

APPENDIX 1.1

VERSION CONTROL FROM 16 September 2019

➤ **VERSION 1 OF 13 DECEMBER 2019**

Major revisions made to Version 0 of the 2021 National Rail Network Statement	Article/Appendix
Reciprocal incentive system: editorial changes	Article 6.4
Accessibility: addition of a new provision regarding the coordination missions of players for making the rail transport system accessible to the disabled and persons of reduced mobility, guaranteed by SNCF Réseau from 1 January 2020.	Article 5.7
Replacement, in the title, of the term “lifting infrastructure” with the term “lifting equipment”	Article 3.6.8
Updating of prices (Transilien)	Appendix 6.2
Non-contracted passengers market charge: assignment of international train paths	Chapter 6 and appendix 6.1.1 and “assignment of train paths’ technical document
Non-contracted passengers market charge: definition of market segment in the case of a route on a double TAGV segment	Chapter 6 and appendix 6.1.1 and “assignment of train paths’ technical document
Non-contracted passengers market charge - Updating of methods of application of the SU/MU adjustment for TAGV	Chapter 6 and Appendix 6.1.1
Non-contracted passengers market charge: Addition of Le Havre-Rouen and Nancy-Culmont ‘regional development’ sections for TAGV	Chapter 6 and Appendix 6.6
Development assistance scheme for non-contracted passengers: clarification about eligibility procedures	Article 6.3.1
Update of application dates for LGV+ and Le Creusot-Mâcon high-speed line special charges	Chapter 6 and Appendix 6.1.1
Update of thresholds for reducing the market charge for all AOTs	Chapter 6 and Appendix 6.1.1
Update of contracted and non-contracted Transilien prices.	Appendix 6.2
Congestion charge: update of methods for applying the congestion charge and update of prices	Chapter 6 and Appendices 6.1.1 and 6.2
Clarifications on the methods for applying prices to an accessing train for sidings and pricing of gravity marshalling yards	Chapter 6.2.2.1 and 6.2.2.2 Appendices 6.1.2 and 6.3.1
Adjustment of IS performance thresholds, including for new arrivals in the case of exceptional events, and clarifications of price scales	Article 6.2.3.1 and Appendix 6.4
Update of reference documents (SEL and tonnage)	Appendices 6.6 and 6.8
Update of the technical document for the assignment of train paths to market segments	Technical document
Clarifications concerning the pricing of service facilities	Articles 6.2.2.1 and 6.2.2.2 Appendices 6.1.2 and 6.3.1
Adjustment of IS performance thresholds and pricing clarifications	Article 6.2.3.1 and Appendix 6.4

Changes to take account of the ART formal notice decisions No. 2019-059 and No. 2019-060 concerning work capacities and train paths	Chapter 4
Modification of the schedule for sidings capacity requests	Article 4.9
Clarifications concerning the procedures for carrying out maintenance services	Article 5.3
Participation of candidates in works governance bodies	Article 4.5.3

➤ **VERSION 1.1 OF 05 JUNE 2020**

Major revisions made to the version of 13 December 2019	Article/Appendix
Non-contracted passengers market charge: definition of the pricing applied in the case of a route on successive TAGV segments	Chapter 6 and appendix 6.1.1 and "assignment of train paths" technical document
Non-contracted passengers market charge: assignment of international train paths	Chapter 6 and appendix 6.1.1 and "assignment of train paths" technical document
Differentiated charging system	Article 6.3.2
Congestion charge: charging proposal	Chapter 6 and Appendices 6.1.1 and 6.2
Update of thresholds for reducing the market charge for all AOTs	Chapter 6 and Appendix 6.1.1
Development of the incentive pricing scheme for activities under contract and application procedures	Chapter 6 (6.3.4) and Appendix 6.1.11
Change for the non-declaration for indefinite contracts (freight)	"Tonnage management" technical document
Clarification concerning the capping procedures in 2021 of the invoicing for component A	Chapter 6 (6.2.2) and Appendix 6.1.2

➤ **VERSION 2 PUBLISHED ON 10 SEPTEMBER (PRICING)**

Major revisions made to Version 2 of 11 September 2020	Article/Appendix
Non-contracted passengers market charge: assignment of international train paths in the event of a domestic stop for loaded trains	Chapter 6 and appendix 6.1.1 and "assignment of train paths" technical document
Contracted passengers market charge: deletion of adjustments to the market charge according to the theoretical departure time of the train	Chapter 6 and Appendix 6.1.1
Contracted passengers market charge: deletion of the differentiation of the market charge according to the UIC of the line	Chapter 6 and Appendix 6.1.1
Contracted passengers market charge: deletion of the incentive pricing scheme connected with the development of the offer	Chapter 6 (6.3.4) and Appendix 6.1.11
Contracted passengers market charge: specific provisions for rail plans	Chapter 6 and Appendix 6.1.1

Congestion charge: update of methods for applying the congestion charge	Chapter 6 and Appendices 6.1.1 and 6.2
Charges for additional services: addition of the charge for the coordination and management of crisis situations service	Chapter 6 (6.2.3.1)
Differentiated charging system: addition of a reference to the transport code	Article 6.3.2
Contracted activities (regional transport excluding state AOT): 2021 indexing modified and deletion of the indexing procedures for 2022-2023	Chapter 6 and Appendix 6.1.1
Addition of a paragraph containing the provisions relating to 2021 for regional transport excluding the State AOT in the event of Conseil d'Etat's granting of approval to SNCF Réseau for the 2020 pricing.	Chapter 6

➤ **VERSION 3 SUBJECT TO CONSULTATION ON 11 SEPTEMBER 2020**

Major revisions made to Version 2 of 10 September 2020	Article/Appendix
Safety certificate – update of rules on the issuing of the safety certificate. Clarifications have also been made to the system for the approval of the safety and operating ruling (RSE) for lines operated under the regime of Decree no. 2017-440 of 30 March 2017 on the safety of guided public transports.	Chapter 2 Article 2.2.4
Rolling stock - extension until 16 June 2021 of the proposal from SNCF Réseau to carry out free of charge, solely within the scope of Compatibility Certificates (AC), the Compatibility Studies (EC) entrusted by the RU	Chapter 2 Article 2.7.1
ODICEO – adjustment to project schedule	Chapter 3 Article 3.3.3 Development prospects
Pre-construction- change of rules for the pre-construction of the 2023 timetable, which will take place in 2021	Chapter 4 Article 4.2.2.2
Congestion detected - deletion of the reference solely to freight corridors in the priority criterion pertaining to international freight	Chapter 4 Article 4.4.3
Request coordination procedure in the construction phase: deletion of articles 4.4.1.1 (in the capacity structuring phase) and 4.4.1.2 (in the pre-construction phase)	Chapter 4 4.4.1
Operational traffic management: - traffic priority between trains: limit introduced to the priority rules application guideline - addition of a reference to the operating compendium - breakdown recovery: addition of a reference to asbestos legislation - addition of a reference to the contribution of RU in terms of safety	Appendix 5 Article 5.5.1 Article 4.4 Article 5.6.3 Article 5.10.3
Service facilities: - definition of service facilities - clarifications - clarification of Network Statement provisions on the use of service facilities for a reason different from or complementary to their initial purpose	Chapter 3 Article 3.6.4.2 Article 3.6.4.1 Article 5.3
Clarification regarding the concepts of candidate and railway undertaking, with regard to the prerogatives of each key player.	Main document
Reciprocal incentive system: - addition of a reference stipulating that, if the infrastructure manager or train path applicants experience any difficulties in implementing the scheme, it	Chapter 6 Article 6.4.2

<p>may be adjusted or even suspended, as decided by SNCF Réseau, after informing ART and the Ministry of Transport.</p> <p>- addition of management case:</p> <ul style="list-style-type: none"> - Exemption in the interests of the rail system - Modification of so-called 'past midnight' train-path days 	Appendix 6.9
Modifications in Appendix 4.1 route standards	Point 2.3 of Appendix 4.1
Charge for crisis management coordination	Chapter 6.2.3 and Appendix 6.5
Charge for IS services and IS training	Chapter 6.2.3.1 and Appendix 6.4
Technical document for the assignment of train paths to market segments	Technical document V3

➤ **VERSION 4 OF 11 DECEMBER 2020**

Major revisions made to Version 3 of 11 September 2020	Article/Appendix
<p>Update of directives:</p> <ul style="list-style-type: none"> - Directive (EU) 2016/797 on the interoperability of the rail system - Directive (EU) 2016/798 on railway safety 	Chapter 1.3
Change of address of the One-Stop Shop and the EPSF	Chapter 1.8.1
Clarifications made to the railway undertaking licence (exemptions and related insurance conditions)	Chapters 2.2.2, 2.2.3 and 2.2.5
ERTMS: insertion of a summary table showing the indicative main equipment deadlines for each line	Chapter 3.8
<p>Cross-winds on the CNM line – addition of Z55500 rolling stock (with speed restriction of 140 km/h)</p> <p>Clarification regarding the studies conducted into certain rolling stock/or to be conducted into other rolling stock</p>	Chapter 3.4.9
Clarification regarding rolling stock intervention exceptions	Chapter 3.6.4.2
Adaptation of the dates of application of the Network Statement with respect to the structuring and pre-construction phases	Chapters 4.1.1 and 4.2.2.1
Acceptance of expressions of needs during the structuring phase	Chapter 4.2.2.1
<ul style="list-style-type: none"> • Reciprocal incentive system: modification of the “timetable certification date” milestone, replaced by “13 December 2020 at midnight” (the scope of initial application of the reciprocal incentive system for the 2021 timetable is set to train path-days in “allocated” and “under examination” status on 13 December 2020 at midnight) 	Chapter 6.4

<ul style="list-style-type: none"> • Deletion of the reference to the dry run 	
<ul style="list-style-type: none"> - Replacement of the term “convoy” by the term “train” - Introduction to the stage 1 SPID tool 	Appendix 5
Editorial changes	Appendix 3.5.1, Appendix 3.5.2, Appendix 3.5.3, Appendix 3.5.4
	Appendix 3.6
<ul style="list-style-type: none"> • Addition of reference to freight corridors within the priority rules: <i>“A train running on time cannot be made to run late because of another train not running to schedule, especially a goods train using a freight corridor”</i> • Planning/scope of experimentation/priority rules • Reference to the stage 1 SPID tool • Replacement of the term “convoy” by the term “train” 	Appendix 5
Reference to the stage 2 SPID tool which corresponds to the implementation of the dialogue box between RU/IM operational centres: deployed in March 2021	Appendix 3.7.1
List of sidings sites updated	Appendix 8.2
“fuel” replaced by “combustible”	Chapter 3.6.9 Chapter 4.9.1 d)
Update of information about SNCF Réseau appeals	Chapter 6
Clarifications regarding invoicing: <ul style="list-style-type: none"> - Of the late cancellation penalty - Of the application of particular Saint Pierre d’Albigny-Modane charges 	Chapter 6
Update of composite charging market segments	Appendix 6.1.1
Updating of dates for the implementation of the particular charge connected with the Serqueux-Gisors modernisation project and the end date of the particular Passily-Macon charge	Appendix 6.1.1
Update of OU taken into account when calculating the RCTE	Appendix 6.1.2
Update of scales for RCTE A charges	Appendix 6.2
Update of access thresholds included within the minimum services for the DECLIC and Regularity Observatory IS	Appendix 6.4
Update of scales for RFE and RCTE B charges	Appendix 6.5
Update of basic sections of lines	Appendix 6.6
Update of lines and UIC	Appendix 6.7
Update of tonnages	Appendix 6.8