

APPENDIX 1.1

VERSION CONTROL FROM 10 September 2021

➤ **VERSION 5 OF THE NS 2022 PUBLISHED ON 10 DECEMBER 2021**

Major revisions made to Version V4 of the 2022 National Rail Network Statement	
Modification of the GSM-R terminal compliance expiry date, postponed until 14 April 2022	Chapter 2, § 2.3.12
Insertion of a link to the GB Gauge map	Chapters 2 and 3, § 2.3, 2.3.4 and 3.4.3
Addition of a provision relative to the preparation of the 2024 Olympic and Paralympic Games	Chapter 4, § 4.2.6.4
Further information relative to the rules applicable for the SOCLE/DECOFER transition phase	Chapter 5
Maintenance of the provision of crisis coordination and management services in optional services	Chapter 5, § 5.1.6.4 (+ appendices 5.4, 3.6.1 and 3.6.2)
Modification of the pricing of the GSM-R Priority 4 service (annual fixed rate of €5000 ex. VAT)	Chapter 5, § 5.5.3 (+ appendix 5.4)
Evolution of the rules for setting the annual SAP objectives for the infrastructure manager in order to align them on those which apply to railway undertakings	Chapter 5, § 5.8
Stoppage of the GOC 2.0 project	Chapter 6, § 6.3.2.2
Modification of the compensation limit, set at €60 K	Appendix 3.1
Publication of the RTCE component A scale	Appendix 5.2
Determination of the IS access and training thresholds for the 2022 timetable according to the volume of trains-km invoiced at the most favourable between 2019 and 2021	Appendix 5.3
Modification of the unitary price of the Traffic flow charge, set at €0.00013 per timetable and per train.km travelled	Appendix 5.3
Modification of the pricing of the Gesico and DSDM webservices by gradual fixed rates according to the trains-km travelled	Appendix 5.3
GESICO/DSDM merger: modification of the access and training thresholds:	Appendix 5.3
Stoppage of the Gaïascope in-person training sessions	Appendix 5.3
Update of the RFE and RCTE component B scales	Appendix 5.4
Modification of the provisions relative to the reciprocal incentive system (IR): <ul style="list-style-type: none"> - RU DSA penalty reduction rate - New major modification thresholds integrating a component proportional to the length of the train path - Exclusion from the IR scope of the train paths responded over part of the route 	Appendix 5.8

➤ **VERSION 4 OF 2022 NETWORK STATEMENT SUBJECT TO CONSULTATION ON 10 SEPTEMBER 2021**

Major revisions made to Version V3 of the 2022 National Rail Network Statement	
Clarifications made to the characteristics of the UIC lines “without passengers” following the recommendation of the ART	Chapter 2
Detection of non-compliant trains: information about the evolution of the threshold and RFID experimentation	Chapter 2
Removal of the exceptional transport procedure (ATE045) for the standardisation of traffic as Gauge B	Chapters 2 and 3

Addition of two border sections by the Brittany – Pays de la Loire territorial directorate (Cormerais Link/Priory Link (Montoir-de-Bretagne))	Appendix 2.1
Updating of the list of private sidings for the Hauts De France /Provence-Alpes-Côte d'Azur / Brittany-Pays De La Loire / Grand Est / Occitanie / Nouvelle Aquitaine / IDF territorial directorates	Appendix 2.2
<ul style="list-style-type: none"> • New article 6-TER on the GSM-R Priority 4 Service (see new appendix 3-2-4) • Amendment of article 19.2 a): exemption from liability of SNCF Réseau within the context of a damaging event caused by the execution of obligations arising from the safety authorisation of another person acting as infrastructure manager. • Article 21: clarification of the definition of force majeure 	Appendix 3.1
Amendment of appendix 1: list of EIC and sites replaced by a link to the Customer and Partner Portal	Appendix 3.2.3
New appendix : Special conditions for subscription to the GSM-R Priority 4 Service	Appendix 3.2.4
Appendix entitled “ <u>General</u> outline of a framework agreement for infrastructure capacity”	Appendix 3.3
New outline of a specific framework agreement for freight activities (following the ad hoc consultation of 26/02/2021)	Appendix 3.3.1
Amendments to the processing of complaints, deadlines and procedures for challenging invoices	Appendix 3.5
Allocation of capacity in the station zone – Integrated line–station design	Chapter 4
Processing of train path requests: <ul style="list-style-type: none"> • Deadline for responding to requests for adapted train paths (DSA) issued between the approved timetable (start of September) and the certification of the service • Timetable certification date • Clarification of the reference to “working days” for responses to requests for adapted train paths (DSA) • Removal of references to “rectifications of the timetable” • Technical elements of the response • Specific procedures for exercising the rights and obligations attached to the train-paths assigned to a candidate 	Chapter 4
Change of the deadline for invoicing the market charge (RM) (from the 10th compared with from the 15th)	Chapter 5
Modification of the invoicing unit for 3 IS services (traffic flow, GESICO webservice, DSDM webservice): from price per Timetable + volume consumed to annual lump sum of price per Timetable + tr.km	Appendix 5.3
Pricing of the new IS service to disseminate regularity information to customers (“regularity observatory”)	Appendix 5.3
Integration of crisis management coordination into the PM (anticipation of the release of the decree)	Chapter 5 and Appendix 5.4
Developments to the reciprocal incentive system to respond to the requests from ART: <ul style="list-style-type: none"> • Reduction rate for customers for the scale of requests in the adaptation phase (50%) • New penalty thresholds for SNCF Réseau to introduce a component proportional to the length of the train path-day • Exoneration of customers for requests extending the staking point to the origin or destination without affecting the substance of the staking point already established 	Appendix 5.8

Simplification of the OP508 and Network Statement texts	Chapter 6
<p>Non-pricing developments linked to service facilities (IS):</p> <ul style="list-style-type: none"> • improving flexibility in the use of freight terminals • easing of the contracting formalities for one-time use of freight terminals • clarification of the procedures for using tracks allocated for the operational management of traffic by railway undertakings • integration of a time limit of 15 days for challenging the siding capacities allocated by SNCF Réseau 	Chapter 7
<ul style="list-style-type: none"> • Article 11: clarifications about the procedures for the returning of the IS by the beneficiary • Article 21: clarification of the definition of force majeure 	Appendix 7.1
Article 11: clarifications about the procedures for the returning of the sidings by the beneficiary	Appendix 7.2
Miscellaneous modifications to the lists of freight yards (see tables summarising these modifications included in the appendix)	Appendix 7.6
<ul style="list-style-type: none"> • Change of title • Deletion of appendix 7.7.1, leaving solely appendix 7.7.2, which becomes 7.7. • Appendix 7.7.1 is the list of commercial sidings published on the PSEF website. 	Appendix 7.7
Removal of the references to adjustments following opinion no. 2021-023 issued by ART on the pricing of service facilities	Appendix 7.8
Updating of the list of offerings from other operators of service facilities (SFO)	Appendix 7.11