



Network Statement Common Structure

23 March 2016

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Version Control

Version	Summary of changes
Before 2011	Changes are not identified in this document. Versions from 2002 onwards are available on Projectplace.
30 March 2011	<ul style="list-style-type: none"> • Main Sections • 1.7 Publishing • 1.8 Contacts • 1.9 RailNetEurope – international cooperation between Infrastructure Managers • 1.9.1 One Stop Shop (OSS) • 1.9.2 RNE Tools • 1.10 Glossary • 2.2.1 Requirements to Apply for a Train Path • 2.3.1 Framework Agreement • 2.7 Rolling Stock Acceptance Process Guidelines • 2.8 Staff Acceptance Process • 3 INFRASTRUCTURE • 4.4.3 Congested Infrastructure: Definition, Priority Criteria and Process • New 4.9 Allocation of Capacity for Service Facilities • 5.3 Track Access to Services Facilities and Supply of Services • 6.1 Charging Principles • New Annexes Numbering
28 March 2012	<ul style="list-style-type: none"> • 1.9 RailNetEurope – international cooperation between Infrastructure Managers • New 1.9.3 Rail Freight Corridors • 4.2 Description of Process
26 March 2013	<ul style="list-style-type: none"> • 1.9 Rail Freight Corridors was previous 1.9.3 • Previous 1.9 and 1.10 moved to 1.10 and 1.11 due to the above change • 2.2.1 Requirements to apply for a train path • 2.4 Operational Rules • 4.2 Description of Process
12 March 2014	<p>Creation of a Specification with 8 chapters. Chapter 8 is the previous Network Statement CS&IG.</p> <p>Changes in Chapter 8:</p> <ul style="list-style-type: none"> • Main Sections • 1.4.2 Liability • 1.9 Rail Freight Corridors • 1.10 RailNetEurope – international cooperation between Infrastructure Managers • 1.10.1 One Stop Shop (OSS) • 1.10.2 RNE Tools • New 2.3.3 Contracts with applicants • 3.1 Introduction • 3.6 Service Facilities includes previous 3.6, 3.7 and 3.8 • 3.6.1 Passenger stations • 3.6.2. Freight terminals • 3.6.3 Marshalling yards and train formation facilities, including shunting facilities • 3.6.4 Storage sidings

	<ul style="list-style-type: none"> • 3.6.5 Maintenance facilities • 3.6.6 Other technical facilities, including cleaning and washing facilities • 3.6.7 Maritime and inland port facilities • 3.6.8 Relief facilities • 3.6.9 Refuelling facilities • 3.6.10-3.6.99 Other facilities • Renumbered 3.7 Infrastructure Development • 4.4.1 Coordination Process • 4.4.2 Dispute Resolution Process • 4.5 Allocation of Capacity for Maintenance, Renewal and Enhancements • Eliminated 4.5.1 Process • 5.2 Minimum access package • 5.3 Access to services facilities and supply of services • New 5.3.1 Access to service facilities • 5.3.1.1 Passenger stations • 5.3.1.2 Freight terminals • 5.3.1.3 Marshalling yards and train formation facilities, including shunting facilities • 5.3.1.4 Storage sidings • 5.3.1.5 Maintenance facilities • 5.3.1.6 Other technical facilities, including cleaning and washing facilities • 5.3.1.7 Maritime and inland port facilities • 5.3.1.8 Relief facilities • 5.3.1.9 Refuelling facilities • New 5.3.2 Supply of services in service facilities • New 5.3.2.1 Shunting • New 5.3.2.2 Other services • 5.4.2 Services for trains • 5.4.3 Services for exceptional transports and dangerous goods • 5.4.4-5.4.99 Other additional services • New 5.5.4 Ticketing services in passenger stations • New 5.5.5 Specialized heavy maintenance services • 5.5.6 -5.5.99 Other ancillary services • 6.1 Charging principles • 6.1.2 Access to facilities referred to in 5.3.1 • 6.1.3 Services referred to in 5.3.2 • 6.4 New Financial penalties and incentives • 6.4.1 New Non usage charges • 6.4.2 New Cancellation fees • 6.4.3 New Reduction fee for Framework Agreements • 6.4.4 New ERTMS Discounts • 6.6 Changes to charges
<p>10 March 2015</p>	<ul style="list-style-type: none"> ▪ 2.Common Structure Objective ▪ 4.Publication and updating process ▪ 5.Network Statement Languages ▪ 8.RNE Network Statement Template: <ul style="list-style-type: none"> • 1.3 Legal Framework • 1.5 Structure of NS • 1.10 RailNetEurope – international cooperation between Infrastructure Managers (included Recommended text) • 1.10.2 RNE Tools (including Recommended text) • 1.11 Glossary

	<ul style="list-style-type: none"> • 2.2.1 Conditions for applying for capacity • 2.2.2 Conditions for access to the railway infrastructure • 2.3.1 Framework Agreement • 2.3.2 Contracts with RUs • 2.3.3 Contracts with non-RU applicants • 3. Infrastructure • 3.1 Introduction • 3.2.1 Limits • 3.4.1 Specialised Infrastructure • 3.6 Service facilities • 3.6.2 Freight terminals • 3.6.6 Other technical facilities, including cleaning and washing facilities • 3.6.9 Refuelling facilities • 4. Capacity allocation • 4.2 Description of Process • 4.3 Schedule for Path Requests and Allocation Process • 4.4.1 Coordination Process • 4.4.2 Dispute Resolution Process • 4.4.3 Congested Infrastructure: Definition, Priority Criteria and Process • 4.6 Non-Usage/Cancellation Rules • 6.1 Charging principles • 6.5 Performance Scheme
6 May 2015	RNE GA approval
8 March 2016	<ul style="list-style-type: none"> ▪ Point 3 Network Statement Common Structure and Implementation Guide ▪ Point 4 Publication and updating process ▪ Point 5 Connection with the Corridor Information Document ▪ Point 6 Network Statement Languages ▪ Point 7 Terminal Service Facility Information ▪ Point 8 RNE Network Statement Template ▪ 1.3 Legal Framework ▪ 1.6.2 Updating Process ▪ 1.8 Contacts ▪ 1.10 RailNetEurope – international cooperation between Infrastructure Managers (recommended text) ▪ 1.10.2 RNE Tools (recommended text) ▪ 2.3.3 Contracts with non-RU applicants ▪ 3.3.1.2 Track Gauges ▪ 3.3.3.4 Train Control Systems ▪ 3.5 Availability of the Infrastructure ▪ 4.2 Description of Process ▪ 5.5.5 Specialised heavy maintenance services
23 March 2016	<p>RNE MB meeting:</p> <ul style="list-style-type: none"> ▪ Point 6 Network Statement Languages
21 April 2016	RNE GA approval

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1. Context

DIRECTIVE 2001/14/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification defined in Article 3 the requirements for the publication of the Network Statement.

More recently, DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area reviewed the Network Statement requisites in its Article 27:

1. *The infrastructure manager shall, after consultation with the interested parties, develop and publish a network statement which shall be obtainable against payment of a fee which shall not exceed the cost of publication of that statement. The network statement shall be published in at least two official languages of the Union. The content of the network statement shall be made available free of charge in electronic format on the web portal of the infrastructure manager and accessible through a common web portal. That web portal shall be set up by the infrastructure managers in the framework of their cooperation in accordance with Articles 37 and 40.*
2. *The network statement shall set out the nature of the infrastructure which is available to railway undertakings, and contain information setting out the conditions for access to the relevant railway infrastructure. The network statement shall also contain information setting out the conditions for access to service facilities connected to the network of the infrastructure manager and for supply of services in these facilities or indicate a website where such information is made available free of charge in electronic format. The content of the network statement is laid down in Annex IV of the Directive.*
3. *The network statement shall be kept up to date and amended as necessary.*
4. *The network statement shall be published no less than four months in advance of the deadline for requests for infrastructure capacity.*

The Network Statement WG (NS WG) was established in 2001 under the UIC umbrella and was fully transferred to RNE in 2004. The main scope of this WG has been the development of the Network Statement specification and making all efforts to guarantee its implementation on national level.

2. Common Structure Objective

The objective of this Common Structure (CS) is to offer guidelines for the expected content, organisation and other information useful for the production of the Network Statement (NS).

The aim is for Applicants to get access to similar documents along different countries, finding the same information at the same place in each one.

The key clients of this CS are the Infrastructure Managers and Allocation Bodies who are responsible for producing the NS. This document is meant to facilitate the production process of the NS and also to allow the adoption of a common structure throughout Europe that leads to comparable and structured information. More recently with the advent of the Rail Freight Corridors and the publication of the Corridor Information Documents – which make direct references to each national NS – this has become even more evident.

This specification is regularly updated each year in order to better adjust to new legal requirements, new market needs and results of the RNE NS WG improvement assessments.

3. Network Statement Common Structure and Implementation Guide

The most recent NS CS is presented in the template below, comprehending 6 main chapters that are detailed up to the fourth level.

The template also contains implementation guide that suggests for each chapter level the recommended content.

The last column includes control information, identifying the changes that have been implemented throughout the years.

If a chapter (up to the 4th level) is not applicable on an IM's network, it shall be clearly stated in its NS in the chapter concerned (e.g. 5.3.1.7. Maritime and inland port facilities: *This service facility is not available on this network.*). In this way, the provision of information is more transparent from the applicants' point of view and the NS CS can be promoted to a full extent.

4. Publication and updating process

As defined in Point 4 of Article 27 of Directive 2012/34, the NS shall be published no less than four months in advance of the deadline for requests for infrastructure capacity.

Ideally this date corresponds to 12 months prior to the annual working timetable entry in force - 2nd Saturday of December (X-12).

As defined in Point 3 of Article 27 of Directive 2012/34, the NS shall be kept up to date and amended as necessary.

5. Connection with the Corridor Information Documents

The RNE Corridor Information Document (CID) Common Structure is strongly related with the NSs, for example, it stipulates that CID Book 2 should replicate the structure of the NS. It is therefore very important that this NS CS and English language availability are respected by all IMs, so that the CID Book 2 can be efficiently produced.

All updates in this NS CS will be properly communicated to the RNE CID Common Structure.

6. Network Statement Languages

As defined in Point 1 of Article 27 of Directive 2012/34, the network statement shall be published in at least two official languages of the Union.

The RNE General Assembly decided on 5 May 2010 in Brussels that the NS shall be published in English. This shall be done regardless of the number of languages in which a NS is published in a given country. To make it possible to publish the complete CID at X-11, an English version of the NS shall be published at X-11.5 at the latest (in general this means end of December). After a transition phase, from 2019 onwards (i.e. NS for the 2019 timetable year), the English version of the NS shall be published by X-12, i.e. simultaneously with the NS in the national language, which is in line with the above Directive.

RNE has produced an English-language *Glossary of terms related to network statements* (available on the RNE website under http://www.rne.eu/ns_glossary.html) that can be used by all information providers who are under the obligation to deliver English texts. Furthermore, it contributes to a harmonised wording of the network statements of the various IMs/ABs. This glossary is also updated every year (in the fourth quarter) according to the procedure described in the *Revision process and reference library for Glossary of Network Statement Working Group*, included in Appendix C.4. of RNE's Internal Regulations and Operational Guidelines (IROGs).

7. Terminal / Service Facility Information

As defined in Point 2 of Article 27 and Point 6 of Annex IV from Directive 2012/34, operators of service facilities that are not controlled by the infrastructure manager shall supply information on charges for gaining access to the facility and for the provision of services, and information on technical access conditions for inclusion in the network statement or shall indicate a website where such information is made available free of charge in electronic format.

If the preferred option is the cross-link, and the Terminals / Service Facilities have not yet published the required information on their website, then the IM/AB can suggest a template for it.

This RNE NS CS presents a harmonised template that is meant to comply with the EU legislation. Its structure respects the logic of the Network Statements, but in a much simplified manner, adjusted to the Terminals' and Service Facilities' context. The proposed structure for this information is presented in the table below:

Terminal / Service Facility Information		
Number of chapter	Heading text	Illustration of the expected information
	VERSION CONTROL	All previous versions of this information should be identified, together with a short description of the changes.
	TABLE OF CONTENTS	
1	General information	<ul style="list-style-type: none"> • Name of terminal, address, how to find the terminal • Terminal xx is part of RFC No. X,Y,Z • Terminal owner (name, address, contact) • Terminal operator (name, address, contact) • Terminal character (factory siding, intermodal –rail/ road/ water...)
2	Access conditions	<ul style="list-style-type: none"> • Open access for all market players (RU, forwarder, logistic provider...): Yes / No / Partly (= under special conditions) • Legal requirements (contract, certificates, insurance...) • Technical conditions (type of handled intermodal units- ISO containers/ continental containers/ trailers/swap bodies/RoLa/ tanks, max. weight/ length of trains/ shipments, allowed RID classes...)
3	Terminal description	<ul style="list-style-type: none"> • Number and length of tracks • Storing capacity (m²) • Equipment (cranes, ramps, stackers...) • Equipment capacity –e.g. XX units per hour

Terminal / Service Facility Information		
Number of chapter	Heading text	Illustration of the expected information
		<ul style="list-style-type: none"> • Connection to main railway infrastructure (name of connecting railway station, agreed timetabling for service trains if exists, ...) • Technical map of terminal (position of tracks, siding areas...)
4	Capacity allocation	<ul style="list-style-type: none"> • Process description • Booking forms, time limits for booking, cancellation conditions, special requirements...
5	Services	<ul style="list-style-type: none"> • List of provided services (storage, unloading, refuelling, maintenance,...) • Operating times (terminal / particular services)
6	Charging	<ul style="list-style-type: none"> • Price list • Payment conditions (billing arrangements)

8. RNE Network Statement Template

Updated: 8 March 2016, Bern, Switzerland

Text in italics indicates a reference to the relevant section of Directive 2012/34/EU or to other European Union`s directives/regulations.

Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
	<p>Main Sections The following headings have been agreed for the main sections of the Network Statement.</p>	<p>Content Each IM is responsible for providing information regarding its network. Information regarding neighbouring networks (including cross-border information) is optional. The NS should include all the points mentioned in Annex IV of Directive 2012/34/EU, clearly stating whether the information is not provided because not applicable (e.g. information on specific services not presented since such services are non-provided by the IM; information on discounts and mark-ups on charges not presented since they actually do not exist).</p> <p>The network statement shall be published in at least two official languages of the Union. The RNE General Assembly decided on 5 May 2010 in Brussels that the NS shall be published in English regardless of the number of languages in which a NS is published in a given country. To make it possible to publish the complete CID at X-11, an English version of the NS shall be</p>	Updated in 2015 and 2016

Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		published at X-11.5 at the latest (in general this means end of December).	
	VERSION CONTROL	All previous versions of this annual document should be identified, together with a short description of the changes.	
	TABLE OF CONTENTS		
<u>1</u>	<i>GENERAL INFORMATION</i>		
<u>2</u>	<i>ACCESS CONDITIONS</i>		
<u>3</u>	<i>INFRASTRUCTURE</i>		
<u>4</u>	<i>CAPACITY ALLOCATION</i>		
<u>5</u>	<i>SERVICES</i>		
<u>6</u>	<i>CHARGES</i>		
	<i>INDEX</i>		
	GLOSSARY	<p>Provide a glossary of terms used in the NS (a reference to an appendix is suggested) or use a cross-reference to the relevant RNE web page: http://www.rne.eu/ns_glossary.html</p> <p>RNE has created an easy-to-use, English-language Glossary of terms related to Network Statements. The definitions in this Glossary are written in a clear language using as little technical or legal jargon as possible. They provide practical guidance both to IMs/ABs and their customers.</p> <p>Please note the Legal Disclaimer, which stresses that the available material is for information purposes only and that definitions are not legally-binding. By using this Glossary, you agree to the terms of the Legal Disclaimer.</p>	Removed from previous Chapter 1.11 in 2015

CHAPTER 1 – GENERAL INFORMATION			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
1	GENERAL INFORMATION		
1.1	Introduction	<p>Give a brief presentation of the IM and state why the IM produces the NS.</p> <p>A diagram showing the organisation of the railway sector in the IM's country can be included.</p>	
1.2	Objective	<p><i>Directive 2012/34/EU Article 3 (26) and Article 27</i></p> <p>Give a brief description of the purpose of the NS.</p> <p>(e.g. The NS is designed to supply RUs and/or other applicants with the essential information needed to gain access to, and to use the rail infrastructure managed by the IM.)</p> <p>Refer to national legislation transposing the Directive into national law.</p>	
1.3	Legal Framework	<p>List the main legislation and regulations to be considered by applicants, including:</p> <ul style="list-style-type: none"> ▪ International legislation (optional) ▪ National legislation ▪ IM's internal regulations <p>Other applicable regulations (e.g. imposed by the national rail Regulatory Body).</p>	Updated in 2015 and 2016
1.4	Legal Status		
1.4.1	General Remarks	Describe the legal status of the NS in national legislation.	
1.4.2	Liability	<p>State the extent of the liability of the IM for information contained in the NS and include any legal disclaimers.</p> <p>In the cases where the IM is not responsible for the management of certain service facilities, the related information contained in this network statement is not binding. Make reference to the NS affected chapters.</p>	
1.4.3	Appeals Procedure	<p><i>Directive 2012/34/EU Article 46 (6) 56 (1a –b)</i></p> <p>Describe the procedure for applicants to appeal against any action or decision taken by the IM, including the content of the NS.</p>	Updated in 2015
1.5	Structure of NS	Give a brief description of the Common Structure for the NS and refer to the latest version number of the Implementation Guide.	Updated in 2015

CHAPTER 1 – GENERAL INFORMATION			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		Include the following statement: “ <i>This NS applies the RNE NS Common Structure so that all Applicants can access similar documents in different countries, finding the same information at the same place in each one.</i> ”	
1.6	Validity and Updating Process	<i>Directive 2012/34/EU 27 (3-4)</i>	
1.6.1	Validity Period	State the dates of the period of validity of the NS and the relevant annual timetable’s start and end dates.	
1.6.2	Updating Process	Describe how the NS is updated, with special reference to the situations where consultation with the interested parties is mandatory.	Updated in 2016
1.7	Publishing	<i>Directive 2012/34/EU Article 27 (1)</i> List the available formats of the NS (e.g. printed document, web document, CD-ROM), how they can be obtained and their prices. An English version of the NS should be made available. State which language version will prevail in case of inconsistencies.	
1.8	Contacts	List the contacts which will provide more information on domestic and international traffic (job functions rather than named individuals) and indicate their respective fields of information. The list should include contacts within the IM, including the (RailNetEurope) OSS, and contacts in other relevant national and international organizations, namely the connected networks (the RNE website provides the contact information of national OSSs and links to the English version of all national Network Statements, if available). http://www.rne.eu/oss_network.html http://www.rne.eu/members_ns.html	Updated in 2016
1.9	Rail Freight Corridors	Provide information on the RFCs that are integrated in the IM/AB network, namely institutional information regarding the RFC, including the website information and relevant RFC contacts; maps or other descriptions with the corridor’s identification; connected Corridor Information Document (CID) content; chapters inside the NS where RFC applicable information will be found. Consider the proposed text included in the specific “Recommended Texts” table below.	Updated in 2015

CHAPTER 1 – GENERAL INFORMATION			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		Also consider the Corridor Information Document Specification produced by RNE in support of the implementation of Regulation 913/2010 Article 18.	
1.10	RailNetEurope – international cooperation between Infrastructure Managers	<i>Directive 2012/34/EU Article 37 (1 and 2) Article 40 and Article 44 (4)</i> EITHER use the mandatory text included in the specific “Recommended Texts” table below ('Cut and paste' from the RNE website's HOME page) OR use a cross-reference to the RNE website: http://www.rne.eu/corporate.html	Updated in 2015
1.10.1	One Stop Shop (OSS)	<i>Directive 2012/34/EU Article 44 (4)</i> FIRST: Give the contact information of the national OSS (the OSS within your company) as indicated in 1.8 above. SECOND: EITHER use the mandatory text included in the specific “Recommended Texts” table below (this text has been agreed by the OSSs themselves) OR use a cross-reference to the RNE OSS webpage: http://www.rne.eu/index.php/one-stop-shop.html	
1.10.2	RNE Tools	EITHER use the mandatory text included in the specific “Recommended Texts” table below : ('Cut and paste' from the RNE web page) Or use a cross-reference to the relevant RNE web pages: http://pcs.rne.eu/ http://cis.rne.eu/ http://tis.rne.eu/	Updated in 2015

CHAPTER 1 – GENERAL INFORMATION Recommended Texts	
Number of chapter / sub-chapter	Recommended text
1.9	<p>In 2010 the European Parliament and the Council laid down rules for the establishment of a European rail network for competitive freight, consisting of international freight corridors.</p> <p>The aim is to achieve reliable and good quality railway freight services to be able to compete with other modes of transport.</p> <p>The main objective to initiate Regulation 913/2010/EU (hereinafter: “the Regulation”) was to improve the services provided by the infrastructure managers (hereinafter: “IMs”) to international freight operators. Several initiatives have contributed to the creation of the corridors' concept: the 1st railway package, the</p>

CHAPTER 1 – GENERAL INFORMATION
Recommended Texts

Number of chapter / sub-chapter	Recommended text																											
	<p>TEN-T (Trans-European Transport Network) programme, cooperation among Member States (MS) and IMs within the framework of ERTMS, and the deployment of TAF TSI (Technical Specifications for Interoperability for Telematics Applications for Freight).</p> <p>Through the Regulation the European Union would like to act in the following main areas corresponding to the process of harmonization:</p> <ul style="list-style-type: none"> • improving coordination among IMs, • improving the conditions of access to infrastructure, • guaranteeing freight trains' adequate priority, • and improving intermodality along the corridors. <p>In order to reach these goals, the European Union designated nine international rail freight corridors (RFC) in the EU rail network. The main parameters of the RFCs are included in the table below (Regulation 1316/2013/EU):</p> <table border="1" data-bbox="268 913 1485 2067"> <thead> <tr> <th data-bbox="268 965 448 1070">Member States</th> <th data-bbox="456 965 1257 1070">Principal routes <u>(1)</u></th> <th data-bbox="1265 965 1485 1070">Establishment of freight corridors:</th> </tr> </thead> <tbody> <tr> <td data-bbox="268 1081 448 1171">"Rhine-Alpine"</td> <td data-bbox="456 1081 1257 1171">NL, BE, DE, IT Zeebrugge-Antwerpen/Amsterdam/Vlissingen <u>(2)</u>/Rotterdam-Duisburg-[Basel]-Milano- Genova</td> <td data-bbox="1265 1081 1485 1171">By 10 November 2013</td> </tr> <tr> <td data-bbox="268 1182 448 1283">"North Sea – Mediterranean"</td> <td data-bbox="456 1182 1257 1283">NL, BE, LU, FR, UK <u>(2)</u> Glasgow <u>(3)</u>/Edinburgh <u>(3)</u>/Southampton <u>(3)</u>/Felixstowe <u>(3)</u>-London <u>(2)</u>/Dunkerque <u>(2)</u>/Lille <u>(2)</u>/Liège <u>(2)</u>/Paris <u>(2)</u>/Amsterdam <u>(2)</u>-Rotterdam-Zeebrugge <u>(2)</u>/Antwerpen-Luxembourg-Metz-Dijon-Lyon/[Basel]-Marseille <u>(2)</u></td> <td data-bbox="1265 1182 1485 1283">By 10 November 2013</td> </tr> <tr> <td data-bbox="268 1294 448 1384">"Scandinavian – Mediterranean"</td> <td data-bbox="456 1294 1257 1384">SE, DK, DE, AT, IT Stockholm/[Oslo] <u>(2)</u>/Trelleborg <u>(2)</u>-Malmö-København-Hamburg-Innsbruck-Verona-La Spezia <u>(2)</u>/Livorno <u>(2)</u>/Ancona <u>(2)</u>/Taranto <u>(2)</u>/Augusta <u>(2)</u>/ Palermo</td> <td data-bbox="1265 1294 1485 1384">By 10 November 2015</td> </tr> <tr> <td data-bbox="268 1395 448 1529">"Atlantic"</td> <td data-bbox="456 1395 1257 1529">PT, ES, FR, DE <u>(2)</u> Sines-Lisboa/Leixões —Madrid-Medina del Campo/ Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz – Strasbourg <u>(2)</u>/Mannheim <u>(2)</u> Sines-Elvas/Algeciras</td> <td data-bbox="1265 1395 1485 1529">By 10 November 2013</td> </tr> <tr> <td data-bbox="268 1541 448 1664">"Baltic – Adriatic"</td> <td data-bbox="456 1541 1257 1664">PL, CZ, SK, AT, IT, SI Swinoujscie <u>(2)</u>/Gdynia-Katowice-Ostrava/Žilina-Bratislava/Wien/Klagenfurt-Udine-Venezia/ Trieste/ /Bologna/Ravenna Graz-Maribor-Ljubljana-Koper/Trieste</td> <td data-bbox="1265 1541 1485 1664">By 10 November 2015</td> </tr> <tr> <td data-bbox="268 1675 448 1809">"Mediterranean"</td> <td data-bbox="456 1675 1257 1809">ES, FR, IT, SI, HU, HR <u>(2)</u> Almería-Valencia/Algeciras/Madrid-Zaragoza/Barcelona-Marseille-Lyon-Turin-Milano-Verona-Padova/Venezia-Trieste/Koper-Ljubljana-Budapest Ljubljana <u>(2)</u>/Rijeka <u>(2)</u>-Zagreb <u>(2)</u>-Budapest-Zahony (Hungarian-Ukrainian border)</td> <td data-bbox="1265 1675 1485 1809">By 10 November 2013</td> </tr> <tr> <td data-bbox="268 1821 448 1977">"Orient/East-Med"</td> <td data-bbox="456 1821 1257 1977">CZ, AT, SK, HU, RO, BG, EL, DE <u>(3)</u> — Bucureșt-Constanța Bremerhaven <u>(3)</u>/Wilhelmshaven <u>(3)</u>/Rostock <u>(3)</u>/Hamburg <u>(3)</u>-Praha-Vienna/Bratislava-Budapest —Vidin-Sofia-Burgas <u>(3)</u>/Svilengrad <u>(3)</u> (Bulgarian-Turkish border)/ Promachonas-Thessaloniki- Athína-Patras <u>(3)</u></td> <td data-bbox="1265 1821 1485 1977">By 10 November 2013</td> </tr> <tr> <td data-bbox="268 1989 448 2067">"North Sea – Baltic" <u>(4)</u></td> <td data-bbox="456 1989 1257 2067">DE, NL, BE, PL, LT, LV <u>(3)</u>, EE <u>(3)</u> Wilhelmshaven <u>(2)</u>/Bremerhaven/Hamburg <u>(2)</u>/ Amsterdam <u>(2)</u>/Rotterdam/Antwerpen-Aachen/Berlin-Warsaw-Terespol (Poland-Belarus border)/Kaunas-Riga <u>(3)</u>-Tallinn <u>(3)</u></td> <td data-bbox="1265 1989 1485 2067">By 10 November 2015</td> </tr> </tbody> </table>	Member States	Principal routes <u>(1)</u>	Establishment of freight corridors:	"Rhine-Alpine"	NL, BE, DE, IT Zeebrugge-Antwerpen/Amsterdam/Vlissingen <u>(2)</u> /Rotterdam-Duisburg-[Basel]-Milano- Genova	By 10 November 2013	"North Sea – Mediterranean"	NL, BE, LU, FR, UK <u>(2)</u> Glasgow <u>(3)</u> /Edinburgh <u>(3)</u> /Southampton <u>(3)</u> /Felixstowe <u>(3)</u> -London <u>(2)</u> /Dunkerque <u>(2)</u> /Lille <u>(2)</u> /Liège <u>(2)</u> /Paris <u>(2)</u> /Amsterdam <u>(2)</u> -Rotterdam-Zeebrugge <u>(2)</u> /Antwerpen-Luxembourg-Metz-Dijon-Lyon/[Basel]-Marseille <u>(2)</u>	By 10 November 2013	"Scandinavian – Mediterranean"	SE, DK, DE, AT, IT Stockholm/[Oslo] <u>(2)</u> /Trelleborg <u>(2)</u> -Malmö-København-Hamburg-Innsbruck-Verona-La Spezia <u>(2)</u> /Livorno <u>(2)</u> /Ancona <u>(2)</u> /Taranto <u>(2)</u> /Augusta <u>(2)</u> / Palermo	By 10 November 2015	"Atlantic"	PT, ES, FR, DE <u>(2)</u> Sines-Lisboa/Leixões —Madrid-Medina del Campo/ Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz – Strasbourg <u>(2)</u> /Mannheim <u>(2)</u> Sines-Elvas/Algeciras	By 10 November 2013	"Baltic – Adriatic"	PL, CZ, SK, AT, IT, SI Swinoujscie <u>(2)</u> /Gdynia-Katowice-Ostrava/Žilina-Bratislava/Wien/Klagenfurt-Udine-Venezia/ Trieste/ /Bologna/Ravenna 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	<p>"Rhine-Danube" (5) FR, DE, AT, SK, Strasbourg-Mannheim-Frankfurt-Nürnberg-Wels HU, RO, CZ Strasbourg-Stuttgart-München-Salzburg-Wels-Wien-Bratislava-Budapest-Arad-Braşov/Craiova-Bucureşti-Constanţa Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha-München/Nürnberg</p> <p style="text-align: right;">By 10 November 2020</p> <hr/> <p>(1) '/' means alternative routes. In line with the TEN-T guidelines, the Atlantic and the Mediterranean corridors should in the future be completed by the Sines/Algeciras-Madrid-Paris freight axis which crosses the central Pyrenees via a low elevation tunnel.</p> <p>(2)</p> <p>(+) Routes marked with + shall be included in the respective corridors at the latest 3 years after the date of establishment set out in this table. Existing structures defined under Article 8 and Article 13(1) of this Regulation shall be adjusted with the participation of additional Member States and infrastructure managers in the respective corridors. These inclusions shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation.</p> <p>(3) Routes marked with * shall be included in the respective corridors at the latest 5 years after the date of establishment set out in this table. Existing structures defined under Article 8 and Article 13(1) of this Regulation shall be adjusted with the participation of additional Member States and infrastructure managers in the respective corridors. These inclusions shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation.</p> <p>(4)</p> <p>(°) Until the realisation of a Rail Baltic line in 1 435 mm nominal track gauge, the specificities of different track gauge systems shall be taken into account in the establishment and operation of this corridor.</p> <p>(5)</p> <p>(‡) The creation of this corridor shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation. The section "Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha" shall be established by 10 November 2013."</p> <p>The detailed description of the Rail Freight Corridors in which XXXXXX is involved are found on the following websites:</p> <p>RFC X – www.xxxxxxxx.eu</p> <p>RFC Y– www.yyyyyyyy.eu</p>
1.10	<p>RailNetEurope (RNE) was created in January 2004 on the initiative of a number of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs) who wished to establish a common, Europe-wide organisation to facilitate their international business.</p> <p>Aims</p> <p>RNE is committed to facilitating international traffic on the European rail infrastructure. It provides support to Railway Undertakings (RUs) in their international activities (both for freight and passengers) and strives to increase the efficiency of the IMs'/ABs' processes.</p> <p>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.</p> <p>Together, the Members of RailNetEurope are making international rail transport conditions more uniform and introducing a corporate approach to promote the European railway business for the benefit of the entire rail industry across Europe.</p> <p>A coordination platform for the Rail Freight Corridors (RFCs)</p> <p>In November 2013 the first six Rail Freight Corridors (RFCs) became operational and a network of Corridor One-Stop Shops (C-OSSs) was established. In November 2015 three additional RFCs were</p>

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	<p>officially launched. RNE has provided support to the IMs concerned from the beginning and is now the coordination platform of the RFCs as regards operational business. RNE's tasks include ensuring that harmonised processes and tools are applied on various corridors to the benefit of Applicants, and of IMs and ABs that are part of several RFCs. As a consequence the RFCs have become Associate Members of RNE.</p> <p>An umbrella organisation</p> <p>In its day-to-day work, RNE's task is to simplify, harmonise and optimise international rail processes such as Europe-wide timetabling, sales (including Network Statements), traffic management and after-sales services (e.g. reporting).</p> <p>These tasks are carried out by four standing working groups and by ad-hoc project groups co-ordinated by the RNE Joint Office, which is based in Vienna, Austria.</p> <p>RNE international working groups and boards are striving to make seamless cross-border rail services across Europe a reality – whether this is by creating common standards for data exchange, easing inter-personal communication between traffic control centres or agreeing timetabling procedures for new train path products.</p> <p>RNE also provides support to its Members as regards compliance with the European legal framework.</p> <p>Last, but not least, dedicated IT tools are also being streamlined and harmonised wherever necessary, and RNE's own IT systems are gradually being rolled out across Europe.</p> <p>RNE network</p> <p>Currently, RailNetEurope is a partnership of 35 IMs/ABs and 9 RFCs, who are either full or associated members, or candidate members. All in all their rail networks add up to well over 230 000 km.</p> <p>Text updated: March 2016</p>
1.10.1	<p>ONE Europe - ONE Service</p> <p>RNE has established one OSS contact point in every member country. Each customer can choose its favoured OSS contact point for all its needs regarding international rail services.</p> <p>From the initial questions related to network access to international path requests and performance review after a train run – all these issues and more are handled by one contact point for the whole international train journey at the customers' convenience.</p> <p>Customers of RNE Members who run international rail services can therefore make use of the RNE One Stop Shop's bundle of services:</p> <ul style="list-style-type: none"> • A network of contact points guiding customers through the whole range of procedures: gaining network access, planning of efficient international rail transport, international train path management (ITPM) and performance review after train operation. Response times have been standardised at a customer-friendly level – the attainment of these service levels is currently being tested. • OSS experts drawn from sales and timetabling merge their expertise in these fields to serve customers together with the OSS contact points. • IT tools further assist applicants by giving price estimates for rail infrastructure use, by coordinating international train path ordering and supply processes, and by tracking & tracing international trains in real time.

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Number of chapter / sub-chapter	Recommended text
	<p>[version date: August 2010]</p> <p>List of OSS contact persons available at: http://www.rne.eu/oss_network.html</p>
1.10.2	<p>Path Coordination System (PCS)</p> <p>PCS is a web application provided by RNE to Infrastructure Managers (IMs), Allocation Bodies (ABs), Rail Freight Corridors (RFCs), Railway Undertakings (RUs) and non-RU Applicants, which handles the communication and co-ordination processes for international path requests and path offers. PCS also assists RUs and non-RU Applicants in their pre-co-ordination tasks related to train path studies and international train path requests. RNE provides a PCS Integration Platform (PCS IP), a direct communication channel between PCS and the domestic systems of RUs and IMs/ABs allowing two-way data interchange. With this module, one of the major obstacles to the use of PCS in the freight business has been eliminated: RUs and IMs/ABs no longer have to provide the same information about an international train path request twice (once in the national system and once in PCS) – it is now possible to automatically synchronize the international train path request data between national systems and PCS.</p> <p>In November 2013 PCS was ready to be the tool for handling (publish, request, allocate) Pre-arranged Paths (PaPs) according to the RFC Regulation 913/2010. In the meantime, the system is continuously being improved based on the experiences of RUs, IMs and RFCs, in order to make PaP process for freight trains faster and more flexible.</p> <p>For more information, please visit the website http://pcs.rne.eu/ or write to the helpdesk: support.pcs@rne.eu</p> <p>Charging Information System (CIS)</p> <p>CIS is an infrastructure charging information system for Applicants provided by Infrastructure Managers (IMs) and Allocation Bodies (ABs). The web-based application provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths within minutes. It is an umbrella application for the various national rail infrastructure charging systems. Future developments of the CIS aim to implement a RFC route-based estimate of infrastructure charges according to the RFCs' requirements.</p> <p>For more information, please visit the website http://cis.rne.eu/ or write to the helpdesk: support.cis@rne.eu</p> <p>Train Information System (TIS)</p> <p>1. TIS (Train Information System) is an easy-to-use, web-based application, which visualizes international trains from origin to destination. It supports international train management by delivering data concerning international passenger and freight trains along RNE Corridors and Rail Freight Corridors. Following the request of some internationally active Railway Undertakings TIS is now processing a defined amount of national trains as well in order to simplify data exchange and optimise the information process. Additionally, a specific function has been developed for Terminals along the corridors so that they can take advantage of the TIS information exchange as well. TIS delivers real-time train data directly to the users via internet and generates reports based on historical data. The two TIS products are based on the same raw data. The real-time train information overview gathers, centralizes and publishes information on train running on most of the Rail Freight Corridors.</p> <p>Current participants: ÖBB (Austria), Infrabel (Belgium), NRIC (Bulgaria), HŽ (Croatia), SŽDČ (Czech Republic), Banedanmark (Denmark), SNCF Réseau (France), DB Netz (Germany), GYSEV (Austria, Hungary), MÁV (Hungary), RFI (Italy), CFL (Luxembourg), Jernbaneverket (Norway)*, PKP PLK (Poland), IP (Portugal), CFR (Romania)*, ŽSR (Slovakia), SŽ (Slovenia), ADIF (Spain), Trafikverket (Sweden), SBB (Switzerland), BLS (Switzerland), Prorail (The Netherlands), HS1* (Great Britain). (*Contract signed, implementation in progress.)</p>

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	<p>Data portfolio:</p> <ul style="list-style-type: none"> - current and past train location (train running information message) - agreed daily timetable information (contracted timetable message) - delay information and reasons for delay (delay reason message) <p>2. The reporting function enables the monitoring and analysis of train and delay information</p> <p>Data portfolio:</p> <ul style="list-style-type: none"> - punctuality and delay analysis - data quality analysis - system performance analysis <p>In the meantime, TIS has been optimised and is now able to process both inbound and outbound TAF TSI messages from/to the IMs, and outbound TAF TSI messages to the RUs directly.</p> <p>Data Interfaces:</p> <ul style="list-style-type: none"> - Raw data exchange with RUs and IMs based on TAF/TAP TSI messages <p>Currently, TIS applicants are IMs, RUs and Terminal Operators.</p> <p>TIS may be accessed via: http://tis.rne.eu/</p> <p>The helpdesk may be contacted by email: support.tis@rne.eu</p> <p>Text updated: March 2016</p>

CHAPTER 2 – ACCESS CONDITIONS			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
2	ACCESS CONDITIONS		
2.1	Introduction		
2.2	General Access Requirements	Describe or refer to the main legal regulations set by national and international authorities. This information should cover domestic as well as international traffic.	
2.2.1	Conditions for applying for capacity	<i>Directive 2012/34/EU Article 41</i> State the prerequisites for being accepted as an applicant (an entity or person that wants to apply for a train path). For example, state whether or not an entity applying for a train path needs to be a RU at the time it makes its path application. State whether a third party (e.g. OSS) may apply for train paths on behalf of a RU. A clear statement that the allocated capacity is non-transferable and non-tradable should be included in the NS. Mention RFC applicable conditions and its relation with NS Chapter 4.	Updated in 2015
2.2.2	Conditions for access to the railway infrastructure	<i>Directive 2012/34/EU Article 10 and Annex IV 3.</i> State which kinds of RUs (domestic and/or foreign) or other organisations are permitted to perform train operations (freight and/or passenger).	Updated in 2015
2.2.3	Licences	<i>Directive 2012/34/EU Article 25 and Annex IV 4.</i> Name the body responsible for issuing train operating licences. Give the contact name and address or refer to Section 1.8. If the IM issues the licences itself, either describe or refer to the licensing process.	Updated in 2015
2.2.4	Safety Certificate	<i>Directive 2012/34/EU Annex IV 4.</i> Name the body responsible for issuing safety certificates. Give the contact name and address, or refer to Section 1.8.	Updated in 2015

CHAPTER 2 – ACCESS CONDITIONS			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		If the IM issues safety certificates itself, either describe or refer to the certification process.	
2.2.5	Cover of liabilities	<i>Directive 2012/34/EU Article 22</i> Describe or refer to the relevant national legislation and state any mandatory levels of insurance. If other means of risk coverage than insurance are permitted, state this (e.g. state guarantee).	
2.3	General Business/Commercial Conditions		
2.3.1	Framework Agreement	<i>Directive 2012/34/EU Article 42 and Annex IV 7.</i> Give a brief description of the role of a Framework Agreement and refer to contracts that are regarded as Framework Agreements (e.g. Track Access Agreement, Station Access Agreement, etc.). State whether the IM is permitted to enter into bi-lateral agreements with RUs to develop infrastructure enhancements and refer to any standard regulations, or state which other body is responsible for infrastructure enhancement. State if there is a need for a third party agreement to a framework agreement (e.g. by a regulator). Include a model of a framework agreement, either by inserting it in Annex or by referring to a web link.	Updated in 2015
2.3.2	Contracts with RUs	<i>Directive 2012/34/EU Article 28</i> State which contracts are necessary for the use of infrastructure capacity, for example: <ul style="list-style-type: none"> • track access (i.e. regarding the right of using the railway line for performing train operations) • access to Passenger Terminals, Freight Terminals, Train Depots, etc. State whether an access contract is required before applying for a train path and/or before actual operation, and if separate contracts are required for station / depot access and/or any other services. State which contracts are required to deliver the minimum access package as set out in <i>Directive 2012/34/EU</i> . Refer to Section 5 for details of additional and ancillary service contracts.	Updated in 2015

CHAPTER 2 – ACCESS CONDITIONS			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		<p>State if any independent approval of access contracts is needed (e.g. by Regulatory Body or by Government).</p> <p>State if a standard form of access contract exists and whether its use is compulsory.</p> <p>The contract templates should be included in an Annex to the Network Statement and/or published on the IM's website.</p>	
2.3.3	Contracts with non-RU applicants	<p><i>Directive 2012/34/EU Article 38 (2 and 3) and Article 41 (1)</i></p> <p>State which contracts are necessary before applicants that are not RUs can apply for a train path.</p> <p>State if a standard form of contract exists and whether its use is compulsory. If no contract is necessary, please indicate it as well.</p> <p>The contract templates should be included in an Annex to the Network Statement and/or published on the IM's website.</p>	Updated in 2015 and 2016
2.4	Operational Rules	<p>(i.e. rules to be followed by train crew in current train and shunting operations).</p> <p>State which organisation is responsible for publication of the rules (e.g. the IM, the Regulatory Body, the Ministry of Transport, etc.). Give contact name and address, or refer to Section 1.8.</p> <p>Both national and local operational rules and instructions should be covered.</p> <p>The operational languages should be stated, in compliance with the Operations TSI.</p> <p>Mention the specific rules applicable for the served Rail Freight Corridors.</p>	
2.5	Exceptional Transports	<p>(e.g. test trains, out-of-gauge loads, heavy axle load vehicles).</p> <p>Refer to UIC leaflet 502 Annex 1 (Article 1.3) extract from the RIV for definition of 'Exceptional Transports'. State whether the IM uses the UIC definition or not.</p> <p>State which body is in charge of the rules for exceptional transports and give the contact name and address, or refer to Section 1.8.</p> <p>Refer to Section 4.7 for the capacity allocation process and Section 5 for details of other services provided by the IM.</p>	

CHAPTER 2 – ACCESS CONDITIONS			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
2.6	Dangerous Goods	<p>Refer to RID for definition of ‘Dangerous Goods’.</p> <p>State whether or not the IM uses the RID regulations and if there are any exceptions.</p> <p>Refer to any national regulations for dangerous goods and give the contact name and address (or refer to Section 1.8) for applications to move dangerous goods.</p> <p>Refer to Section 4.7 for the capacity allocation process and Section 5 for details of other services provided by the IM.</p>	
2.7	Rolling Stock Acceptance Process Guidelines	<p><i>Directive 2004/49/EC Article 10</i></p> <p>State which organisations are in charge of the process and give the contact names and addresses, or refer to Section 1.8.</p> <p>Describe the main stages in the process, the required information, the timetable for completion of the process and any relevant documentation.</p> <p>If the IM is not in charge of the Rolling Stock Acceptance Process, then just provide the possible amount of information.</p>	
2.8	Staff Acceptance Process	<p><i>Directive 2004/49/EC Article 10</i></p> <p>This provision covers operations staff, e.g. drivers, conductors, shunters.</p> <p>State which organisations are in charge of the process and give the contact names and addresses, or refer to Section 1.8.</p> <p>Describe the main stages in the process, the required information, the timetable for completion of the process and any relevant documentation.</p> <p>If the IM is not in charge of the Staff Acceptance Process, then just provide the possible amount of information.</p>	

CHAPTER 3 – INFRASTRUCTURE			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
3	INFRASTRUCTURE	<p>All the information [in Chapter 3] is provided by the individual IM according to availability and relevance of the data. For example if an IM has no tunnels on its network, that fact will be stated in Section 3.4.</p> <p>Where relevant, maps or lists should be produced, or reference should be made to documents containing the required information, ideally by means of GIS allowing the customers (applicants) to quickly access infrastructure information on the specific line.</p>	Updated in 2015
3.1	Introduction	<p>State the general validity of the information provided, especially referring to possible changes of infrastructure characteristics or constraints.</p> <p><i>Directive 2012/34/EU Article 27 (2) and Annex IV 6.</i></p> <p>The network statement shall also contain information setting out the conditions for access to service facilities connected to the network of the infrastructure manager and for supply of services in these facilities or indicate a website where such information is made available free of charge in electronic format.</p> <p>State how the information on the Network Statement is consistent with the rail infrastructure register, including how the register can be accessed.</p>	Updated in 2015
3.2	Extent of Network		
3.2.1	Limits	<i>Directive 2012/34/EU Article 27 (2) and Annex IV1.</i>	Updated in 2015
3.2.2	Connected Railway Networks	State the geographic limits of the IM's infrastructure and indicate any lines not available for normal railway traffic operations.	
3.2.3	Further Information	<p>Refer to neighbouring IMs, including other national networks, and list all international border crossings.</p> <p>Refer to Chapter 3.6 for details of private sidings and private freight terminals.</p>	
3.3	Network Description	List available documents which provide detailed infrastructure data and give contact details for further information.	

CHAPTER 3 – INFRASTRUCTURE			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
3.3.1	Geographic Identification		
3.3.1.1	Track Typologies	Indicate the length of single track / double track / multiple track.	
3.3.1.2	Track Gauges	State the track gauge(s) (EN 15273:2013). Even if there is only one gauge, its value should be stated. Where the IM has more than one gauge, indicate the length of track of each gauge.	Updated in 2016
3.3.1.3	Stations and Nodes	List the stations and nodes and describe their main characteristics. Key characteristics can include distances between nodes and the length of station tracks. As a minimum, the permitted train length for each station may be stated.	
3.3.2	Capabilities		
3.3.2.1	Loading Gauge	Indicate the loading gauge applicable to each route section. Refer to EN 15273 or to Combined Traffic Codes.	Updated in 2016
3.3.2.2.	Weight Limits	Indicate the maximum axle load and any other weight limits applicable to each route section. Refer to UIC leaflet 700-0. Axle and meter loads should be included.	
3.3.2.3	Line Gradients	Indicate the maximum or critical gradient on each route section.	
3.3.2.4	Line Speeds	Indicate the maximum permitted speed per line for each route section.	
3.3.2.5	Maximum train lengths	Indicate the maximum train length allowed on each line or section (excluding Exceptional Consignments).	
3.3.2.6	Power supply	Indicate the extent of the network that is electrified and describe the electrification system, including the voltage and frequency used. Optionally, additional information such as contact wire height, contact pressure, etc. can be supplied.	
3.3.3	Traffic Control and Communication Systems	Give a brief technical description of the traffic control system, including signalling, regulation,	

CHAPTER 3 – INFRASTRUCTURE			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		dispatching and communication, and provision of information on train movement.	
3.3.3.1	Signalling Systems	Give a brief technical description of the signalling systems.	
3.3.3.2	Traffic Control Systems	Give a brief technical description of the traffic control systems (may be merged with signalling systems).	
3.3.3.3	Communication Systems	Give a brief technical description of the train radio communication systems.	
3.3.3.4	Train Control Systems	Give a brief technical description of the automatic train control systems. State whether it is mandatory for trains operating on lines with train control systems to be equipped with equivalent systems.	Updated in 2016
3.4	Traffic Restrictions		
3.4.1	Specialised Infrastructure	<i>Directive 2012/34/EU Article 49 and Annex IV 1.</i> Indicate the extent of any specialised infrastructure and describe the traffic restrictions that apply.	Updated in 2015
3.4.2	Environmental Restrictions	Indicate if there are any limits on, for example, noise levels or other environmental restrictions. If the limits are allocated to certain line sections or hours, state this.	
3.4.3	Dangerous Goods	Indicate if there are any line sections where dangerous goods are not permitted, or where permission is limited (to certain times of the day and/or to certain classes of dangerous goods).	
3.4.4	Tunnel Restrictions	Indicate if there are any tunnel restrictions, for example restrictions on the use of diesel traction.	
3.4.5	Bridge Restrictions	Indicate if there are any bridge restrictions, for example closure in high-wind conditions, specific opening hours, etc.	
3.5	Availability of the infrastructure	Provide information on traffic restrictions, for example imposed by the IM due to its own infrastructure management needs. These can include all kinds of temporary capacity restrictions, such as track works, possessions and other	Updated in 2016

CHAPTER 3 – INFRASTRUCTURE			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		<p>capacity limitations, as well as restrictions on route opening hours.</p> <p>Refer to Chapter 4.5 of this document.</p>	
3.6	Service Facilities	<p><i>Directive 2012/34/EU Article 27 (2) and Annex IV 6.</i></p> <p>The network statement shall also contain information setting out the conditions for access to service facilities connected to the network of the infrastructure manager and for supply of services in these facilities or indicate a website where such information is made available free of charge in electronic format.</p> <p>Consult chapter 7 of this NS specification for consideration of a harmonised template for the Terminal / Service Facility information description.</p> <p>List the key Service Facilities that the IM offers to RUs.</p> <p>Service Facilities not owned by the IM can also be listed separately.</p>	Updated in 2015
3.6.1	Passenger stations	<p>This sub-chapter covers all stations where passengers embark / disembark regardless of their size or importance.</p> <p>List platform lengths and heights and refer to Chapter 5 for any services offered by the IM.</p> <p>A description of other passenger facilities can be included.</p> <p>To give the RUs a convenient overview of certain characteristics of the passenger terminals, the information can be structured as lists sorted (railway) line by (railway) line and station by station.</p>	
3.6.2.	Freight terminals	<p><i>Directive 2012/34/EU Article 27 (2) and Annex IV 6.</i></p> <p>The network statement shall also contain information setting out the conditions for access to service facilities connected to the network of the infrastructure manager and for supply of services in these facilities or indicate a website where such information is made available free of charge in electronic format.</p> <p>Consult chapter 7 of this NS specification for consideration of a harmonised template for the Terminal / Service Facility information description.</p>	Updated in 2015

CHAPTER 3 – INFRASTRUCTURE			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		<p>List the location of freight terminals. Describe each terminal's type (intermodal or conventional, harbour etc.).</p> <p>Purpose-built terminals, for example for timber/lumber, should also be listed and described here. The information can include special terminal equipment, such as side ramps and/or end ramps.</p> <p>State which body is in charge of (track) capacity allocation within the freight terminal. If the national IM is in charge, state if terminal capacity shall be requested as a part of the capacity allocation process (see Chapter 4) or separately.</p> <p>If the terminal is suitable for the interchange of goods between other (more) modes than rail-road and rail-rail this should be stated (for example rail-road-sea/river-air).</p> <p>Please also describe the maximum train length that can be accommodated in each terminal without splitting the train, and the total track length.</p> <p>The information can include the contact point to which RUs or other interested parties shall turn in order to obtain further information concerning each terminal. Information concerning services provided in each terminal can also be mentioned here.</p>	
3.6.3	Marshalling yards and train formation facilities, including shunting facilities	List the location of train-formation yards and the maximum length of trains that can be formed in each yard. The information can include the contact point to which RUs or other interested parties shall turn in order to obtain further information concerning each yard.	
3.6.4	Storage sidings	List the location of storage sidings and the maximum length of trains that can be formed in each yard. The information can include the contact point to which RUs or other interested parties shall turn in order to obtain further information concerning each storage siding.	
3.6.5	Maintenance facilities	(If the IM is the service provider, refer to Section 5, otherwise inclusion is optional). Optional information should include the location of each facility in question and a contact point.	
3.6.6	Other technical facilities, including cleaning and washing facilities	List the location, type and opening time of the technical facility and describe its purposes.	Updated in 2015

CHAPTER 3 – INFRASTRUCTURE			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		<p>Facilities such as wheel damage detectors, red box (hot box) detectors, wagon weighbridges, loading gauges and so on can be described here.</p> <p>The information can include the contact point to which RUs or other interested parties shall turn in order to obtain further information concerning the facilities.</p> <p>If the facility in question can detect and/or gather data concerning the RU's train, information on how the RU can obtain access to this data should be included.</p>	
3.6.7	Maritime and inland port facilities	List the location and type of maritime and inland port facility and describe its purposes.	
3.6.8	Relief facilities	List the location and type of relief facility and describe its purposes.	
3.6.9	Refuelling facilities	List the location and opening time of refuelling facilities and the type(s) of fuel that can be provided in each place. The information can include the contact point to which RUs or other interested parties shall turn in order to obtain further information.	Updated in 2015
3.6.10-3.6.99	Other facilities	If the IM provides services or facilities other than those listed in the previous chapters (3.8.1-3.8.5), these services or facilities should be listed here under separate sub-numbers.	
3.7	Infrastructure Development	<p>Give any available information on the main infrastructure development projects, including timescales, the nature of the works and their impact on operational characteristics, both during the construction period and after completion.</p> <p>The information given in this sub-chapter is not limited to the validity period of this Network Statement.</p>	

CHAPTER 4 – CAPACITY ALLOCATION			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
4	CAPACITY ALLOCATION	<i>Directive 2012/34/EU Chapter IV, Section 3 and Annex IV 3.</i> The information [in Chapter 4] should cover capacity allocation both for domestic and international traffic.	Updated in 2015
4.1	Introduction		
4.2	Description of Process	<i>Directive 2012/34/EU Article (39) and Annex IV 3. a)</i> Describe: <ul style="list-style-type: none"> - how to apply (which forms to be used) - how capacity allocation is decided - the bodies involved and state their responsibilities Take into account the <ul style="list-style-type: none"> - RNE Process Handbook for timetabling, - - RNE Guidelines concerning non-RU Applicants Make a reference to the Corridor capacity allocation processes.	Updated in 2015 and 2016
4.3	Schedule for Path Requests and Allocation Process	<i>Directive 2012/34/EU Article 43 and Annex IV 3. c) and Annex VII</i>	Updated in 2015
4.3.1	Schedule for Working Timetable	List the deadlines in the process or refer to separate production schedule.	
4.3.2	Schedule for Train Path Requests Outside the Timetabling Process (Ad-Hoc Requests)	<i>Directive 2012/34/EU Article 48</i> List the deadlines in the process or refer to separate production schedule.	
4.4	Allocation Process		
4.4.1	Coordination Process	<i>Directive 2012/34/EU Article 46 and Annex IV. 3. d)</i> Describe the coordination process including details of activities performed by IMs and applicants.	Updated in 2015
4.4.2	Dispute Resolution Process	<i>Directive 2012/34/EU Article 46 (3 and 6) and Annex IV. 3. d)</i>	Updated in 2015

CHAPTER 4 – CAPACITY ALLOCATION			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		<p>Give the contact names and addresses of bodies involved.</p> <p>Describe in detail the information the applicants must give to the IM in case of a dispute.</p> <p>State any deadlines in the dispute resolution process.</p> <p>State whether or not the dispute resolution process can delay the capacity allocation process.</p> <p>State how the following information, regarding the consultation stage, is disclosed:</p> <p>(a) train paths requested by all other applicants on the same routes;</p> <p>(b) train paths allocated on a preliminary basis to all other applicants on the same routes;</p> <p>(c) alternative train paths proposed on the relevant routes in accordance with paragraph 2;</p> <p>(d) full details of the criteria being used in the capacity-allocation process.</p>	
4.4.3	Congested Infrastructure: Definition, Priority Criteria and Process	<p><i>Directive 2012/34/EU Article 47 and Annex IV 3. e)</i></p> <p>Quote or refer to the national legislation defining when an area (line and/or station) is to be considered as congested.</p> <p>Indicate (by maps or names of lines and locations) which areas are or are likely to become congested during the period of validity of the NS.</p> <p>Quote or refer to the priority criteria to be used when an area is declared congested.</p> <p>Where capacity is congested, the NS should clearly indicate the IM's procedure for undertaking Capacity Analysis and preparing its Capacity Enhancement Plan.</p>	Updated in 2015
4.4.4	Impact of Framework Agreements	Describe how a Framework Agreement affects capacity allocation, e.g. whether it confers a particular level of priority on path requests. Refer to a separate list of Framework Agreements if one exists.	
4.5	Allocation of Capacity for Maintenance, Renewal and Enhancements	<p><i>Directive 2012/34/EU Article 53 and Annex IV (3.c)</i></p> <p>Refer to documents setting out the capacity allocated to maintenance, renewals and enhancements in the current timetable and any</p>	

CHAPTER 4 – CAPACITY ALLOCATION			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
		<p>future timetables for which the process is complete or in progress.</p> <p>Describe how the allocation of capacity for maintenance, renewals and enhancements is made, including roles and rights of IMs and applicants, or refer to Chapter 4.2 if the process is the same as allocation of capacity for train paths.</p> <p>Include information on the procedures which shall be followed to request information on the scheduling and the procedures for scheduling planned and unforeseen maintenance work.</p>	
4.6	Non-Usage / Cancellation Rules	<p>Directive 2012/34/EU Article 36 and Article 52. (2)</p> <p>Describe the deadlines for cancellation of planned train services.</p> <p>Describe the thresholds for non-usage of allocated capacity that trigger loss of access or other penalties.</p> <p>Refer to Section 6 for charges imposed when cancellations are announced too late or not at all.</p>	Updated in 2015
4.7	Exceptional Transports and Dangerous Goods	<p>State whether or not the RU needs to notify the IM (or any other body) about its exceptional transport or dangerous goods when applying for train paths.</p> <p>State any deadlines that need to be met.</p>	
4.8	Special Measures To Be Taken in the Event of Disturbance	<p><i>Directive 2012/34/EU Article 54</i></p> <p>Regulation 913/2010 Article 17 point 2</p>	
4.8.1	Principles	Refer to existing procedures and contractual arrangements.	
4.8.2	Operational Regulation	Describe or refer to existing train regulation policies regarding foreseen and unforeseen problems.	
4.8.3	Foreseen Problems		
4.8.4	Unforeseen Problems		
4.9	Allocation of Capacity for Service Facilities	Allocation principles should be presented for the capacity of service facilities, if these are managed by the IM.	

CHAPTER 5 – SERVICES			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
5	SERVICES		
5.1	Introduction	<p><i>Directive 2012/34/EU Article 13</i></p> <p>Refer to the four different groups of services listed in <i>Annex II Directive 2012/34/EU</i> and state whether the IM supplies any services in addition to these.</p>	
5.2	Minimum access package	<p><i>Directive 2012/34/EU , Annex II (1), Description of the services</i></p> <p>The minimum access package shall comprise:</p> <ul style="list-style-type: none"> (a) handling of requests for railway infrastructure capacity; (b) the right to utilise capacity which is granted; (c) use of the railway infrastructure, including track points and junctions; (d) train control including signalling, regulation, dispatching and the communication and provision of information on train movement; (e) use of electrical supply equipment for traction current, where available; (f) all other information required to implement or operate the service for which capacity has been granted. 	
5.3	Access to services facilities and supply of services	<p><i>Directive 2012/34/EU, Annex II (2)</i></p> <p>Product definition – including track access conditions and usage conditions for each of the services listed, also stating whether services are delivered by the IM, or by other suppliers, who <u>must</u> be referred to.</p> <p>For information on location, refer to Section 3 ‘Infrastructure’.</p> <p>For information on charges, refer to Section 6 ‘Charges’.</p> <p>Where service facilities are owned and operated by the IM, supporting information for each facility and service should be outlined in more detail by use of text and maps placed in either annexes and/or online.</p>	
5.3.1	Access to service facilities		

CHAPTER 5 – SERVICES			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
5.3.1.1	Passenger stations	Passenger stations, their buildings and other facilities, including travel information display and suitable location for ticketing services.	
5.3.1.2	Freight terminals		
5.3.1.3	Marshalling yards and train formation facilities, including shunting facilities		
5.3.1.4	Storage sidings		
5.3.1.5	Maintenance facilities	Maintenance facilities, with the exception of heavy maintenance facilities dedicated to high-speed trains or to other types of rolling stock requiring specific facilities.	
5.3.1.6	Other technical facilities, including cleaning and washing facilities		
5.3.1.7	Maritime and inland port facilities		
5.3.1.8	Relief facilities		
5.3.1.9	Refuelling facilities	Refuelling facilities and supply of fuel in these facilities, charges for which shall be shown on the invoices separately.	
5.3.2	Supply of services in service facilities		
5.3.2.1	Shunting		
5.3.2.2	Other services		
5.4	Additional services	<p><i>Directive 2012/34/EU, Annex II (3)</i></p> <p>Product definition – including usage conditions for each of the services listed, also stating if services are delivered by IM, or by other suppliers, who may be referred to.</p> <p>For information on location, refer to section 3 'Infrastructure'.</p> <p>For information on charges, refer to section 6 'Charges'.</p>	
5.4.1	Traction current		

CHAPTER 5 – SERVICES			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
5.4.2	Services for trains	Services for trains may include pre-heating, water supply, toilet waste handling, etc.	
5.4.3	Services for exceptional transports and dangerous goods		
5.4.4-5.4.99	Other additional services	If the IM provides additional services other than those listed in the previous sections (5.4.1-5.4.3), these additional services should be listed here under separate sub-numbers.	
5.5	Ancillary services	<i>Directive 2012/34/EU, Annex II (4)</i> Product definition – including usage conditions for each of the services listed, also stating if services are delivered by IM, or by other suppliers, who may be referred to.	
5.5.1	Access to telecommunication network		
5.5.2	Provision of supplementary information		
5.5.3	Technical inspection of rolling stock		
5.5.4	Ticketing services in passenger stations		
5.5.5	Specialized heavy maintenance services	Heavy maintenance services supplied in maintenance facilities dedicated to high-speed trains or to other types of rolling stock requiring specific facilities.	Updated in 2016
5.5.6 - 5.5.99	Other ancillary services	If the IM provides ancillary services other than those listed in the previous sections (5.5.1-5.5.5), these additional services should be listed here under separate sub-numbers.	

CHAPTER 6 – CHARGES			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
6	CHARGES		
6.1	Charging principles	<p><i>Directive 2012/34/EU Article 29 (1), Articles 31-36., and Annex IV (2)</i></p> <p>What is the basis for the IM's charges? Marginal cost, full costs, mark-ups, are there exceptions to the principles, etc.?</p> <p>State to what extent Directive 2012/34/EU Articles 31.4 (scarcity charges), 31.5 (environmental charges), 32 (mark-ups, ETCS), 33 (discounts), 34 (compensation) and 36 (reservation charges) are applicable.</p> <p>If discounts are provided for, the NS shall clearly specify which lines are concerned, which type of trains are entitled to pay the discounted charges, what is the time period during which the discount will be applicable.</p> <p>The list of market segments shall be published here and be reviewed at least every five years.</p> <p><i>Directive 2012/34/EU Article 41 (2), Regulation 2015/10 Article 3 (2), Article 6</i></p> <p>The credit ratings of the applicants shall be mentioned here, if applicable.</p>	Updated in 2015
6.1.1	Minimum access package		
6.1.2	Access to service facilities referred to in Chapter 5.3.1		
6.1.3	Services referred to in Chapter 5.3.2		
6.1.4	Additional services		
6.1.5	Ancillary services		
6.2	Charging system	Describe how the components of the system work together.	
6.3	Tariffs	Charging information for train paths and any other services supplied by the IM including discounts, compensation schemes and reservation charges.	
6.3.1	Minimum access package		
6.3.2	Track access to services facilities	State if track access is included in the minimum access package or charged for separately.	

CHAPTER 6 – CHARGES			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
6.3.3	Supply of services referred to in 5.3	If IM supplies services.	
6.3.4	Additional services	If IM supplies services.	
6.3.5	Ancillary services	If IM supplies services.	
6.4	Financial penalties and incentives		
6.4.1	Non usage charges	<i>Directive 2012/34/EU Article 36</i>	
6.4.2	Cancellation fees	<i>Directive 2012/34/EU Article 36</i>	
6.4.3	Reduction fee for Framework Agreements		
6.4.4	ERTMS Discounts	<i>Directive 2012/34/EU Article 32 (4)</i>	
6.5	Performance scheme	<i>Directive 2012/34/EU Article 35 and Annex IV 5.</i> The basic principles of the performance scheme as listed in point 2 of Annex VI of Directive 2012/34/EU shall apply throughout the network	Updated in 2015
6.6	Changes to charges	<i>Directive 2012/34/EU Article 32 (6) and Annex IV (2)</i> Planned changes. Statements about guarantying the charges for the whole timetable year. And if not, how and when the RUs will get the information or how changes are going to be decided and published. State that any modification to the essential elements of the charging system shall be made public at least three months in advance of the deadline for the publication of the network statement. Include information on changes in charges already decided upon or foreseen in the next five years, if available.	
6.7	Billing Arrangements	State who bills customers for the services, the terms and conditions including non-payment, etc.	

	Annexes Numbering	<p>Annexes shall be numbered according to one of the following 2 criteria:</p> <p><u>Option A</u></p> <p>The main body chapter shall be entirely reproduced in the Annex title.</p> <p>Example: Annex 3.3.1.1 Track Typologies; Annex 3.3.1.2 Track Gauges</p> <p><u>Option B</u></p> <p>The main body first level chapter shall be reproduced in the Annex title, using then a sequential letter.</p> <p>Example: Annex 3.A Track Typologies; Annex 3.B Track Gauges</p>	
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