NETWORK STATEMENT OF THE NATIONAL RAIL NETWORK
2019 Timetable
Version 3 of 07 December 2018
VERSION CONTROL

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

- Version 0 of 13 September 2017 (subject to consultation)
- Version 1 of 08 December 2017 (first publication)
- Version 1.1 of 15 March 2018
- Version 1.2 of 7 September 2018 (publication of scales)
- Version 2 of 7 September 2018 (modified version subject to consultation)
- Version 3 of 7 December 2018 (2nd publication)

The amendments are listed in Appendix 1.1.

SIMPLIFIED VERSION CONTROL

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<th>Definition or reference</th>
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<td><strong>GENERAL</strong></td>
<td></td>
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<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>DRG</td>
<td>Stations Statement</td>
<td>Document specifying the services provided by SNCF Réseau and SNCF Gares &amp; Connexions at the passenger stations, the conditions in which they are provided and the associated charges.</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 [Centre Opérationnel de Gestion des Circulations]</td>
<td>Internal bodies notably mentioned in § 1.8.1, 2.4.3., 4.1.5 and 4.5.4</td>
</tr>
<tr>
<td>DAC</td>
<td>Capacity Allocation Division</td>
<td></td>
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<tr>
<td>DC</td>
<td>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>PSEF</td>
<td>Railway Undertaking Services Platform</td>
<td></td>
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<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>
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<tr>
<td>UIC</td>
<td>International Union of Railways</td>
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<tr>
<td>RNE</td>
<td>RailNetEurope</td>
<td>see § 1.10.</td>
</tr>
<tr>
<td><strong>NETWORK ACCESS</strong></td>
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<tr>
<td>AC</td>
<td>Compatibility certificate of rolling stock with the infrastructure</td>
<td>see § 2.7</td>
</tr>
<tr>
<td>AGS</td>
<td>Train path quality agreement</td>
<td>see § 2.3.3</td>
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<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>
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<tr>
<td>TEPE</td>
<td>Exceptionally large and bulky consignment</td>
<td>in particular see § 3.3.2</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Meaning</td>
<td>Definition or reference</td>
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<tr>
<td><strong>INFRASTRUCTURE</strong></td>
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<tr>
<td>ETCS</td>
<td>European Train Control System</td>
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<tr>
<td>ERTMS</td>
<td>European Rail Traffic Management System</td>
<td>see § 3.3.3</td>
</tr>
<tr>
<td>GSM-R</td>
<td>Global System for Mobile Communications for Railways</td>
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<tr>
<td>KVB</td>
<td>Balise-based speed control system</td>
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<tr>
<td>TVM</td>
<td>Wayside-onboard transmission</td>
<td></td>
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<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>
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<tr>
<td><strong>CAPACITY ALLOCATION</strong></td>
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<tr>
<td>DS</td>
<td>Service request</td>
<td></td>
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<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></td>
</tr>
<tr>
<td>DTS</td>
<td>Late service request</td>
<td></td>
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<tr>
<td>GOST</td>
<td>Operational management of marshalling sites</td>
<td>Sidings block occupation tracking tool</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>Infrastructure capacity</td>
<td>The possibility of planning train paths over a section of the infrastructure during a given period.</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>-</td>
<td>Macro-scheduling</td>
<td>Macro-scheduling is the scheduling of structural work to be carried out on the network in an annual calendar (work with high capacity / human / financial and other sensitive work impact). The projected capacity footprint of this work is then defined by specifying the weeks and/or weekends of work and the LTV for a given service schedule. This macro-scheduling capacity, established in the &quot;weekly grid&quot;, is elaborated between Y-5 and end Y-3 and serves as a reference to the capacity scheduling carried out in Y-2.</td>
</tr>
<tr>
<td>-</td>
<td>Scheduling</td>
<td>Scheduling is the marking in an annual calendar, of all work to be carried out while taking into account production capacity and its associated means (budget, labour, infrastructure capacity, machinery, materials and purchasing). In a second step, the scheduling in terms of infrastructure capacity consists of marking on a given service schedule the interception and LTV needs of all the work in a given geographical area. Work is scheduled by the week or by the day based on the work window scheduled and this window is then dated and the PGF edited at the end of the A-2 year.</td>
</tr>
<tr>
<td>PGF</td>
<td>General programme of works</td>
<td>see § 4.5</td>
</tr>
</tbody>
</table>
| - | Rectification | A rectification corresponds to a date on which an update of timetable data, for a calendar period of the current service timetable, is sent to the services in charge of traffic movement and an amended edition of the timetables is carried out. This data and these documents shall take into account all of
<table>
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<tr>
<th>Abbreviation</th>
<th>Meaning</th>
<th>Definition or reference</th>
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<tbody>
<tr>
<td>-</td>
<td>Path</td>
<td>Infrastructure capacity needed to run a train between two places over a given time-period.</td>
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<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 OSS for freight corridors.</td>
</tr>
</tbody>
</table>

**CHARGING AND INCENTIVE MECHANISMS**

<table>
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<th>Abbreviation</th>
<th>Meaning</th>
<th>Definition or reference</th>
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<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>IR</td>
<td>Reciprocal incentives</td>
<td>see § 6.3</td>
</tr>
<tr>
<td>LC</td>
<td>Conventional line</td>
<td></td>
</tr>
<tr>
<td>HSL</td>
<td>High speed line</td>
<td></td>
</tr>
<tr>
<td>MS</td>
<td>Minimum services</td>
<td>Minimum services that the infrastructure operator must provide to the candidates in order to be able to use the national rail network, listed in Article 3-I of the French Decree 2003-194 and in Chapters 5 and 6.</td>
</tr>
<tr>
<td>-</td>
<td>Regulated services</td>
<td>The basic services, as well as the additional services and ancillary services, when only provided by a single provider.</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>Electric Traction Charge</td>
<td>see § 6.2.</td>
</tr>
<tr>
<td>RCTE</td>
<td>Charge for transmission and distribution of electric power</td>
<td></td>
</tr>
<tr>
<td>RM</td>
<td>Market 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 6.6).</td>
</tr>
<tr>
<td>-</td>
<td>Basic services</td>
<td>Minimum services to be provided by a service facility operator on its facility.</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 07 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;
CHAPTER 1 – GENERAL INFORMATION

- Transport Code, section on legislation;
- Decree No. 97-444 of 5 May 1997 (amended) concerning the role and articles of incorporation of SNCF Réseau;
- Decree No. 97-446 of 5 May 1997 (amended) on charges for the use of the national rail network payable to SNCF Réseau;
- Decree No. 2003-194 of 7 March 2003 (amended) concerning the use of the national rail network;
- Decree No. 2006-1279 of 19 October 2006 (amended) concerning railway operating safety and the interoperability of the rail system;
- Decree No. 2012-70 of 20 January 2012 relating to passenger stations and to other service infrastructure on the rail network;
- Administrative Order of 19 March 2012 specifying the objectives, methods, safety indicators and technical regulations governing safety and interoperability applicable on the national rail network;
- Technical specifications for interoperability (STI);

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

1.4. 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.

The Network Statement is complemented or explained further in the "technical documents" referenced in the text and summarised in Appendix 1.2.

Moreover, the Network Charter, drawn up by the Network Operators' Committee, pursuant to Article L.2100-4 of the French Transport Code, lays down the operational rules for good conduct, in compliance with the rules governing the use of the national rail network, in particular the Network reference documents.

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 2019 timetable which begins on 9 December 2018 at 00:00 and ends on 14 December 2019 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 exception of the correction of material errors, modifications aimed at ensuring the document matches reality (maps, technical data, processes, etc.) and updates concerning subjects excluded from the scope of Article 17 of Decree No. 2003-194, SNCF Réseau submits draft amendments to this document to interested parties. The latter include 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 resulting in a new NS publication will be communicated to the interested parties and updated in Appendix 1.1.

ARAFER is asked to issue an opinion on the Network Statement as a whole (reasoned opinion) after the date of publication thereof (generally in December), and on the charges for the minimum services and those of the regulated services provided on the service facilities including passenger stations (approval).
In accordance with the provisions of Article L.2133-6 of the Transport Code, amendments that, according to this opinion, are necessary to bring the provisions in line with the regulations, may be made without consulting the interested parties again. For each consultation procedure, the opinions of the interested parties shall be considered favourable if they do not respond by the agreed deadline.

It should be noted that legal and statutory texts adopted following the publication of the Network Statement will be applicable, unless otherwise temporarily provided for in the text concerned, without it being necessary to update the Network Statement.

Moreover, these documents, which are binding 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 in drawn up in French. It is 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 page “Technical Documents” accessible from the “National Rail Network Statement” page, or on the Customer and Partner Portal accessible on 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 and obtain details or further information regarding the terms and conditions for accessing the network may contact SNCF Réseau (Marketing and Sales Division) via the one stop shop:

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

The Key Account Passenger and Freight Departments and the Technical Support Department of the Sales Department: Customers already using the national rail network to provide railway services mainly contact the account manager allocated to them, within the Sales Department (DC), and more specifically the Key Account Passenger and Freight Departments, the responsibilities of which are described in § 4.1.4. The contact details can be requested from the one stop shop.

PSEF: Customers looking for information on accessing service facilities (freight yards and combined transport terminals stipulated in § 5.3.1, services stipulated in § 5.6.2), 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
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- by email: services.psef@sncf.fr
- by telephone: +33 (0) 1 53 94 95 45
- though 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

**Information systems (IS):** For questions about accessing SNCF Réseau's information systems services, you can contact the Customer and Partner Portal support via SupportClients.SI@reseau.sncf.fr

**Any other business:** Other specific contact points shall be provided in due course herein.

### 1.8.2. COMMERCIAL CONTACTS (PER REGION)

SNCF Réseau is locally organised into 10 local divisions and 1 Ile-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**
  
  LIS EA, 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 LIS EA.

- **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 Connnéré 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 Nîmes – Montpellier bypass.

  In accordance with the provisions of the CNM contract, the signatory is responsible for damage to third parties (including railway enterprises) occurring in the performance of its obligations.
Railway undertakings shall address claims or procedures relating to the CNM to SNCF Réseau which undertakes to transmit to the signatory those which fall under its scope of responsibility so they can be handled directly.

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

Railway networks in neighbouring countries or bi-national infrastructures are also subject to Network Reference Documents, available from the following infrastructure managers or capacity allocation agencies and from the RailNetEurope site.

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 8XY – 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-Allee 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
www.cff.ch
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 – 17730 LLERS (Girona) – SPAIN
www.lfpperthus.com/
Major French seaports or river ports and other ports which manage port railway lines, connected to the national rail network, are as follows. The Network Statement of the port rail network (DRP) of each port can be accessed from their website.

<table>
<thead>
<tr>
<th>Name of Port</th>
<th>Address</th>
<th>Contact Information</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grand port maritime de Bordeaux</td>
<td>152 Quai de Bacalan CS 41320 33 082 BORDEAUX CEDEX</td>
<td>+33 (0)5 56 90 58 00 <a href="http://www.bordeaux-port.fr">www.bordeaux-port.fr</a></td>
<td>Link to DRP</td>
</tr>
<tr>
<td>Grand port maritime de Dunkerque</td>
<td>2505 route de l’Ecluse Trystram BP 46534 59386 Dunkirk Cedex 1</td>
<td>+ 33 (0)3 28 28 78 78 <a href="http://www.dunkerque-port.fr/">www.dunkerque-port.fr/</a></td>
<td>Link to DRP</td>
</tr>
<tr>
<td>Grand port maritime du Havre</td>
<td>Terre Plein de la Barre 76067 LE HAVRE CEDEX</td>
<td>+ 33 (0)2 32 74 74 00 <a href="http://www.havre.fr">www.havre.fr</a></td>
<td>Link to DRP Haropa</td>
</tr>
<tr>
<td>Grand port maritime de Marseille</td>
<td>23, pl. de la Joliette – BP 81976 13226 MARSEILLES CEDEX 02</td>
<td>+ 33 (0)4 91 39 40 00 <a href="http://www.marseille-port.fr">www.marseille-port.fr</a></td>
<td>Link to DRP</td>
</tr>
<tr>
<td>Grand port maritime de Nantes Saint Nazaire</td>
<td>18, quai Ernest Renaud BP 18609 44186 NANTES Cedex 4</td>
<td>+ 33 (0)2 40 44 20 20 <a href="http://www.nantes-port.fr">www.nantes-port.fr</a></td>
<td>Link to DRP</td>
</tr>
<tr>
<td>Grand port maritime de la Rochelle</td>
<td>141, boulevard Emile Delmas BP 70394 17001 La Rochelle Cedex 1</td>
<td>+ 33 (0)5 46 00 53 60 <a href="http://www.larochelle-port.fr">www.larochelle-port.fr</a></td>
<td>Link to DRP</td>
</tr>
<tr>
<td>Grand port maritime de Rouen</td>
<td>34, boulevard Boisguilbert BP 4075 76022 ROUEN Cedex 3</td>
<td>+ 33 (0)2 35 52 54 56 <a href="http://www.rouen-port.fr">www.rouen-port.fr</a></td>
<td>Link to DRP Haropa</td>
</tr>
<tr>
<td>Ports de Paris</td>
<td>2, Quai de Grenelle 75015 PARIS</td>
<td>+33 (0)1 40 58 29 99 <a href="http://www.haropaports.com/fr/paris">www.haropaports.com/fr/paris</a></td>
<td></td>
</tr>
<tr>
<td>Port autonome de Strasbourg</td>
<td>25, rue de la Nuée Bleue - CS 80407 67002 STRASBOURG Cedex</td>
<td>+33 (0)3 88 21 74 74 <a href="http://www.strasbourg-port.fr">www.strasbourg-port.fr</a></td>
<td>Link to DRP</td>
</tr>
<tr>
<td>Port maritime de Sète</td>
<td>1 QUAI PHILIPPE RÉGY - BP 10853 34201 SETE CEDEX</td>
<td><a href="http://www.sete.fr">http://www.sete.fr</a></td>
<td></td>
</tr>
<tr>
<td>Port maritime de Bayonne</td>
<td>CCI Port de Bayonne 850 Route de la Barre, 40220 TARNOS</td>
<td>+33 (0)5 59 64 97 81 <a href="http://www.bayonne.port.fr/">http://www.bayonne.port.fr/</a></td>
<td></td>
</tr>
</tbody>
</table>

1.8.5. OPERATORS OF COMBINED TRANSPORT TERMINALS

See § 5.6.3
1.8.6. OTHER RAILWAY PLAYERS

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

| Railway and Road Regulation Authority (ARAFER) | 48 boulevard Robert Jarry CS 81915 - 72019 Le Mans Cedex 2 | www.arafer.fr |
| Railway Safety Authority (EPSF) | 60, rue de la Vallée – CS 11758 80017 AMIENS CEDEX 1 | www.securite-ferroviaire.fr |
| Ministry for the Ecological and Inclusive Transition, General Directorate for Infrastructure, Transport and the Sea (DGITM) | Tour Pascal A et B - Tour Sequoia 92055 LA DEFENSE CEDEX | www.ecologique-solidaire.gouv.fr/ |
| SNCF Gares & Connexions | Station access point for railway undertakings (GGEF) 16, avenue d'Ivry – 75013 PARIS | www.gares-connexions.com |
| International Union of Railways (UIC) | 16, rue Jean Rey 75 015 PARIS | www.uic.org |

1.9. European freight CORRIDORS

- Presentation of freight corridors

Regulation (EU) No 913/2010/EC of 22 September 2010 concerning a European rail network for competitive freight provides for the creation of a freight railway network consisting of nine European corridors, and introduces international coordination regulations for the management of the corridor and the allocation of infrastructure capacity.

France is 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.

<table>
<thead>
<tr>
<th>Member States</th>
<th>Main routes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Sea - Mediterranean Corridor</strong></td>
<td>NL, BE, LU, FR, CH, RU</td>
</tr>
<tr>
<td><strong>Atlantic Corridor</strong></td>
<td>PT, ES, FR</td>
</tr>
</tbody>
</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.

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

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

<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>
CHAPTER 1 – GENERAL INFORMATION

- **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@authorita-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.

- **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 (www.rne.eu). This website contains in particular the common Network Statement structure, the link to the national Network Statements and an in-depth glossary of terms.
1.1.0.1. 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. Their contact details in each country can be viewed on the RNE website.

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

1.1.0.2. 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/](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](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/](http://tis.rne.eu/) or write to the assistance department: support.cis@rne.eu
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

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

Any candidate 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. Any candidate can also request access and use of the service facilities described in § 3.6.

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 14 April 2008, 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.
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 connected to the use of certain service facilities;
  - for freight terminals see § 5.3.1 and Appendix 3.6.1 and 3.6.2;
  - for the provision of sidings and additional areas, see point 5.3.1 and appendix 3.7;
- for other installations, see § 5.6, or contact 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. 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 § 4.1.3.3. 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/EU, the Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity, the Transport Code and Decree No. 2003-194 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 during bilateral pre-construction meetings no later than the beginning of JUNE 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 § 1.4.4.1 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.
CHAPTER 2 – NATIONAL RAIL NETWORK ACCESS CONDITIONS

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.

The 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.

• 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 “allocated” 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 under examination is complied with, expressed as a percentage of the number of confirmed train path-days under examination 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 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. In accordance with Article 26 of the French Order of 06 August 2010 amended by the French Order of 04 July 2016, any driver operating on the national rail network must be able to read, write, understand and communicate both verbally and in writing in French according to the requirements laid down for level B1 of the Common European Framework for languages, unless stipulated otherwise in the local operating instructions for a border section listed in Appendix III of the Order of 14 April 2008, summarised in.

In a border section where French is the sole operational language, a railway undertaking may request a waiver from SNCF Réseau for one or more of its driver, provided that it proposes measures for compensating for the deficiency in linguistic skills of one or more of its drivers relative to level B1 and demonstrates that they are sufficient to guarantee the required safety level. SNCF Réseau shall assess the appropriateness and sufficiency of the measures presented and shall issue a reasoned response.
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-No. 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”.

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 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 § 5.5.1. The charges related to these services are defined in § 6.2.4.2

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 as amended, called the “TMD Administrative Order”.

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.

SNCF network advises any applicant that on the basis of the transposition texts to come from Directive 2016/797 of 11 May 2016 (4th railway package), there will be an examination of the adjustments that will need to be made to the approaches and procedures described below to take into account the new responsibility placed upon railway undertakings to themselves perform the verification of the compatibility of their rolling stock with the route; it is specified that SNCF Réseau will be prepared to make a commercial offer of a compatibility study to be offered to railway undertakings who would so wish.

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, or a rolling stock manufacturer or a leasing company acting on behalf of a railway undertaking (hereafter referred to as the "applicant"). Any applicant must following the process outlined below.

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.

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 therefore apply:

- Either the authorised rolling stock is included in the list in Appendix 2.1, as SNCF Réseau has already drawn up verification rules for this stock based on the authorisation identified by its date and/or the RETVA number (case 1);
- or it does not appear in the list or has received a more recent authorisation than that provided in Appendix 2.1, which requires SNCF Réseau to create or update the prior mandatory verification rules (case 2).

The AC application file must contain:

1. in both cases, the AC request file in spreadsheet format (available for download on the "Technical documents" page of the SNCF Réseau website), identifying the rolling stock subject to the request, all line sections on the national rail network, including their equivalent and by-pass itineraries, grouped by date of need from the most urgent to the least urgent, prioritising a single request over multiple iterative requests;
2. in case 2, the AMEC of the rolling stock issued by the EPSF (unless the possibility stipulated in § 2.7.5 applies). It particularly allows SNCF Réseau to familiarise itself with any possible stresses exported by the rolling stock to the infrastructure;
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 guichetunique@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 (IPSYS_Compatibilite_MR_Infra@reseau.sncf.fr). Once received, SNCF Réseau will have 10 working days to inform the sender if the file sent is incomplete. This deadline begins on receipt of the complete file. The deadlines shall be monitored using indicators.

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 and corresponds to the type identified by the authorisation date and/or the RETVA number, SNCF Réseau will issue an AC within a maximum of three months of receipt of the full AC request file, containing document 1 listed herein above.

  However, for a request involving a kilometre magnitude for the same date of need that exceeds 60% of the total volume of the lines operated in the operating field of one or more concerned regional establishments of SNCF Réseau, SNCF Réseau shall inform the applicant that it shall issue a first AC within three months for 60% of the regional scopes, then the complement within a further three months.

- **Case 2**

  In all other cases, SNCF Réseau must firstly establish the "verification rules", which specify:

  - 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 containing documents 1, 2 and 3 listed hereinafore.

Exceptionally, this deadline can be extended in the event that the rolling stock requires the first creation of a complex rule (e.g. resonance with regard to bridges). In such a case, SNCF Réseau shall inform the applicant on the progress of this first step, and shall request, where necessary, additional technical information.

Once this first step is complete, SNCF Réseau shall perform the verifications and issue an AC under the same conditions as those stipulated in case 1.

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.

The AC shall be subject to a publication in Doc.Explore, in a single document incorporating all network lines for which the compatibility with the rolling stock concerned has been studied (§ 2.4.2.1).

2.7.5. ROLLING STOCK THAT HAS NOT ALREADY BEEN GIVEN AUTHORISATION 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.

2.7.6. ADAPTATION OF THE INFRASTRUCTURE FOR THE ADMISSION OF ROLLING STOCK PRESENTING NON-COMPATIBILITIES ON SECTIONS OF THE INFRASTRUCTURE

Rolling stock for which the attestation of compatibility indicates one or more non-compatibility(ies) is not allowed to circulate on the network.

If, in order to allow the circulation of this rolling stock, infrastructure adaptation works must be carried out, their financing is the responsibility of the applicant on the basis of an estimate drawn up by SNCF Réseau.

SNCF Réseau ensures the pre-financing of the studies needed to prepare the estimate required by the applicant.

The studies and the execution of the works are only undertaken after agreement between the parties in an ad hoc agreement.

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 siding 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-No.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-No.002 mentioned above;
  - sign an agreement for use of sidings or main tracks that sets out the terms and financial conditions pertaining to this use by getting in contact with SNCF Réseau (§ 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 regarding the safety of guided public transport 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 the aforementioned Decree No. 2003-440.
2.9.3. OVERRIDING TRAFFIC

All overriding traffic on the national rail network must be subject to prior authorisation from the EPSF (§ 1.8.6), as per the processes and requirements defined in document RFN-CG-MR 03 H-01-No. 001 "Overriding traffic". This in particular concerns traffic for testing rolling stock that has not yet received authorisation for commercial operation.

The request file, described herein, must be sent to SNCF Réseau by email at the following address IPSYS_circulations_derogatoires@reseau.sncf.fr.

2.9.4. VEHICLES EXCLUSIVELY USED FOR PERFORMING WORKS ON THE NATIONAL RAIL NETWORK

The conditions under which the works authorisation and operating authorisation are issued for these vehicles are set out in the specific operating rules RFN-CG-MR 03 A-00-n°003 and RFN-CG-MR 03 A-00-n°005 respectively entitled "Vehicles exclusively used for performing works in the national rail network - Procedure for the issue, suspension, withdrawal of the work and operation authorisations - Checks" and "Vehicles exclusively used for performing works on the national rail network - Technical properties".

2.9.5. RAIL LUBRICATION BY THE ROLLING STOCK

To ensure that the rails are kept satisfactorily lubricated, the railway undertaking must run vehicles in accordance with the operation document RFN-IG-IF 02 B-31-No.001 "Rail lubrication by rolling stock", which relates to the acceptable means of compliance 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.
CHAPTER 3
INFRASTRUCTURE

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 and management 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 .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 la “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 on which the maps were produced.

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

The detailed characteristics and availability of the infrastructure (§§ 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 3.6.9).

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 and the international section from Perpignan to Figueras of the high speed line between France and Spain);

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

- to port railway tracks

  Contact details for the major French seaports are given in § 1.8.4.

  The principles governing access and allocation of capacity between the national rail network and port railway tracks are defined in the present document and 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 outside of SNCF Réseau’s property, and connected to the national rail network, is managed on the initiative of the owner and under its responsibility. It is up to owners to take all appropriate operating measures to ensure that access to or exit from these sections for their trains, 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.

3.3. 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 Valençai, 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 services (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:

- 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 §§ 5.5.1 and 6.2.4);
- trains in envelope M and with the maximum permissible load D4.

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. Load limits

#### Maximum permissible weight per axle

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

Standard gauge lines on the national rail network permit:

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

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 § 5.5.1.2.

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 (§ 1.8.1) for specific details of the running conditions on particular lines (§ 2.7).

### 3.3.2.3 Line gradients

The operating documents (§ 2.4.2.1) 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 ), 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 for information purposes only on Map 4.
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**: 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, 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. 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.
      - It is in operation on the entire Eastern high-speed route between Vaires and Vendenheim and on the HSLs South-Europe Atlantic (high speed line from Tours to Bordeaux), Brittany-Pays de la Loire (high speed line from Le Mans to Rennes, with a branch line towards Nantes from Sablé-sur-Sarthe).
      - The deployment date of the other existing high speed lines will be specified at a later date.

    - The **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.
      - It should be deployed on the Nîmes-Montpellier diversion in the 2018 timetable.
      - The high-speed line Bretagne – Pays de la Loire, on the northern Le Mans section between the Connerré freight connection and that of La Milesse is equipped and can be used by freight rolling stock running in ETCS 1 at a speed of 100 km/h.
      - It is underway on the Longuyon-Bâle branch of the North Sea - Mediterranean European freight corridor, for staggered commissioning between 2019 and 2020.

    The use of ETCS level 1 on these lines results in exported restrictions that must be amortised by the railway undertakings concerned. The documents describing these restrictions and the process to be followed are available on the IS Doc.Explore, which can be accessed via the customer and partner (Clients et Partenaires) portal (§ 2.4.2)

    - **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 carte 6 as a speed control system.
**CHAPTER 3 – INFRASTRUCTURE**

- **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 (Global System for Mobile communications for Railways) 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 accordance with the **EIRENE technical specifications** (European Integrated Railway Radio Enhanced Network), available on the website of UIC;

  - and, to avoid interference between GSM-R terminals of the trains and public GSM networks, terminals complying with the technical standard of ETSI TS 102 933 1 v1.3.1, by 31 December 2021 at the latest, as stated in Decision No. 2016-0941 of ARCEP.

  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.

**3.4. PARTICULAR OPERATING ASPECTS**

**3.4.1. RESTRICTION OF THE 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 at speeds equal to or above 250 km/h. Can only be accessed by trains able to travel at a speed of at least 200 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 No. 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.

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.

<table>
<thead>
<tr>
<th>Measuring stations</th>
<th>BPL</th>
<th>CNM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sillé-le-Guillaume</td>
<td>Nogent le Rotrou</td>
</tr>
<tr>
<td>Exact location</td>
<td>No. 420 000</td>
<td>No. 420 000</td>
</tr>
<tr>
<td>(line number of</td>
<td>PK 244+901</td>
<td>PK 162+550</td>
</tr>
<tr>
<td>mileage point PK in km)</td>
<td></td>
<td></td>
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</tbody>
</table>
The purpose of the mechanism below is to ensure the quality of the trains in order to preserve the network infrastructure. It must also allow railway undertakings to rationalise maintenance operations on their rolling stock.

The maximum permissible impact force threshold per wheel is 34 Tonnes for the NST 2019.

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

- **if this is a freight train**, it is deviated in real time on the equivalent itinerary on a conventional line, as defined in the technical information for the line section concerned. If deviation on a conventional line is not possible (in particular if detection takes place by the Marguerittes station), the train continues its initial itinerary on the new line;

- **if this is a passenger train**, it is not deviated and continues its initial itinerary on the new line.

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

In addition, on a daily basis (D + 11), the railway undertaking or the train path beneficiary receives the measurements of the trains that have travelled on the stations (via an e-mail from the address dtnc@reseau.sncf.fr to the designated “referent” of the RU).

### 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.

#### 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 “inter-modal 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, which make it possible for ITUs to be loaded or unloaded using mobile or gantry cranes (no SNCF Réseau sites at ports). They consist of:

- one or more handling lanes inside the site and,

- support lanes at the terminal which are mainly dedicated to manoeuvring and parking

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 Appendix 8.1 and in § 5.6.3 with the name of their operators. Railway undertakings and other candidates must contact these operators regarding their access and 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 combined transport 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 § 5.6.4 and can be viewed in Appendix 9.2 et seq.

3.6.2.2. Freight yards
Freight yards are places where goods may be transshipped from rail to another mode of transport and vice versa. They consist of:
- one or more handling lanes inside the site and,
- support lanes at the terminal which are mainly dedicated to manoeuvring and parking,
- an access road for trucks to access the site and,
- where applicable, halls, platforms or buildings.

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

SNCF Réseau freight yards accessible after diagnostics and any necessary repair work, are listed in Appendix 8.1.2

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

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 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 that are classified according to their use:

3.6.4.1. Non-commercial sidings
- tracks exclusively reserved for operational traffic management (traffic incidents, reversing tracks, receipt of trains originating from the main tracks, preparation of departures on main tracks and traffic stops).

Except under exceptional circumstances, after receiving approval from the traffic officer or site coordinator, they cannot be used for commercial purposes;
- tracks exclusively and constantly reserved for the needs of the SNCF Réseau Maintenance and Works teams.

### 3.6.4.2. Commercial sidings

The following tracks can be commercialised, with the exception of the tracks temporarily reserved for the needs of the SNCF Réseau Maintenance and Works teams. Access to these tracks is dependent on their state.

Document RFN-IG-TR-1 A 00-No. 004 "Principles governing the use of sidings" describes 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 8.2.

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.

- **Tracks reserved for routine use**

  The following sidings for routine use may be used by more than one railway undertaking and are subject to the capacity allocation process described in § 4.9:

  - works tracks, reserved for production operations by railway undertakings except for train paths (marshalling, manoeuvres and train consist, temporary parking upstream or downstream of these operations);
  - stabling sidings assigned to the temporary stabling of railway vehicles between two routes:
    - tracks only (without intervention on the rolling stock);
    - tracks that are associated with property and/or fixed material, together constituting an industrial space.

- **Tracks reserved for a specific use**

  Other sidings can be made available by SNCF Réseau to candidates for a specific use (§ 5.5.2.1).

### 3.6.5. MAINTENANCE FACILITIES FOR ROLLING STOCK

Railway undertakings have access to the rolling stock maintenance facilities managed by SNCF Mobilités under the conditions set out in its Maintenance Reference Portfolio described in § 5.6.2. Maintenance and logistics facilities other than those managed by SNCF Mobilités can be accessed from national rail network tracks (see § 5.6.4).

### 3.6.6. SAND PROCUREMENT AND INSPECTION GAN WAY FACILITIES

Railway undertakings have access on some sites to the facilities and equipment for procuring sand for rolling stock in addition to roof inspection gangways under the conditions set out in § 5.6.2.2. These facilities owned by SNCF Réseau are managed by SNCF Mobilités. Other service facility operators provide access to such facilities (§ 5.6.4).

### 3.6.7. SEA AND RIVER PORT FACILITIES

The sea and river ports stipulated in § 1.8.4 provide such facilities connected to the national rail network.

### 3.6.8. ASSISTANCE INFRASTRUCTURES

As stated in Appendix 5, as part of its task to keep the national rail network clear, SNCF Réseau provides breakdown recovery for derailed rolling stock. Moreover, SNCF Réseau is authorised to
oblige railway undertakings to provide suitable means required to keep the national rail network clear. Outside of the national rail network, SNCF Réseau proposes a re-railing service (§ 5.4.2.3)

3.6.9. REFUELLING FACILITIES

Railway undertakings have access to diesel fuel supply points of SNCF Réseau managed by SNCF Mobilités under the conditions set out in § 5.6.21.

Refuelling must primarily take place in existing fuelling facilities. 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 space dedicated to and converted for this purpose, in accordance with the relevant statutory provisions.

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

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

- Service station or refuelling point already existing on the site, whether or not this installation belongs to SNCF Réseau;
- Using existing or soon-to-be-built private sidings and equipment (ITE);
- Arranging a refuelling point on a non-electrified siding on the national rail network (with a provision 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.

As SNCF Réseau would like to offer those railway undertakings that request it the option to carry out or have carried out the necessary works on sidings, an agreement can be signed between SNCF Réseau and the railway undertaking, which will contain the specific operating conditions and the works adapted for each case.

Wherever the refuelling point, the railway undertaking owning or operating the facility will be fully responsible for the distribution facility in compliance with the statutory requirements and the conditions governing refuelling operations.

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).

3.7. DEVELOPMENT PROJECTS

The most important national rail network development projects and the dates when the new infrastructure is scheduled to be commissioned are available on the 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.
3.8. MAIN NETWORK MODERNISATION PROJECTS

Increasing capacity and regularity on the busiest sections of the network is now the priority of network modernisation.

The modernisation of the Paris-Lyon high-speed line and the Marseille-Ventimiglia connection are the pilot projects of this modernisation strategy for the high-speed network and the conventional network, respectively:

- **Paris-Lyon HSL**
  The project includes a complete overhaul of signalling including the establishment of the European interoperable system called ERTMS on the HSL and its connections. The system installed on the ground will be ERTMS level 2 in baseline version 3 version 3.6.0. including GPRS transmission technology. Commercial start-up is scheduled for 2025. At this stage, the exact expiry date of the TVM remains to be determined.

- **Marseille-Vintimille connection**
  The commercial start-up of the ERTMS 2 on the Marseille-Ventimiglia line is planned in a phased manner starting from the NST 2026, beginning with the Cannes-Ventimiglia section. The entire route, except Marseille Saint-Charles station, should be fully equipped by 2032.
  
  The system installed on the ground will also be ERTMS level 2 in baseline version 3 version 3.6.0. including GPRS transmission technology. The lateral signalling will be simultaneously put in place, which means that only rolling stock equipped with an onboard system compatible with the ERTMS level 2 ground system in baseline version 3.6.0. version including GPRS transmission technology will be able to run on the line.

For these two projects, a working group has been set up within the COOPERERE framework, the purpose of which is to ensure the compatibility of the technical systems onboard with the ground, and the expected overall ground-onboard performance under these projects.
CHAPTER 4
CAPACITY ALLOCATION

4.1. INTRODUCTION

4.1.1. SUBJECT

The purpose of this chapter is to describe the principles regarding the process by which infrastructure capacity is allocated on the national rail network by SNCF Réseau, to various capacity applicants (requesting train paths and works), and to inform the latter of the schedule (4.3) and the request procedure (4.2.3 and 4.2.5) and to allocate train paths (4.2.4 and 4.4) for the timetable Y (also referred to as the “annual service”), corresponding to the year of this NS. The capacity allocation procedures on service facilities are presented in §4.9.

For more operational and detailed information on the allocation of capacities, please read Appendix 4.1 of the NS as well as the different guidelines (Manual for commercial capacity applicants, Guide for industrial dialogue, Last-minute capacity) and application documents (Train path construction standards), accessible from the “Technical documents” page on the SNCF Réseau website.

The rules regarding the allocation of capacity on the SEA Tours-Bordeaux high-speed line, managed by LISEA, are described in the Line Reference Document (Appendix 10 of the Network Statement). For further details, see §4.2.6.1 below.

The rules regarding the allocation of capacity for European freight corridors are described in Book IV of the Information Document for each corridor (§1.9).

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 can apply for train path allocation. 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 aforementioned Article L.2122-11, 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. 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 (see also §4.2.3).
In fact, it is the applicant’s own responsibility to prepare train path applications. Therefore:

- each request must consist 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”;
- it must also indicate if the particular details of capacity requests may have an effect on the construction of a train path or on the network’s conditions of use, stated particularly in § 4.7.1 to 4.7.3 below;
- before the capacity request, the compatibility of the rolling stock used with the infrastructure of the borrowed lines must be checked, in accordance with the current versions of the operating documentation (see § 2.7 ); in the event of changes in the characteristics of the convoy likely to affect the respect of the hourly schedule, a request must be made to modify the path allocated or to create a tailor-made path if it is impossible to modify the existing train path to take into account the real constraints of the train.
- to verify the availability of the infrastructure elements made available to them ahead of submitting a capacity request, 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.);
- to check that it will be possible for their train to be received in the siding(s) at the time indicated prior to submitting a request.

### 4.1.3.1. Specific responsibilities of railway undertakings

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

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. For a new engine, it may be necessary to model it beforehand in the time tool (see § 4.2.3).

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”.

### 4.1.3.2. Specific responsibilities of other candidates

The applicant who is not a railway undertaking is responsible:

- for ensuring that he has sufficient resources (human, technical and financial) to manage the organisation required (particularly in terms of access to information) for dealing with capacity requests.
- for guaranteeing to SNCF Réseau that the railway undertaking selected is 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 (§ 5.2.1 of Appendix 3.1). To this end the authorised candidate shall pass on the information he possesses to the railway undertaking enabling the latter to deploy trains compatible with the characteristics of the allotted train path and, in particular, to ensure that his train(s) pass the designated landmarks on this train path at the appointed time in each case.
- for communicating to SNCF Réseau the name of the railway undertaking(s) to which they provide the train paths at the latest 30 days before any relevant traffic via the ordering tools.

### 4.1.4. THE SNCF RESEAU BODIES INVOLVED IN THE TRAIN PATH ALLOCATION PROCESS

Different bodies are involved in the process and are in contact with the applicants. The Key Account Passenger and Freight Departments and the Technical Support Department of the Sales Department may help applicants to identify and make contact with the relevant body or can transmit the request itself.
CHAPTER 4 – CAPACITY ALLOCATION

- The Key Account Passenger and Freight Departments and the Technical Support Department

The Key Account Passenger and Freight Departments are composed of Account Managers and Industrial Dialogue Managers, whose role is to assist applicants in their use of the network (contracting, requests for train paths, development of activities, etc.). The axis coordinators of the Technical Support Department ensure the assembly of structuring topics of commercial capacities and works. These 3 departments in the Sales Department are also responsible for the required dialogue and iterations with applicants in order to find the solutions best suited to their needs.

- The Capacity Allocation Division (DAC)

The main objective of the DAC is to ensure the distribution and allocation of capacity while satisfying train path requests as much as possible in order to meet the commercial requirements of applicants, while freeing up capacity to allow for the maintenance, renovation and development of the network.

- Capacity and operational offices

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

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.

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.).

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 and in the Route Standards.

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 § 4.2.2.

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

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

However, capacity applicants are also responsible for the quality and efficiency of the process, while trying to find a balance between anticipation and stability. As far as possible, they must anticipate the requests corresponding to a proven and confirmed need, in order to enter in the graph only schedules that will not be questioned in a later phase. In fact, the multiplication of train path creation, modification or optimisation requests for the same transport need adds to the workload of the timetable production teams and to the performance of the allocation process.
4.2.2. THE 4 MAIN STAGES OF THE DEVELOPMENT OF THE DIAGRAM

The major stages of capacity allocation are:
- 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 (NST),
- From September Y-1 to December Y: Adapting the timetable, including last minute capacity.

These 4 stages are summarised in the diagram below:

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

The construction of the timetable is therefore based on the pre-construction process, which is itself based on the structuring deliverables.

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

Announcement of Timetable Redesign (TTR) project pilots for the NST 2020.

In accordance with the decision of the RailNetEurope General Assembly (RNE) in May 2017, the TTR project to transform the international time process will be tested on the Mannheim-Miranda del Ebro, Rotterdam-Antwerp and Munich-Verona lines.

During the first phase (December 2017 - December 2018) a capacity model will be created for these three lines. During the second phase (December 2018 - December 2019) the first new methods can be used to make a capacity request based on the capacity model. For the 2020 service schedule (December 2019 - December 2020), further requests may be made with future capacity request methods.
4.2.2.1. Capacity structuring

Between Y-5 and April Y-2, SNCF Réseau will structure the capacity of the graph and define the principles of organisation of the train paths and the capacity dedicated to the works, on the basis of the expressions of needs collected before the end of October Y-3 from the applicants of commercial capacity and works.

With regard to commercial capacity, between November Y-3 and April Y-2, SNCF Réseau will develop a reference graph potentially covering the entire network, called the “systematic timetable diagram” or “2h timetable diagram”, which is the answer to the train path needs considered structural, starting with those repeating several times a day. As a result, it is not intended to integrate all the train paths likely to circulate during the day. The train paths of the diagram are intended for periods without works.

The systematic timetable diagram seeks to respond as closely as possible to the needs expressed, while maximising the use of the commercial capacity of the network, using industrialisation logic of capacities. This maximisation is based on the result of the dialogue between participants, notably guided by the criteria mentioned in § 4.4.1. It also aims to keep a residual capacity to meet the needs not eligible for the diagram.

The timetable diagram creation, the time frame eligibility conditions and the processing of requests in the case of constrained capacity are detailed in the Manual for commercial capacity applicants.

Good practices in developing the timetable diagram are also annexed to the Network Charter, accessible on the SNCF Réseau website.

In parallel with the development of the diagram, the capacities dedicated to the works are structured according to the principles mentioned in § 4.5.1. They are necessary to maintain network performance and development, and must take commercial flow into account as much as possible.

4.2.2.2. Diagram pre-construction

Between May and June Y-2, SNCF Réseau consults with its customers and partners on the order that they are planning to make for a standard day either by activation of the train path-days of the diagram, or by the request for “reinforcement train paths” (which complement the timetable diagram offer, for example peak period reinforcement) or “specific train paths” (which correspond to a specific transport offer, for example night trains). This is known as an “expression of 24-hour requirements”.

These expressions of requirements are the input data allowing SNCF Réseau to draw up the “24-hour graph”. The prior drafting of the graph aims to:

- on the one hand define 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);
- on the other hand, define the commercial capacity and the supply of pre-built train paths (passengers and freight) that can be claimed by the applicants during the creation of the NST.

The pre-construction graph only provides capacities for defined types of traffic and not for specific undertakings, it does not confer rights or obligations on individual applicants.

The timetable diagram serves as the base for the pre-construction graph. Diagram compliance is a good practice that promotes the optimisation of capacity and efficiency of the scheduling process. However, during the pre-construction stage of the graph, diagram compliance is not an obligation and does not lead to the rejection of an expression of need if it is technically feasible.

Expressions of needs used for the development of the pre-construction are the subject of consultation with the stakeholders.

Furthermore, the train paths for the “24-hour train diagram” are compatible with the commitments made as part of framework agreements.

In parallel with the preparation of the pre-constructed train paths, the works windows and work capacities are specified in order to complete the General Programme of Windows (PGF), distributed to the applicants in December Y-2 via the TCAP IS. It is the subject of discussions between all clients and partners (§ 4.5.3). The opening hours of lines, stations and signal boxes are also defined and notified to applicants in December Y-2 via the OLGA IS.
4.2.2.3. Timetable construction

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 the second Monday in April Y-1 at the latest (see schedule in § 4.3.1 and request modalities in § 4.2.3.1).

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

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

For requests on high speed lines, trains running at the maximum permissible speed on the line will be given priority. Exceptionally, other trains can also run there if their maximum speed is at least equal to 200 km/h.

During this construction stage, SNCF Réseau also starts discussions 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 (§ 4.4.1.3). A formal response is provided for each train path requested (see table of responses in § 4.2.4).

4.2.2.4. Timetable adaptations

Once the Y service timetable has been finalised in September Y-1, SNCF Réseau allocates the train paths on the basis of the remaining capacity, in the schedule specified in § 4.3.2, based on:

- late service requests (DTS) between the second Monday of April Y-1 and mid-October Y-1, answered before November Y-1, with the scheduling criteria they were handled with:
  1. the number of days of traffic requested in the first semester;
  2. the type of DTS:
     ▪ deletion and withdrawal of days;
     ▪ then creation and addition of days;
     ▪ then other modifications;
  3. the request placed;

- requests for service adaptations (DSA) from mid-October Y-1, according to the rules specified in § 4.2.3.2 processed by SNCF Réseau based on when they are received;

- Last minute train path requests (DSDM), between D-7 and D, processed by SNCF Réseau based on when they are received, except in the special cases described in the "Last minute capacity" reference document. The conditions for last minute train path requests (SDM) are provided in § 4.2.3.2.

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

The train paths proposed must not require changes to train paths already allocated under the coordination procedure described in § 4.4.1.3, unless SNCF Réseau requests and obtains the agreement of the owners of these train paths.

4.2.3. TRAIN PATH REQUESTS

In accordance with the "Manual for commercial capacity applicants", the requests to create train paths are made:

- for a domestic train path request, up until D-8 from the first day the train is to be worked – by using the GESICO information system. See also points 4.2.3.1 et 4.2.3.2;

- for a last minute domestic path request (between D-7 and day D 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". Also see end of 4.2.3.2.
for an international train path request: see § 4.2.5.2.

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

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 (§ 4.2.6.4 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.

- Modelling traction units in the train path tool

As indicated in § 4.1.3, the applicant is responsible for ensuring that the train can respect the scheduled stops 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 account manager (§ 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 AR 30113 “Data required for calculating train runs and determining hauled loads and acceleration capacities” available on the SNCF Réseau site.

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.
4.2.3.1. Train path applications to the service during the construction phase

Train path applications to the service can be formulated between mid-December Y-2 and the second Monday of April Y-1, according to the schedule described in § 4.3 which also specifies the dates of response to these requests. SNCF Réseau will communicate the elements required to formulate applications for train paths before the start of this period, detailed hereafter.

- Pre-constructed train paths and catalogue of freight train paths

The pre-constructed train paths and freight catalogue paths are extracted from the “24-hour train diagram”, created on the basis of the “24-hour needs expressions” of customers and partners (§ 4.2.2.2).

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 the train paths pre-constructed or extracted from this list. These train paths are available in the GESICO and PCS tools (for international applications).

All the pre-constructed freight 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 with a link to the associated route file.

Pre-constructed passenger train paths are communicated to the applicants concerned by SNCF Réseau according to the same schedule.

(*) 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.

- 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 Y timetable period, via the OLGA IS. The notified reference documents is also published on the “technical documents” page of the SNCF Réseau website,

- the General Programme of Windows (PGF) which describes the windows and capacities allocated to works (§ 4.5.3), via the 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".
4.2.3.2. Train path applications during the adaptation phase

Applications formulated after the second Monday in April Y-1 (DTS, DSA, DSDM) described in § 4.2.2.4, are processed in the residual capacity, according to the schedule described in § 4.3.2.

With regard to requests for modification and deletion of train paths, also consult the provisions relating to the system of Reciprocal Incentives (IR) in Chapter 6.

- **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 Key Account Department, 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".

- **Rules applicable to requests in 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/additions of train path-days not subject to safety prescriptions**

<table>
<thead>
<tr>
<th>Scope</th>
<th>Creation requests (excluding train path-days subject to safety prescriptions, covered hereafter) meeting a new transport need, or the addition of new train path-days in an allocated train path with multiple days of operation.</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>
<tr>
<td>Reply</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 § 4.2.4. In the event of a request with multiple train path-days, the response provided may firstly be a &quot;provisional reply&quot;.</td>
</tr>
<tr>
<td>Requests after D-7</td>
<td>Case handled in the point &quot;Last minute train path requests&quot; (4.2.3.2)</td>
</tr>
</tbody>
</table>
CHAPTER 4 – CAPACITY ALLOCATION

Creation of train path-days subject to safety prescriptions

Given the time required to allocate the train paths and constraints related to security prescriptions, 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.

<table>
<thead>
<tr>
<th>Scope</th>
<th>Train path-day requests for:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- 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),</td>
</tr>
<tr>
<td></td>
<td>- exceptionally large and bulky consignment traffic (TEPE),</td>
</tr>
<tr>
<td></td>
<td>- test traffic requiring the consideration of high-impact safety prescriptions in the train path (in-line stops, excessive speed, forbidden crossing or overtaking, etc.).</td>
</tr>
</tbody>
</table>

| Request by D-40 at the latest | Given the time required to create this kind of train path, 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 requirement or the renewal of a request that has already been replied to 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.). |

| 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 § 4.2.4. In the event of a request with multiple train path-days, the response provided may firstly be a “provisional reply”. 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. |

Specific case: changes to the exceptional consignment note

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

| Reply | The reply is then provided as quickly as possible, at the latest 30 calendar days after the filing of the request (or depending on the applicable schedule for the last minute train path from D-7), it being understood that the feasibility of the change is subject to the nature and complexity of the impacts to be processed. |

Changing train path-days

| Scope | Requests for changes to train path-days (routes and/or times) instigated by the applicant after a changed need. The requests may be made if a train path-day has already been allocated or if the train path-day has not yet received a response. |

| Request by D-8 at the latest | The request must be formulated eight calendar days at the latest before the first day of operation (D-8). It is reminded that the earlier the need is foreseen and the request filed, the better the chances of receiving a positive reply. Change requests are not accepted from D-7 via the last minute train path request IS (with the exception of partial cancellation requests). The change request must comply with the profession-specific principles of using the “Life of the Train Path” functions made available in the GESICO 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. |

| 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 § 4.2.4. In the event of a request concerning a train path with multiple train path-days, the response provided may firstly be a "provisional reply". |
Special case of changes to train characteristics

Scope: 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.

Request filed at the latest one week before closing the corresponding rectification: To avoid overloading the timetable teams with modification requests not affecting times, the request must be formulated one week at the latest 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).

Reply: The reply is issued as quickly as possible, at the time of closing the rectification at the latest.

Provisional schedule of rectifications of the NST 2019:

<table>
<thead>
<tr>
<th>Opening dates</th>
<th>Request deadlines</th>
<th>Closing dates</th>
<th>Rectification dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friday 13 November 2018</td>
<td>Friday 31 December 2018</td>
<td>Friday 07 January 2019</td>
<td>Friday 04 February 2019</td>
</tr>
<tr>
<td>Friday 08 January 2019</td>
<td>Friday 18 February 2019</td>
<td>Friday 25 February 2019</td>
<td>Friday 01 April 2019</td>
</tr>
<tr>
<td>Friday 26 February 2019</td>
<td>Friday 22 April 2019</td>
<td>Friday 29 April 2019</td>
<td>Friday 09 June 2019</td>
</tr>
<tr>
<td>Friday 30 April 2019</td>
<td>Friday 17 June 2019</td>
<td>Friday 24 June 2019</td>
<td>Friday 29 July 2019</td>
</tr>
<tr>
<td>Friday 25 June 2019</td>
<td>Friday 29 July 2019</td>
<td>Friday 05 August 2019</td>
<td>Friday 16 September 2019</td>
</tr>
<tr>
<td>Friday 06 August 2019</td>
<td>Friday 16 September 2019</td>
<td>Friday 23 September 2019</td>
<td>Friday 28 October 2019</td>
</tr>
</tbody>
</table>

• Last minute train path requests

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

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

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

Last minute train path requests submitted between D-7 and 5pm on D-1 are handled by capacity offices in less than 5 working days and under the conditions specified in the “Last minute capacity” reference document, it being indicated that the handling times for requests 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 Capacity Allocation Division.
**CHAPTER 4 – CAPACITY ALLOCATION**

**Creation of train path-days subject to safety prescriptions in Last Minute Train Path**

**a.** Cases of trains paths with safety prescriptions that may be subject to a Last Minute Train Path Request without special conditions:

- Traffic categories A and B;
- Eddy current trains;
- Pantograph wagon traffic.

**b.** Cases of trains paths with safety prescriptions that may be subject to a Last Minute Train Path Request under certain conditions: this case is detailed in the document "Last Minute Capacity".

**c.** Cases of trains paths with safety prescriptions that may not be the object of a Last Minute Train Path Request:

- Traffic category C;
- Traffic that is announced as safety rounds;
- Test traffic with high-impact safety prescriptions (in-line stops, excessive speed, forbidden crossing or overtaking, etc.).

**4.2.3.3. Amendment of opening times for lines, stations and signal boxes**

When a late train path request or an adapted train path request is not compatible with the opening times for lines, stations and signal boxes specified in the OLGA IS, the applicant has the option to request that SNCF Réseau alter these times under the conditions defined in § 5.4.1 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 (§ 6.2.3.1). If this is accepted, the service will be invoiced under the conditions defined in § 6.7.3.

**4.2.3.4. 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.
4.2.4. RESPONSE FROM SNCF RÉSEAU

All requests shall receive a response in accordance with the calendar set out in § 4.3.1, via the GESICO information system. It includes:

- 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:
### CHAPTER 4 – CAPACITY ALLOCATION

<table>
<thead>
<tr>
<th>Response type in GESICO</th>
<th>Characteristic</th>
<th>Type of possible train path-days</th>
</tr>
</thead>
<tbody>
<tr>
<td>Granting a contract</td>
<td>The train path is allocated for all requested dates. The response contains all train path-days allocated, and does not contain any &quot;train path-day under examination&quot;.</td>
<td>allocated</td>
</tr>
<tr>
<td>Partial allocation</td>
<td>The train path is allocated, except for certain dates on which it is impossible to run the requested train path within the tolerances allowed by the applicant. In this case, the allocation is limited to the days during which the route is possible, and non-allocated days must be accompanied by justifying comments. This response is definitive.</td>
<td>allocated, not allocated</td>
</tr>
<tr>
<td>Kept in reserve</td>
<td>This response is given when several service requests are made for the same transport service, in line with an ongoing call for tenders. This response is temporary. The reserve status of the service is lifted as soon as possible, once SNCF Réseau has obtained the necessary information from the applicants concerned to allocate the train path to the applicant awarded the call for tenders. The response for the applicant selected becomes &quot;allocation&quot; or if necessary, &quot;partial allocation&quot; and the other applicant(s) receive the response &quot;infeasible&quot;, with a comment justifying the refusal.</td>
<td>allocated, not allocated under examination(*)</td>
</tr>
<tr>
<td>Train path awaiting validation</td>
<td>The train path cannot be allocated because certain elements still need to be validated (for example ATE, iteration with key station, etc.). Such a case may arise particularly when the train path requires the opening of a line, a station or a box that was not originally scheduled for this service and so needs to be studied. The situation may also arise when the capacity limit has been reached on a single track and an additional study is needed to validate a possible extension of the capacity, making it possible to set up supplementary train paths. This response is provisional and may be modified as soon as the required elements are obtained in order to formulate a definitive response to the applicant.</td>
<td>allocated, not allocated under examination(*)</td>
</tr>
<tr>
<td>Conditional allocation</td>
<td>Only applies to train path requests to the service: the train path is allocated under the conditions described in § 4.2.4.1. The status of the train path (&quot;train path-day under examination&quot;), for the dates in question, is temporary.</td>
<td>allocated, not allocated under examination(*)</td>
</tr>
<tr>
<td>Provisional allocation</td>
<td>Only applies to requests made as adaptations. Train path-day proposed where the number of train path-days offered is less than the number requested (when SNCF Réseau is not immediately in a position to examine the whole series of requests placed). This is a provisional response. Responses to other train path-days requested are provided at a later time in strict compliance with the principle for processing residual capacity requests according to the order of receipt of such requests. As the whole request is not dealt with, the status of the reply will remain &quot;provisional allocation&quot; but the applicant will be informed of progress in the production of the timetable. After the complete request has been dealt with, the final reply will be &quot;allocation&quot; if the reply extends to all the paths requested or &quot;partial allocation&quot; if not.</td>
<td>allocated, not allocated, no response</td>
</tr>
<tr>
<td>Infeasible</td>
<td>The application of the rules set out in this document, the reference documents and the train path construction standards, and/or the restrictions of the train diagram (availability of the infrastructure, capacity allocated for works or train paths) do not make it possible to trace the train path requested within the tolerance limits expressed by the applicant for all dates requested. The response is accompanied by a comment specifying and justifying the reason for the response. In particular, details are provided to explain the situations in which residual capacity is insufficient to allow for the requested capacity to be allocated.</td>
<td>not allocated</td>
</tr>
<tr>
<td>Inadmissible</td>
<td>The train path request is incoherent or does not contain all the information required to set up the route, or does not comply with the rules stipulated herein. The response is accompanied by a comment specifying and justifying the reason for the rejection or lack of handling of the request.</td>
<td>-</td>
</tr>
<tr>
<td>Cancellation</td>
<td>Cancellation request carried out.</td>
<td>cancelled</td>
</tr>
</tbody>
</table>

(*) in response to applications to the service only.

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

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”. This type of train path can also be included in a request response “reserved” or “pending validation”.

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

A definitive answer (train path-days allocated or not allocated) is sent to the applicant:
- no later than four months (120 days) before the date on which the train is to run for train paths associated with passenger transport
- no later than two months (60 days) before the date on which the train is to run for freight and 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.

Some train path-days under examination may be subject to a train path quality agreement under the conditions set out in § 2.3.3.

4.2.4.2. Monitoring timetable production indicators

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

4.2.5. INTERNATIONAL TRAIN PATHS

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

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

4.2.5.1. International feasibility studies

For specific requirements relating to international traffic, over and above the pre-construction works conducted, applicants may submit requests for international feasibility studies to help them in fine-tuning their own transport plans.

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

A request for an international feasibility study is submitted via the Path Coordination System (PCS).

It may be requested up to mid-January Y-1. 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 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 § 4.2.5.2. This is an ancillary service (§ 5.5.1.1.), the cost of which is provided in § 6.2.4.
4.2.5.2. International train path applications to the service (construction phase)

International train path applications to the service must be formulated by applicants either in PCS or GESICO. SNCF Réseau recommends the use of PCS to optimise international coordination. In the event that international requests for the same transport service are placed by an applicant both in PCS and in GESICO, SNCF Réseau considers the request formulated directly in GESICO to be inadmissible, and provides a response to this effect.

For the specific case of pre-established paths for European freight corridors, the request must be made only in the PCS tool.

The application formulated in PCS automatically results in the creation of an identical application in GESICO. At the end of the procedure for planning and allocating the international train path, in coordination with the neighbouring IMs, SNCF Réseau inputs the response to the application derived from PCS in GESICO; this response is then transmitted to PCS.

The specific procedures that apply to international train path requests are specified in the "Manual for commercial capacity applicants". The complete train path request and allocation schedule is detailed in § 4.3.

4.2.5.3. Coordination of schedules at border points

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.

4.2.6. SPECIFIC CAPACITY ALLOCATIONS

4.2.6.1. Allocation of capacity in conjunction with LISEA

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

**4.2.6.2. Allocation of capacity on single-track lines**

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

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

These capacity restrictions are defined by applying the criteria assessed at the beginning of each year. The list of the affected lines and the corresponding capacity restrictions applicable for the timetable Y are sent to the capacity applicants in the first quarter 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 "Manual for commercial capacity applicants".

**4.2.6.3. Coordination with major seaports**

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

Similar provisions have been organised with the other ports. Applicants may obtain information from the Key Account Department.

**4.2.6.4. 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 (GOV - track occupation diagram) 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.
### 4.3. TRAIN PATH REQUEST AND ALLOCATION PROCEDURE SCHEDULE

The train path request and allocation procedure schedule distinguishes between requests made by 09 April 2018 at the latest (service requests) and requests made after this date (late requests or adjusted requests).

#### 4.3.1. TRAIN PATH APPLICATIONS SUBMITTED BY 9 APRIL 2018

The schedule below presents the key dates of the train path application and allocation procedure to the service, both for national and international train paths. Some dates are harmonised at European level, in particular the deadline for train path service requests (DS). Others are freely set by each infrastructure manager.

<table>
<thead>
<tr>
<th>Date / Period</th>
<th>Step of procedure for national train paths</th>
<th>Step of procedure for international train paths</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 December 2017</td>
<td>Start of train path requests for the 2019 timetable</td>
<td>Provision of train path lists and line, station and signal box opening times to the applicants of the PGF</td>
</tr>
<tr>
<td>08 January 2018</td>
<td>Publication of pre-arranged train paths provided by infrastructure managers in PCS (including for freight corridor train paths)</td>
<td></td>
</tr>
<tr>
<td>15 January 2018</td>
<td>Deadline for receipt of international feasibility study requests</td>
<td></td>
</tr>
<tr>
<td>12 March 2018</td>
<td>Deadline for response to international feasibility study requests</td>
<td></td>
</tr>
<tr>
<td>09 April 2018</td>
<td>End of train path requests for the 2019 timetable</td>
<td></td>
</tr>
<tr>
<td>10 April 2018 to 09 July 2018</td>
<td>Production of the draft timetable by SNCF Réseau</td>
<td></td>
</tr>
<tr>
<td>23 April 2018</td>
<td>Deadline for the allocation of train paths by the Corridor OSS. Possibility of restitution of certain pre-established train paths available to IMs New publication in PCS of pre-established train paths available for late requests</td>
<td></td>
</tr>
<tr>
<td>02 July 2018</td>
<td>Publication in PCS: 1) of draft train path proposals in response to the international train path applications issued in PCS, and 2) of the draft timetable by the Corridor OSS</td>
<td></td>
</tr>
<tr>
<td>03 July 2018 to 03 August 2018</td>
<td>Period during which applicants can submit their remarks on the draft train path proposals in response to the requests for international train paths submitted in PCS (including freight corridor train paths)</td>
<td></td>
</tr>
<tr>
<td>10 July 2018</td>
<td>Communication of the draft timetable by SNCF Réseau to applicants. Each applicant can then see all the planned train paths and receive a precise description of the paths envisaged in response to its request, using the e-HOUAT and FLUX HOUAT tools. This data is updated in the GESICO application on 11 July 2018.</td>
<td></td>
</tr>
<tr>
<td>11 July 2018 to 10 August 2018</td>
<td>Period during which applicants can submit their remarks on the draft timetable</td>
<td></td>
</tr>
<tr>
<td>13 August 2018 to 03 September 2018</td>
<td>Continuation of industrial dialogue between SNCF Réseau and each applicant on the basis of observations made regarding the draft timetable and the development of the definitive timetable by SNCF Réseau</td>
<td></td>
</tr>
<tr>
<td>20 August 2018</td>
<td>Publication in PCS: 1) of final train path proposals in response to the international train path applications issued in PCS, and 2) of the final responses by the Corridor OSS</td>
<td></td>
</tr>
<tr>
<td>20 August 2018</td>
<td>SNCF Réseau lays down the 2019 timetable</td>
<td></td>
</tr>
<tr>
<td>04 September 2018</td>
<td>Timetable for the new period transmitted to applicants by SNCF Réseau via the e-HOUAT and FLUX HOUAT tools. This data is updated in the GESICO application on 05 September 2018</td>
<td></td>
</tr>
<tr>
<td>18 September 2018</td>
<td>Deadline for sending a request to SNCF Réseau within the scope of the dispute settlement procedure (§ 4.4.2)</td>
<td></td>
</tr>
<tr>
<td>09 October 2018</td>
<td>Publication of the capacity set aside in the PCS by the Corridor OSS</td>
<td></td>
</tr>
<tr>
<td>D-21 (D being the day)</td>
<td>Restitution to the IMs by the Corridor OSS of train paths from the capacity set aside and not yet ordered by that date</td>
<td></td>
</tr>
</tbody>
</table>
CHAPTER 4 – CAPACITY ALLOCATION

4.3.2. TRAIN PATH APPLICATIONS SUBMITTED AFTER 10 APRIL 2018

SNCF Réseau responds to requests submitted after 10 April 2018 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>10 April 2018 to 15 October 2018</td>
<td>All path types (late requests - DTS)</td>
<td>between 21 August 2018 and 12 November 2018</td>
</tr>
<tr>
<td>16 October 2018 to 14 December 2019</td>
<td>All path types (adapted requests - DTS)</td>
<td>As soon as possible and according to the deadlines indicated in § 4.2.3.2</td>
</tr>
<tr>
<td></td>
<td>Last minute train path – SDM</td>
<td>5 working days at the latest, under the conditions specified in the document “Last minute capacity”</td>
</tr>
</tbody>
</table>
4.4. COORDINATION AND ALLOCATION PROCEDURE IN CASE OF CONSTRAINED CAPACITY

4.4.1. COORDINATION PROCEDURE OF REQUESTS

4.4.1.1. In the capacity structuring phase

SNCF Réseau strives to reach the global volume of expressed needs meeting the criteria of eligibility for the systematic timetable diagram and will, when the requests are greater than the available capacity in the diagram, submit proposals to the stakeholders to reconcile these different needs. A meeting is then set up.

For the construction of the service scenarios and the choice of scenario chosen for the diagram, SNCF Réseau uses the following assessment criteria, applied without fixed weighting between them:

- technical difficulty of constructing the train path and “edge effects” on the whole of the schedule construction (existence of single lane on the route, running through connection hubs, operation in Dense Zone, potential shear points, performance of operated lines, etc.);
- distance covered by the train path;
- number of train path activations in the 24h graph, found during previous service schedules and projected by the applicant for the relevant NST;
- identification “base or reinforcement” of the train path in question;
- relative commercial importance of the train path(s) for the applicant in question;
- financial importance for the infrastructure manager;
- robustness of the graph.

Insofar as it is unable to enter a train path in the diagram with the travel time, number of stops, connections, frequency, and time positioning characteristics requested by the applicant, SNCF Réseau will make a suggestion which is closest to the expression of needs.

4.4.1.2. In the pre-construction phase

If conflicts are detected between different “24h needs expressions”, an attempt to reach a consensus between the parties is sought, with SNCF Réseau suggesting modifications which are as close as possible to the requests expressed to ensure technical feasibility.

In the event that no agreement is reached between the parties concerned, SNCF Réseau will suggest the solution that appears to be the most optimal in terms of the use of the available capacity and the fairest in relation to the applicants concerned, the fairness being based on the following analysis criteria, which are for the most part similar to those used in the structuring phase:

- need to respond to traffic on European freight corridors;
- request made via a framework agreement;
- activation of a train path from the timetable diagram
- technical difficulty of constructing the train path and “edge effects” on the whole of the schedule construction (existence of single lane on the route, running through connection hubs, operation in Dense Zone, potential shear points, performance of operated lines, etc.);
- distance covered by the train path;
- demand level of the pre-constructed train path identified during previous service schedules;
- relative commercial importance of the train path(s) for the applicant in question;
- financial importance for the infrastructure manager;
- robustness of the graph.

The choice by SNCF Réseau of the best solution according to the criteria indicated above is without prejudice to the rules applicable during the construction phase.
4.4.1.3 In the construction phase

- **The principles for coordinating the requests**

In accordance with Article 21-1 of Decree No. 2003-194, SNCF Réseau, when confronted with competing demands, strives, through the coordination of requests, to ensure the best possible match between them. The procedure described below applies to any capacity request, including when one or more competing requests rely on an infrastructure capacity contracted by framework agreement. In this regard, SNCF Réseau shall apply the dispensation stipulated in Article 10.5 of the EU Regulation No. 2016/545.

The procedure for coordinating requests, the aim of which is to ensure that all train path requests can be met, is applied in application of Decree No. 2003-194 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 Clients and Services General Management, 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, SNCF Réseau 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, SNCF Réseau will refer to the order of priorities in the criteria indicated by applicants in their requests, 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**

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;
  - then, for a given train path-day; requests for the greatest number of days in the pre-constructed system (as published in the catalogue of train paths);
  - and, if necessary, taking account of the number of clock face 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 European 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.

4.4.2. DISPUTE SETTLEMENT PROCEDURE FOR 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 addressed by the applicant by e-mail to the Clients and Services General Management. It must include the information required on the train path requests and train path allocations subject to the dispute, a summary of the procedure (observations, coordination, arbitration) and the justification of the need for the requested train paths.

Within a period of 10 working days from receipt, the Clients and Services General Management decides:

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

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

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

This procedure is not prejudicial to the existing methods of appeal and competences of the ARAFER.
CHAPTER 4 – CAPACITY ALLOCATION

4.4.3. CONGESTED INFRASTRUCTURE

- Declaration of congestion

A line or section of line is declared to be congested by SNCF Réseau, as soon as, after the service construction procedure, the coordination process described in § 4.4.1 fails, leading SNCF Réseau to not allocate certain requested train paths, or to allocate train paths outside of the tolerance margins accepted by the applicant.

The declaration of congestion may involve any geographic perimeter relevant to the context, between two points of the network. The time measurement unit is one hour. Several one-hour slots may succeed each other (for example between 8h and 9h or 2x1h between 17h and 19h) if the conditions set in the previous paragraph apply to the whole period. The time window is defined from the point of entry into the congested area.

The declaration to this effect is published by SNCF Réseau on its website, and sent to all interested parties.

In accordance with Article 22 of Decree No. 2003-194, in the six months following the declaration of congestion, SNCF Réseau shall perform a capacity analysis in order to ascertain the reasons for this congestion 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, assess all the steps that could be taken to strengthen infrastructure capacity, and define an implementation schedule.

- Foreseeable congestion

In application of Article 26 of Decree No. 2003-194, if SNCF Réseau identifies at the end of Y-2 that a line or section of line is likely to become congested during the timetable Y, SNCF Réseau will make a declaration of foreseeable congestion.

The declaration of foreseeable congestion takes place at the end of the pre-construction period described in § 4.2.2.2, when SNCF Réseau estimates that it could not satisfy all expressed requirements, or if it feels that demand on a given section of line will exceed the capacity offered and that the timetable construction procedure will not allow it to satisfy all requests.

The declaration to this effect is published by SNCF Réseau on its website and sent to all interested parties. Applicants are thus advised that, should this situation be confirmed by a declaration of observed congestion at the end of the timetable construction period, additional congestion charges shall be applied (according to conditions to be defined).

Unless a reinforcement plan has already been implemented on the line or section of line concerned, SNCF Réseau shall conduct an analysis of the capacities and shall define, in a joint manner, a capacity reinforcement plan. The reinforcement plan can include operating measures such as changing the speed of traffic, domestication of train paths, organisation of flows and services, etc. The reinforcement plan can also provide, if the situation lends itself to it, priority criteria for allocating train paths that deviate from those set out below, to enable SNCF Réseau to optimise the use of available capacity.

This reinforcement plan (and notably its possible operating measures) may contain measures that may be implemented as early as the construction of the timetable.
- Allocation of capacity after noted congestion

The processes differ depending on whether the line or section of line has (i) or has not (ii) previously been subject to a declaration of foreseeable congestion.

i) If a declaration of foreseeable congestion has previously been made

If, at the end of the timetable construction procedure and of the consultation meeting with all applicants, and despite the works on the capacity reinforcement plan and the announcement of the application of additional congestion charges, conflicts remain between competing requests that do not allow SNCF Réseau to issue a favourable response to all requests, the latter may confirm the declaration of congestion for the line or section of line, and apply, in accordance with Article 22 of Decree No. 2003-194, the following priority criteria for train path allocation:

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-constructed freight and passenger train paths, or train paths technically comparable to pre-constructed train paths, prioritising – for a single specified train path-day – those ordered for the largest number of days in the pre-constructed system (as published in the catalogue of train paths), and, if necessary, taking account of the number of clock face 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.

These priority criteria are subject, depending on the situation, to adjustments when drawing up the reinforcement plan.

Applicants who will be allocated a train path using the congested line or section of line will receive additional congestion charges, (according to conditions to be defined).

If, conversely, at the end of the timetable construction procedure and the consultation meeting with all applicants, all requests are met, SNCF Réseau shall invalidate the declaration of foreseeable congestion, and no congestion charges shall be applied.

ii) In the absence of any prior declaration of foreseeable congestion

If, at the end of the timetable construction procedure and the consultation meeting with all applicants, conflicts remain between competing requests that do not allow SNCF Réseau to issue a favourable response to all requests, the latter may declare the line or section of line congested.

In accordance with Article 22 of Decree No. 2003-194, the same priority criteria governing the allocation of train paths as those specified in paragraph (i) above shall apply, after SNCF Réseau has conducted the capacity analysis.

Prior to the completion of the capacity analysis by SNCF Réseau, the coordination process described in § 4.4.1.3 shall apply for the allocation of train paths.

Since this declaration of congestion will not have been anticipated by a foreseeable declaration of congestion, the applicants, to whom a train path is allocated which has a line or line section declared as congested, will not be subject to congestion charges during the Y service schedule. It is however specified that, on the basis of this observation of congestion, this same line or section of line is likely to be the subject of a foreseeable declaration of congestion at the end of the pre-construction of the next service schedule, and thus be subject to additional congestion charges during the next service schedule.

● Congestion due to works
Given their impact on capacity, certain works situations may generate congestion. In the event of the declaration of congestion (observed or foreseeable) due to works, no congestion charges shall be applied.

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

4.5.1. GENERAL PRINCIPLES

The capacities allocated for works needs are the object of "works windows" defined on sections with windows. Several types are available:

- "generic windows" ("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.

Temporary Restrictions of Commercial Capacity (RTC) of railway lines for reasons such as carrying out infrastructure works, including temporary restrictions of speed, axle load, train length, traction or gauge, in accordance with Directive 2012/34/EU, are subject to the classification and processes described below.

4.5.2. CATEGORIES OF TEMPORARY CAPACITY RESTRICTIONS

Appendix VII of Directive 2012/34/EU identifies four categories of RTC, based on two criteria:

- The duration of the RTC, defined as the sequence of calendar days during which the RTC applies daily, on the same section of line, without interruption;
- The impact of RTC on traffic, measured as a percentage of estimated traffic removed, diverted or replaced by other modes of transport.

The four categories of RTC and the two associated ranking criteria to be met by RTC are shown in the table below:
### 4.5.3. PROCESS FOR DETERMINING THE CAPACITIES ALLOCATED TO WORKS

- **A-8 to A-4:** during this time period, upstream of the process described below, exchanges of information between SNCF Réseau and its customers and partners take place according to the rules of good operational behaviour specified in the Network Charter, available on the website of SNCF Réseau.

- **Before November Y-3:** identification and assessment of capacity requirements for so-called "high capacity impact" (FIC) projects and sites with RTC categories 1 and 2 on the structuring network; first framing of generic and distorted windows.

  If the impact of the RTC of these two categories is not limited to a single network, the infrastructure managers concerned, including the infrastructure managers who could be affected by the change of train routes, coordinate between them the restrictions of the capacities. The Infrastructure Manager responsible for RTC must share all known relevant information about the planned RTC with the infrastructure managers, the candidates and the main operators of the service facilities that may be impacted by the RTC.

  SNCF Réseau communicates to candidates before November Y-3 the category 1 RTC planned for the structuring network. At the request of the candidates, SNCF Réseau must provide a comparison of the conditions encountered, with at least two capacity restriction scenarios. SNCF Réseau draws up these alternative scenarios on the basis of the information provided by the candidates at the time of their requests and jointly with them. The comparison must, for each scenario, include the following elements at the very least:

  - The duration of the capacity restriction;
  - The indicative amount of infrastructure user fees;
  - The available capacity on the diversion routes;
  - The alternative routes available;
  - The indicative journey times.

  Before making a choice between alternative capacity restriction scenarios, SNCF Réseau consults with interested candidates and takes into account the impact of different scenarios on these candidates and on the users of services.

- **November Y-3:** For the FIC work sites and sites where the RTC are categories 1 and 2 on the structuring network, SNCF Réseau invites its customers to “reviews of macro axes” with the aim of an iterative sharing of the first frames for consideration in future scheduling. These exchanges are based on “macro sequencing” and time loss graphs taking into account the capacity needs of the identified sites.

- **December Y-3:** publication on the SNCF Réseau website of a first version of the projects whose RTC are categories 1 and 2 on the structuring network, in the form of macro sequencing, as well

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### Category | Consecutive days | Impact on traffic
---|---|---
1 | RTC with major impact | More than 30 consecutive days | More than 50% of traffic volume estimated on a railway line per day
2 | RTC with significant impact | More than 7 consecutive days | More than 30% of traffic volume estimated on a railway line per day
3 | RTC with average impact | 7 consecutive days or less | More than 50% of traffic volume estimated on a railway line per day
4 | RTC with minor impact | Indefinite | More than 10% of traffic volume estimated on a railway line per day
as the report of the reviews of macro axes. Where appropriate, an estimate of the commercial capacity of diversion routes is also published.

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

If the impact of the RTC is not limited to a single network, the infrastructure managers concerned, including the infrastructure managers who could be affected by the change of train routes, coordinate between them the restrictions of the capacities.

Where appropriate, infrastructure managers must invite candidates operating on the relevant lines and the main operators of service facilities concerned to participate in this coordination.

The "axis reviews", organised in mid-April, are intended to consult the candidates about the following information from the first sequencing:
- the activation weeks of generic windows;
- the types and activation weeks of the distorted windows and the capacity requests;
- the time loss graphs.

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

At the same time, SNCF Réseau organises meetings referred to as "RP0", together with 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 RP0 of FIC sites.
- 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) via the TCAP IS, which describes the windows and capacities allocated to works. Where appropriate, an estimate of the commercial capacity of diversion routes is also published via the SNCF Réseau website.

SNCF Réseau may decide not to apply the deadlines indicated above if the restriction of capacity is necessary to restore the safe operation of the train service, if the schedule of the restrictions is beyond its control, if applying these delays may prove to be ineffective with regard to the costs incurred or unnecessarily harmful in view of the state or the life of the asset, or if all the candidates concerned agree. In these cases, SNCF Réseau immediately consults the candidates and the main operators of the service facilities concerned.

### 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.

Management of discrepancies is handled by SNCF Réseau in a complaint process that provides for the systematic consultation of applicants for capacity, works and train paths and, where appropriate, coordination with the neighbouring infrastructure managers concerned. The industrial dialogue supports this process in order to assist the identification of the impacts and to gather recommendations for handling such impacts. Except in emergencies or cases of absolute necessity, when SNCF Réseau intends to cancel or modify an allocated train path to enable the execution of work that has not be scheduled in the PGF, it shall seek the opinion of the railway undertaking concerned as soon as possible, or at the latest, one month before the day on which the service is due to run.

Certain train path-days may therefore need to be either modified or cancelled in accordance with the consultation and discussion process described in the “Guide to Industrial Dialogue”. In this case, SNCF Réseau shall indicate the nature and duration of the modification or cancellation, together with the suggested replacement train paths, with a notice period of at least 15 days, with the train path holder not needing to apply for an adapted train path (DSA).

4.5.5. CRITERIA FOR TRAFFIC DIVERSIONS

With regard to the sites where the RTC are category 1 on the structuring network, SNCF Réseau will determine the types of traffic that may be subject to a change of route based on the following criteria:

- the pro rata of the types of traffic observed during the previous timetable;
- forecasts of changes in known traffic;
- commercial and operational constraints of traffic;
- SNCF Réseau's cost reduction objective.

The application of these criteria is coordinated with the candidates during the consultation meetings related to the works (macro axis review, axis review and RP0 process). During these meetings, for the sites where the RTC is category 1, the provisional distribution of the remaining capacities for the different types of rail service is communicated to the candidates.

4.5.6. CONFIRMATION OF THE USE OF WORKS CAPACITY

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

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

4.5.7. 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.
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. Applications must provide this information when submitting their requests.

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

4.7.1. EXCEPTIONAL CONSIGNMENTS

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

These trains with exceptional consignments may only run following a previous study by the Office for Exceptional Consignments (BTE) (§ 5.5.1.2), to verify the feasibility of this consignment, and once the capacity applicant has been granted an exceptional consignment note (ATE) by the BTE.

Applicants must inform SNCF Réseau of the existence of an exceptional consignment, defined in § 2.5, when a capacity application is made, 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 submitted in the GESICO IS, in appropriate cases as provided for in the "Manual for commercial capacity applicants" for the transport of certain dangerous goods.
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.

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

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

Applicants must inform SNCF Réseau of the presence of any materials likely to impede the correct functioning 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".

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. In particular in these circumstances, it is important for the railway undertakings to inform SNCF Réseau (correspondents-operations-ef@reseau.sncf.fr) of the updated list of operational and pre-operational correspondents that SNCF Réseau can contact.

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 in current use as described in § 3.6.4.2.

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 merchandise terminal sidings are not affected by the process described below (§ 3.6.2). Similarly, the specific use of any siding defined in § 5.5.2.1 is not affected by this process.

For sites equipped with the GOST tool allowing railway undertakings to request adjustments during the adaptation phase, see § 8 below.

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.

In the absence of a competing application, the capacity allocation in force is tacitly renewed from one timetable to the next.

This Requirements Form must be submitted to the national SNCF Réseau or PSEF 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 or PSEF 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 it by SNCF Réseau. 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 in 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” page of the SNCF Réseau website, at the latest 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 SNCF Réseau 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.

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 SNCF Réseau no more than 30 calendar days after notification of the refusal to allocate the requested capacity. This 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.

- **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:

1. 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;

2. 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;

3. 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;

4. 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: site committees

For sites with restricted capacity, SNCF Réseau may institute a permanent site committee which is charged with encouraging consultation regarding the allocation of capacity and generally optimising the use of the sites.

It groups together, at intervals defined according to the coordination needs, the railway undertakings operating on the site and any new capacity applicants, SNCF Réseau and its services, which also have capacity needs on the sidings. It works by means of a search for consensus, 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 to return their sidings capacity at any time using the "Form for returning sidings". There is a template available on the "Technical 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 site 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.

8. Allocating capacity for sites equipped with the GOST tool

For sites equipped with version 2 of the GOST tool, the distribution of capacities into siding blocks between the railway undertakings, as decided upon after the allocation procedure by arbitration of the infrastructure manager, is directly integrated into the GOST tool by SNCF Réseau before the start of the timetable.

*The 28 sites currently equipped are: Arenc, Arles, Avignon Champfleury, Avignon-Fontcouverte, Bayonne, Canet, Cavaillon, Cherbourg, Elbeuf, Fos Coussoul, Gevrey, Gravenchon, Hendaye, Laval, Le Havre Soquence, Mantes-la-Jolie, Martigues, Miramas, Motteville, Orange, Petit Quevilly, Rouen – Martinville, Rouen, Orléans, Saint-Nazaire, Sorgues, Sotteville, Surdon, Tarascon. Others will be fitted out in 2019; the railway undertakings affected will be informed.*

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 guarantee optimum use of the site’s capacity by the customers needing said capacity, the RUs are asked to cancel siding reservations that they are not planning to use, preferably more than two months before the intended date of use and at the latest seven days in advance.

As an experiment, on 2 to 3 sites identified to have limited capacity (among the aforementioned list of equipped sites), SNCF Réseau shall monitor the cancellations and non-use of the reserved capacity and shall hold discussions with the railways undertakings concerned, in particular in order to avoid overbooking practices. These exchanges may result in a device to be incorporated, where necessary, into the next Network Statement.
4.9.2. ALLOCATION OF CAPACITY ON RESTRICTED FREIGHT TERMINALS

Conflicting requests for access to combined transport terminals (CTC) and freight yards (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) "Type of train path" key
   - 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) "Number of train paths ordered for the timetable" key

3) "Length of train requested on the site in question" key
   - 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) "Pick-up/drop-off" key: "pick-up/drop-off" is understood as being an operation on a train that does not have an origin or destination on the terminal 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) "Length of the route travelled" key

6) "Running speed" key

7) "Sensitivity of the goods transported" key
CHAPTER 5
SERVICES

5.1. INTRODUCTION

The services provided and offered by SNCF Réseau to candidates are broken down into the following categories:

- Minimum services on main tracks (§ 5.2),
- Basic services provided on service facilities (§ 5.3)
- Other services grouping together the additional services (§ 5.4) and ancillary services (§ 5.5.1) both on main tracks and service facilities, as well as miscellaneous services (§ 5.5.2).

Other service facility managers propose services to candidates for the service facilities that they manage or that they own (§ 5.6). These services are presented in detail in Appendix 9 of this document.

5.2. MINIMUM SERVICES ON MAIN TRACKS

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

- **Processing applications for infrastructure capacity**
  
  SNCF Réseau processes applications for infrastructure capacity in accordance with legal and regulatory conditions and the rules laid down in Chapter 4 of this Network Statement.

- **Right of use of the train paths allocated**
  
  The train paths allocated by SNCF Réseau shall be placed at the disposition of the railway undertaking, either directly by SNCF Réseau or by the candidate (having obtained the train paths) who is not a railway undertaking. Provided that it fulfils all the other conditions required (in particular as regards the safety of train movements and network operation) and subject to the powers conferred on SNCF Réseau by the regulations in force, the railway undertaking shall be solely responsible for deciding on their actual use, in accordance with its obligations as regards notification prior to actual train movement required by the national rail Network Statement, in particular the "Provisions relative to traffic management on the national rail network", given in Appendix 5.

- **Services related to train traffic**
  
  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.

- **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.
• 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.

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.

• Access from the network to service facilities

As part of the minimum services, SNCF Réseau provides access from the network to service facilities accessible from the national rail network.

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

SNCF Réseau provides a basic service on each of the service facilities it manages (described in § 3.6), as well as additional services defined hereafter (§ 5.4.2 et seq.).

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. 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.

Regarding the sidings, based on the completed requirements form of the candidate, SNCF Réseau will propose the most suitable commercial offer:

- Use of the sidings for an occasional requirement is made by applying the terms of the Contract of Use of the Infrastructure (CUI) (Appendix 3.1 of the Network Statement). The user must then make a declaration, in accordance with the conditions provided for in the special conditions of the CUI (annexe 3.2.1).

- Use of the sidings for a recurrent need is done by an ad hoc contract. The infrastructure manager may offer the user the following:
Either a contract for a maximum period of use in a timetable, for use as a work and/or garage siding and without intervention on the rolling stock. This new contract will be available from the NST 2020 and for experimentation purposes during the NST 2019 for any interested user. In the meantime, starting from the HDS 2019, the user will have to proceed by declaration, according to the same rules as those that apply to the use of the sidings for a specific need.

Or an agreement for the provision of sidings (CMD) for use in an industrial space (Appendix 3.7.). The nominal duration is for a maximum of 5 years (initial duration of 3 years, with two one-year renewal periods), for the dynamic stabling of and interventions on the rolling stock, in particular to perform light maintenance operations or to prepare cars or carriages.

For freight yards and combined transport terminals, the basic service also includes the use of platforms, yards and installations adapted for loading and unloading merchandise onto/from the train, which includes public access to the platform for the vehicles transporting such merchandise. Ultimately, the basic service may involve the programming and reprogramming of time slots.

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

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

5.3.2. 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.

5.4. ADDITIONAL SERVICES

The additional services are offered by SNCF Réseau to all candidates that request them.

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

5.4.1. ADDITIONAL SERVICES ON MAIN TRACKS

5.4.1.1. Information Systems services

SNCF Réseau provides additional IS services for capacity applicants, beyond the provision of the minimal IS services (§ 5.2).
The complementary IS services are described in the IS services catalogue available on the Customers and Partners Portal. The pricing 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 the IS (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.

### 5.4.1.2. 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 § 4.2.3.4. During the adaptation phase, requests must be sent to the dedicated account manager, according to the procedures described in the "Manual for commercial capacity applicants".

### 5.4.1.3. Supply of traction current (RFE)

- **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 fulfill 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) 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 dedicated national (or regional) account manager, or, if no contact person has been identified, the One Stop Shop for all requests for information on the procedure and conditions for the supply of traction current and the related charges.

**5.4.2. ADDITIONAL SERVICES ON SERVICE FACILITIES**

The following services are non-regulated services.

**5.4.2.1. 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 by PSEF on the basis of an estimate previously approved by the railway undertaking.

**5.4.2.2. 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 § 5.4.2.1 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 stabling the train (operation of the simple facility, where relevant, and the use of the siding) is included in the price of the corresponding train path.

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

In the event that such an 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 call 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.

5.4.2.3. 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 during its opening times; failing this and in emergencies only, the railway undertaking must contact the Operational Traffic Management Centre (COGC) (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.

5.5. ANCILLARY AND MISCELLANEOUS SERVICES

5.5.1. ANCILLARY SERVICES ON MAIN TRACKS

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

5.5.1.1. International feasibility studies

SNCF Réseau may carry out feasibility studies as defined in § 4.2.2.2. These services are invoiced under the conditions set out in § 6.2.4.

5.5.1.2. Studies into exceptional consignments carried out prior to the ATE request

SNCF Réseau may carry out prior studies as defined in § 4.7.1. These services are invoiced under the conditions set out in § 6.2.4.

5.5.1.3. 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 covered by GSM-R.

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.
5.5.1.4. Access to the radio channel designation "for monitoring"

The radio channel for "monitoring" is in particular used for communications between the teams responsible for train manoeuvring and signal boxes. This channel can be shared by the site's various operators. The conditions for using this radio channel are set out in the local operating instructions (CLE).

All railway undertakings interested in having access to this channel, regardless of whether they own terminals, must contact the One Stop Shop – Radio (GUR), at the following address:

Guichet Unique Radio (GUR) – SNCF Réseau
Direction Ingénierie & Projets - 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

The GUR will check the presence of a monitoring channel in the area concerned and will create one where necessary.

The railway undertaking must acquire terminals approved by SNCF Réseau or a terminal model to be qualified by SNCF Réseau. It must then programme the approved terminals for accessing the user group of the monitoring channel either using its own means or by requesting a programming service offered by SNCF Réseau.

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

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

In application of the operating document entitled "Operational radio links" (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.

In order to direct any request for a radio frequency operating licence to ARCEP, the railway undertakings are advised to contact the GUR in advance. The compatibility study is invoiced to railway undertakings under the conditions set out in Chapter 6.

5.5.2. MISCELLANEOUS SERVICES

These commercial services are not regulated.

5.5.2.1. 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 PSEF of 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 (which is different to the routine use described in (§ 3.6.4)).
These services providing sidings for exclusive use do not fall under network access. They are agreed upon:

- for a maximum duration of one year and without regular rail movements, for the exclusive purpose of long-term stabling of unused equipment (unemployed cars, equipment to be put out of service, etc.) and without intervention on it;
- for a maximum duration of five years and without regular rail movements, particularly for those which are affected by a property hold that is also available and which are specifically used for stabling vehicles out of service.

SNCF Réseau shall approve this request subject to the availability of the capacities with regard to their environment and compliance with the rights to access the national rail network guaranteed to users of the space considered.

This provision shall result in the application of an ad hoc agreement with the beneficiary.

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

SNCF Réseau may terminate at any time, according to the contractually-binding provisions regarding providing advanced notice, the agreement granting exclusive and temporary use of sidings, whether this be for any general interests or for railway requirements, particularly in the event that a railway undertaking requests these tracks for normal use. Where possible and relevant, SNCF Réseau shall study, in conjunction with the agreement beneficiary, an alternative fallback solution under reasonable economic conditions in view of the operating needs of the undertaking.

5.5.2.2. Local business radio

The Local Business Radio (RLE) offer is an optional private professional radiocommunications service offer accessible to all railway undertakings. This offer helps meet simple "convenience" communication needs for passenger station agents and certain service facilities. With certain service facilities, the service can also be used for "manoeuvre" communications when producing the train consist. The radios provided in particular allow instantaneous, individual or group communications to be established, through dedicated frequencies and networks. Specific remote controls also provide additional functions.

The comprehensive description of the services and contractually-bonding conditions and corresponding charges are available for viewing on the PSEF website.

5.5.2.3. 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 to candidates under conditions set out in specific contracts between the parties. Interested candidates can contact the One Stop Shop of SNCF Réseau or the PSEF (§ 1.8).

5.5.2.4. 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.
5.6. SERVICES PROVIDED BY SERVICE FACILITY MANAGERS OTHER THAN SNCF RÉSEAU

Any service facility manager is invited by SNCF Réseau to send it information about the service he provides and the installation he manages: either via a link to a website that explains his offer or by sending a document ready to publish. Service facilities managers are encouraged to use the form established by RNE:


SNCF Réseau asks service facility managers to apply before July of Y-1 to obtain the aforementioned information for NST Y and Y+1.

Final offers are published before the start of the timetable in early December.

5.6.1. SERVICES PROVIDED BY SNCF GARES & CONNEXIONS

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

5.6.2. SERVICES PROVIDED BY SNCF MOBILITÉS

N.B.: The service facilities offer of SNCF Réseau operated by SNCF Mobilités appears in the SNCF Mobilités Reference Portfolio.

5.6.2.1. 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.

5.6.2.2. 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.

Service requests must be sent to the Railway Undertaking Services Platform (PSEF), the contact details of which are provided in § 1.8.1.
### 5.6.3. 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 7, route de Montjean BP 46 49620 la Pommeraye + 33 (0)2 41 72 11 55</td>
<td><a href="http://www.brangeon.fr">www.brangeon.fr</a> See Appendix 9.2</td>
</tr>
<tr>
<td>HENDAYE</td>
<td>Hendaye Manutention Cour Bidassoa BP 142 64 700 HENDAYE + 33 (0)5 59 20 02 86</td>
<td>See Appendix 9.3</td>
</tr>
<tr>
<td>COGNAC</td>
<td>Naviland Cargo 26 quai Michelet – CS 10095 92309 Levallois-Perret Cedex +33 (0)1 41 05 33 01</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></td>
<td></td>
</tr>
<tr>
<td>BORDEAUX Hourcade</td>
<td>Novatrans Tour onyx 10 rue Vandrezanne - CS 91397 75634 PARIS cedex 13, France + 33 (0)1 85 34 49 00</td>
<td><a href="http://www.novatrans.eu">www.novatrans.eu</a> See Appendix 9.15</td>
</tr>
<tr>
<td>MARSEILLE Canet 1</td>
<td>BTM 1, rue Pierre Sémard 94 460 VALENTON + 33 (0)1 41 94 16 50</td>
<td><a href="http://www.t3m.fr">www.t3m.fr</a> See Appendix 9.5</td>
</tr>
<tr>
<td>TOULOUSE St-Jory</td>
<td>BTM 5, rue Seveso 31150 FENOUILLET for T3M.</td>
<td><a href="http://www.t3m.fr">www.t3m.fr</a></td>
</tr>
<tr>
<td>PARIS Valenton</td>
<td>Férovergne / Combronde 2 rue de l’industrie 63360 GERZAT + 33 (0)4 73 92 74 30</td>
<td>See Appendix 9.6</td>
</tr>
<tr>
<td>LYON Vénissieux</td>
<td>Perpignan Saint Charles Conteneur Terminal SAEML 320 avenue de Barcelone 66000 Perpignan + 33 (0)4 68 81 96 09</td>
<td><a href="http://www.pscct.com/">www.pscct.com/</a></td>
</tr>
<tr>
<td>AVIGNON Courtine</td>
<td>SASU SE3M 9, chemin de la Rompure 54 250 CHAMPIGNEULLES + 33 (0)3 83 36 27 14</td>
<td>See Appendix 9.7 <a href="http://www.terminal-valdelorraine.com">http://www.terminal-valdelorraine.com</a></td>
</tr>
<tr>
<td>NOISY LE SEC</td>
<td>Rennes Terminal 21, avenue Chardonnet 35 000 RENNES +33 (0)2 23 06 05 80</td>
<td>See Appendix 9.16</td>
</tr>
</tbody>
</table>
This list is valid at the date of publication of this document. As some terminal occupancy agreements or site provision agreements below expire during the timetable period, the corresponding service facility operators may change.

Bordeaux Hourcade freight yard No. 1, as well as the Marseille Canet 2, Paris Chapelle, and Orléans sites were not subject to any operators at the date of publication of this document.

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

Further information on the combined transport terminal is provided in points 3.6.2.1, 5.3.1 and 6.2.2.4, and in the Appendices 9 and 6.3.

5.6.4. SERVICES PROVIDED BY OTHER OPERATORS

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.

- Services provided by Novatrans
  Novatrans provides services to railway undertakings at the combined transport terminals at BAYONNE Mouguerre, MIRAMAS Clésud. The services are described on the website www.novatrans.eu.

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

- Services provided by RDT13
  RDT13 is the operator of maintenance workshops in Arles and Marignane (Appendix 9.11).

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

- Services provided by EURORAIL
  Eurorail provides services on its railway sites at Golbey and Le Boulou (Appendix 9.13).

- Services provided by the Combronde Group
  The Combronde group provides services on its platforms at Vierzon, Gerzat, Veauche and Loire-sur-Rhône (Appendix 9.6).

- 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).

- Services provided by TRANSFESA France
  TRANSFESA France, as the operator of the piggyback terminal at Le Boulou, provides railway undertakings with the services defined in its offer (Appendix 9.14).

- Services provided by RENNES Terminal
  RENNES Terminal provides services to railway undertakings at the combined transport terminal in Rennes. The services are described in its offer (Appendix 9.16).
• **Services provided by VIIA Connect BOURGNEUF AITON**

VIIA Connect Bourgneuf Aiton, as the operator of the piggyback terminal between France and Italy, provides railway undertakings with the services defined in its offer (Appendix 9.17).

• **Services provided by VIIA Connect LE BOULOU**

VIIA Connect LE BOULOU, as the operator of the sites at Hendaye and Cerbère, provides railway undertakings with wheelset changing services between France and Spain, as defined in its offer (Appendix 9.17).
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, and their method of calculation and collection have been established in application of Decree No. 2003-194 of 7 March 2003 (amended) on the use of the rail network and Decree No. 97-446 of 5 May 1997 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, presented in Appendices 6.2 to 6.5 and is used to work out the amounts to be invoiced.

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.

More information on the charging principles can be found in Appendix 6.1.1 for minimum services, Appendix 6.1.2 for service facilities, Appendix 6.1.3 for the charges linked to the use of electric traction.
CHAPTER 6 – CHARGING

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 certain tracks in the national rail network;
- the amount contributed by the region per linear metre of works is at least €200K 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.

Compliance with these conditions results in a reduction in the market charge (RM) normally applied on these sections of the national rail network.

6.1.3. INCENTIVE TO DEVELOP NEW TRAFFIC

In order to promote the development of new traffic, and in accordance with Article 33 of the amended Decree No. 2003-194, SNCF Réseau set up a rate reduction called the “incentive to start up new lines” (renamed “incentive to develop new traffic, type 1”), which aims to develop new origins-destinations, with effect from the 2014 timetable.

For the NST 2019, a new incentive scheme (“Incentive to develop new traffic, Type 2”) is being introduced on an experimental basis. It is different because of its “new service” definition which is from the point of view of the user. This incentive is non-cumulative with the type 1 incentive.

6.1.3.1. Type 1 development incentive (new origin-destination)

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

1) Service criteria, according to which the journey must:
   - be passenger traffic that has not been scheduled by a transport organising authority (AOT);
   - be between two towns that have not yet been connected by a passenger rail link not under contract (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 where SNCF Réseau is the IM 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, unless the train path applicant is no longer under contract with an AOT;
   - must be ordered prior to 09 April 2018.
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.

**Amount and duration of the incentive:** The reduction amount is 20% of the market charge (RM) for high speed lines and 40% of the RM for the other types of line. The reduction is effective for the first two years, to the exact date, of operation of the traffic.

**Process:** The railway undertaking must submit a request to the SNCF Réseau Commercial Director by registered letter before 09 April 2018 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 2019 timetable. In the event of a positive response, the timetable will be published on the SNCF Réseau website (news).

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.

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, as soon as it formulates a request in these terms.

### 6.1.3.2. Type 2 development incentive (new service for the user)

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 a “new service” in the sense of a new offer for users, (i) responding to a new need not covered by existing routes, (ii) not replacing, in whole or in part, an existing route and generating an overall increase of trains.km in the target market (all railway undertakings combined). The "new" nature of the service may be identified by one or more characteristics, such as:
     - a policy of services distinct from existing routes,
     - a schedule distinct from the one already used for a given origin-destination,
     - the use of dedicated materials clearly distinct from those of existing routes.
   - not have been operated by a railway undertaking during the previous two timetables;

2) **Infrastructure criteria**, according to which the journey must not share:

   - a line that has been declared congested;
   - any new infrastructure where SNCF Réseau is the IM 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 09 April 2018.

**Amount, duration and payment of the incentive:** The reduction amount is 20% of the market charge (RM) for high speed lines and 40% of the RM for the other types of line. The reduction is effective for the first two years, to the exact date, of operation of the traffic. It is done by issuing a credit at the end of the NST.

**Process:** The railway undertaking must submit a request to the SNCF Réseau Marketing and Sales Director by registered letter before 09 April 2018 for the reduction to be activated, proving on the basis of the criteria described above and a market study that the respective traffic is new.
SNCF Réseau will provide a response regarding the eligibility of the traffic prior to the publication of the 2019 timetable, subject to the completeness of the file.

The reduction is applied at the end of the NST, after verification by SNCF Réseau that (i) the new offer did not replace the existing routes in the target market and that (ii) the corresponding traffic took place.

In the event of a positive response, the timetable will be published on the SNCF Réseau website (news).

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.

6.2. VARIOUS CHARGES

6.2.1. CHARGES FOR THE MINIMUM SERVICES

The minimum services provided by SNCF Réseau to candidates are described in § 5.2.

SNCF Réseau levies infrastructure charges for minimum services for an amount at least equal to "the cost directly incurred as a result of the operation of the rail service". There are three charges founded on this cost directly incurred (CDI) as a result of traffic:

- the running charge (RC), described in § 6.2.1.1, which covers the sum of the marginal costs for the maintenance, operation and renewal of the tracks (excluding electrical facilities), is applicable to all trains for their operation on the main tracks of the national rail network;

- the electric traction charge (RCE), described in § 6.2.1.2, which covers the sum of the marginal costs for the maintenance and renewal of the electrical facilities, is applicable to electric-powered trains for their operation on these tracks;

- the coverage for losses in electric systems (RCTE – component A), described in § 6.2.1.3, applies to electric-powered trains for their operation on these tracks.

SNCF Réseau may, "in order to obtain full recovery of the costs incurred by it, and if the market can bear this, levy mark-ups to infrastructure charges for specific market segments". There are two types of mark-ups:

- the market charge (RM), described in § 6.2.1.4, for which SNCF Réseau has drawn up a list of market segments and associated mark-up level, is applicable to capacity reservations on the main tracks of the national rail network;

- the access charge (RA), described in § 6.2.1.5, is applicable to the activities under contract as a fixed rate sum for access to the network.

SNCF Réseau may set or maintain appropriate charges [...] when, at the request of a public or private third party, special arrangements are made to improve the performance of the national rail network, or to meet the needs of the applicant. These charges are:

- special charges (RP) taking into account the investment costs incurred by SNCF Réseau, described in § 6.2.1.6.

SNCF Réseau may also levy "as a result of the scarcity of capacity, a charge [...] during periods of observed or foreseeable congestion on the sections of the infrastructure declared to be congested". This charge corresponds to:

- the congestion charge (RS), described in § 6.2.1.7 (rate not yet determined).
The rules for invoicing these different charges are described in § 6.7.1.

Further details on the charging principles for minimum services can be found in Appendix 6.1.1 of the Network Statement. The scale of charges is presented in Appendix 6.2.

6.2.1.1. Running charge (RC)

The running charge (RC) is charged to railway undertakings for trains operated on the main lines of the national rail network. The formula is distinct for passenger activities and freight activity.

For passenger trains, the RC scale is presented in Appendices 6.2.1 and 6.2.2.

It is calculated according to the following formula:

\[
RC = (\text{unit price per tonne-kilometre} \times \text{track tonnage} + \text{traffic distance on the main tracks of the RFN}) + (\text{unit price per train-kilometre} \times \text{traffic distance on the main tracks of the RFN})
\]

Where:
- Unit price per tonne-kilometre: kilometric price per thousand Compensated Gross Tonnage (in € excl. VAT per kCGT-km);
- Track tonnage: weight of the train running on the network expressed in thousands of Compensated Gross Tonnage declared by the railway undertaking divided by 1000;
- Unit price per train-kilometre: kilometre price per train (in € excl. VAT per train-km).

The RC scale varies according to the following categories of traffic: passenger trains travelling on conventional lines and passenger trains travelling on high-speed lines. The transport of automobiles (auto-trains) is subject to a separate scale.

N.B.: Trains running empty (excluding LGV reconnaissance trains) and high-speed trains are subject to the same scale as the category of traffic to which they are attached.

For freight trains, the net RC scale, corresponding the price paid by freight companies after deduction of the State compensation, is presented in Appendix 6.2.3.

It is calculated according to the following formula:

\[
RC = \text{Kilometre Traffic Price (PKC)} \times \text{traffic distance}
\]

The PKC (in train-km) for freight varies according to the tonnage class corresponding to the track tonnage (weight of the train running on the network expressed in Compensated Gross Tonnage declared by the railway company).

For conventional passenger trains and freight trains, the RC scale also varies according to the UIC category of the train line, which is grouped into two categories: UIC lines 2 to 6 and UIC lines 7 to 9. The RC rates are thus based on the list of line sections of the national rail network published in Appendix 6.7 which specifies the UIC category, the origin and the end of each section of line.

6.2.1.2. Electric traction charge (RCE)

For the use of electric traction installations, for all electrically-powered trains worked on the network, a sum is invoiced which is equal to the product of the distance (to the nearest 100 metres) covered on the main lines of the national rail network and the basic price (in euros, excluding VAT, per electrified kilometre and per train) indicated in Appendix 6.2.

6.2.1.3. 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 § 6.2.5.

For the 2019 calendar year (from 01 January 2019 to 31 December 2019), the rates of component A of the RCTE are provided in the modified version of the NS 2019 and the invoicing conditions are set out 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 09 December 2018 to 31 December 2018 (inclusive), the 2018 timetable measures will remain in force.

6.2.1.4. Market charge (RM)

The market charge is owed by all customers allocated capacity, depending on the market segment to which the train path is associated.

The RM is calculated based on the list of basic sections (SEL) of the national rail network provided in Appendix 6.6. This list specifies the category, length, origin and end of each basic section, as well as the "meter points" set by SNCF Réseau for its invoicing needs.

The calculation of the market charge is based on the following formula:

\[
RM = PKM \times \text{length of the SELs}
\]

where \( PKM \) is the market price per kilometre in euros, excluding VAT, per train path-km. The PKM scale of charges for the passenger market is given in Appendices 6.2.1/6.2.1

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.

The PKM varies according to the market segment, which is grouped into three different traffic categories: 1) passenger trains not under contract, 2) contracted passenger trains, 3) freight (for this activity only, no market charge is applied).

N.B.: Trains running empty (excluding LGV reconnaissance trains) and high-speed trains are subject to the same scale as that of the market segment to which they are attached.

1) For train paths for "passenger trains not under contract", the PKM varies per market segment according to the following breakdown:

---

1 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 alterred 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 (lengths) that do not produce correct invoices for the basic sections concerned.
i. The “TAGV” commercial train paths are associated with a market segment according to their origin / destination, the type of traffic convoy (TCT), the infrastructure consecutive number and their possible association with a radial dual section train. A commercial trade surplus TAGV train is therefore considered to be Radial:


- or if its original and destination are not one of the aforementioned Parisian stations, but it forms part of a radial dual section train.

A commercial trade surplus TAGV train path is considered to be Inter-sector if its origin and destination are not one of the aforementioned Parisian train stations.

There are two types of Inter-sectors:

- type 2 International Inter-sectors using a recent tunnel-type infrastructure to Great Britain and Spain;

- International Inter-sectors of Type 1 are, by exclusion, all other International Inter-sectors.

The PKM also varies between conventional lines and high-speed lines for TAGV train paths. Non-commercial traffic (empty and high speed) is assigned to the same market segment as the commercial traffic operated.

ii. The “other non-contracted trains” train paths are attached to a market segment according to the nature of their traffic: non-high-speed day trains, non-high-speed night trains, automobile transport (Auto-trains), historic and tourist trains, test trains and AEF, and other trains.
2) For train paths for "passenger trains under contract", the PKM varies per market segment according to the following breakdown:

<table>
<thead>
<tr>
<th>Transport de voyageurs conventionné</th>
<th>PKM varies per market segment</th>
<th>PKM varies per market segment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bourgogne-Franche-Comté</td>
<td>Occitanie</td>
<td></td>
</tr>
<tr>
<td>Bretagne</td>
<td>Pays-de-la-Loire</td>
<td></td>
</tr>
<tr>
<td>Centre-Val-de-Loire</td>
<td>Provence-Alpes-Côte-d'Azur</td>
<td></td>
</tr>
<tr>
<td>Grand-Est</td>
<td>Rhône-Alpes-Auvergne</td>
<td></td>
</tr>
<tr>
<td>Hauts-de-France</td>
<td>Île-de-France (STIF)</td>
<td></td>
</tr>
<tr>
<td>Normandie</td>
<td>État</td>
<td></td>
</tr>
<tr>
<td>Nouvelle-Aquitaine</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Train paths are associated with a market segment depending on the transport organising authority (AOT) for which they are ordered.

PKM complies with the specific provisions of the Rail Plans, which apply in accordance with § 6.1.1.

N.B.: SNCF Réseau reserves the right to modify the PKM of the market segments concerned by line transfers from the State (TET) to the Regions.

6.2.1.5. Access charge (RA)

The access charge (RA) is set per market segment, for the passenger transport services under contract, carried out under contracts signed by a transport organising authority (AOT). The scale of the charges of the RA is given in Appendix 6.2.

6.2.1.6. 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 "Montérolier-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 these special charges is given in Appendix 6.2.

6.2.1.7. Congestion charge (RS)

[Reserved: the rates for this charge will be defined in a future Network Statement]
6.2.2. CHARGES FOR BASIC 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 determined by SNCF Réseau and is given in Appendix 6.3.1.

More information on the charging principles for service facilities can be found in Appendix 6.1.2 of this document.

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

N.B.: Pending the approval of ARAFER on the scale of charges relating to the use of service routes for TEPE trains, to the use of gravity marshalling sites, to the use of railway installations of combined transport sites, to the use of freight yards and to regulated services provided by SNCF Réseau in passenger stations, invoicing is done using the NST 2018 scales appearing in Appendix 6.3.1. If ARAFER’s approval requires a modification of all or part of these scales, the invoices already issued will be corrected with effect from the start date of the NST 2019.

6.2.2.1. Charge for use of sidings

The use of sidings by trains, convoys or wagons gives rise to a charge for the current use of the sidings (manoeuvre, train formation, etc.) of an amount per kilometre and per day defined in Appendix 6.3.1, which varies depending on whether it is a specified or non-specified site.

The amount of this charge is calculated according to the useful length of the track, the number of days per month it is used and the unit price (Appendix 6.3.1).

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

| Useful length of track in km x number of days per month it is used x unit price |

The same charge applies to sidings of gravity marshalling sites whether or not the RUs use the gravity marshalling functionality, and to the use of service sidings by TEPE trains, as well as to sidings that are subject to an agreement for the provision, exclusive of maintenance costs, when they are the responsibility of the RU. In addition, for these provision agreements, the surfaces and equipment directly related to the activity in question give rise to the preparation of an estimate drawn up in accordance with the principles defined in Appendix 6.1.2.

The charge does not apply to the use of sidings included in the train path.

Contact PSEF for details of the charging and invoicing procedures for the use of sidings for specific purposes (§ 5.5.2.1).

6.2.2.2. 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 6.3.1, is applied per train accessing the gravity marshalling sites.

6.2.2.3. 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 6.3.1. This charge is identical for all the sites.

For each facility requested, railway undertakings can choose between a “confirmed” offer (reservation of set timetable sections) and an “open” offer (reservation of days possible until D-3 working days).
There are two charging options for the use of combined transport terminals:

- Systematic charging, which corresponds to the charge for the current use of the site (single rate for all sites); in addition, it includes a flat-rate scheduling charge for “open” offers;
- the additional pricing which corresponds to the reprogramming fees for timetable sections, whatever the contract, closed or open. Rates are flat rate for reprogramming.

6.2.2.4. Charge for use of freight yards

● Immediately accessible freight yards

The charge for the use of freight yards belonging to SNCF Réseau is given in detail in Appendix 6.3.1.

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

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

- Systematic charging, which corresponds to the charge for the current use of the site (single rate for all sites); in addition, it includes a flat-rate scheduling charge for “open” offers;
- the additional pricing which corresponds to the reprogramming fees for timetable sections, whatever the contract, closed or open. Rates are flat rate for reprogramming.

● Freight yards accessible after diagnostics and any necessary repair work

For freight yards accessible after diagnostics and any necessary repair work, the charge is fixed on an estimate, based in particular on the amount of possible repair work. 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.

6.2.2.5. Charges for secure access to service facilities (CANIF badges)

[Reserved: the rates for this charge will be defined at a later date]

6.2.3. CHARGES FOR ADDITIONAL SERVICES

The provision of additional services gives rise to the invoicing by SNCF Réseau of charges, calculated as described below and invoiced as described in § 6.7.3. The rates can be viewed in Appendix 6.5, with the exception of IS rates, provided in Appendix 6.4.

For any information concerning the additional services provided in passenger stations, please refer to the Passenger Stations Statement (Appendix 9.1).

6.2.3.1. Charges for additional services on main tracks

● Charges for additional IS services

All requests for IS information system 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.

● 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.
The price of the charge for opening lines, stations and signal boxes not kept permanently open is given in Appendix 6.5.

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.

- **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 2019 and also includes additional costs. Details regarding the method for drawing up the scale of charges are 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 device that communicates with SOCLE. In order to have the rate applied in MWh, in addition to the provisions specified under § 5.4.1 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.

**b) The RFE rate per electric train-kilometre** is applicable to all of the 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 2019 calendar year (from 1 January 2019 to 31 December 2019), the RFE rates will be indicated in Appendix 6.5 in a modified version of the NS NST 2020; the invoicing conditions are set out in § 6.7.3.1. However, the rates of the RCTE 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 9 December 2018 to 31 December 2018 (inclusive), the 2018 timetable rates will remain in force.

The RFE rate applies to railway undertakings that have committed to obtaining traction current supply from SNCF Réseau for their fleet of electric locomotives equipped in full or in part with a system for recording power consumption that can be read remotely for the whole of 2019 in October 2018.

As a result, if a railway undertaking terminates their contract early, subject to respect of the notice period of three months, a penalty for early termination is applied. It is calculated on the basis of the average consumption over the last three months supplied by SNCF Réseau, multiplied by the number of months remaining in 2019.

Furthermore, if during 2019, 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 2018.
6.2.3.2. Charges for regulated additional services on service facilities

- Charge for the service of assisting the circulation of TEPE trains on sidings sites

In the framework of the use of sidings by exceptionally large and bulky consignment trains (TEPE), the fee for the provision of assistance to the circulation of these trains is established on the basis of the cost of any reorganisation or particular work involved. It will be subject to an estimate which must be accepted by the railway undertaking before the service can begin.

6.2.3.3. Charges for non-regulated additional services on service facilities (subject to quotation)

For the services listed below, 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.

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

6.2.4. CHARGES FOR ANCILLARY SERVICES ON MAIN TRACKS

6.2.4.1. Charge for conducting international feasibility studies

Every response from SNCF Réseau to a request for an international feasibility study as defined in point 4.3.2.2 a charge will be levied, the amount of which is equal, in euros excluding VAT, to the price indicated in Appendix 6.5.

6.2.4.2. 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.

6.2.4.3. 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.

6.2.4.4. Charges for access to and use of the radio channel designation “for monitoring”

The provision of a radio link under the conditions of § 5.5.1.4, is subject to the charges described in Appendix 6.5.
6.2.4.5. 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 Appendix 6.5.

6.2.5. MISCELLANEOUS CHARGES

6.2.5.1. 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. Details regarding the method for drawing up the scale of charges are provided in Appendix 6.1.3.

Components A and B are distinguished within the same RCTE charge, component A being described in § 6.2.1.3.

For the 2019 calendar year (from 1 January 2017 to 31 December 2019), the rates of component B of the RCTE are provided in Appendix 6.5 in a modified version of the NS NST 2019; the billing methods defined in § 6.7.1.3.

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 09 December 2018 to 31 December 2018 (inclusive), the 2018 timetable rates will remain in force.

6.2.5.2. 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.

6.2.5.3. Charges 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. RECIPROCAL INCENTIVE MECHANISM

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 (IM) or train path applicant in the event of cancellations or modifications made by the latter.

On the one hand, it targets the effective and stable issue of allocated train paths, by encouraging the infrastructure manager 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 2019 TIMETABLE

The applicable mechanism for the 2019 timetable is defined in the ARAFAR decision No. 2015-062 of 05 July 2017 on the establishment of incentive mechanisms and the correct use of infrastructure capacity, and transmitted for approval by the Ministry for Transport.

The general principles of the IR system are provided hereafter and the management rules are stated in the technical document on the incentive mechanism, available for viewing on the SNCF Réseau website.

6.3.3. SCOPE OF THE IR

For the 2019 timetable, the scope of the train path-days monitored by the IR system is formed from the train path-days “allocated” by SNCF Réseau on 03 September 2018, excluding:

- train path-days having been subject to a request for modification or cancellation by the train path applicants before 31 October 2018: this type of request is interpreted as a “rejection” of the response provided by SNCF Réseau. In order to simplify this process, SNCF Réseau informs, in September, each applicant of the list of train paths replied to and different from the request.
- train path-days having been subject to modification or cancellation by the IM before 31 October 2018;
- train path-days in a “Life of Train Path” file that has been mismanaged, i.e. 2 train path numbers appear within the same VDS or same train path number appears in 2 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.

Monitoring the effects of the train path-days within the IR scope takes place between 01 November 2018 (IR start date) and 13 December 2019 (the day before the end of the 2019 timetable).

6.3.4. MECHANISM APPLICABLE TO THE INFRASTRUCTURE MANAGER

- Payability of the penalties applicable to the IM

The financial incentive concerns the first significant cancellation or modification made by the IM for any allocated train path-day included within the scope of the IR, according to the milestones laid out below, except in the case of an exemption listed in the technical document on the incentive mechanism.

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.

- 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. In accordance with the Decision No. 2017-062, any effect concerning train path-days of the Transilien activity of SNCF Mobilités detected as subject to penalties under the IR shall be penalised according to the scale for “signification changes”.

<table>
<thead>
<tr>
<th>Train path-days excluding Transilien activities</th>
<th>Train path-days for Transilien activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Significant change</td>
<td>Cancellation</td>
</tr>
<tr>
<td>Up to M-4 (excluded)</td>
<td>€ 0.5/tr-km</td>
</tr>
<tr>
<td>M-4 to M-2 (excluded)</td>
<td>€ 1/tr-km</td>
</tr>
<tr>
<td>Between M-2 (included) and D-1 (included)</td>
<td>€ 2/tr-km</td>
</tr>
</tbody>
</table>

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, 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 cases of exemption listed in the technical document on the incentive mechanism.

Exemption requests must be sent by the applicants as they arise and three months at the latest after receiving the final detailed justification for the month of December Y, to incitationsreciproques@reseau.sncf.fr, in line with the conditions stipulated in the aforementioned technical document.

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

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

<table>
<thead>
<tr>
<th>FREIGHT</th>
<th>PASSENGER</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-4 to M-2 (excluded)</td>
<td>-</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>

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 in June Y+1.

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 address of 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 bilateral exchanges, as well as exemption requests from the applicants according to the conditions described in the aforementioned technical document. An annual summary of the penalties is sent at the end of the timetable.

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 a series of indicators in line with the IR.

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 and if it does not oppose it.

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 and the railway undertakings (RU) under the conditions stated below. In place since the 2014 timetable, it aims at encouraging the infrastructure manager (IM) and the RUs to improve traffic 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 independent 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 the functioning of the SAP are defined in depth in the "SAP reference document" (RFN-IG-TR 04 C-01-No.14), available on the "Technical Documents" page of the SNCF Réseau website. Its update was validated by the COSAP (see Appendix 1.2).

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

- **Participation of railway undertakings in the mechanism**

The SAP applies to all RUs (or RU activities) which operate operating on the national rail network, as long as they run at least 200,000 train-kilometres consecutively over the two 12-month annual reference periods which constitute the overall the overall reference period of 24 months (from 1 July N-2 to 30 June N). Once a railway undertaking reaches the minimum threshold for application of the SAP, a "dry run" phase 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.

- **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" page of the SNCF Réseau website, specifies the rules for attributing responsibility for time losses to the infrastructure manager or the RU.

- **"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 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.

<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 - 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>

**Malus scale applicable to RUs**

<table>
<thead>
<tr>
<th>Infrastructure Manager</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 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:

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

  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 50% 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 (subject to the decision of the COSAP).

  This trajectory is likely to be revised (accelerated or decelerated) by the COSAP, 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. MEASURES RELATING TO TRAIN PATH REQUESTS

[A financial mechanism shall be defined for this purpose, in conjunction with the stakeholders, with the aim of being brought into application for the 2020 timetable.]

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

In order to encourage railway undertakings to comply with the obligation to declare the actual composition of trains before their operation as described in Article 4.1. of Appendix 5 of the NS, and because of the importance of knowledge of this information for safety, traffic management and maintenance purposes, if an RU did not comply with its declaration obligation during a month M concerning more than 1% of its departures (point of origin or place at which a change occurred), rounded up to the nearest integer with a minimum of 5, SNCF Réseau will issue a warning during the month M+1 and may decide to hold back the trains before departure in the month M+2 while waiting to receive the declaration of their actual consist via the computer flow or DINAMIC interface. Regarding the invoicing of the fee for unit tonnage work movement, this tolerance of 1 per cent does not apply.

6.6. CONSIDERED CHANGES TO THE SCALE OF CHARGES

The pricing will be updated with regard to the rates provided for in the performance contract, mentioned in Article L.2111-10 of the Transport Code and signed between the State and SNCF Réseau on April 20, 2017 (see details in Appendix 6.1.1).
6.7. PROCEDURES FOR INVOICING

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 following table summarises the different invoice schedules for each type of charge.

<table>
<thead>
<tr>
<th>Types of charge for services provided during a month M</th>
<th>November of year Y-1</th>
<th>M-2</th>
<th>M-1</th>
<th>M (month of service)</th>
<th>M+1</th>
<th>Y+1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Running charge (Passenger RC)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Running charge (Freight RC)</td>
<td></td>
<td></td>
<td>Deposit invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electric traction charge (RCE)</td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for transmission and distribution of electric power (RCTE – Component A)</td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Market charge (RM)</td>
<td>Deposit invoice</td>
<td>Forecast invoice</td>
<td>Adjusted invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access charge (RA)</td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special charges (RP)</td>
<td></td>
<td>Forecast invoice</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>Invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for operation of gravity hump</td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for use of combined transport terminals</td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for use of freight yards</td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></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></td>
<td></td>
<td>Quarterly invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for IS services</td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charges for supply of electric traction current (RFE)</td>
<td></td>
<td></td>
<td>Invoice</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>Invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge for study and certification of the compatibility of radio frequencies</td>
<td></td>
<td></td>
<td>Invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charges for other studies</td>
<td></td>
<td></td>
<td>Continuous invoice</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other services subject to quotes</td>
<td></td>
<td></td>
<td>Continuous invoice</td>
<td></td>
<td></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></td>
</tr>
</tbody>
</table>

6.7.1. INVOICING OF MINIMUM SERVICES

The charges for minimum services, described in § 6.2.1, are invoiced according to the rules described below. 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.
6.7.1.1. Running charge (RC)

**Mechanism applicable to passenger railway undertakings**

The running charge (RC) invoice is sent to passenger railway undertakings. For a month of service M, the RC invoiced concerns reliable train movements with a departure date during month M. These train movements incorporate:

- train movements noted by the SNCF Réseau traffic monitoring system, and
- train movements deemed to have been performed.

These train movements simultaneously fulfil the two 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 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).

**Cost allocation bases for invoicing the RC**

The two cost allocation bases that can be used for RC billing are the Compensated Gross Tonnage and the train-kilometre. The Compensated Gross Tonnage information corresponds to that which the railway undertaking declares in its declaration of the actual composition of the convoy. In the case of passenger trains, and to ensure consistency between the 2019 fare calculation method and the invoicing method, the railway undertakings will have to declare the empty weight for their non-commercial traffic and the total weight of their commercial traffic. In this respect, the table of passenger rolling stock with the expected total weight is given in Appendix 6.8.

**Absence of tonnage case**

In case of absence of tonnage declaration by the railway undertaking for a route or rejection of the declaration of the actual composition of the convoy, the scale of RC corresponding to its route multiplied by the maximum tonnage observed on the market segment of the train path used will be applied.

SNCF Réseau reserves the right to check the tonnage data entered in the actual composition declaration of the convoys and to carry out the corresponding invoicing adjustment. The tonnage data management rules used by the biller are explained in the technical document “Rules for the management of tonnage data”.

Mechanism applicable to freight undertakings

The running charge (RC) is paid by the train path beneficiary, railway undertaking or other candidate, if applicable, in the following manner, in two stages:

1) A deposit invoice in November 2018: a deposit is invoiced to the train path beneficiary based on the train path-days allocated by SNCF Réseau in response to annual service applications for all freight transport services:

- For high speed trains, the deposit corresponds to 15% of the net RC of the first tariff band [0 – 350 T];
- For other trains, the deposit corresponds to 15% of the net RC of the fourth tariff band [1,050 – 1,550 T]; This band is preponderant among the routes.

The RC rates used for the calculation of the deposit are those of the UIC 2-6 scales, which account for 90% of traffic.

Specifically, the basis of calculation for this deposit is the response in terms of train path-days allocated on the date the timetable is published, excluding the train path-days for which the customer will submit a modification* or cancellation request that will be handled, between 5 September and 31 October 2018 as part of the exchanges expected following the publication of the timetable. This will ensure that the customer’s transport plan is more effectively taken into consideration.

* In this instance, a modification should be understood as a change that affects or could affect the construction of the train path-day concerned (for example, a modification of the train, the route or the timing).

The amount of this deposit is invoiced on the basis of the scale of charges applicable and is broken down by month of service. The deposit is refunded monthly at the same time as the RC invoice for the month of service (M).

2) An invoice after the 20th (M+1)

The RC amount is paid by the train path beneficiary.

For a month of service M, the RC invoiced concerns reliable train movements with a departure date during month M. These train movements incorporate:

- train movements noted by the SNCF Réseau traffic monitoring system, and
- train movements deemed to have been performed.

These train movements simultaneously fulfil the two 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 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 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).

Cost allocation bases for invoicing the RC

The two cost allocation bases that can be used for RC billing are the Compensated Gross Tonnage and the train-kilometre. The Compensated Gross Tonnage information corresponds to that which the railway undertaking declares in its declaration of the actual composition of the convoy. In the case of freight trains, the railway undertakings will have to declare the actual total weight of the
train (locomotive + equipment towed + load). This Compensated Gross Tonne information allows each train to be assigned to one of the five tonnage classes defined in the RC scale.

**Absence of tonnage case**

In case of absence of tonnage declaration by the railway undertaking for a route or rejection of the declaration of the actual composition of the convoy, the RC tariff of the maximum tonnage band (≥ 1550) is applied.

SNCF Réseau reserves the right to check the tonnage data entered and to carry out the corresponding invoicing adjustment. The tonnage data management rules used by the biller are explained in the technical document "Rules for the management of tonnage data".

**Cancelling the reservation of allocated train path-days / penalty**

In the event of an allocated train path-day being cancelled before D-1 17h, with D being the date set for use of the train path, SNCF Réseau will refund the amount of the RC received in respect of the deposit on the invoice of M+1. If the train path-day is included in the scope of the IR, the mechanism described in § 6.3 may apply.

In the case of a cancellation after D-1 5pm of an allocated train path-day or in case of non-use, a penalty is applied to the applicant of the allocated train path-day which corresponds to 1.2 times the penalty amount applicable on D-1 5pm under the IR (1.2 x IR(D-1)).

### 6.7.1.2. Electric traction charge (RCE)

For a month of service M, train movements relating to the train paths allocated using electrically-powered railcars and with a departure date that is during the month M are taken into account when calculating the amount of these charges.

This charge is invoiced at the same time as the running charge in (M+1).

### 6.7.1.3. Charge for transmission and distribution of electric power (RCTE)

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 (transport and distribution costs and associated fees - miscellaneous service) are distinguished from the charges that fall under component A (cover of losses in electrical systems - minimum service) on the RCTE invoice.

### 6.7.1.4. Market change (RM) applicable to passenger RUs

The market change is to be paid by customers allocated capacity, in three stages:

1) **A deposit invoice in November 2018:** a deposit of 15% of the RM amount is invoiced based on the train path-days allocated by SNCF Réseau in response to service requests for all passenger transport services.

   Specifically, the basis of calculation for this deposit is the response in terms of train path-days allocated on the date the timetable is published, excluding the train path-days for which the customer will submit a modification* or cancellation request that will be handled, between 5 September and 31 October 2018 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, following a modification of the train, the route or the timetables).

The amount of this deposit is invoiced on the basis of the scale of charges applicable per month of service.

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.

Cancelling the reservation of allocated train path-days / Penalty

In the event of an allocated train path-day being cancelled before D-1 17h, with D being the date set for use of the train path, SNCF Réseau will refund the amount of the RM received in respect of the deposit and the provision invoice. If the train path-day is included in the scope of the IR, the mechanism described in § 6.3 may apply.

In the event of a cancellation after D-1 5pm of an allocated train path-day or in case of non-use, a penalty is applied to the applicant of the allocated train path-day which corresponds to 1.2 times the penalty amount applicable on D-1 5pm under the IR (1.2 x IR(D-1)).

6.7.1.5. Access charge (RA)

The amount of access charge shall be paid monthly, by the 12th of the month, when it falls due by Ile de France Mobilités 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 2018 to November 2019.

6.7.1.6. Special charges (RP)

The special charges listed in § 6.2.6, based on capacity allocation, are invoiced to the customers allocated capacity.

These charges are invoiced in two stages:
- a first forecast invoice in (M-2);
- a second adjustment invoice in (M+1).
6.7.2. INVOICING OF BASIC SERVICES PROVIDED ON SERVICE FACILITIES

The charges for the basic services described in § 6.2.2 are invoiced according to the conditions below.

For any information concerning invoicing for passenger station services, please refer to the Stations Statement (Appendix 9.1).

6.7.2.1. 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.

In the event of a difference between the declaration made by the railway undertaking and the actual use (GOST* data or feedback in the field), in particular in the event of a complete lack of declaration for a used site, SNCF Réseau shall report this to the railway undertaking, who must correct its declaration or justify the difference in the month following the report. Upon expiry of this deadline, in the event that no correction or justification has been provided, the final invoice amount shall be based on the capacity allocated with a 10% mark-up.

*To date, the 34 sites equipped with the GOST 1 tool, allowing the use of siding blocks by railway undertakings to be traced are Achères, Albertville, Arles, Avignon Fontcouverte, Bayonne, Bretigny, Chalon sur Saône, Champignelles, Culoz, Fos sur Mer, Gevrey, Gravenchon, Grenoble, Hausbergen, Hendaye, Laval, Lérouville, Mantes-la-Jolie, Marseille Maritime, Metz Sablon, Miramas, Montbéliard, Mulhouse Nord, Perpignan Saint-Charles, Persan, Petit Quevilly, Portes lès Valence, Rouen Orléans, Saint-Nazaire, Saint-Pierre-des-Corps, Sotteville, Tarascon, Varangéville, Villeneuve-Saint-Georges. Other sites will be fitted out in 2019. The railway undertakings concerned will be informed thereof.

Sidings which are the subject of a contractual arrangement for recurrent use will be invoiced according to the provisions laid down in the contracts. Accordingly, they will no longer be recorded in the monthly statement file of sidings.

6.7.2.2. Charge for the ability to use the gravity marshalling function

This charge 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.

In the absence of a declaration for a site already used, the amount of the final invoice is based on the allocated capacity, increased by 10%.

6.7.2.3. Charges for use of the railway facilities in combined transport terminals

The invoicing methods for charges for the use of combined transport terminals are described in Article 10.1 of Appendix 3.6.2.

6.7.2.4. Charge for use of freight yards

The invoicing methods for charges for the use of freight yards are described in Article 10.1 of Appendix 3.6.1.
6.7.3. INVOICING OF ADDITIONAL SERVICES

The charges for additional services, described in § 6.2.3 are paid according to the conditions below.

6.7.3.1. Charges for additional services on main tracks

● **Charge for additional IS services**

Access to IS services is invoiced annually in arrears (in April Y+1) to the candidate. As the rates are fixed for a timetable period, the calculation of the cost of accesses created or cancelled during the timetable period is performed pro rata temporis. For any access that is opened or cancelled during the month M, payment is due for the entire month.

The training courses on the IS services are charged continuously on the basis of the services provided, under the conditions defined in the catalogue of IS training courses.

● **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 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 § 6.2.3, the month following the end of the notice period.

6.7.3.2. Charges for regulated and non-regulated additional services on service facilities (subject to quotation)

For the services listed below, the corresponding charge is invoiced continuously, based on an estimate supplied by SNCF Réseau and approved by the customer:

- provision of assistance for TEPE trains circulating on the sidings sites;
- 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.
6.7.4. INVOICING FOR ANCILLARY SERVICES PROVIDED ON MAIN LINES

6.7.4.1. Charge for carrying out international feasibility studies
This charge is invoiced continuously, based on the studies carried out.

6.7.4.2. Charge for conducting studies into exceptionally large and bulky consignments (TEPE) prior to the ATE request
This charge is invoiced continuously, based on the studies carried out.

6.7.4.3. 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.

6.7.4.4. Charges for access to and use of the radio channel designation "for monitoring"
The charges for use are invoiced annually during January Y+1 to the railway undertakings, based on the number of local monitoring radio links opened during the Y timetable period.

6.7.4.5. Charge for the study and issue of the certificate on the compatibility of radio frequencies
Compatibility studies and frequency compatibility certificates are invoiced annually during January Y+1 to the railway undertakings, based on the number of studies and certificates produced during the Y timetable period.

6.7.5. INVOICING OF MISCELLANEOUS SERVICES

6.7.5.1. 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 § 6.7.1.3.

6.7.5.4. 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.

6.7.6. 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). In Appendix 7 of the Network Statement, generally dedicated to the complaints procedure, Appendix 7.1 specifically concerns the disputing of invoices.