facilities**

  On certain sites, railway undertakings have access to the sand distribution stations and visual inspection gangways for inspecting roofing components as per the conditions defined in § 5.5.2. The operation of these facilities owned by SNCF Réseau is managed by SNCF Mobilités.


### 3.7. DEVELOPMENT PROJECTS AND NEW LINES

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

Many ongoing and planned projects will have an effect on network capacity, the service offer, operational management and quality, and on accessibility for people with reduced mobility. Certain projects 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.

The commercial commissioning of the new Sud Europe Atlantique (SEA) line - managed by LISEA - and Bretagne Pays de la Loire -BPL) line - managed by SNCF Réseau - was effective on 01 July 2017.

The date of commercial commissioning of the Nîmes-Montpellier Diversion (CNM) will be determined by SNCF Réseau after obtaining authorisation for entry into commercial use (AMEC) issued by the EPSF. Commissioning is scheduled between 05 October 2017 and the start of the 2018 timetable. The effective date will be communicated by a publication on the SNCF Réseau website and by a letter addressed to the candidates.
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 SNCF Réseau, the network access provider, to various capacity applicants.

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

4.1.2. CAPACITY APPLICANTS

As indicated in § 2.2.1, and in accordance with Article L.2122-11 of the Transport Code, any "candidate" fulfilling the conditions defined in § 2.2.2 for railway undertakings and in § 2.3.1.2 for other candidates, may submit train path applications. Any candidate can also request access and use of the service facilities described in § 3.6.

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

The candidates can be divided into:

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

In accordance with Article L.2122-12 of the Transport Code, any transfer of infrastructure capacities between train path applicants (outside of the provision of a train path by a candidate that is not a railway undertaking to the railway undertaking of its choosing) is prohibited and shall result in the exclusion of any subsequent train path allocations.

4.1.3. REMINDER ABOUT CONTRACTS

The allocation of capacity to an applicant is governed:

- for railway undertakings by the contract for use of the infrastructure of the national rail network (§ 2.3.1.1) which ensures that they can be allocated train paths;
- for other candidates that are not railway undertakings, by the contract for train path allocation on the national rail network (§ 2.3.1.2);
- for all other candidates, by the contract for use of IS services (§ 2.3.1.3).

Within the scope of the capacity process, other contracts may be signed by any train path applicant:

- a framework agreement under the conditions described in § 2.3.2;
- a train path quality agreement under the conditions described in § 2.3.3.
4.1.4. RESPONSIBILITIES OF APPLICANTS

This article is not intended to completely define the applicants’ level of responsibility, but aims to help them with the process by explaining their responsibilities when submitting a train path request depending on the characteristics of the corresponding train.

In fact, 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 characteristics of the train, as defined and described in the "Manual for commercial capacity applicants".

Applicants are also responsible, whether a railway undertaking or another candidate, 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 SNCF Réseau 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 whether the applicant is a railway undertaking or other candidate, it must assume certain particular responsibilities specific to the railway undertaking.

Therefore in all cases, it 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 his train(s) pass the designated landmarks on this train path at the appointed time in each case.

If the characteristics of the train are likely to change in such a manner that its transport no longer complies with 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 a railway undertaking or another candidate, in accordance with the conditions specified in the "Manual for commercial capacity applicants", and as per the rule described in § 4.2.3.3 below.

In addition, railway undertakings are responsible for meeting the obligations to provide information prior to running that are laid down in Appendix 5 of the Network Statement on “Provisions concerning operational traffic management on the national rail network”.

4.1.4.2. Specific responsibilities of other candidates

Candidates who are not railway undertakings 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), candidates shall guarantee SNCF Réseau that the railway undertakings selected are capable of meeting the traffic timetable they have been sent by SNCF Réseau as regards capacity allocation, other than in exceptional cases for which provision is made in the regulations.
To this end the candidate 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.

4.1.4.3. Obligation of other candidates 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 SNCF Réseau of the name(s) of the railway undertaking(s) allotted these paths at the latest 30 days before the first train movement, via the GESICO IS tool.

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 National Technical-Commercial Platform of the Sales and Marketing Division may help candidates to identify and make contact with the relevant body or can transmit the request itself.

- The Capacity and Train Path Division (DCS)
  
  The main objective of the Capacity and Train Path Division (DCS) is to ensure the distribution and allocation of capacity while best meeting train path requests to satisfy the commercial requirements of candidates and freeing up capacity to allow for the maintenance, renovation and development of the network.

  It is made up of the following entities in particular:

  - The Capacity Distribution Service (RCAP) is responsible for defining and formalising, on a national level, the capacity system of the national rail network from Y-6 to 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 Annual Timetable Design and Steering Service (CPSA) is responsible for producing the pre-built "24-hour train diagram" in the time frame Y-2, and then for building the timetable between May and September Y-1.

  - The Timetable Adaptation Service (SAS) is responsible for adapting the current timetable (handling the works timetable, replying to adjusted train path requests) and carrying out capacity studies (train path study, volume study).

  - Platform for Coordination and Allocation of Train Paths and Works (PCAST) operates from April Y-2 and is tasked with delivering the General Programme of Windows (PGF) in December Y-2. PCAST also then 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).

- 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".

- The National Technical-Commercial Platform (PNTC)

  The National Technical-Commercial Platform of the Sales and Marketing Division is comprised from account managers and industrial dialogue managers, whose role is to assist applicants in using the network (drawing up contracts, train path applications, development of activities, etc.) as well as corridor coordinators, who assemble capacity structuring subjects for commercial operations and works. The PNTC is also responsible for the required dialogue and iterations with applicants in order to find the solutions best suited to their needs.
4.2. DESCRIPTION OF PROCESSES

4.2.1. PRINCIPLES

SNCF Réseau distributes and allocates the capacity over the whole of the national rail network (including in passenger stations) and, in so doing, strives to ensure the best possible use of the infrastructure and a balanced development of all rail services.

The capacity of a section of line depends, in particular, on the variety and sequencing of the train paths, on the technical characteristics of the infrastructure, and on the target level of regularity. It therefore varies depending on time of day, type of line and type of traffic.

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 4.1.

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.

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

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 organisational arrangements adopted at SNCF Réseau 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: Pre-constructing the train diagram
- From December Y-2 to September Y-1: Constructing the timetable
- From September Y-1 to December Y: Adapting the timetable, including last minute capacity.

These stages are summarised in the diagram below:

4.2.3.1. Capacity structuring

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, SNCF Réseau 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 based on the principle of networked clockface timetabling. It comprises a combination of train paths, at 2-hour time intervals, that are compatible both mutually and
around the key hubs. This diagram serves to respond as best as possible to the demand expressed but also aims to maximise the utilisation of the commercial capacity.

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 SNCF Réseau.

4.2.3.2. Pre-construction

The pre-construction of the diagram called the "24-hour train diagram" defines the systematic 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 Y-2 SNCF Réseau 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 train paths (daytime Passenger trains only running at peak periods) or specific train paths. This is an expression of 24-hour requirements.

If SNCF Réseau finds it technically impossible to fulfil all needs expressed, a consultation will be organised with the applicants.

The train paths for the "24-hour train diagram" are compatible with the commitments made as part of framework agreements.

Both "works windows"/works capacity and the "24-hour train diagram" are the subject of consultation with all customers and partners. They are finalised in December Y-2 and form the basis for annual timetable construction.

● 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 SNCF Réseau 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 18 January 2016 for train paths anticipated for traffic during the 2017 timetable. It is however recommended that such requests be submitted as far in advance as possible (from June Y-2) to allow time for the necessary iterations.

The deadline for SNCF Réseau and the relevant infrastructure managers to respond is 14 March 2016.

The response given by SNCF Réseau 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. This is an ancillary service (§ 5.2.3.2.), the cost of which is provided in § 6.2.1.3.

4.2.3.3. Building the timetable between December Y-2 and September Y-1

From December Y-2 to September Y-1, SNCF Réseau constructs the finalised timetable for year Y on the basis of the train path requests received by mid-April Y-1 at the latest, the final date set precisely for the 2017 timetable is 11 April 2016.

This stage encompasses two periods:

- an initial period during which applicants make their capacity requests
- a second period during which SNCF Réseau deals with these requests
During this stage, SNCF Réseau 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 SNCF Réseau 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.

- **Catalogue of paths**

  The "train path catalogues" are extracts from the "24-hour train diagram". In order to facilitate the allocation of capacity, SNCF Réseau sets aside a certain level of capacity for preferential use for the most regular traffic, 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.

  Applicants may therefore claim the allocation of one or more of the paths on this list. These train paths are available in the GESICO and PCS tools (for international applications).

  All the pre-built train paths are published in December Y-2 on the customer and partner (Clients et Partenaires) portal on the SNCF Réseau website in the form of a file summarising all the train paths plotted in the 24-hour train diagram with a link to the associated route file.

- **Communication on capacity constraints**

  SNCF Réseau informs applicants in mid-December Y-2 of the opening times for lines, stations and signal boxes as applicable for the timetable period, via the OLGA IS.

  SNCF Réseau places the General Programme of Windows (PGF) at the disposal of the applicants in mid-December Y-2, which describes the windows and capacities allocated to works (§ 4.5.2), via le TCAP IS.

  SNCF Réseau organises discussions with the applicants during the period when service requests are made, during which SNCF Réseau will communicate the relevant data about available capacity and known constraints.

  The process and these instances are described in more detail in the "Guide for industrial dialogue".

- **Handling requests**

  The service timetable will be compiled on the basis of the pre-built "24-hour train diagram". When carrying out this procedure, which takes account of windows and capacity allocated for works and integrates capacity allocation in stations, SNCF Réseau will apply the following provisions, in the order of priority given below, intended to guide the timetable compilers responsible for finding a slot for the train path in the train diagram with a view to satisfy, as far as possible, all the requests:

  - Handling requests formally demanding pre-built freight and passenger (*) train paths, or train paths technically comparable to pre-built train paths, starting with international freight corridor train path requests and framework agreement train path requests.

  - Handling other train path requests, starting with those over the longest distances ordered for more than 200 days per year.

  - Handling 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, SNCF Réseau 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 SNCF Réseau 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.

- **The principles for coordinating the requests**

  In accordance with Article 21-1 of the Decree No. 2003-194, when faced with conflicting requests, SNCF Réseau, by coordinating the requests, does its utmost to ensure the best possible harmony between these requests. The procedure described hereafter applies for all capacity requests, including if one or more conflicting requests are based on an infrastructure capacity contractualised via a framework agreement. In this regard, SNCF Réseau shall apply the dispensation stipulated in Article 10.5 of the EU Regulation No. 2016/545.

  The procedure for coordinating requests, the aim of which is to ensure that all train path requests can be met, is applied in application of the aforementioned decree and in accordance with the following principles:

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

  - 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 capacity reserved for works or maintenance, or with the type of train for which the path was requested, other paths may instead be allocated; similarly, the opening times for lines, stations and signal boxes and windows and capacity reserved for works may be subject to adjustments to allow train paths to be constructed and 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 National Technical-Commercial Platform (PNTC), 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.

  - The process relies on the free communication, in any written form (including electronic communication), of information falling within the scope of the coordination to the applicants concerned:
    - The train path requests submitted
    - The provisional responses made to these requests, and in particular, where necessary, proposed responses which differ from the capacity requested
    - Complete and detailed information regarding the capacity distribution criteria

  This information is provided without deliberately revealing the identity of the other applicants, unless the applicants concerned have agreed to this.

  In addition, the PNTC 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, SNCF Réseau 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, SNCF Réseau will consult the applicants concerned to try to find a solution with the aim of optimising the diagram.

- Arbitration of remaining conflicts

The purpose of coordinating the requests as described above is to resolve the remaining incompatibilities between the different requests. In the event that the completed coordination process has not been able to handle isolated conflicts between train path requests (*), the allocation of train paths will be performed in the following order of priority:

- formal and compliant requests demanding pre-built freight and passenger train paths, prioritising:
  - framework agreement train path requests, followed by
  - for a given train path-day, requests for the greatest number of days in the pre-built system (as published in the catalogue of train paths), and, if necessary
  - taking account of the number of clockface train path-days demanded for a single day,
- 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.

(*) Arbitration of conflicts between requests demanding the same international freight corridor train path falls under the allocation rules described in the corridor information documents.

SNCF Réseau does not use the option described in Article 18 of the Decree No. 2003-194 allowing former levels of train path use to be taken into account to determine allocation priorities.

The arbitration decision is sent to the applicants concerned.

- Settlement of disputes arising after transmission of the timetable

Only the train paths having been subject to the above arbitration are eligible for the dispute settlement procedure described below.

Disputes may be brought before SNCF Réseau by the train path applicant(s) concerned within a period of 10 working days after transmission of the timetable, as stipulated in § 4.3.1.

The request must be sent by the applicant by e-mail to the National Technical-Commercial Platform (dedicated account manager and to guichetunique@reseau.sncf.fr). It must include the information required on the train path requests and train path allocations subject to the dispute, a summary of the procedure (observations, coordination, arbitration) and the justification of the need for the requested train paths.

The director of the Capacity and Train Path Division shall decide to act as follows within 10 working days, according to the proposals of the PNCT:

- either to uphold the allocation shown in the timetable;
- or to re-assess the allocation, by holding new discussions with the train path applicants concerned as soon as possible.

The decision is justified and sent by e-mail to the train path applicants concerned by the PNCT.

Any modifications or cancellations affecting train paths that occur after re-assessment of the allocation shall be excluded from the scope of the reciprocal incentive mechanism described in § 6.3.

This procedure is not prejudicial to the existing methods of appeal and competences of the ARAFER.
4.2.3.4. Adapting the timetable between September Y-1 and December Y

Once the timetable has been finalised in September Y-1, SNCF Réseau allocates the train paths on the basis of the remaining capacity. Requests issued late (after the second Monday in April Y-1) and then, from October Y-1, the adapted requests are thus dealt with and given a priority level that corresponds to the date they were received by SNCF Réseau. 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 SNCF Réseau requests and obtains the agreement of the owners of these train paths.

- **Assistance in formulating train path requests**

  SNCF Réseau offers a help service for submitting late requests for adaptations to the annual timetable. At the request of the customer and upon the decision of the PNTC, studies 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".

- **Principles applying to the timetable adaptation phase**

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

  Capacity applicants are stakeholders in the quality and efficiency of the process. The multiplication of train path creation, modification or optimisation requests for the same transport need adds to the workload of the timetable production teams and to the performance of the allocation process.

  The capacity made available to the applicants is a shared resource, the distribution of which must be optimised in the best interests of all users. This general optimisation, for which SNCF Réseau is responsible, may on occasion conflict with an applicant's search for its own optimisation.

  The rules described hereinbelow form a part of this general optimisation logic, and look to find a balance between forecasts and stability: therefore only requests corresponding to a known, confirmed need must be forecast, in order to only add times that will not be subsequently brought into question.

  The control criteria defined hereafter aim to promote the virtuous nature of the capacity allocation by adding to the diagram and encouraging forecasts that are essential to guarantee a high-quality timetable compliant with safety requirements.
### Processing the different types of train path requests during the adaptation phase

#### Cancelling train path-days

<table>
<thead>
<tr>
<th>Scope</th>
<th>Requests to cancel or remove days.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request</td>
<td>The cancellation request must be made as soon as the applicant becomes aware of such a need.</td>
</tr>
<tr>
<td>Reply</td>
<td>The cancellation is executed and the reply is made as quickly as possible (generally within 24h).</td>
</tr>
</tbody>
</table>

#### Creation of new train path-days (excluding train path-days subject to safety prescriptions)

<table>
<thead>
<tr>
<th>Scope</th>
<th>Creation requests (excluding train path-days subject to safety prescriptions, covered hereafter) meet a new transport need, or the addition of new train path-days in an allocated train path with multiple days of operation. This case may also include the renewal of a request that did not initially receive a positive reply, in the event of the return of works capacity (reference to be specified where possible) or train path, or the significant expansion of the application's tolerances.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request by D-8 at the latest</td>
<td>The request must be made at least 8 calendar days (D-8) before the first day of operation and insofar as possible, 40 days prior.</td>
</tr>
</tbody>
</table>
| Reply                  | The reply is made as quickly as possible, within 30 calendar days of the filing of the request. The reply types are set out in § 4.4.1. In the event of a request with multiple train path-days, the response provided may firstly be a "provisional reply". In order to process the renewal of a request already classed as infeasible (or non-allocated train path-day), SNCF Réseau firstly checks whether the request:
- provides for a significant extension of the tolerances allowing it to fall under the residual capacity,
- or is subsequent to a return of works or train path capacities.
In the event that the applicant has not received a reply by D-7, it must consider this lack of reply to be equivalent to a rejection of the request. If the need remains, the applicant must re-iterate its request in the last minute train path request IS (see § 4.2.3.5). |
| Requests after D-7     | Case covered in § 4.2.3.5 (Last minute train path) |
## Creation of train path-days subject to safety prescriptions

| Scope (Case 1) | Train path-day requests for:  
|----------------|--------------------------------------------------------------------------------|
|                | - exceptional consignment traffic with crossing or overtaking prohibition and/or with opposite traffic in the opposite direction to normal (VUT) or traffic on the wrong track (manoeuvres on the wrong track).  
|                | - exceptionally large and bulky consignment traffic (TEPE).  
|                | - test traffic requiring the consideration of high-impact safety prescriptions in the train path (in-line stops, excessive speed, forbidden crossing or overtaking, etc.).  

This case may also include the renewal of a request that did not initially receive a positive reply, in the event of the return of works capacity (reference to be specified where possible), or the significant expansion of the application's tolerances.

| Request by D-40 (*) at the latest | In order to allow the creation of train paths safely, the request must be formulated 40 calendar days at the latest before the first day of operation (D-40) (*), regardless of whether it concerns a new need or the renewal of a request that has already been classed as infeasible (or non-allocated train path-day).  
|-----------------------------------| The request must contain all of the required, stabilised and finalised technical elements (exceptional consignment note, test instructions, etc.).  

The reply is made as quickly as possible, within 30 calendar days of the filing of the request.  

The reply types are set out in § 4.4.1. In the event of a request with multiple train path-days, the response provided may firstly be a "provisional reply".  

In order to process the renewal of a request already classed as infeasible (or non-allocated train path-day), SNCF Réseau firstly checks whether:  

- the request provides for a significant extension of the tolerances allowing it to fall under the residual capacity,  
- or is subsequent to a return of works or train path capacities.  

In the event that the request is not filed within this 40-day deadline, SNCF Réseau shall ask the applicant to formulate a new request at another date that is compatible with the timetable restrictions.

| Scope (Case 2) | Train path-day requests for:  
|----------------|--------------------------------------------------------------------------------|
|                | - exceptional consignment traffic without crossing or overtaking prohibition and without opposite traffic in the opposite direction to normal (VUT) or traffic on the wrong track (manoeuvres on the wrong track).  
|                | - hazardous goods traffic subject to safety running,  
|                | - long welded rail traffic without exceptional consignment note (ATE),  
|                | - traffic capable or disrupting the operation of the axle counters (on lines equipped with such devices).  

| Request by D-8 at the latest | These applications must be formulated under the same conditions as the requests for the creation of train path-days not subject to safety prescriptions.  
|-------------------------------| However, given the impacts of the safety prescriptions on the capacity need required to allocate the train path-day, applicants are asked to forecast and file the request as early as possible in order to increase the chances of receiving a positive reply, or to allow time for the request to be renewed in the event of a negative reply.  

The reply shall be provided as soon as possible, under the same conditions as the requests for the creation of train path-days not subject to safety prescriptions.  

Depending on the circumstances and deadlines required to process the request, SNCF Réseau may ask the applicant to formulate a new request at another date that is compatible with the timetable restrictions.

| Requests prohibited for last minute train paths | In all cases, last minute train path requests subject to safety prescriptions -- i.e. requests filed after D-7 via the last minute train path request IS -- are strictly prohibited.  

| Specific case (changes to the exceptional consignment note) | In the event that, upon re-issuing or releasing an amendment, the safety prescriptions included in the exceptional consignment note have changed since the allocation of the train path, the applicant shall file a train path change request as soon as it becomes aware of this need, and shall specify the reasons for its request and the references to the amended exceptional consignment note.  

The reply is then provided as quickly as possible, at the latest 30 calendar days after the filing of the request (or depending on the applicable schedule for the last minute train path from D-7), it being understood that the feasibility of the change is subject to the nature and complexity of the impacts to be processed.
(*) **N.B.**: the level of anticipation of applications will be monitored by SNCF Réseau with the applicants. If, during the first semester of 2017, the applicants are found to be not anticipating their applications far enough in advance, the forecast deadline set by this Network Statement may be extended for a future timetable.

### Changing train path-days

<table>
<thead>
<tr>
<th><strong>Scope</strong></th>
<th>Requests for changes to train path-days (routes and/or times) instigated by the applicant after a changed need. The requests may be made if a train path-day has already been allocated or if the request has not yet received a response. This case may also include the renewal of a request that did not initially receive a positive reply, in the event of the return of works capacity (reference to be specified where possible) or train path, or the significant expansion of the application’s tolerances.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Request by D-8 at the latest</strong></td>
<td>The request must be formulated eight calendar days at the latest before the first day of operation. It is reminded that the earlier the need is foreseen and the request filed, the better the chances of receiving a positive reply. Change requests are not accepted from D-7 via the last minute train path request IS (with the exception of partial cancellation requests). The change request must comply with the profession-specific principles of using the “Life of the Train Path” functions made available in the GESICO IS, allowing users to monitor the changes to a given train path. In particular, a change request may not be masked by issuing a creation request alongside a cancellation request or day removal request.</td>
</tr>
<tr>
<td><strong>Reply</strong></td>
<td>The reply is made as quickly as possible, within 30 calendar days of the filing of the request. The reply types are set out in § 4.4.1. In the event of a request concerning a train path with multiple train path-days, the response provided may firstly be a “provisional reply”. In order to process the renewal of a request already classed as infeasible (or non-allocated train path-day), SNCF Réseau firstly checks whether: - the request provides for a significant extension of the tolerances allowing it to fall under the residual capacity, - or is subsequent to a return of works or train path capacities. SNCF Réseau shall make every effort to issue a reply by D-7. In the event that the applicant has not received a reply by D-7, it must consider this lack of reply to be equivalent to a rejection of the request.</td>
</tr>
</tbody>
</table>

### Special case of changes to train characteristics

<table>
<thead>
<tr>
<th><strong>Scope</strong></th>
<th>Change requests to train path-days limited to the characteristics of the train (change in rolling stock or traction unit, length, etc.) without affecting the allocated capacity and times.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Request filed at the latest one week before closing the corresponding rectification</strong></td>
<td>The request must be formulated at the latest one week before closing the corresponding rectification (see table below). Modifications not taken into account within the scope of a rectification must be subject, where appropriate, to a communication from the department responsible for operational traffic management (see conditions in Appendix 5).</td>
</tr>
<tr>
<td><strong>Reply</strong></td>
<td>The reply is issued as quickly as possible, at the time of closing the rectification at the latest.</td>
</tr>
</tbody>
</table>
CHAPTER 4 – CAPACITY ALLOCATION

<table>
<thead>
<tr>
<th>Rectification dates</th>
<th>Opening dates</th>
<th>Closing dates</th>
<th>Request deadlines</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 February 2017</td>
<td>08 November 2016</td>
<td>09 January 2017</td>
<td>02 January 2017</td>
</tr>
<tr>
<td>03 April 2017</td>
<td>10 January 2017</td>
<td>27 February 2017</td>
<td>20 February 2017</td>
</tr>
<tr>
<td>11 June 2017</td>
<td>28 February 2017</td>
<td>02 May 2017</td>
<td>24 April 2017</td>
</tr>
<tr>
<td>02 July 2017</td>
<td>03 May 2017</td>
<td>29 May 2017</td>
<td>22 May 2017</td>
</tr>
<tr>
<td>04 September 2017</td>
<td>30 May 2017</td>
<td>31 July 2017</td>
<td>24 July 2017</td>
</tr>
<tr>
<td>30 October 2017</td>
<td>01 August 2017</td>
<td>25 September 2017</td>
<td>18 September 2017</td>
</tr>
</tbody>
</table>

- **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 SNCF Réseau 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, SNCF Réseau will give a positive or negative response to the request.

  If the response is positive, the service will be the subject of a price quotation based on the cost study, sent to the applicant for their approval. If this is accepted, the service will be invoiced under the conditions defined in § 6.2.1.2 of this document.

- **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:

  - SNCF Réseau 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.

  - SNCF Réseau contacts the shipper/industrial player or the railway undertaking to confirm the situation.

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

  SNCF Réseau sends the letter. If the train paths are not restored by the deadline given, SNCF Réseau performs their cancellation.
4.2.3.5. 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 IS between D-7 and D.

The following capacity requests (or returns) 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” reference document.

Last minute train path requests submitted between D-7 and 5 pm on D-1 are handled by capacity offices, it being specified that the handling times for requests given in the “Last minute capacity” reference document are given as a guideline only.

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.

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 the Last Minute Train Path Request application, to determine the order of priority of the requests.

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 Capacity and Train Path Division.

4.2.4. SPECIFIC CAPACITY ALLOCATIONS

4.2.4.1. International train paths

For international train paths, the train path allocation principles have been laid down by RailNetEurope. Details may be found in a manual available on their website. Specific tools 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.

- Timetable coordination principles

At each border section, one of the two infrastructure managers (IMs) is appointed as the "leading IM" and is responsible for coordinating the timetable on the border section.

One of the two stations delimiting the border section is therefore generally defined as the "point of contact", i.e. as the timetable coordination point between the IMs. SNCF Réseau is the "leading IM" if the point of contact is the station located on the neighbouring network. Conversely, the neighbouring IM is the "leading IM" if the point of contact is the station located on the French network. Exceptionally, if the point of contact is located at a point X corresponding to the state border, no "leading IM" is appointed.

In order for a train path to be allocated, the "leading IM" is responsible for performing coordination operations and obtaining the formal agreement of the other IM on the times proposed. Each IM remains responsible for the allocation of train paths on its own network on either side of the point X.
The coordination of requests during the service construction phase takes place based on the meeting organised under the auspices of RailNetEurope in June of each year, bringing together the different IMs on the same site and lasting several days (RNE Technical Meeting), after which exchanges continue between the allocating entities.

**International requests**

In the event that international requests are submitted by a single applicant in both the GESICO and PCS information systems at the same time and that the requests seem to match the same transport service, SNCF Réseau 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, SNCF Réseau 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 4 July 2016 and a definitive train path proposal on 22 August 2016. The complete train path request and allocation schedule is detailed in § 4.3.

**Last minute international train path requests**

In order to be able to manage and monitor traffic and stations at the border points, SNCF Réseau and its neighbouring IMs are working on defining and implementing coordination procedures in partnership with the capacity applicants, in particular during the last minute train path allocation phase. These procedures rely on the mandatory provision of the information required to continuously identify traffic on either side of the border sections, as well as the dispatch forecasts for trains at a standstill in stations. These procedures are subject to specific communications from SNCF Réseau to the applicants.

In the event that the information required and requested is not specified in the last minute train path request, the latter may be classed as "inadmissible".

**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 coordinated upstream pre-construction of train paths is required due to the international nature, the density of traffic of trains capable of high speeds and the multiplicity of applicants, the infrastructure managers concerned (Infrabel, Eurotunnel, SNCF Réseau, HS 1, Network Rail) have defined the following rules for pre-construction, drawn up after consultation with the railway undertakings:

- The infrastructure managers shall first collect the requirements and restrictions expressed by applicants (existing or with a clear interest).
CHAPTER 4 – CAPACITY ALLOCATION

- 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").
- The pre-built train path capacity that has not been subject to requests in April Y-1 is released.

Furthermore, in the event of conflicting requests for the same listed train path, this case is 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 schedule for the 2017 timetable is as follows:

- June 2015: the railway undertakings express their commercial requirement (ideal train path, and detours to certain stations)
- July/September 2015: the infrastructure managers work together to draw up their coordinated offer, on the basis of their strategy and the requirements received
- October/December 2015: iterations with the railway undertakings involved
- January/March 2016: the railway undertakings define their pre-built train path requests
- April/June 2016: after the period for making train path requests to the service, 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. International 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-arranged train paths (as part of the international listed freight train paths established for the 2017 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:
CHAPTER 4 – CAPACITY ALLOCATION

- 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-arranged train paths and capacity set aside is described in the table below:

<table>
<thead>
<tr>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Activities</strong></td>
</tr>
<tr>
<td><strong>11 January 2016</strong></td>
</tr>
<tr>
<td>Publication in the PCS of the pre-arranged train paths provided by the infrastructure managers</td>
</tr>
<tr>
<td><strong>11 April 2016</strong></td>
</tr>
<tr>
<td>Final date for submitting train path requests as part of construction</td>
</tr>
<tr>
<td><strong>29 April 2016</strong></td>
</tr>
<tr>
<td>Deadline for the allocation of train paths by the Corridor OSS. Possibility that some available pre-arranged 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. New publication in the PCS of the pre-arranged train paths available for late requests.</td>
</tr>
<tr>
<td><strong>04 July 2016</strong></td>
</tr>
<tr>
<td>Publication of the draft timetable by the Corridor OSS giving the complete response to requests</td>
</tr>
<tr>
<td><strong>5 July to 5 August 2016</strong></td>
</tr>
<tr>
<td>Period during which applicants can submit their remarks on the draft</td>
</tr>
<tr>
<td><strong>22 August 2016</strong></td>
</tr>
<tr>
<td>Definitive responses from the Corridor OSS to requests submitted when producing the timetable</td>
</tr>
<tr>
<td><strong>10 October 2016</strong></td>
</tr>
<tr>
<td>Publication of the capacity set aside in the PCS</td>
</tr>
<tr>
<td><strong>D-21, D being the day when the train is due to run</strong></td>
</tr>
<tr>
<td>Restitution to infrastructure managers of train paths from the capacity set aside and not yet ordered by that date.</td>
</tr>
</tbody>
</table>

● Priorities applied by the corridor One Stop Shop in the event of conflicting requests

On receipt of all the train path requests for pre-arranged train paths submitted before 11 April 2016, the Corridor OSS concerned decides on the allocation for the pre-arranged train paths.

In the event of conflicting requests, the Corridor OSS concerned applies the common priority rule for coordination which aims to favour the candidates who offer the best commercial value from the perspective of the infrastructure managers and optimise the capacity use. The formula is described in the information document of the corridor concerned.

This priority rule for coordination only deals with pre-arranged train paths requested on the corridor concerned before 11 April 2016, and is only applied between 12 April 2016 and 29 April 2016, in the event of conflicting requests.

Once the allocation decision has been made for requests submitted before 11 April 2016, the Corridor OSS concerned may offer other pre-arranged train paths to unsatisfied applicants.
CHAPTER 4 – CAPACITY ALLOCATION

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 11 April 2016. The IMs inform the Corridor OSS concerned of their decision regarding the action to be taken.

As far as requests submitted after the 12 April 2016 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-arranged 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.

- Pre forwarding or post forwarding train paths
  In the event that the available pre-arranged train paths do not fully cover the desired route, applicants may include a pre forwarding or post forwarding train path (defined as a train path that facilitates joining or leaving the pre-arranged train path) in their international request via PCS. The request for the pre-arranged train paths and for pre/post forwarding train paths must consist of a single file in the PCS.

  In accordance with book IV of the corridor information documents, the Corridor OSS is responsible for passing on the requests for pre/post forwarding train paths to the infrastructure managers or to the bodies for distributing the relevant capacity (IM/ORC), so that they can respond to these requests. The IMs/ORCs then propose pre/post forwarding train paths to be associated with the pre-arranged train paths, provided that the candidates are authorised to receive these pre/post forwarding train paths on their respective network.

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 capacity applicants at the first quarter of year Y-1.

If the number of train paths requested would exceed the capacity defined above, SNCF Réseau may, after assessing the requirement in discussion with the applicants and where the operating and safety conditions allow, carry out studies with a view to increasing capacity beyond the defined levels. The document providing the detailed capacity thresholds on single-track lines will be updated to take account of the results of these studies and sent out to applicants.

In order to facilitate access to and allocation of capacity on some restricted single-track lines, specific procedures have been put in place on these lines. These specifically concern the management of the request schedule, or the allocation, from D-7, of optional train paths constructed in the train diagram and made available by the services responsible for operational traffic management within SNCF Réseau.

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

SNCF Réseau and all of the major seaports have established principles allowing either SNCF Réseau to allocate train paths on port lines or the coordination of capacity allocation between 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 operation 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.

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

As required, SNCF Réseau then asks applicants during the timetable pre-construction, 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.

→ Capacity allocation procedures on sidings for normal use and on very restricted freight terminals, moved to § 4.9

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 information system.

- 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 policy document "Last minute capacity".

- 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. Where relevant, such requests should be made together with the other applicants concerned by the particular journey.

When a capacity applicant requests a train path requiring the use of both the SEA Tours-Bordeaux high-speed line, the infrastructure manager of which is LISEA, and the non-privatised national rail network, it is stipulated that the response is coordinated between LISEA and SNCF Réseau to guarantee the route from the beginning to the end of the train path requested.

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 SNCF Réseau by filling in the "comments" section, in order to give SNCF Réseau 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 "key" stations (§ 4.2.4.6) must be made at the same time as the train path request by providing the necessary information and filling in the appropriate fields on the application form.
CHAPTER 4 – CAPACITY ALLOCATION

● Modelling traction units in the train path tool

As indicated in § 4.1.4, the applicant is responsible for ensuring that the train can pass the designated landmarks on the allocated train path at the appointed time.

The schedule is calculated and constructed based on the performance of the traction unit specified by applicants in their requests.

If applicants wish to ensure that the calculator uses the performances of the traction units which will be running, they are asked to contact their mailto:deaccount manager at the PNTC (§ 1.8.1), who can take the necessary steps and conduct the necessary studies in order to model and configure the traction unit in the THOR train path tool.

In particular, the applicant must provide, with the support of the traction unit supplier, all the data required to perform this task. These elements are described in detail in the document SAM X 006 "Data required for calculating train runs and determining hauled loads and acceleration capacities", available on the EPSF website.

Taking account of the time required to produce these models (variable depending on the traction units and number of consists), the applicant is asked to anticipate these operations as far as possible. If there is no reference traction unit specifically modelled in THOR (as chosen by the applicant or while waiting for the modelling process to be completed), applicants shall indicate in the request and under their own responsibility the equivalent traction unit to be used for the calculation and construction of the train path.

4.3. TRAIN PATH REQUEST AND ALLOCATION PROCEDURE SCHEDULE

The train path request and allocation procedure schedule distinguishes between requests made by 11 April 2016 at the latest (service requests) and requests made after this date (late requests or adjusted requests).

4.3.1. TRAIN PATH APPLICATIONS SUBMITTED UP TO 11 APRIL 2016

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 made up until 11 April 2016 (service requests - DS) are therefore integrated into the production of the timetable that is finalised on 5 September 2016. Requests made after 12 April 2016 are allocated out of the remaining timetable capacity. This is the infrastructure capacity that is left after the proposed finalised timetable.
The 2017 timetable will run from 11 December 2016 to 9 December 2017. It will be inaugurated as a part of the Sud-Europe-Atlantique (SEA) and Bretagne-Pays de la Loire (BPL) high-speed lines which should take place according to the calendar provided in § 3.7.

**Precisions regarding the communication of the timetable project to potential candidates**

Potential candidates looking to issue remarks on the draft timetable Y insofar as this does not affect their capacity to provide railway services during the validity period for this timetable, must make their request to SNCF Réseau (§ 1.8.1) one month after the end of the train path request period for the timetable at the latest.

SNCF Réseau shall send the draft timetable in line with the below schedule as soon as the potential candidate:

- has expressly declared its intention and proven by any means its ability to provide railway services and its manifest desire to request train paths during this timetable, based on the general conditions applicable to the contract for use of the infrastructure and the contract for train path allocation (in Appendix 3.1);
- has signed the contract for use of IS services (outline in Appendix 3.4) providing access to these services.

SNCF Réseau shall reply to any comments transmitted.

The timetable is produced based on the train paths requested before the end of the train path application period for the timetable Y.
4.3.2. TRAIN PATH APPLICATIONS SUBMITTED AFTER 12 APRIL 2016

SNCF Réseau responds to requests submitted after 12 April 2016 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>12 April 2016 to 10 October 2016</td>
<td>All path types (late requests - DTS)</td>
<td>between 23 August 2016 and 7 November 2016</td>
</tr>
<tr>
<td>11 October 2016 to 09 December 2017</td>
<td>Last minute train path – SDM (less than 8 calendar days before the date when the train is scheduled to run), from 04 December 2016</td>
<td>As quickly as possible and at the latest 5 work days, as per the conditions defined in Appendix 4.2 “Last minute capacity - Schedule of conditions for submitting requests and response times”</td>
</tr>
</tbody>
</table>

4.4. ALLOCATION PROCESS

4.4.1. RESPONSE FROM SNCF RÉSEAU

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 information system automatically produces the response, including:

- the type of response and the comments entered by the timetable planner;
- the route file(s) for positive responses.
- the train path(s) allocated from Houat in the case of a positive response.

Applicants can monitor the allocation of train path-days via:

- the GESICO information system: view the train paths allocated and the "Current train path statuses" presenting the status of each train path-day in the form of a calendar;
- The E-Houat information system: view the theoretical times for all times based on the communication of the draft timetable.

Train path-days allocated will be valid at the most for the duration of the timetable for which or during which they are granted.

The types of response given by SNCF Réseau to train path requests are given in the following table:
## 4.4.1. 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".

Details of train paths and particularly train path-days under examination are communicated to applicants when the definitive annual timetable is published.
The notification is issued via GESICO. It presents the status for each day on the timetable in the form of a calendar:

- allocated train path-day;
- train path-day under examination
- non-allocated train path-day

Any train path day under examination that is subject to a change request or cancellation by a capacity applicant loses its status as train path-day under examination.

Given the volume of information compiled, GESICO 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. It is possible to export this information in CSV format.

During the timetable adaptation stage, SNCF Réseau 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.

This response is sent to the applicant:

- no later than four months (17 weeks) before the date on which the train is to run for train paths associated with passenger transport
- no later than two months (9 weeks) before the date on which the train is to run for other train paths

SNCF Réseau will do its utmost to offer applicants a solution to enable their train to run. This response may culminate in changes to the timetable and/or the route or, in some cases, in the train path-day not being allocated.

The content of train path quality agreements is presented in § 2.3.3 and in Appendices 3.5.1 and 3.5.2

**4.4.1.2. Monitoring timetable production indicators**

During meetings held with the applicants, SNCF Réseau will share multiple indicators used to monitor the evolution of the performance of the timetable production process, as well as compliance with the commitments made by SNCF Réseau.

**4.4.2. CONGESTED INFRASTRUCTURE**

SNCF Réseau 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 timetable construction process for reasons other than works possessions. A declaration to this effect will be submitted to the Transport Minister, published by SNCF Réseau on its website, and sent to all interested parties.

In the six months following the declaration that a line has reached its capacity limits, SNCF Réseau shall perform a capacity analysis in order to ascertain the different reasons for this situation and measures to remedy it.

Within six months of the completion of this analysis and following discussion with users of the congested infrastructure, SNCF Réseau shall submit a plan for strengthening capacity to the Minister of Transport for approval, which shall set out the reasons for the congestion and assess all the steps that could be taken to strengthen infrastructure capacity.

In accordance with Article 22 of Decree No. 2003-194, once the capacity analysis mentioned above has been performed, SNCF Réseau shall apply the following priority criteria for allocating the train paths:

1. requests for pre-arranged train paths on international freight corridors (as allocated by the Corridor OSS) and requests for framework agreement train paths,
(2) formal and compliant requests demanding pre-built freight and passenger train paths (*), or train paths technically comparable to pre-built train paths, prioritising — for a single specified train path-day — those ordered for the largest number of days in the pre-built system (as published in the catalogue of train paths), and, if necessary, taking account of the number of clockface train path-days demanded for a single day,

(3) other train path requests which are over the longest distances and ordered for more than 200 days per year,

(4) other train path requests, which are ordered for less than 200 days per year, in the order of priority given below:
- requests for international freight transport services,
- requests for railway freight services coming from or heading to ports,
- requests for services performed as part of a public service contract concluded with a transport organising authority.

(*) Applicants are requested to note that demanding a pre-arranged 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.

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 SNCF Réseau are those set out in § 4.4.1 above.

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 12 April 2016 will not be considered until the initial demand has been answered.

4.5. DETERMINING THE CAPACITIES FOR MAINTENANCE AND FOR INVESTMENT WORK ON THE NATIONAL RAIL NETWORK

4.5.1. GENERAL PRINCIPLES

The capacities for works are the object of "works windows" defined on sections with windows. Several 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 and railway hubs, these are not the object of windows, bearing in mind the wide variety of railway routes that may be shared to operate there. These zones are the subject of works capacities on sections/tracks without windows.

For such operations, SNCF Réseau will base its decisions case-by-case on efforts to strike the best possible technical and economic balance, which may result in the following operational measures:
- total stoppage of traffic for a given period on the track concerned or on both tracks, if necessary;
- temporary speed restrictions (TSR) on the track concerned and on adjacent tracks.

4.5.2. PROCESS FOR DETERMINING THE CAPACITIES ALLOCATED TO WORKS

- September to the end of December Y-3: 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 following information resulting from the initial sequencing:
- the activation weeks of generic windows;
- the types and activation weeks of the distorted windows and the capacity requests;
- the time loss graphs.

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

At the same time, SNCF Réseau organises meetings referred to as "RP0", together with capacity applicants (train path and works) in the following cases:
- work sites that require distortion of the windows;
- work sites that impact on generic windows or on sections outside the windows with a severe temporary speed restriction;
- work sites that impact on sections outside the windows with a significant reduction in capacity.

The RP0s are organised according to the following schedule:
- From the start of February to the end of April Y-2: Anticipated RP0s in the work sites with a strong impact on capacity
- Mid-April to end of June Y-2: RP0 gathering all of the work sites together by section of a particular corridor.

- July Y-2 to December Y-2: Adjustment of the timetable positioning of windows in line with the construction phase of the "24-hour train diagram".

- Mid-December Y-2: Publication of the General Programme of works Windows (PGF, a generic term which describes the windows and capacities allocated to works).

4.5.3. COMMUNICATION OF INFORMATION RELATING TO THE CAPACITY ALLOCATED FOR WORKS

SNCF Réseau will inform applicants of the capacity scheduled for works (PGF) in December Y-2 via "TCap", a tool for allocating windows and works capacity.

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

4.5.4. MANAGEMENT OF DISCREPANCIES

SNCF Réseau strives to organise the execution of maintenance and development work within the General Programme of Windows or if not, in the available infrastructure capacity.
After mid-December Y-2 (when the PGF is published), the windows and track capacity may be cancelled or their timing altered, if SNCF Réseau makes the decision, as part of the management of discrepancies, to allow one or more train paths to be scheduled.

SNCF Réseau may also allocate works windows and works capacities that were not anticipated when the timetable was established, by agreement with the beneficiaries of the train paths on the relevant line.

The management of discrepancies is dealt with by the Platform for Coordination and Allocation of Train Paths and Works (PCAST) via an appraisal process specifying the systematic consultation of the applicants for capacity, works and train paths. The industrial dialogue supports this process in order to assist the identification of the impacts and to gather recommendations for handling such impacts. Except in emergencies or cases of absolute necessity, when SNCF Réseau intends to cancel or modify an allocated train path to enable the execution of work that has not been scheduled in the PGF, it shall seek the opinion of the railway undertaking concerned as soon as possible, or at the latest, one month before the day on which the service is due to run.

Certain train path-days may therefore need to be either modified or cancelled by agreement with the party allocated the train path. In this case, SNCF Réseau shall indicate the nature and duration of the modification or cancellation, together with the suggested replacement train paths, with a notice period of at least 15 days. The consultation and coordination process is described in the “Guide for industrial dialogue”.

4.5.5. CONFIRMATION OF THE USE OF WORKS CAPACITY

SNCF Réseau supports the management of discrepancies with measures intended to ensure the communication of any adjustments of allocated works capacity to applicants.

- All work sites that have a strong impact on capacity (FIC work sites), as well as some sensitive work sites, are considered at “RP1” meetings organised by SNCF Réseau in M-8 with the capacity applicants (train path and works) in order to finalise the necessary adjustments and to proceed with the submission of the corresponding divergent requests (as described in §4.5.4) before M-6. The unused works capacity is thus returned and the PGF is updated in the TCap tool.

- SNCF Réseau sets the organisation of work and confirms the necessary works capacity at the latest six weeks before the intended start date, except in emergencies or cases of absolute necessity; information relating to capacity used and any capacity returned will be made known to applicants at the latest four weeks before the date on which the train is to run, by means of the diagram consultation tools, during the year 2018 (the implementation date will be confirmed to the applicants during the coordination meetings).

Applicants are therefore able to issue creation or amendment requests for train paths, or renew requests previously rejected, in accordance with the rules described in §4.2.3.4 hereinafter.

- In order to control and promote the optimisation of the use of capacity reserved for works, SNCF Réseau establishes indicators regarding the effective use of this capacity over various time frames, with geographical application. These indicators are published annually for the attention of applicants and stakeholders.

4.5.6. SPECIFIC PROVISIONS REGARDING TRAIN PATHS SUBJECT TO A FRAMEWORK AGREEMENT

If these works capacities are likely to affect train paths subject to a framework agreement, SNCF Réseau will consult the signatory of the framework agreement concerned. SNCF Réseau will inform signatories of framework agreements of any expected effects on their train paths by mid-March Y-1 at the latest.
CHAPTER 4 – CAPACITY ALLOCATION

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;
- SNCF Réseau, as it entails loss of income;
- the other users of the network, who will have forfeited a chance to use the network.

SNCF Réseau will naturally make allowance for the circumstances that led to such lack of use, in particular for reasons other than economic outside the applicant's control, but may decide to cancel the 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.

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

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

4.7. RESTRICTED TRAIN MOVEMENTS

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

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, as defined in § 2.5, may only run following a previous study by the Office for Exceptional Consignments (BTE) (§ 5.2.3.3), to verify the feasibility of this consignment, and once the capacity applicant has been granted (also by the BTE) an exceptional consignment note (ATE).

Applicants must inform SNCF Réseau of the existence of an exceptional consignment, when a capacity application is made (§ 4.2.5), providing the number of the exceptional consignment note (ATE) previously obtained as part of their application.

SNCF Réseau can construct and, if necessary, allocate train paths taking into account both the physical possibilities offered by the network and the impact of moving exceptional consignments on the lines concerned.

SNCF Réseau will thus establish the special arrangements required in derogation, including price arrangements, for the operation to be allowed and will inform the applicant accordingly.

4.7.2. DANGEROUS GOODS

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

Applicants must declare the presence of dangerous goods by ticking the relevant box in the GESICO or Last Minute Train Path Request information systems.
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 information system (this obligation does not apply to last minute train path requests).

SNCF Réseau can construct and, if necessary, allocate train paths taking into account both the physical possibilities offered by the network and the impact of moving these consignments on the lines concerned.

**4.7.3. TRAIN MOVEMENTS LIKELY TO IMPEDE THE CORRECT FUNCTION OF TRACK CIRCUITS**

The shuntage conditions of certain vehicles are not sufficient to ensure the normal functioning of the track circuits and safety. These create de facto significant constraints for traffic management and its throughput.

Applicants must inform SNCF Réseau of the presence of any 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-No. 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.), or natural disasters or weather-related phenomena (frost, snow, heat waves, floods, storms, etc.) of an intensity and/or on a scale deemed exceptional, train paths allocated may be cancelled or modified without notice for as long as it takes to repair the facilities or until the disappearance of the problem that halted operations.

The arrangements applicable in the event of downgraded situations are described in Appendix 5.

**4.9. ALLOCATION OF CAPACITY ON SERVICE FACILITIES**

**4.9.1. ALLOCATION OF CAPACITY ON SIDINGS FOR NORMAL USE**

This process of allocating capacity on sidings is relevant to railway undertakings, and to the relevant services of SNCF Réseau (Infrarail and in part, to the services responsible for infrastructure maintenance) (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 operational traffic management 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 § 3.6.4 is not affected by the process described below. This process is exclusively applicable to requests relating to the normal use of sidings.

For sites equipped with the GOST computer tool, see § 5.3.1.2 for requests during the adaptation phase.

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 “technical documents and reference documents” page of the SNCF Réseau 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 SNCF Réseau 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 SNCF Réseau will have 20 working days to provide the applicant with a response.

At the end of these 20 working days, the national SNCF Réseau 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. In fact, the deadline for updating the CLE in the event of the redistribution of groups is 150 days (this deadline is given as a guideline only and may vary).

SNCF Réseau 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 SNCF Réseau 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. SNCF Réseau cannot guarantee handling within the deadlines for requests considered urgent and motivated by reasons other than the modification of the train path due to SNCF Réseau.

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 SNCF Réseau 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, SNCF Réseau, via the contact person for the local management in question, organises a consultation meeting within 40 calendar days (following the date that SNCF Réseau 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 SNCF Réseau and made available on the "technical documents and reference documents" page of the SNCF Réseau 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 SNCF Réseau, which is communicated by the national accounts manager.

Regardless of the cause and where possible and appropriate, SNCF Réseau 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 SNCF Réseau 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, SNCF Réseau 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 operational traffic management tools, etc.);
  - The conditions for operating the sites (local operating instructions in particular);
  - Planned works.
CHAPTER 4 – CAPACITY ALLOCATION

- 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, works are planned in coordination with the operational traffic management and works are carried out in coordination with the railway undertakings, who are granted sufficient notice to allow them to adapt their operation. The railway undertakings are encouraged to prioritise the works, with the aim of ensuring the longevity of the infrastructure and ultimately the transport services.

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

For sites with restricted capacity, SNCF Réseau 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, SNCF Réseau, and its services that also require capacity on sidings (such as those responsible for operational traffic management on the national rail network, Infrarail and, where necessary, those responsible for infrastructure maintenance). It works by means of a search for consensus, but the final decisions are taken by SNCF Réseau. 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 “technical documents and reference documents” page of the SNCF Réseau 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, SNCF Réseau organises an annual site meeting with the railway undertakings affected on the one hand and its services responsible for operational traffic management on the national rail network and those responsible for infrastructure maintenance on the other, which covers the following points:

- Feedback on the use of the site;
- Requirements expressed by the railway undertaking on the one hand and by the services responsible for infrastructure maintenance within SNCF Réseau on the other;
- The state of the tracks and their classification;
- The planning of maintenance for Y+1, where possible;
- Review of the local operating instructions;
- Review of the capacity allocation.

4.9.2. ALLOCATION OF CAPACITY ON VERY RESTRICTED FREIGHT TERMINALS

Conflicting requests for access to combined transport terminals (handling sidings and sets of support sidings) are subject to a consultation process with the capacity applicants. This consultation process results in the development of a Local Operating Charter describing the spaces and times allocated to each applicant.

In order to resolve outstanding conflicts, SNCF Réseau shall apply the following priority keys or rules:

1. Key "Type of train path"
   - Framework agreement train paths
   - Unmodified listed train paths
   - Requested modified listed train paths
   - Batch-requested non-listed train paths
   - Requested adapted train paths in order of arrival

2. Key "Number of train paths requested in the annual timetable"

3. Key "Length of train requested on the site in question"
   - Less than or equal to the length of the track extension
   - Greater than the length of the track extension in increasing order of length

4. Key "Pick-up/drop-off": “pick-up/drop-off” is understood as being an operation on a train that does not have an origin or destination on the CTC in question and which is operated by dropping off cars from the place of origin and by picking up cars intended for the destination. The operation may contain only a single action ("drop-off" or "pick-up") or both ("drop-off/pick-up”).
   - "Drop-off"
   - "Pick-up"
   - "Pick-up/drop-off"

5. Key "Length of the route travelled"

6. Key "Running speed"

7. Key "Sensitivity of the goods transported"
CHAPTER 5

SERVICES

5.1. INTRODUCTION

The services provided and offered by SNCF Réseau to candidates must be differentiated according to how they relate to main lines (§ 5.2), to service facilities (§ 5.3) or to other allocations (§ 5.4).

Other service facility managers propose services to candidates for the service facilities 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 SNCF Réseau to candidates 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. MINIMUM SERVICES

In accordance with the regulations in force, SNCF Réseau offers candidates a set of minimum services on the lines of the national rail network, as defined below.

5.2.1.1. Processing applications for infrastructure capacity

SNCF Réseau 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 SNCF Réseau shall be placed at the disposition of the railway undertaking, either directly by SNCF Réseau or by the candidate (having obtained the train paths) who is not a railway undertaking. Provided that it fulfills all the other conditions required (in particular as regards the safety of train movements and network operation) and subject to the powers conferred on SNCF Réseau by the regulations in force, the railway undertaking shall be solely responsible for deciding on their actual use, in accordance with its obligations as regards notification prior to actual train movement 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 SNCF Réseau, such as ground-to-train radio, the transmission of signals or in-cab signalling via ERTMS or S.A.E.I.V. on suitably equipped lines and the ARES system, see § 3.3.3), as well as the use of the electrical system for supplying traction current, are all services that shall be provided for the trains worked by the railway undertaking, in compliance with the technical regulations governing safety, the documents relating to the use of the network (§ 2.4.2) and the provisions of this Network Statement.
5.2.1.4. Use of the railway electrical supply system

SNCF Réseau also provides the use of the railway electrical supply system for traction current and covers the losses in electrical systems from substations up to train detection points.

5.2.1.5. Other information necessary to enforce or operate the service for which the infrastructure capacity has been allocated (minimum IS services)

In particular, SNCF Réseau provides capacity applicants with Information Systems services (“IS 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 minimal IS services are described in the catalogue of IS services available on the customer and partner (Clients et Partenaires) portal on the SNCF Réseau 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 Appendix 6.4 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 SNCF Réseau and the beneficiary.

5.2.1.6. Access from the network to service facilities

As part of the minimum services, SNCF Réseau provides access from the network to service facilities accessible from the national rail network. All requests for access to service facilities are included in the capacity allocation request.

5.2.2. ADDITIONAL SERVICES

The additional services are offered by SNCF Réseau to all candidates 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 Y-2 may be open on extra occasions, when SNCF Réseau is in a position to do so, under the conditions set out in Chapter 4. During the timetable adaptation phase, 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 additional services

SNCF Réseau provides additional IS services for capacity applicants, beyond the provision of the minimal IS services (§ 5.2.1.5).

The additional IS services are described in the catalogue of IS services available on the customer and partner (Clients et Partenaires) portal on the SNCF Réseau website. The charging conditions for each of these services are defined in Appendix 6.4 and the conditions for access and use are set out in the general conditions for the contract for use of information systems (Appendix 3.4.1).

SNCF Réseau 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 SNCF Réseau website.

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

Candidates do not have any legal right to these ancillary services. SNCF Réseau chooses whether to provide these services. If these ancillary services are offered by SNCF Réseau, they are offered to all candidates that request them.

### 5.2.3.1. **Telecommunications services (GSM-R priority 4)**

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 are available 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 (§ 1.8.1).

Supplying this service gives rise to the conclusion of a contract between SNCF Réseau and the railway undertaking benefiting from the service.

### 5.2.3.2. **International feasibility studies**

SNCF Réseau may carry out feasibility studies as defined in § 4.2.3. These services shall be subject to a royalty, as described in § 6.2.1.3.

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

SNCF Réseau may carry out prior studies as defined in § 4.7.1. The studies for exceptionally large and bulky consignments (TEPE) are subject to a royalty as described in § 6.2.1.3.

### 5.3. SERVICES PROVIDED ON THE SERVICE FACILITIES OF SNCF RÉSEAU

SNCF Réseau provides a basic service and additional services defined below on each of the service facilities that it manages (shown in detail in § 3.6).

#### 5.3.1. **BASIC SERVICE PROVIDED BY SNCF RÉSEAU**

##### 5.3.1.1. **Passenger stations open to the public**

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

##### 5.3.1.2. **Gravity marshalling yards, sidings, freight yards and combined transport terminals**

The basic service consists of the use of the infrastructure, facilities 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 facilities, 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 facility manager.

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

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 facilities adapted for loading and unloading merchandise onto/from the train, which includes public access to the platform for the vehicles transporting such merchandise. Finally, for freight yards, the basic service may involve services to reschedule timetable sections and stabilizing.

Requests to use freight yards and combined transport terminals must be addressed to the PSEF (§ 1.8.1).

Requests to use the current sidings or gravity marshalling yards must be addressed to the dedicated account manager according to the allocation procedure described in § 4.9.1.

Requests to use siding sides shall be addressed to the dedicated account manager or to the One Stop Shop (§ 1.8.1), according to the allocation procedure described in § 4.9.1.

- Using sidings on sites equipped with the GOST tool

For sites equipped with version 2 of the GOST tool (a list will be sent to the railway undertakings using the relevant sites), the distribution of capacities into siding blocks between the railway undertakings, as decided upon after the allocation procedure by arbitration of the infrastructure manager, is directly integrated into the GOST tool by SNCF Réseau before the start of the timetable.

During the timetable adaptation phase, capacity allocation or return requests (new for a railway undertaking not present on the site, additional for a railway undertaking already present on the site) must be subject to a request from the railway undertaking using the GOST tool (access via an internet link transmitted to the railway undertakings concerned). SNCF Réseau allocates capacities depending on availability on the site and in compliance with the safety procedures in application at the time of the request.

In order to ensure optimal use of the site's capacity by the customers expressing such a need, railway undertakings are asked to cancel, as early as possible and at least 2 months before the planned usage date, any siding bookings that they no longer intend to use.

5.3.1.3. Service for secure access to service facilities (CANIF badges)

Possession of the CANIF badge (acronym for "Contrôle d'Accès National Interopérable Ferroviaire" which means "national interoperable railway access control") is a security measure associated with ensuring the security of sites and the activities carried out there. It is issued to the staff of railway undertakings to provide access to certain service facilities. This badge is registered and labelled with: 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 SNCF Réseau website. Once completed, it will be addressed by the railway undertaking (or other candidate) to the dedicated national (or regional) account manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8.1). 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 SNCF Réseau 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 SNCF Réseau (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 SNCF Réseau of all their electric traction units running in France. They will provide SNCF Réseau 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 SNCF Réseau.

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

**Obligations of the railway undertakings**

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

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 SNCF Réseau or the RU’s reader if this is not SNCF Réseau, 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 SNCF Réseau ([https://socle.rff.fr](https://socle.rff.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 SNCF Réseau, 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 SNCF Réseau (in its capacity as infrastructure manager responsible for remote-reading the power consumption log)**

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

SNCF Réseau shall ensure the use of the remote-reading information system, 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), SNCF Réseau which has developed a communication protocol between the remote-reading control boxes and the SOCLE information system, shall undertake to ensure the upward compatibility of the SOCLE information system with the existing control boxes that communicate with SOCLE. SNCF Réseau 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 SNCF Réseau (socle@reseau.sncf.fr). Such requests must indicate, for each SIM card, the number of the meter and the number of the associated traction unit. SNCF Réseau 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 SNCF Réseau**

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

- the name of the entity responsible for flow balancing;
- the date the contract with Réseau de Transport d'Electricité (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 SNCF Réseau.

- **Purchasing traction current from SNCF Réseau**

Any railway undertaking may ask SNCF Réseau to provide traction current for its entire fleet of electric locomotives. The railway undertaking 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.

SNCF Réseau 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 facilities**

In accordance with § II of Article 76 of the French Order of 19 March 2012, the operation of simple safety facilities is in principle the responsibility of the railway undertakings. Simple safety facilities are designated as such in the local operating instructions of the establishment concerned.

In certain specific cases, SNCF Réseau may provide services for the operation of a simple safety facility at the request of a railway undertaking, insofar as its staff availabilities allow it to do so. This service must be 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). SNCF Réseau will respond to the request within one month. This will be invoiced on the basis of an estimate previously approved by the railway undertaking.

5.3.2.4. **Operation of simple safety facilities following a train movement problem on the line**

Following a train movement problem (network visibility, external event, etc.) or a traffic problem (equipment damage, braking incident, displaced load, etc.) involving the sudden stabling of the convoy, SNCF Réseau – under operational traffic management - may be required to stable a convoy on a siding in order to clear the national rail network and thus restore traffic.

In this case, as an exception to § 5.3.2.3 above, and in accordance with § IV of Article 3 of the French Decree 2003-194 on the use of the national rail network, the cost of stabiling the train (operation of the simple facility, where relevant, and the use of the siding) is included in the price of the corresponding train path.

After stabiling and resolving the problem, SNCF Réseau provides the traffic management operations required to unstable the convoy in view of its return to the line.

In the event that such an unstabling operation involves the operation of a simple safety facility of the site, the undertaking uses its own means, those of authorised third parties or can all on the services of SNCF Réseau to provide this service.

In the latter case, the request must be made using the PSEF (§ 1.8.1) during its opening times; failing this and in emergencies only, the railway undertaking must contact the Operational Traffic Management Centre (COGC) (see Appendix 5). If SNCF Réseau has the means available, the
service is subject to a quote drawn up by the PSEF (failing this by the COGC), and will only take place after the quote is approved by the railway undertaking.

The service is invoiced as a lump sum only if the responsibility of the problem is attributed to the railway undertaking. The determination of such responsibility can sometimes take place after the unstabling operation, which requires a certain degree of reactivity.

5.3.2.5. Re-railing outside of the national rail network

SNCF Réseau can provide re-railing services for derailed rolling stock on infrastructures located outside of the national rail network.

The request must be made using the PSEF (§ 1.8.1) during its opening times; failing this and in emergencies only, the railway undertaking must contact the Operational Traffic Management Centre (COGC) (see Appendix 5).

The service is subject to a quote drawn up by the PSEF (failing this by the COGC), and can only take place after the quote is approved by the railway undertaking.

5.3.2.6. Support on sidings

For requirements related to sidings and at the request of the railway undertaking, other candidates, wagon keeper, etc., SNCF Réseau 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. ANCILLARY SERVICES

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) – SNCF Réseau
Section "Ingénierie des réseaux Radio et Assignation des Fréquences", Département des Télécommunications
6, avenue François Mitterrand
93574 LA PLaine SAINT DENIS CEDEX
Email: Guichet.Unique.Radio@sncf.fr

Railway undertakings may also contact SNCF Réseau 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, SNCF Réseau 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 and for which it is not strictly possible to extract a frequency for monitoring. For these locations, railway undertakings must contact the PSEF (§ 1.8.1) 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 SNCF Réseau, 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.

5.4. MISCELLANEOUS SERVICES

5.4.1. ACCESS TO SIDINGS FOR A SPECIFIC PURPOSE

All those holding rights of access to the national rail network (railway undertakings or other candidates) or any other parties (private siding owners, rolling stock managers or owners, etc.) may contact the One Stop Shop of SNCF Réseau or its national or regional account manager (§1.8) to request use of sidings for a specific purpose (§ 3.6.4).

SNCF Réseau 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.

SNCF Réseau may terminate at any time the agreement granting use or temporary occupancy authorisation for sidings, whether this be for any general interests or for railway requirements, particularly in the event that a railway undertaking requests these tracks for normal use.

5.4.2. SERVICES PROVIDED ON OTHER SNCF RÉSEAU PROPERTIES

SNCF Réseau has a variety of different assets (land or buildings) that, if not assigned to other uses, may be made available by SNCF Réseau under conditions set out in specific contracts between the parties. Interested candidates can contact the One Stop Shop of SNCF Réseau or the PSEF (§1.8.1).

5.4.3. OTHER SERVICES

SNCF Réseau may have to provide other services. The corresponding charges will be produced in the form of a price quotation. Services will take place under the conditions set out in the contract signed with the applicant. All requests from customers other than capacity applicants will be dealt with on a case-by-case basis.
5.5. SERVICES PROVIDED BY SERVICE FACILITY MANAGERS OTHER THAN SNCF RÉSEAU

5.5.1. SERVICES PROVIDED BY SNCF GARES & CONNEXIONS

The basic service and the additional services provided by SNCF 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 MOBILITÉS

5.5.2.1. Fuelling

Under the conditions set out in its Reference Portfolios, SNCF Combustible provides railway undertakings with accesses and services in relation to the use of facilities and equipment allowing for fuelling, directly or indirectly accessible from/to the national rail network.

Corresponding offers and the technical data for the provision sites are available to view at www.psef.sncf-reseau.fr/produits-et-services/stations-service

Service requests must be sent to the Railway Undertaking Services Platform (PSEF), the contact details of which are provided in § 1.8.1.

5.5.2.2. Maintenance facilities for rolling stock

SNCF Mobilités provides railway undertakings with access to the service facilities of the rolling stock maintenance centres to the services provided by these facilities, to the facilities and equipment for the procurement of sand for rolling stock as well as roof inspection gangways, under the conditions defined in its Maintenance Reference Portfolio, available for viewing on the PSEF website: www.psef.sncf-reseau.fr.

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

The service facilities of SNCF Réseau operated by SNCF Mobilités appear in the SNCF Mobilités Reference Portfolio.

Service requests must be sent to the Railway Undertaking Services Platform (PSEF), the contact details of which are provided in § 1.8.1.

5.5.3. RESERVED
### 5.5.4. SERVICES PROVIDED BY OPERATORS OF COMBINED TRANSPORT TERMINALS OTHER THAN SNCF RÉSEAU

<table>
<thead>
<tr>
<th>Terminals (in full or in part)</th>
<th>Operator</th>
<th>Website of portfolio appended to the Network Statement</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOURS Saint-Pierre des Corps</td>
<td>Brangeon Transports et Logistique</td>
<td><a href="http://www.brangeon.fr">www.brangeon.fr</a> See Appendix 9.2</td>
</tr>
<tr>
<td>PARIS Valenton</td>
<td>Decor</td>
<td>Information unavailable</td>
</tr>
<tr>
<td>HENDAYE</td>
<td>Hendaye Manutention</td>
<td>See Appendix 9.3</td>
</tr>
<tr>
<td>COGNAC</td>
<td>Naviland Cargo</td>
<td><a href="http://www.naviland-cargo.com">www.naviland-cargo.com</a> See Appendix 9.4</td>
</tr>
<tr>
<td>DIJON Gevrey</td>
<td>Novatrans</td>
<td><a href="http://www.novatrans.eu">www.novatrans.eu</a></td>
</tr>
<tr>
<td>BORDEAUX Hourcade</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARSEILLE Canet 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOULOUSE St-Jory</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARIS Valenton</td>
<td>T3M</td>
<td>See Appendix 9.5 of the Network Statement</td>
</tr>
<tr>
<td>LYON Vénissieux</td>
<td>Ferovergne</td>
<td>See Appendix 9.6</td>
</tr>
<tr>
<td>AVIGNON Courtine</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOISY LE SEC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARIS Valenton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LYON St-Priest</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARIS Valenton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLERMONT-FERRAND Gerzat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PERPIGNAN SAINT-CHARLES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NANCY CHAMPIGNEULLES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RENNES</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This list is valid at the date of publication of this document. Some terminal occupancy agreements below expire during the timetable period; the corresponding operators may change.
CHAPTER 5 – SERVICES

Bordeaux Hourcade freight yard No. 1, as well as the Le Havre Plaine, Le Havre Soquence, Marseille Canet 2, Paris Chapelle, Toulouse Fenouillet and Orléans sites were not subject to any occupancy agreement at the date of publication of this document.

For up-to-date information on the sites and their operators, contact the PSEF (§ 1.8.1).

5.5.5. SERVICES PROVIDED BY LDCT

LDCT is the operator of the combined transport terminal in Dourges (see offer in Appendix 9.8). For any information, please send a query to the following address: contact@ldct.novatrans.eu.

5.5.6. SERVICES PROVIDED BY NOVATRANS

Novatrans provides services to railway undertakings at the combined transport terminals at Mouguerre, Clésud, Bordeaux, Toulouse, Dourges and Perpignan. The services are described on the website www.novatrans.eu.

5.5.7. SERVICES PROVIDED BY VCBA

VIIA Connect Bourgneuf Aiton (VCBA), as the operator of the piggyback terminal between France and Italy, provides railway undertakings with the services defined in its offer (Appendix 9.9).

5.5.8. SERVICES PROVIDED BY VFLI

VFLI is the operator of maintenance and logistics depots in Montmirail, Saint Avold, la Paloma du Havre and Morcenx (Appendix 9.10).

5.5.9. SERVICES PROVIDED BY RDT13

RDT13 is the operator of maintenance and logistics depots in Arles and Marignane (Appendix 9.11).

5.5.10. SERVICES PROVIDED BY THELLO

Thello is the operator of a walkway for the inspection of roofs at the station in Bercy (Appendix 9.12).

5.5.11. SERVICES PROVIDED BY EURORAIL

Eurorail provides services on its railway sites at Golbey and Le Boulou (Appendix 9.13).

5.5.12. SERVICES PROVIDED BY THE COMBRONDE GROUP

The Combronde group provides services on its platforms at Vierzon, Gerzat, Veauze and Loire-sur-Rhône (Appendix 9.14).

5.5.13. SERVICES PROVIDED BY DB SCHENKER EUROCARGORAIL

DB Schenker (Eurocargorail) is the operator of a maintenance shop (light and heavy maintenance) in Alizay (GPS 49.316709 / 1.188205) and of three fuel supply stations in Alizay (GPS 49.316709 / 1.188205), Calais Rivière Neuve (GPS 50.93240143357478/1.847076416015625) and Gevrey (GPS 47,24771/5,01697) (further information unavailable at this time).

5.5.14. SERVICES PROVIDED BY TRANSFESA

Transfesa is the operator of terminals for changing axles in Cerbère and Hendaye (further information unavailable).

5.5.15. SERVICES PROVIDED BY LORRY RAIL

Lorry Rail provides services to railway undertakings at the terminals on the piggyback corridor at Boulou (further information unavailable).

5.5.16. SERVICES PROVIDED BY EUROPORTE FRANCE

Europorte France is the operator of a maintenance and logistics depot (further information unavailable).
CHAPTER 6

CHARGING

6.1. CHARGING PRINCIPLES

6.1.1. GENERAL PRINCIPLES

SNCF Réseau is entitled to raise charges for use of the national rail network in application of the Transport Code. These charges, in addition to their method of calculation and collection have been established in application of 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 SNCF Réseau or those polled and recognised by SNCF Réseau.

The value of these work units is established by applying the scales in force as specified in § 6.2 and Appendices 6.2 to 6.5 and is used to work out the amounts to be invoiced.

SNCF Réseau has a computer program €psico that it can make available to applicants to enable them to estimate the train path price they will be charged. These estimates do not however constitute price quotations and are no guarantee that a train path will actually be allotted. This tool can be accessed at the customer and partner (Clients et Partenaires) portal on the SNCF Réseau website.

Trains making measurements, technical maintenance trains (monitoring, snow clearing, weeding, etc.) on the national rail network and empty trains carrying out HSL inspections 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 6.2.

Test trains running under the conditions defined in § 2.9.3, together with HSL inspection trains transporting freight or passengers, are eligible, for the running charge, for the price applicable to "other trains not capable of high speed" set out in Appendix 6.2.

For train paths used for training drivers, the prices specified in Appendix 6.2 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 2017, the main lines of the national rail network have been modelled and grouped into four categories of basic section and, from the implementation of the SEA and BPL projects, 23 sub-categories (*), corresponding to the traffic characteristics shown below.
### CHAPTER 6 – CHARGING

<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>High speed lines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South-East corridor</td>
<td>Heavy traffic</td>
<td>SE-1</td>
</tr>
<tr>
<td></td>
<td>Medium traffic</td>
<td>SE-2</td>
</tr>
<tr>
<td>Atlantic corridor</td>
<td>Atlantic LGV</td>
<td>ATL-0</td>
</tr>
<tr>
<td></td>
<td>BPL HSL</td>
<td>BPL</td>
</tr>
<tr>
<td>North corridor</td>
<td>Heavy traffic</td>
<td>NOR-1</td>
</tr>
<tr>
<td></td>
<td>Medium traffic</td>
<td>NOR-2</td>
</tr>
<tr>
<td>East corridor</td>
<td>Heavy traffic</td>
<td>EST-1</td>
</tr>
<tr>
<td></td>
<td>Medium traffic</td>
<td>EST-2</td>
</tr>
<tr>
<td>Interconnection</td>
<td></td>
<td>ICO-1</td>
</tr>
<tr>
<td>Rhine-Rhone HSL</td>
<td></td>
<td>RH-1</td>
</tr>
<tr>
<td>Other lines</td>
<td></td>
<td></td>
</tr>
<tr>
<td></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>

(*) The ATL-2 price, post-commissioning of the Sud Europe Atlantique high-speed line, was drawn up as part of a negotiated rates process, in accordance with Article L.2133-2 of the Transport Code, and was approved by ARAFER.

Charging for the minimum services is based on the list of basic sections (SEls) set out in Appendix 6.6. This list specifies the rate category, length, origin and end of each basic national rail network section applicable from 11 December 2016, as well as the "meter points" set by SNCF Réseau for its invoicing needs regarding the reservation charge. SNCF Réseau can supply the technical coordinates of these meter points upon request.

It should be noted that the list of the technical coordinates of these meter points may be altered by SNCF Réseau in the course of the timetable, without it being necessary for candidates 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 can be found in Appendix 6.1.1 with regard to minimum services, Appendix 6.1.2 with regard to service facilities, and Appendix 6.1.3 with regard to charges linked to the use of electric traction.
6.1.2. 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 SNCF Réseau. 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 SNCF Réseau 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.

6.1.3. INCENTIVE TO START UP NEW LINES

In order to promote the development of new traffic, SNCF Réseau 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 (or have been the subject of a trial operation limited to 14 return journeys per timetable);
   - 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 12 April 2016.

4) A railway undertaking criterion, according to which any new modification to the final service offer from the railway undertaking to the passenger (new price, new timetables, etc.) does not constitute a new criterion for SNCF Réseau.

The railway undertaking must submit a request to the SNCF Réseau Marketing and Sales Director by registered letter before 12 April 2016 for the reduction to be activated, proving on the basis of the criteria described above that the respective traffic is new. SNCF Réseau will provide a response regarding the eligibility of the traffic prior to the publication of the 2017 timetable. In the event of a positive response, the timetable will be published on the SNCF Réseau website (official bulletins).
In the event of a report on the new service by the railway undertaking in the following year, the incentive to start up new lines is reported under the proviso that the criteria above are respected, but without the railway undertaking having to return its request.

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

The scale of charges for minimum services together with that for access services to service facilities and for the regulated services which are provided there, set by SNCF Réseau, is published in this chapter and in Appendix 6 of the Network Statement.

These scales apply for the 2017 timetable, the following elements being stipulated:

- The scale of charges for minimum services regarding passenger and freight transport services, published in Appendix 6.2, received a favourable opinion from the Railway and Railroad Regulation Authority (ARAFER).

- The rate for the charge for covering the losses in electrical systems (RCTE – component A), published in Appendix 6.2, was modified to take into account the unfavourable opinion of ARAFER (No. 2017-031) and costs regarding the statutory introduction of the “capacity mechanism”, which also impacts the pricing of the Charge for the supply of traction current (RFE). ARAFER issued a favourable opinion with regard to this pricing (opinion No. 2017-063); invoices already issued shall be adjusted on the basis of the approved scale of charges with effect on 01 January 2017.

  N.B.: A new Appendix 6.1.3 explains the charging principles for charges connected to the use of electric traction (mainly RCTE A and B, and RFE).

- The scale for charges regarding regulated services provided by SNCF Réseau on sidings, combined transport terminals and freight yards received favourable opinions from ARAFER (No. 2017-026 and No. 2017-028) at amounts equal to the last prices validated by the Authority for the 2016 timetable. The prices are listed in Appendix 6.3. For freight yards, invoices issued since the start of the timetable shall be adjusted on the basis of the amended prices. The amended price for scheduling and rescheduling operations for current bookings is subject to the opinion of ARAFER.

- The scale of charges for regulated services provided by SNCF Réseau in passenger terminals (platform charge – Appendix 9.1) has been amended to take into account the unfavourable opinion of ARAFER (opinion No. 2017-038). ARAFER issued a favourable opinion with regard to this pricing, invoices already issued on the basis of the scale of charges of the 2016 timetable will be adjusted on the basis of the approved scale of charges with effect at the start date of the 2017 timetable.
6.2.1. CHARGING FOR SERVICES PROVIDED ON MAIN LINES

6.2.1.1. Charges for the minimum services

The charges for the minimum services on main lines described in § 5.2.1 include:

- 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 network access charge (RA),
- the special charges to take account of the investment costs incurred by SNCF Réseau (RP),
- the charge for the use of electric traction facilities (RCE),
- the charge for covering the losses in electrical systems (RCTE – component A)

For more information on the charging principles for these services, refer to Appendix 6.1.1.

- Reservation charge (RR)

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)

\[ RR \text{ for each SEL} = PKR \times C_1 \times C_2 \times C_3 \times C_6 \times \text{length of the SEL} \]

where:

- \( PKR \): price per kilometre booked in euros, excluding VAT, per train path-km.
- \( C_1 \): adjustment factor dependent on the period in which the path is used.
- \( C_2 \): adjustment factor dependent on the origin or destination of the paths reserved, applicable to non-scheduled passenger trains capable of high speeds on HSLs.
- \( C_3 \): adjustment factor for regional transport running on HSL.
- \( C_6 \): adjustment factor applicable to trains capable of high speeds on spokes into or out of the capital, where the origin or the destination is Geneva (Switzerland).

For freight trains and light running freight trains

\[ RR \text{ for each SEL} = (\text{fixed term} + \text{adjusted term} \times C_5) \times \text{length of the SEL} \]

where:

- \( PKR \) (fixed term + adjusted term): price per kilometre booked in euros, excluding VAT, per train path-km.
- \( C_5 \): adjustment factor dependent on the length of the train path and/or the speed.

The price per kilometre booked (PKR) is defined for each rate category on conventional and high speed lines. The PKR is given in Appendix 6.2.1 for passenger trains, light running passenger trains and other trains (excluding freight) and in Appendix 6.2.2 for freight trains and light running freight trains (scale of charges at the expense of railway undertakings and other candidates).

The ATL-2 reservation price per kilometre on the Atlantic high-speed line, drawn up as part of a negotiated rates process, in accordance with Article L.2133-2 of the Transport Code, was approved by ARAFER.

This price per kilometre booked (PKR) is then adjusted depending on different adjustment factors.
On all types of lines for passenger traffic: the PKR varies depending on the period in which the path is used (C1) defined according to the adjustment factor and the days being divided up as follows:

<table>
<thead>
<tr>
<th>x C1</th>
<th>Period in which the passenger train 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></td>
<td></td>
<td>0.5</td>
<td>1.0</td>
<td>1.25</td>
<td>1.5</td>
</tr>
</tbody>
</table>

*HC = off peak hours; HN = normal hours; HI = intermediate hours; HP = peak hours

**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 traffic:**

<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 6.6) 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 and for passenger traffic, the PKR is adjusted depending on the origin or destination of the paths reserved (C2 and C6):
  - 1.10 for "non-scheduled passenger trains capable of high speeds 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-Conflans, Paris-Est, Paris-Garage-de-l'Ourcq, Paris-Gare-de-Lyon, Paris-Landy, Paris-Montparnasse, Paris-Nord and Paris-Vaugirard.
  - 0.68 for "inter-sector non-scheduled passenger trains capable of high speeds" where origin and destination are not one of the stations mentioned above.
  - 0.95 for "passenger trains capable of high speeds on spokes into or out of the capital" where the origin or the destination is Geneva (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-SEA, C-BPL, C-GV and D-GV. It should be remembered that, for these last two rate categories, the PKR applied is that of the rate category ICO-1.

- On conventional lines and for freight convoy and light running freight train paths only, the PKR varies according to the length and speed of the train path reserved. An adjustment factor, C5 applies and 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:

| Application of the adjustment factors on the PKR |
|-----------------------------------------------|-----------------------------------------------|
| **All types of line** | **HSL only** | **Conventional lines only for freight train paths and light running freight train paths** |
| C1 (period in which the path is used) | C2 and C6 (origin/destination) | C5 (length/speed of train path reserved) |

*Also applicable to the train paths of passenger trains capable of high speeds (220 km/h or more) for rate categories C-GV and D-GV, and for rate categories C-SEA and C-BPL after the SEA and BPL HSLs are implemented.

N.B.: 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.
CHAPTER 6 – CHARGING

• Train running charge (RC)

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) and passenger light running trains.

The PKC varies depending on the transport service:

- regional passenger trains other than those in Greater Paris (Transilien) not capable of high speeds;
- empty run passed trains;
- regional Transilien passenger trains not capable of high speeds;
- passenger trains capable of high speeds running on high speed lines;
- passenger trains capable of high speeds running on conventional lines;
- other trains not capable of high speed;
- freight trains and empty run freight trains.

For all passenger transport services, light running passenger trains and other trains (excluding freight), the PKC is given in Appendix 6.2.1

For freight trains and light running freight, the PKC scale of charges is given in Appendix 6.2.2

• 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. Its amount for the 2017 timetable is given in Appendix 6.2.1.

• Special charges (RP)

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 SNCF Réseau on this infrastructure.

- Charge for use of freight trains on the section 38080 "Montéolier-Buchy – Motteville"
- Charge for use of freight trains on the basic section “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 use of electric trains on the sections 53003 A “Pasilly – Le Creusot” and 53003 B “Le Creusot – Mâcon”
- Charge for use of high speed trains on the short link line at Mulhouse

The scale of charges for the minimum services for these special charges is given in Appendix 6.2.3.
CHAPTER 6 – CHARGING

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

  For the use of electric traction facilities, 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 in Appendix 6.2.

- **Covering the losses in electrical systems (RCTE – component A)**

  Component A of the royalty for traction power supply and distribution, known as “RCTE”, covers the costs of providing the electrical energy in order to compensate for losses in electrical systems from substations up to train detection points. The unit price per electric train-kilometre is differentiated per type of traffic. The method for drawing up the scale of charges is described in detail in Appendix 6.1.3.

  Components A and B are distinguished within the same RCTE charge, component B being described in § 6.2.3.

  For the 2017 calendar year (from 01 January 2017 to 31 December 2017), the rates of component A of the RCTE are provided in Appendix 6.2.

  These rates will serve as the basis of a monthly invoice for the RCTE (conditions defined in § 6.7.1). However, the rates of the RCTE-component A may be revised, and the amounts paid by the railway undertakings may be adjusted, in accordance with the principles laid out in Appendix 6.1.3.

  N.B.: For the period from 11 December 2016 to 31 December 2016 (inclusive), the 2016 timetable measures will remain in force.

### 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 SNCF Réseau is able to meet demand, will be invoiced on the basis of the cost of an SNCF Réseau 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 SNCF Réseau and the railway undertaking concerned.

  The charge for opening lines, stations and signal boxes not kept permanently open is given in Appendix 6.5

- **Charges for IS (Information Systems) services**

  All requests for IS services submitted by candidates, other than those defined as minimum services in Appendix 6.4, or in relation to an IS service not considered strictly necessary to the business of the candidate in the catalogue of IS services, will be subject to a charge as defined in Appendix 6.4 of this document.

### 6.2.1.3. Charges for ancillary services

- **Charge for conducting international feasibility studies**

  Every time that SNCF Réseau responds to a request for a feasibility study (§ 4.2.3.2) a charge will be raised, this being equal to the price in euros (excluding VAT) indicated in Appendix 6.5.
CHAPTER 6 – CHARGING

- **Charge for conducting studies into exceptionally large and bulky consignments (TEPE) prior to the ATE request**

Conducting studies prior to the ATE request (§ 4.7.1):

- is *not* subject to additional invoicing for exceptional consignments on the lines not exceeding the possibilities offered by reference contour “N” (see map 9);
- gives rise to an additional invoice for the other cases (exceptionally large and bulky consignments or TEPEs) according to a rate given in Appendix 6.5. An indication of study duration will be supplied in response to each request.

- **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, given in Appendix 6.5.

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.

6.2.2. **CHARGES FOR SERVICES PROVIDED ON SERVICE FACILITIES**

For the use of service facilities, SNCF Réseau raises charges calculated as described in the following paragraphs: The scale of charges for use of service facilities has been drawn up by SNCF Réseau.

6.2.2.1. **Charges for basic services**

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

The charge for secure access to service facilities, "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 other candidates) for access to certain service facilities (changing or cancelling the authorisation shown on the badges).

For the 2017 timetable, the charging and invoicing of the royalties for secure access to service facilities or "CANIF badges" (the annual royalty for using the nominative badge, the rate corresponding to the modification of an authorisation or cancellation of authorisations and the rate for producing and issuing a nominative badge) are suspended for badges ordered and returned during the 2017 timetable. The link between the operating processes and the costs for all stakeholders remains to be determined in order to ensure the consistency of the mechanism overall.

- **Passenger stations and service facilities 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 the railway facilities in combined transport terminals**

A charge will be raised per train accessing the combined transport terminal for use of the railway facilities in combined transport terminals set out in Appendix 6.3.

For the 2017 timetable, in accordance with the opinion No. 2017-028 of ARAFER dated 08 March 2017, SNCF Réseau shall maintain the rates of this charge in line with the scale of charges in application for the 2016 timetable.
Charge for use of immediately accessible freight yards

The charge for the use of freight yards belonging to SNCF Réseau is provided in detail in Appendix 6.3. In accordance with the opinion No. 2017-028 of ARAFER dated 08 March 2017, SNCF Réseau shall set the daily rates corresponding to 12 times the hourly rates of the 2016 timetable.

For each facility requested, railway undertakings can choose between a "confirmed" offer (reservation of set timetable sections) and an "open" offer (reservation possible until D-3).

There are two charging options for the use of freight yards:

- Systematic charging, which corresponds to the charge for the normal use of the site and varies depending on the site and the duration of the use; in addition, it includes a flat-rate scheduling charge for "open" offers
- Additional charging, which corresponds to charges for scheduling and stabling services at the yards; there are flat rates for scheduling and variable rates for stabling depending on the site and the duration of the use

Charge for the use of freight yards accessible after diagnostics and any necessary repair work

The rate is set on the basis of the characteristics of the freight yard (particularly length of track and area of the yard) and the amount of repair work required. SNCF Réseau shall provide an estimate for this rate which must be accepted by the railway undertaking before the service can begin. A schedule for the execution of work and access to the site shall also be provided and must be accepted by the applicant.

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 in Appendix 6.3.

The same charge is applied to sidings of gravity marshalling yards when RUs do or do not make use of the gravity marshalling function.

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.

Specifically, for a given track, this amount follows the rule below:

\[
\text{Useful length of track in km} \times \text{number of days per month it is used} \times \text{unit price}
\]

The charge does not apply to SuperJumbo trains (see the point below) nor for the use of sidings included in the train path.

For the 2017 timetable, in accordance with the opinion No. 2017-026 of ARAFER dated 08 March 2017, SNCF Réseau shall maintain the rates of this charge in line with the scale of charges in application for the 2016 timetable.

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 sidings by TEPE trains

The use of sidings by exceptionally large and bulky consignments (TEPEs) results in the invoicing of a fixed fee in euros exclusive of tax per TEPE train, given in Appendix 6.3.
CHAPTER 6 – CHARGING

- Charge for use of the gravity marshalling function

This charge covers both the use of specific infrastructures and the corresponding services involving the gravity marshalling function.

The rate, given in Appendix 6.3, is applied per train accessing the gravity marshalling sites.

6.2.2.2. Charges for additional unscheduled services

All services described below are additional, unscheduled services, with the exception of certain additional services described in the Stations Statement.

- Passenger stations and service facilities 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 SNCF Réseau will have contractually agreed with its supplier(s) for 2017 and also includes additional costs. Precisions regarding the method for drawing up the scale of charges is provided in Appendix 6.1.3.

The RFE rate is expressed in either MWh or electric train-kilometres.

a) The RFE rate in MWh is applicable to all of the railway undertakings’ electric traction units (including rented locomotives) that are fitted with a meter that can be remotely read by SOCLE or another remote-reading application that communicates with SOCLE. In order to have the rate applied in MWh, in addition to the provisions specified under § 5.3.2.2 of this document, a railway undertaking must:

- Carry out and guarantee the correct configuration of all equipped electric traction units (including rented traction units) in order to ensure that the remote reading of information and consumption is performed correctly.
- Allow SNCF Réseau to check all of the fleet’s equipment at any time.
- Declare all train movements operated using SOCLE or another remote-reading application that communicates with SOCLE.

For the calendar year 2017 (01 January 2017 to 31 December 2017), the RFE rate per MWh is given in Appendix 6.5.

b) The RFE rate per electric train-kilometre is applicable to all of the railway undertakings’ electric traction units (including rented locomotives) that are not fitted with a meter that can be remotely read by SOCLE or another remote-reading application that communicates with SOCLE. This rate is different for each type of traffic. For the calendar year 2017 (01 January 2017 to 31 December 2017), the RFE rate per electric train-kilometre is given in Appendix 6.5.

This rate will serve as the basis of a monthly invoice for the RFE for the period from 1 January 2017 to 31 December 2017 (conditions set out in § 6.7.2.2). However, the rates of the RFE may be revised, and the amounts paid by the railway undertakings may be adjusted, in accordance with the principles laid out in Appendix 6.1.3.

N.B.: For the period from 11 December 2016 to 31 December 2016 (inclusive), the 2016 timetable measures will remain in force.

The RFE rate applies to railway undertakings that have committed to obtaining traction current supply from SNCF Réseau for their fleet of electric locomotives equipped in full or in part with a system for recording power consumption that can be read remotely for the whole of 2017 in June 2016.

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 § 6.7.2.2.
Furthermore, if during 2017, a railway undertaking asks SNCF Réseau to provide a traction current supply service, the conditions and rate referred to above will apply in the same 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 SNCF Réseau, SNCF Réseau deems that the consumption induced by this railway undertaking causes the contractual limits linked to the volume of the total annual consumption agreed by SNCF Réseau with its energy provider to be reached, the SNCF Réseau rate will be calculated on the basis of the rate agreed with this provider at the latest in December 2016.

**6.2.2.3. Charges for other additional unscheduled services (subject to quotation)**

For the services listed below, when staff availability at SNCF Réseau allows it to provide the requested service, the price is defined in a quote based on the cost of the qualified staff performing the service and, for the re-railing service, the cost of use of the re-railing equipment:

- operation of simple safety facilities;
- operation of simple safety facilities following a train movement problem on the line;
- re-railing outside of the national rail network;
- support on sidings.

The service is only performed if the quote has been previously accepted by the applicant.

**6.2.2.4. Charges for ancillary services**

- **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 Appendix 6.5;
  - an annual charge for use per local link and per railway undertaking as set out in Appendix 6.5.

- **Charge for the study and issue of the certificate on the compatibility of radio frequencies**
  A charge will be raised for a compatibility study and a frequency compatibility certificate, when railway undertakings request the use of their own radio frequencies for personal use on the national rail network, under the conditions set out in Appendix 6.5.

**6.2.3. MISCELLANEOUS CHARGES**

- **Reimbursing the costs of transmitting and distributing traction energy and associated charges (RCTE – component B)**
  Component B of the charge for the transmission and distribution of traction energy, called the “RCTE”, covers the costs of the transmission of electrical power over the power network and associated charges. These charge is paid for all trains travelling in electrical mode on the national rail network, independently of the choice made by the railway undertakings for their electricity supplier. The unit price per electric train-kilometres is differentiated per type of traffic. Precisions regarding the method for drawing up the scale of charges is provided in Appendix 6.1.3.
  Components A and B are distinguished within the same RCTE charge, component A being described in § 6.2.2.1 (as a lump sum).
  For the 2017 calendar year (from 01 January 2017 to 31 December 2017), the rates of component B of the RCTE are provided in Appendix 6.5.
  These rates will serve as the basis of a monthly invoice for the RCTE (conditions defined in § 6.7.1.1). However, the rates of the RCTE-component B may be revised, and the amounts paid by the railway undertakings may be adjusted, in accordance with the principles laid out in Appendix 6.1.3.
N.B.: For the period from 11 December 2016 to 31 December 2016 (inclusive), the 2016 timetable measures will remain in force.

- **Charge for use of SNCF Réseau assets**
SNCF Réseau will inform interested applicants of the cost of placing assets at their disposition in each case.

- **Charge for other services**
SNCF Réseau 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 capacity applicants will be dealt with on a case-by-case basis.

### 6.3. SYSTEM OF RECIPROCAL INCENTIVES

#### 6.3.1. OBJECTIVES

The purpose of the Reciprocal Incentives (IR) system is to hold the stakeholders responsible and thus optimise the capacities offered by the network by creating systematic and fixed reciprocal incentives involving penalising the infrastructure manager or train path applicant in the event of cancellations or modifications made by the latter.

On the one hand, it targets the effective issue of "confirmed" allocated train paths, by encouraging the infrastructure manager (IM) of the national rail network to not cancel or modify them, and on the other hand it targets the early return and stabilisation of the capacities reserved by train path applicants both for freight and passenger transport.

#### 6.3.2. MECHANISM APPLICABLE FOR THE 2017 TIMETABLE

The applicable mechanism for the 2017 timetable is defined in the ARAFAR decision No. 2016-167 of 19 July 2016 on the establishment of incentive mechanisms and the correct use of infrastructure capacity. This was approved by the Minister of Transport for the 2017 timetable.

The management rules applicable to the IR system are provided below.

#### 6.3.3. SCOPE OF THE IR

For the 2017 timetable, the scope of the train path-days monitored by the IR system is formed from the train path-days attributed on 5 September 2016, excluding:

- train path-days having been subject to a modification request or cancellation request by the train path applicants before 17 October 2016 (see § 6.3.5, case of exemption);
- train path-days having been subject to modification or cancellation by the IM before 17 October 2016;
- train path-days of a "Life of the train path" file having been subject to improper management (e.g.: 2 train path numbers within the same VDS);
- train path-days corresponding to exceptionally large and bulky consignments (TEPE) subject to an exceptional consignment note (ATE).

The list of train path-days within the "scope of the IR" is sent to each train path applicant.

#### 6.3.4. MECHANISM APPLICABLE TO THE INFRASTRUCTURE MANAGER

- **Payability of the penalties applicable to the IM**

The financial incentive concerns the first cancellation or significant change* by the IM of any allocated train path-day within the scope of the IR, taking place between 18 October 2016 and 9 December 2017, according to the milestones laid out below.
A "significant change" corresponds to:
- either a time change at the point of departure or arrival of more than five minutes for passenger services and thirty minutes for freight services, the service remaining in place from beginning to end**;
- or an extension of the journey time of more than five minutes for passenger services and thirty minutes for freight services, the service remaining in place from beginning to end**;
- or an extension of the itinerary followed of more than ten kilometres for passenger services and fifty kilometres for freight services, the service remaining in place from beginning to end**.

* A significant change by the IM of a train path-day within the scope of the IR will trigger stopped surveillance. Conversely, a non-significant change by the IM of a train path-day within the scope of the IR, including the renumbering of train paths and Traction code changes implemented by SNCF Réseau, will not trigger stopped surveillance.

The modification by the IM of an allocated train path-day falling within the scope of the IR where relevant, multiple significant change criteria, shall result in the application of a single penalty (corresponding to the first penalty applicable in time).

** The term "beginning to end" corresponds to a point of origin/destination and not to a specific landmark.

The modification by SNCF Réseau of an allocated train path-day falling within the scope of the IR and resulting in a change to the point of origin or destination of this train path-day is considered to be a cancellation of a train path-day.

Case of IM exemption

The first cancellation or significant change by the IM is exempt from penalties when linked to:
- force majeure, as defined in Article 21 of the general conditions for the contract for use of the infrastructure (Appendix 3.1);
- an act of a third party, in particular including "Third party IM" causes.

Cases of exemption appear in a separate manner in the summary transmitted to the applicants.

- Scale of penalties applicable to the IM payable to the train path applicants affected

The penalties applicable to the IM payable to the train path applicants (passenger and freight) are as follows.

<table>
<thead>
<tr>
<th>PASSENGER and FREIGHT</th>
<th>Cancellation</th>
<th>Significant change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to M-4 (excluded)</td>
<td>€2/tr-km</td>
<td>€0.5/tr-km</td>
</tr>
<tr>
<td>M-4 to M-2 (excluded)</td>
<td>€4/tr-km</td>
<td>€1/tr-km</td>
</tr>
<tr>
<td>Between M-2 (included) and D-1</td>
<td>€8/tr-km</td>
<td>€2/tr-km</td>
</tr>
</tbody>
</table>

It is specified that, given that this mechanism concerns train paths, the train-km (tr-km) taken into account correspond to the length of the allocated train path as defined in the data of the HOUAT application on 5 September 2016.
6.3.5. THE MECHANISM APPLICABLE TO TRAIN PATH APPLICANTS

- Payability of penalties applicable to train path applicants

The financial incentive concerns the first request to return or change* any allocated train path-day within the scope of the IR, upon the initiative of the train path applicant, taking place between 18 October 2016 and 9 December 2017, according to the milestones laid out below.

Any change request made upon the initiative of the train path applicant is penalised, with the exception of the following cases of exemption.

* A request involving a time change for a train path-day within the scope of the system will trigger stopped surveillance, including if the request is formulated before M-4 for Passenger services and M-2 for Freight services. Conversely, a change request for a train path-day within the scope of the system not involving a time change will not trigger stopped surveillance.

Case of applicant exemption:

The first request to return or modify train path days issued by the applicant is exempt from penalties when concerning:

a) a change request not involving a time change

This is a request that aims to upgrade / downgrade (change in train path-day state), renumber the train path or change the statistical category, or a train change request not affecting times (conversely, if the train change request changes the time or place of departure, or the time or place or arrival, the capacity applicant is penalised);

This exemption is automatically detected.

b) a change request concerning responses deviating from the train path request

The following responses are considered to be deviating: responses that only partially satisfy the requested train path, responses outside of the time tolerance entered in Gesico (departure, arrival), responses not meeting the restrictions entered in Gesico regarding stops (presence, stop time), responses with a regime of operating dates not requested, route responses with train characteristics not complying with the criteria entered in Gesico (tonnage, calculator), provided that these are compatible with the conditions of use of the network.

SNCF Réseau stops the list of train paths for which deviating responses were received and notifies the capacity applicants. Any allocated train path-day that is not changed or returned by the applicant by the 17th of October 2016 at the latest shall be considered to be "accepted". Conversely, any request to change or cancel an allocated, deviating train path-day, sent by the 17th of October 2016 at the latest, will constitute a "refusal" of the response issued by SNCF Réseau and will exclude the train path-day concerned from the scope of the IR.

The application of the cases of exemption below must be subject to a request addressed to SNCF Réseau by e-mail (incitationsreciproques@reseau.sncf.fr). The applicant must base its request on the "summary of penalties" files transmitted by SNCF Réseau (in particular specifying the month of occurrence of the penalisation, the train path number, the running day(s) concerned, and the "Life of the Train Path" file number) and must at least state:

- the cause of the exemption to the stipulated penalisation and the corresponding causal event(s) (date, event), accompanied by the information specified below for cases c) and d), and any appropriate evidence for cases e) and f);

c) a request justified by a conflict with a works window

This exemption request will only be taken into consideration if the TCap reference for the works affecting the initial train path is provided.

If the processing of this request by the IM involves an initial "cancellation" or an initial "significant change" by the latter, the mechanism specified in § 4 above shall apply.
d) a return request occurring after a cancellation of an outward or return train path by SNCF Réseau

This exemption request shall only be taken into consideration if the number of the cancelled train path or return is provided.

e) a request connected to force majeure, as defined in Article 21 of the general conditions for the contract for use of the infrastructure (Appendix 3.1);

f) a request connected to an act of third party, in particular including "Third party IM" causes and market losses.

Exemption requests corresponding to cases c) to f) must be addressed by the applicants progressively as they occur and by March 2018 at the latest, supported by the detailed evidence transmitted by SNCF Réseau on a monthly basis.

● Scale of penalties applicable to train path applicants

The penalties applicable to train path applicants payable to the IM are as follows.

<table>
<thead>
<tr>
<th>FREIGHT (FREIG)</th>
<th>PASSENGER</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-4 to M-2 (excluded)</td>
<td>€0.5/tr-km</td>
</tr>
<tr>
<td>M-2 to D-22</td>
<td>€0.25/tr-km</td>
</tr>
<tr>
<td>D-21 to D-10</td>
<td>€0.5/tr-km</td>
</tr>
<tr>
<td>D-9 to D-1 (included)</td>
<td>€1/tr-km</td>
</tr>
</tbody>
</table>

It is specified that, given that this mechanism concerns train paths, the train-km (tr-km) taken into account correspond to the length of the allocated train path as defined in the data of the HOUAT application on 5 September 2016.

● Allocation of penalties applicable to train path applicants

The income from the penalties applicable to train path applicants for passenger and freight services is awarded to the IM.

● Link with the mechanism for holding back booking charges described in § 6.7.1.1

In accordance with § 6.7.1.1 for allocated train path-days falling within the scope of the IR, the IR system replaces the mechanism for holding back booking charges, with the exception of cases of non-operation (including the cancellation of train path-days after 5 p.m. on D-1).

6.3.6. INVOICING OF PENALTIES

The penalties owed by the IM on the one hand, and by the train path applicants on the other hand, are invoiced on an annual basis based on the previous timetable data. They are not subject to VAT. The invoices are issued by June Y+1 at the latest.

With regard to penalties owed by the train path applicants, SNCF Réseau issues an invoice accompanied by the summary tables and relevant evidence, to the company concerned.

For penalties owed by the IM, the latter sends the summary tables accompanied by the relevant evidence to the companies concerned which, on this basis, issue an invoice to the IM.

Failure to pay the penalties due shall be reported to ARAFER.

6.3.7. MONITORING AND ASSESSING THE SYSTEM

Detailed evidence is transmitted, for information purposes, to the train path applicants and may be subject to regular bilateral exchanges, as well as exemption requests from the applicants according to the conditions described in § 6.3.5.
SNCF Réseau monitors the effects of the incentive mechanisms in place and publishes an annual report on the effectiveness of the capacity allocation process on the national rail network, including feedback from the implementation of the IR system, based on a series of data.

Should implementation difficulties be identified by the infrastructure manager or the train path applicants, the mechanism may be adjusted or even suspended, as decided by SNCF Réseau, after informing ARAFER thereof.

6.4. PERFORMANCE ENHANCEMENT SYSTEM

- Targets and progressivity of the mechanism

The performance enhancement system (SAP), set out in Article 34 of the Decree No. 2003-194 transposing Article 35 of the Directive 2012/34/EU, is an incentive mechanism applying in a bilateral manner between SNCF Réseau (IM) and the railway undertakings (RU) under the conditions stated below. In place since the 2014 timetable, it aims at encouraging the IM and RUs to improve traffic punctuality in order to optimise the operation of the network and improve the quality of service offered to its users.

Indeed, regardless of its cause, unpunctuality has negative consequences for all players involved in the rail system. The progressive implementation of the performance enhancement system must encourage each RU and IM to make an effort to reduce unpunctuality by making them responsible for the consequences of time losses they cause.

The performance enhancement system gives SNCF Réseau an opportunity to provide the RU with a clear and visible view of the performance of the infrastructure manager and of their own performance, as well as an opportunity to set commitments to improve performance for each party, based on the indicators achieved.

The performance enhancement system is currently run on an experimental basis and its technical and economic parameters are likely to evolve up until the end of the multi-annual financial trajectory (lifting of all reductions) according to the works and decisions that may be made by the performance enhancement system committee (COSAP).

- Governance and “SAP reference document”

The SAP relies on a governance body, the COSAP, which is composed of representatives of the infrastructure manager and the railway undertakings in equal numbers (5 members for each group) and chaired by an individual selected by the DGITM. The representativeness of the railway undertakings in the COSAP is guaranteed by the presence of UTP and AFRA within their group. The COSAP defines the principles, model and rules for applying the mechanism.

The organisation and functioning of the SAP are defined in depth in the "SAP reference document" (RFN-IG-TR 04 C-01-No. 14), available in the "Technical documents and reference documents" page of the SNCF Réseau website. Its update was validated by the COSAP (Appendix 1.2).

This reference document in particular describes the general principles of the mechanism, its governance, the conditions for producing the SAP indicators, the economic model, the general principles for setting performance improvement targets and the conditions for calculating and invoicing malus. The reference document’s appendices also present the COSAP Operational Charter and the Operational Charter of the SAP Arbitration Commission (dispute settlement body within the scope of the SAP).

- Participation of railway undertakings in the mechanism

The SAP applies to all RUs (or RU activities) running on the national rail network, provided that they travel at least 200,000 train-kilometres during a calendar year. If a railway undertaking reaches the minimum threshold for application of the SAP, a "dry run" phase, taking place over at least one timetable, is automatically applied to the RU. During the dry run phase, the RU is not objectified (nor is the IM within the scope of the bilateral relationship with the RU) on its performance levels, nor does it owe any financial malus.
CHAPTER 6 – CHARGING

● 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. The technical runs and the operation of tram-trains are in particular excluded from this scope.

● Time losses exceeding 5 minutes
The "time losses" used to calculate the SAP indicator are lost minutes identified and justified in the Bréhat IS, from 5 minutes of delay onwards.

The application document "Directives justifying lateness in Bréhat" (RFN-IG-TR 04 C-01-No. 002), available on the "Technical documents and reference documents" page of the SNCF Réseau website, specifies the rules for attributing responsibility for time losses to the infrastructure manager or railway undertaking.

● "SAP" performance indicators
The performance measure adopted is the aggregation of time losses exceeding 5 minutes (number of minutes lost) experienced on the route for all commercial traffic of each railway undertaking, in relation to the distance travelled (number of train-km travelled by all commercial traffic, including that not suffering time losses) during one timetable period.

The SAP performance indicators of the railway undertaking and of the infrastructure manager in relation to each railway undertaking, expressed as a ratio of "minutes lost/100 km", are calculated as follows:

- "RU SAP ratio": proportion of minutes lost for which the RU is responsible, over the number of train-kilometres travelled by the RU;
- "IM SAP ratio with regard to the RU": proportion of minutes lost for which the IM is responsible, over the number of train-kilometres travelled by the RU.

● Determining the performance improvement targets
The implementation of the SAP is based on the setting of annual improvement targets, expressed as minutes lost per 100 km. The "RU SAP" and "IM SAP" targets for the timetable Y and the application rules (in particular for the reference period) are set by the COSAP during the last quarter of Y-1. They are sent to the RU taking part in the SAP by e-mail and when signing the special conditions of the contract for use of the infrastructure (Appendix 3.2.1)

The overall consolidated performance improvement target for SNCF Réseau is derived from the application of the homogeneous level of effort to be made by the IM (individual percentage of improvement) with regard to all railway undertakings.

● Performance monitoring and calculating malus
The difference between the actual performance and the performance target is measured and shared several times a year with each RU.

For each of the bilateral RU/IM relationships, if a respective annual target is not achieved by the RU and/or the IM, each additional minute compared to the target for the RU and/or IM gives rise to the application of a malus. For each stakeholder that did not reach its target, the amount of the corresponding malus is calculated based on the scale presented below, multiplied by the number of minutes lost over and above the target.
## Malus scale applicable to SNCF Réseau

<table>
<thead>
<tr>
<th>Segment of activity</th>
<th>Method for calculating the malus</th>
<th>Unit price (in euros)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAGV</td>
<td>Rate per minute lost over and above the target</td>
<td>22.00</td>
</tr>
<tr>
<td>Regional passenger trains outside of IDF</td>
<td>Rate per minute lost over and above the target</td>
<td>13.00</td>
</tr>
<tr>
<td>Regional passenger trains in IDF</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>Segment of activity</th>
<th>Method for calculating the malus</th>
<th>Unit price (in €)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SNCF Réseau</td>
<td>Rate per minute lost over and above the target</td>
<td>2.50</td>
</tr>
</tbody>
</table>

## Malus scale applicable to RUs

- **Malus cap**

The SAP maluses applicable to the IM and RUs are capped. With each bilateral IM-RU relationship, the amount of the malus cap is the same for the RU and the IM. For each timetable Y, this is calculated as follows:

\[
\text{Cap for timetable } Y = 0.5\% \cdot (\text{RR} + \text{RC amount paid by the RU between 01 January and 31 December } Y-1)
\]

Since the implementation of the SAP in 2014, the COSAP has decided to apply decreasing reductions to the cap amount of the SAP malus in accordance with the multi-annual financial trajectory that it defined:

- 2014: reduction of 75% on the target ceiling of 0.5% * (RR amount + RC for 2013)
- 2015: reduction of 75% on the target ceiling of 0.5% * (RR amount + RC for 2014)
- 2016: reduction of 50% on the target ceiling of 0.5% * (RR amount + RC for 2015)
- 2017: reduction of 50% on the target ceiling of 0.5% * (RR amount + RC for 2016)
- 2018: reduction of 25% on the target ceiling of 0.5% * (RR amount + RC for 2017)
- 2019: application of the target ceiling of 0.5% * (RR amount + RC for 2018), without reduction.

This trajectory is likely to be revised by the COSAP (accelerated or decelerated) depending on the maturity of the different stakeholders.

- **Conversion and invoicing of malus**

For each bilateral IM-RU relationship, the amount of the malus to be invoiced is calculated by applying the cap amount on the basis of the difference between the gross malus amounts owed by the two stakeholders (rule of “net balance”: malus of one party minus the malus of the other). It is therefore the stakeholder whose performance has the most deteriorated, who owes a malus to the other, up to but not exceeding the cap.

Maluses are invoiced annually in March Y+1, on the basis of the actual performance measurement data for traffic during the timetable Y.
6.5. OTHER INCENTIVE MECHANISMS

6.5.1. ADMINISTRATION FEES

The mechanism in § 6.5.1 does not apply for the 2017 timetable and therefore is not subject to invoicing. Its principles and parameters will evolve in line with new exchanges, which will in particular take place during the next Network Statement consultation.

1) Objectives

The analyses conducted on the train path creation, change and cancellation requests during the construction and adaptation of the timetable have highlighted a total number of operations performed by the applicants considered to be excessive, in relation to the effective amount of traffic observed.

It therefore appears necessary to encourage train path applicants to behave more virtuously with regard to the rail system, so as to reduce the overbooking of train paths and limit the number of change requests to allocated train paths filed after mid-October Y-1, and thus contribute to fluidifying the construction of the diagram. The purpose of the "administration fees" mechanism described below is to meet these objectives.

2) Principles

This mechanism is based on the definition of a maximum number of operations for a given amount of traffic considered to be acceptable ("acceptable ratio") and its comparison with the "actual ratio" of each applicant.

Therefore, if the actual ratio calculated for the applicant is less than the acceptable ratio, no administration fees will be invoiced.

However, if the actual ratio exceeds the acceptable ratio, the number of operations made by the applicant is considered to be excessive. Administration fees are therefore applied to open "cases" that exceed the acceptable ratio, according to the formula provided below.

For applicants whose actual ratio exceeds the acceptable ratio, the nearer the actual ratio is to the acceptable ratio, the lower the number of requests subject to administration fees. Conversely, the further the actual ratio is from the acceptable ratio, the greater the number of requests subject to administration fees.

3) Actual ratio and acceptable ratio

The actual ratio of each applicant is determined at the end of the timetable Y (start Y+1), based on real data for the whole of the timetable Y, in the following manner:

\[
\text{Actual ratio of the applicant} = \frac{\text{total number of operations (*) during the timetable Y}}{\text{amount of traffic during the timetable Y}}
\]

"an operation corresponds to a creation, change or cancellation of a train path-day, requested via the GESICO/DSDM control tools between December Y-2 and December Y.

The acceptable ratio is defined in a progressive manner so as to allow applicants time to adapt their practices.

<table>
<thead>
<tr>
<th>Network Statement (acceptable ratio)</th>
<th>Freight</th>
<th>Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>5.5</td>
<td>1.6</td>
</tr>
<tr>
<td>2018</td>
<td>4.5</td>
<td>1.4</td>
</tr>
<tr>
<td>2019</td>
<td>3.5</td>
<td>1.2</td>
</tr>
</tbody>
</table>
4) Scope of the mechanism and definition of the "cases"

The "cases" falling within the scope of the administrative fees mechanism correspond to:

- all adaptation requests (DSA) or last-minute requests (DSDM) to create or modify a train path-day (excluding the removal of days), regardless of whether it concerns a train path-day system or a specific train path-day,
- formulated by any train path applicant between 11 December 2016* and 09 December 2017.

Conversely, the mechanism does not apply to:

- service requests taking place before 11 April 2016;
- creation or modification requests taking place between 12 April 2016 and 10 December 2016;
- full or partial cancellation requests (including modifications for the "removal of days").

* N.B.: Given that this new mechanism is subject to discussions in September 2016, only the DSA and DSDM made after the beginning of the 2017 timetable (11 December 2016) may be subject to administration fees. From the beginning of the 2018 timetable, the DSA and DSDM made from October Y-1 onwards shall fall within the scope of the mechanism.

5) Amount of administration fees and invoicing

The number of "cases" subject to invoicing for the applicants whose actual ratio exceeds the acceptable ratio, is determined according to the following calculation:

\[
\text{Number of cases invoiced} = \frac{(\text{number of DSA and DSDM excluding cancellations from 11 December 2016 to 9 December 2017})}{\left(\frac{\text{actual ratio} - \text{acceptable ratio}}{\text{acceptable ratio}}\right)}
\]

The amount of the administration fees applied to each "case" is €60 exclusive of tax.

Invoicing takes place annually in February Y+1 based on the data from the Y timetable.

6.5.2. INCENTIVE MECHANISM REGARDING THE DECLARATION OF THE REAL TRAIN CONSIST

The penalty described in § 6.5.2 does not apply for the 2017 timetable and therefore is not subject to invoicing. The obligation to declare the actual composition applies since April 2016 for railway undertakings involved in freight activities and since 01 April 2017 for railway undertakings involved in passenger activities.

In order to encourage railway undertakings to comply with the requirement to declare the real consist of trains before their operation, described in Article 4.1. of Appendix 5 of the Network Statement, and due to the importance of knowing this information for safety, traffic management and maintenance, a €30 penalty shall apply for the non-provision of declarations.

This penalty is applicable to:

- freight trains, starting from the beginning of the 2017 timetable, and
- passenger trains, starting from two months after the official notification of the operational start of service for the IS services concerned.

In the event that the IS receiving the real consist information is unavailable (DINAMIC IS or flow receiver), the trains affected by this unavailability shall not be taken into account when calculating penalties.

This penalty shall be invoiced on a quarterly basis.
6.5.3. INCENTIVE MECHANISM REGARDING TRAIN MOVEMENTS WITHOUT WHEEL FAULTS

See § 3.4.7 of the Network Statement.

6.6. PRICE SCALE VALIDITY

The price scales defined in this chapter (and corresponding appendices) apply for the 2017 timetable; precisions are provided in the introduction of § 6.2 above.

6.7. PROCEDURES FOR INVOICING SERVICES

Invoices will be sent by SNCF Réseau under the conditions set out in the contract signed with the customer.

All invoices for charges will give the amounts payable, VAT excluded. The charges are subject to VAT at the normal rate, in accordance with the regulations in force.

The deadline for invoices for charges is 40 days from the date of issue of the invoice.

The table below 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>Novemb er 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>Minimum services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access charge (RA)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reservation charge (RR)</td>
<td>Deposit invoice</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Train running charge (RC)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special charges (RP)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for use of electric traction facilities (RCE)</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 – component A)</td>
<td>Forecast invoice</td>
<td></td>
<td>Adjusted invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charges for the use of sidings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for operation of gravity hump,</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for use of combined transport terminals</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for use of freight yards (see Appendix 3.6)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
</tr>
<tr>
<td>Additional and ancillary services</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</td>
<td>Quarterly invoice</td>
<td></td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
</tr>
<tr>
<td>Charge for IS services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charges for supply of electric traction current (RFE)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charges for access to and use of radio channel for monitoring</td>
<td></td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for certificate on compatibility of radio frequencies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for other studies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Continuous invoice</td>
<td></td>
</tr>
<tr>
<td>Other services subject to quotes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Continuous invoice</td>
<td></td>
</tr>
<tr>
<td>Misc</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(RCTE – component B)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Invoice</td>
</tr>
</tbody>
</table>

The table above provides the invoice schedules for different types of charges within the defined timeframes.
6.7.1. INVOICING FOR SERVICES PROVIDED ON MAIN LINES

6.7.1.1. Invoicing of minimum services

The charges for minimum services, described in § 6.2.1.1, will be payable in accordance with the rules set out in this document. The invoicing procedures will be adapted as SNCF Réseau gradually develops its information system and, as a result, provisional arrangements may be stipulated in contracts signed in the meantime with SNCF Réseau.

- **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 2016 to November 2017.

- **Reservation charge (RR)**
  The reservation charge is to be paid by customers allocated capacity, in three stages:

1. **A deposit invoice in November 2016**: a deposit of 20% is invoiced based on the confirmed train path-days allocated by SNCF Réseau 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 (5 September 2016), excluding the train path-days for which the customer will submit a modification (*) or cancellation request that will be handled, between 5 September and 17 October 2016 as part of the exchanges expected following the publication of the timetable. This will ensure that the customer’s transport plan is more effectively taken into consideration.

   (*) In this instance, a modification should be understood as a change that affects or could affect the construction of the train path-day concerned (for example, a modification of the train, the route or the timing).

   The amount of this deposit is invoiced on the basis of the scale of charges paid by RUs and other candidates and it is broken down by month of service.

   SNCF Réseau has put in place in the GESICO train path command tool, the "current train path status" function, enabling attributed customers to see the different responses issued as soon as the service is published, using as a reference:
   - confirmed allocated train path-days;
   - train path-days under examination
   - non-allocated train path-days (non-responses or train path requests that have not been handled).

2. **A forecast invoice in (M-2)** 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)** 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.
**CHAPTER 6 – CHARGING**

**Comments:**

- For every month of service M during the 2017 timetable period: two invoices relating to the reservation charge are issued: a forecast invoice and an adjustment invoice.

- The invoice procedures for the reservation charge are exactly the same for all customers allocated capacity, whether they are railway undertakings or other candidates.

**Cancelling the reservation of accepted train path-days**

In the event of an accepted train path-day reservation being cancelled more than two months before path use, SNCF Réseau will refund the reservation charge raised for the deposit and the forecast invoice at the time of the adjustment invoice.

In the event of an accepted train path-day reservation being cancelled two months or less before the scheduled start of train path-day use, the system of reciprocal incentives described in § 6.3 applies, except for cancellations to train path-days made after 5 p.m. on D-1 and for non-running train movements for which the RR remains due.

- **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 SNCF Réseau traffic monitoring system, and

- train movements deemed to have been performed.

These train movements simultaneously fulfil the two criteria below:

- they have not been cancelled by the customer,

- they have not been the subject of a non-running declaration sent from the customer to SNCF Réseau via the GESICO interface, in the 24 hours following their theoretical departure dates.

To make it easier for RUs to make non-running declarations, SNCF Réseau 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.

- **Special charges to take account of the investment costs incurred by SNCF Réseau**
  The special charges listed in § 6.2.1.1, based on capacity allocation, are invoiced to the customers allocated capacity.
  These charges are invoiced in two steps: a first forecast invoice in (M-2) and a second adjustment invoice in (M+1).
  Note: the invoices for these charges are not affected by the 20% deposit.

- **Charge for use of electric traction facilities (RCE)**
  For a month of service M, train movements relating to the train paths allocated using electrically-powered railcars and with a departure date that is during the month M are taken into account when calculating the amount of these charges.
  This charge is invoiced at the same time as the running charge in (M+1).

- **Charge for transmission and distribution of electric power (RCTE – component A)**
  The RCTE charge (components A and B) is invoiced at the same time as the running charge in (M+1).
  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 the RCTE.
  The charges for providing electrical energy that fall under component B (transmission and distribution costs and associated fees) are distinguished from the charges that fall under component A (cover of losses in electrical systems) on the RCTE invoice.

6.7.1.2. Invoicing of additional services

- **Charge for opening lines, stations and signal boxes not kept permanently open**
  This charge is invoiced quarterly, based on the estimates supplied by SNCF Réseau and approved by the customer.

- **Charge for IS (Information Systems) services**
  Access to IS services is invoiced annually in arrears (in April Y+1) to the candidate. As the rates are fixed for a timetable period, the calculation of the cost of accesses created or cancelled during the timetable period is performed pro rata temporis. For any access that is opened or cancelled during the month M, payment is due for the entire month.
  The training courses on the IS services are charged continuously on the basis of the services provided, under the conditions defined in the catalogue of IS training courses.

6.7.1.3. Invoicing of ancillary services

- **Charges for carrying out international feasibility studies**
  These charges are invoiced continuously, based on studies carried out.

- **Charges for conducting studies into exceptionally large and bulky consignments (TEPE) prior to the ATE request**
  These charges are invoiced continuously, based on studies carried out.
CHAPTER 6 – CHARGING

● 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 SNCF Réseau and the railway undertaking.

6.7.2. INVOICING OF SERVICES PROVIDED ON SERVICE FACILITIES

6.7.2.1. Invoicing of the basic service

● Passenger stations and service facilities in passenger stations open to the public
For any information concerning invoicing for passenger stations, please refer to the Stations Statement (Appendix 9.1).

● Charges for use of the railway facilities in combined transport terminals
This charge is invoiced 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 facilities in combined transport terminals at the latest by the 20th of month (M+1) for the whole of the month M.

If no declaration is received, the amount of the invoice will be a fixed rate set by SNCF Réseau based on predicted activity increased by 10%.

● Charge for use of freight yards
The details of invoicing for charges for the use of freight yards are described in § 10.1 of Appendix 3.6.

● Charges for the use of sidings
These charges are invoiced at the end of the month (M+1) for each month (M).

The amount invoiced is determined by SNCF Réseau according to:

- the timetabled activities carried out the previous year, where necessary updated according to the traffic forecasts sent by the railway undertaking in Y-1,

- and the declaration made by the customer for the actual data on the number of trains that used the sidings at the latest by the 20th of the month (M+1). The declaration is made using a declaration file model transmitted by SNCF Réseau and explaining the procedure to be followed.

For sites equipped* with the GOST computer tool (version 1), used to trace the actual use of the siding blocks by the railway undertakings, checks are made comparing the declaration transmitted by the customer and the data extracted from the tool. Deviations are reported to the customer, which must correct its declaration for the month M by the end of the month M+2. If no corrected declaration or justification for the deviation is provisionally filed by the customer, SNCF Réseau shall not invoice the penalty in question, consisting of invoicing all of the sidings of the block concerned. The 2017 timetable shall be used as an observation period.

*In 2017, the sites equipped with GOST 1 are Achères, Mantes, Champigneulles, Hausbergen, Montbéliard, Mulhouse Nord, Saint-Pierre-des-Corps, Perpignan Saint-Charles, Villeneuve-Saint-Georges, Marseille Maritime, Varangéville, Persan. Other sites will be equipped in 2017. The customers concerned will be informed thereof.

For the other sites, if no declaration is received, the amount of the final invoice will be a fixed rate set by SNCF Réseau, based on predicted activity increased by 10%.
● **Charge for the use of the gravity marshalling function**

This is invoiced 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.

If no declaration is received, the amount of the invoice will be a fixed rate set by SNCF Réseau based on predicted activity increased by 10%.

### 6.7.2.2. Invoicing of additional unscheduled services

- **Charge for the supply of electric traction current (RFE)**

This charge only concerns “railway undertaking” customers who are supplied energy by SNCF Réseau.

For a month of service M, the amount of this charge takes into account:

- For the part of the fleet equipped with SOCLE or another remote-reading system that communicates with SOCLE, the consumption in MWh relating to month M; this is invoiced manually on the basis of information declared by railway undertakings (number of the traction unit and service in question).

- By default, for the part of the fleet that is not equipped, the actual train movements in electric train-kilometres of the entire fleet of electrically-powered trains concerned with a departure date that is during the month M.

This charge is invoiced at the same time as the running charge.

If a railway undertaking terminates its commitment to traction current supply from SNCF Réseau, 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 SNCF Réseau, multiplied by the number of months remaining in 2017.

- **Charges for other additional unscheduled services**

For the services listed below, the corresponding charge is invoiced continuously, based on an estimate supplied by SNCF Réseau and approved by the customer:

- operation of simple safety facilities;
- operation of simple safety facilities following a train movement problem on the line;
- re-railing outside of the national rail network;
- support on sidings.

### 6.7.3. Invoicing of ancillary services

- **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.

- **Charge for the study and issue of the certificate on the compatibility of radio frequencies**

Compatibility studies and radiofrequency 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.
6.7.3. INVOICING OF MISCELLANEOUS SERVICES

- Reimbursing the costs of transmitting and distributing traction energy and associated charges (RCTE – component B)
  The conditions for invoicing the RCTE (components A and B) are described in § 6.7.1.1.

- Charges for use of SNCF Réseau assets
  The method of invoicing the charge for placing assets owned by SNCF Réseau at customers’ disposal will be laid down in the contract with the customer.

6.7.4. 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 (Appendix 3.1). Within Appendix 7 of the present document, generally dedicated to the complaints procedure, Appendix 7.1 specifically concerns the disputing of invoices.