

Rail Freight Corridor North Sea - Mediterranean

Corridor Information Document

Book 2 – Network Statement Excerpts Timetable 2018



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VERSION CONTROL

Version	Chapter changed	Changes
14/12/2016	all	New version for publication Main changes compared to version TT2017: - Updated links

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1. General Information

1.1 Introduction

The Infrastructure Managers and/or Allocation Bodies of Rail Freight Corridor North Sea Mediterranean publish Network Statements for each timetable year. Each Network Statement can be downloaded by clicking on one of the links in the top row of the table below.

1.2 Objective

The aim of Book 2 Corridor Information Document is to give an easy access to all Network Statements of the Infrastructure Managers and Allocation Bodies involved in the Rail Freight Corridor North Sea Mediterranean.

The structure of these documents follow in the majority of cases the guidelines of Rail Net Europe and consequently their content is easily comparable.

1.3 Legal Framework

The NS of each country is based on national and international law (EU regulations and directives). More information is provided in section 1.3 of each Network Statement.

1.4 Legal Status

1.4.1 General Remarks

The content of the Network Statements must be followed by the Applicants that use the rail network, especially regarding the technical conditions of the operations and their restrictions, capacity allocation and pricing.¹

In the event of any material differences between the NS and legislation currently in force, the latter prevails.

1.4.2 Liability

Each Network Statement contains a description of the basic elements of national rail networks of the countries involved in the Rail Freight Corridor North Sea - Mediterranean and its use, as they stood at the date of its publication.

Applicants are invited to consult ProRail, Infrabel, Network Rail, Eurotunnel, CFL/ACF, SNCFR and Trasse Schweiz/SBB for further details, in particular regarding any changes in the infrastructure of the national rail network occurring between the publication of the NS and the period to which it applies.

The involved Infrastructure Managers and Allocation Bodies also invite the reader to report any errors found in this document and commit themselves to correct them at the earliest opportunity.

¹ Specific rules for Rail Freight Corridors might apply as described in our CID Book 4.

In addition, the involved Infrastructure Managers and Allocation Bodies cannot guarantee the content of websites referred to in these documents. If the involved Infrastructure Managers and Allocation Bodies are informed of any rights violations regarding these sites, they will delete the links of the sites in question.

1.4.3 Appeals Procedure

Appeals may be lodged with the Autorité de Régulation des Activités Ferroviaires et Routières (ARAF) in France, l'Institut Luxembourgeois de Régulation (ILR) in Luxembourg, the Regulatory Body for Railway Transport and for Brussels Airport Operations in Belgium, Railways Arbitration Commission (SKE) in Switzerland, the Office of Rail Regulation (ORR) in the UK or the Authority for Consumers & Markets (ACM) in the Netherlands, by those authorized to request railway infrastructure capacity, if they consider themselves to be the victims of unfair treatment, discrimination or any other prejudice connected with access to the rail network, in particular in relation to the provisions set out in the concerned Network Statement.

1.5 Structure of the Network Statement Excerpt

Per chapter, an overview per Network Statement is provided, including links that will guide you to the corresponding pages in the national network statements. If the corresponding information is provided in a different chapter, this information is displayed. Where the English version is not (yet) available, we have provided links to the French version.

√	Content here available
x	Content does not exist
5.4	Content exists, but in this (other) chapter of the IM/AB NS

2. Network Statement Overview

Network Statement for Timetable 2018		ACF/CFL	Eurotunnel	Infrabel	Network Rail	ProRail	SBB/Trasse Schweiz	SNFC Réseau <small>v (In French - English to come)</small>
1	GENERAL INFORMATION	v	v	v	v	v	v	v
1.1	Introduction	v	v	v	v	v	v	v
1.2	Objective	v	v	v	v	v	v	v
1.3	Legal framework	v	v	v	v	v	v	v
1.4	Legal status	v	x	v	v	v	v	v
1.4.1	General remarks	v	x	v	v	v	v	x
1.4.2	Liability	v	x	v	v	v	v	1.4.1
1.4.3	Appeals procedure	v	x	v	v	v	v	1.4.2
1.5	Structure of NS	v	x	v	v	v	v	v
1.6	Validity and updating process	v	x	v	v	v	v	v
1.6.1	Validity period	v	x	v	v	v	v	v
1.6.2	Updating process	v	x	v	v	v	v	v
1.7	Publishing	v	x	v	v	v	v	v
1.8	Contacts	v	x	v	v	v	v	v
1.9	Rail Freight Corridors	v	x	v	v	v	v	v
1.10	RailNetEurope – international cooperation between Infrastructure Managers	v	x	v	v	v	v	v
1.10.1	One Stop Shop (OSS)	v	x	v	v	v	v	v
1.10.2	RNE tools	v	x	v	v	v	v	v
2	ACCESS CONDITIONS	v	v	v	v	v	v	v
2.1	Introduction	v	x	v	v	v	v	v
2.2	General access requirements	v	x	v	v	v	v	v
2.2.1	Conditions for applying for capacity	v	x	v	v	v	v	v
2.2.2	Conditions for access to the railway infrastructure	v	x	v	v	v	v	v
2.2.3	Licences	v	x	v	v	v	v	v
2.2.4	Safety certificate	v	x	v	v	v	v	v
2.2.5	Cover of liabilities	v	x	v	v	v	v	v
2.3	General business/Commercial conditions	v	x	v	v	v	v	v
2.3.1	Framework agreement	v	x	v	v	v	v	2.3.2
2.3.2	Contracts with RUs	v	x	v	v	v	v	2.3.1.1
2.3.3	Contracts with non-RU applicants	x	x	v	v	v	v	2.3.1.2
2.4	Operational rules	v	x	v	v	v	v	v
2.5	Exceptional transports	v	x	v	v	v	v	v
2.6	Dangerous goods	v	x	v	v	v	v	v
2.7	Rolling stock acceptance process guidelines	v	x	v	v	v	v	v
2.8	Staff acceptance process	v	x	v	v	v	v	v
3	INFRASTRUCTURE	v	v	v	v	v	v	v
3.1	Introduction	v	x	v	v	v	v	v
3.2	Extent of network	v	x	v	v	v	v	v
3.2.1	Limits	v	x	v	v	v	v	v
3.2.2	Connected railway networks	v	x	v	v	v	v	v
3.2.3	Further information	v	x	v	v	v	v	v
3.3	Network description	v	x	v	v	v	v	v
3.3.1	Geographic identification	v	x	v	v	v	v	v
3.3.1.1	Track typologies	v	x	v	v	v	v	v
3.3.1.2	Track gauges	v	x	v	v	v	v	v
3.3.1.3	Stations and nodes	v	x	v	v	v	v	v
3.3.2	Capabilities	v	x	v	v	v	v	v
3.3.2.1	Loading gauge	v	x	v	v	v	v	v
3.3.2.2	Weight limits	v	x	v	v	v	v	v
3.3.2.3	Line gradients	v	x	v	v	v	v	v
3.3.2.4	Line speeds	v	x	v	v	v	v	v
3.3.2.5	Maximum train lengths	v	x	v	v	v	v	v
3.3.2.6	Power supply	v	x	v	v	v	v	v
3.3.3	Traffic control and communication systems	v	x	v	v	v	v	v
3.3.3.1	Signalling systems	v	x	v	v	v	v	v
3.3.3.2	Traffic control systems	v	x	v	v	v	v	v
3.3.3.3	Communication systems	v	x	v	v	v	v	v
3.3.3.4	Train control systems	v	x	v	v	v	v	v
3.4	Traffic restrictions	v	x	v	v	v	v	v
3.4.1	Specialised infrastructure	v	x	v	v	v	v	v
3.4.2	Environmental restrictions	v	x	v	v	v	v	v

3.4.3	Dangerous goods	√	x	√	√	√	√	√
3.4.4	Tunnel restrictions	√	x	√	√	√	√	√
3.4.5	Bridge restrictions	√	x	√	√	√	√	√
3.5	Availability of the infrastructure	√	x	√	√	√	√	√
3.6	Service facilities	√	x	√	√	√	√	√
3.6.1	Passenger stations	√	x	√	√	√	√	√
3.6.2	Freight terminals	√	x	√	√	√	√	√
3.6.3	Marshalling yards and train formation facilities, including shunting facilities	√	x	√	√	√	√	√
3.6.4	Storage sidings	√	x	√	√	√	√	√
3.6.5	Maintenance facilities	√	x	√	√	√	√	√
3.6.6	Other technical facilities, including cleaning and washing facilities	√	x	√	√	√	√	3.6.7
3.6.7	Maritime and inland port facilities	√	x	√	√	√	√	√
3.6.8	Relief facilities	√	x	√	√	√	√	√
3.6.9	Refuelling facilities	√	x	√	√	√	√	3.6.6.
3.6.10	Other facilities	x	x	X	x	x	x	x
3.7	Infrastructure development	√	x	√	√	√	√	√

The capacity allocation process for Corridor (Corridor Name) is described in Book 4 of this CID. For all other types of international capacity requests, the national NSs shall be consulted. For more information, please see Chapter 4 on Capacity Allocation in each NS.

4	CAPACITY ALLOCATION	√	√	√	√	√	√	√
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5	SERVICES	√	√	√	√	√	√	√
5.1	Introduction	√	x	√	√	√	√	√
5.2	Minimum access package	√	x	√	√	√	√	√
5.3	Access to services facilities and supply of services	√	x	√	√	√	√	√
5.3.1	Access to service facilities	√	x	√	√	√	√	√
5.3.1.1	Passenger stations	√	x	√	√	√	√	√
5.3.1.2	Freight terminals	√	x	√	√	√	√	√
5.3.1.3	Marshalling yards and train formation facilities, including shunting facilities	√	x	√	√	√	√	√
5.3.1.4	Storage sidings	√	x	√	√	√	√	√
5.3.1.5	Maintenance facilities	√	x	√	√	√	√	√
5.3.1.6	Other technical facilities, including cleaning and washing facilities	√	x	√	√	√	√	√
5.3.1.7	Maritime and inland port facilities	√	x	√	√	√	√	√
5.3.1.8	Relief facilities	√	x	√	√	√	√	√
5.3.1.9	Refuelling facilities	√	x	√	√	√	√	√
5.3.2	Supply of services in service facilities	√	x	√	√	√	√	√
5.3.2.1	Shunting	√	x	5.3.2.3	√	√	√	√
5.3.2.2	Other services	x	x	5.3.2.1 + 5.3.2.2 + 5.3.2.4-5.3.2.9	√	5.3.2.3-5.3.2.4	x	5.3.2.2-5.3.2.10
5.4	Additional services	√	x	√	√	√	√	√
5.4.1	Traction current	√	x	√	√	√	√	√
5.4.2	Services for trains	√	x	√	√	√	√	√
5.4.3	Services for exceptional transports and dangerous goods	√	x	√	√	√	√	√
5.4.4-5.4.99	Other additional services	x	x	√	√	x	√	5.4.4-5.4.12
5.5	Ancillary services	√	x	√	√	√	√	√
5.5.1	Access to telecommunication network	x	x	√	√	√	√	√
5.5.2	Provision of supplementary information	x	x	√	√	√	√	√
5.5.3	Technical inspection of rolling stock	x	x	√	√	√	√	√
5.5.4	Ticketing services in passenger stations	x	x	√	√	√	√	√
5.5.5	Specialized heavy maintenance services	x	x	√	√	√	√	√
5.5.6	Other ancillary services	x	x	X	N/A	5.5.6-5.5.8	√	5.5.6-5.5.9

6	CHARGES	√	√	√	√	√	√	√
6.1	Charging principles	√	x	√	√	6.2	√	√
6.1.1	Minimum access package	√	x	√	x	6.2	√	√
6.1.2	Track access to facilities referred to in 5.3.1	√	x	√	x	6.2	√	√
6.1.3	Services referred to in 5.3.2	√	x	√	x	6.2	√	√
6.1.4	Additional services	√	x	√	x	6.2	√	√
6.1.5	Ancillary services	x	x	√	x	6.2	√	√
6.2	Charging system	√	x	√	√	√	√	√
6.3	Tariffs	√	x	√	√	√	√	√
6.3.1	Minimum access package	√	x	√	√	√	√	√
6.3.2	Track access to services facilities	√	x	√	√	√	√	√
6.3.3	Supply of services referred to in 5.3.2	√	x	√	√	√	√	√
6.3.4	Additional services	√	x	√	√	√	√	√

6.3.5	Ancillary services	x	x	√	√	√	√	√
6.4	Financial penalties and incentives	√	x	√	√	√	√	√
6.4.1	Non-usage charges	√	x	√	√	√	√	√
6.4.2	Cancellation fees	√	x	√	√	√	√	√
6.4.3	Reduction fee for framework agreements	x	x	√	√	√	√	√
6.4.4	ERTMS discounts	x	x	√	√	√	√	√
6.5	Performance scheme	√	x	√	√	√	√	√
6.6	Changes to charges	√	x	√	√	√	√	√
6.7	Billing arrangements	√	x	√	√	√	√	√
NS additional chapters				1.11+6.7.2 +6.8+ 6.9	2.2.6 3.8 (3.8.1 and 3.8.2)	2.9 6.4.5	7. Provision of Data / 8. Power Supply	2.9 6.8-6.10
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Legend	
√	Content exists (link to relevant chapter is optional)
x	Content does not exist
5.3.5	Content exists in this other chapter of the IM NS (link to relevant chapter is optional)

Note

If the content exists but in a different chapter, then insert the number of the actual IM NS chapter.

In the special case of chapters 5.3.2.2, 5.4.4 and 5.5.6, which correspond to all other service categories that are not standard, include all the applicable chapter numbers.

If an IM's NS includes additional chapters, it can add this information as a table footnote in order to provide a complete overview of its NS.

The last date of update is the last date when the IM concerned updated the information in the table.