

RNE – WG Network Statement 20090401

Network Statement - Common Structure & Implementation Guide

Approved: April 1st 2009, Zagreb, Croatia

Text in italics indicates a reference to in the relevant section of Directive 2001/14/EC or in other directives.

Number of chapter / subchapter	Heading text	Implementation guide	Remarks
	Main Sections The following headings have been agreed for the main sections of the Network Statement.	Content Each IM is responsible for providing information regarding its network. Information regarding neighbouring networks (including cross-border information) is optional.	
•	VERSION CONTROL	All previous versions of this year document should be identified together with a short description of the changes.	New in 2009
•	TABLE OF CONTENTS		
1	GENERAL INFORMATION		
2	ACCESS CONDITIONS		
3	INFRASTRUCTURE		
4	CAPACITY ALLOCATION		
5	SERVICES		
6	CHARGES		
•	INDEX		
1	GENERAL INFORMATION		
1.1	Introduction	Give a brief presentation of the IM and state why the IM is producing the NS. A diagram showing the organization of the railway sector in the IM's country can be included.	
1.2	Objective	<i>Directive 2001/14/EC Article 2 (j) and Article 3</i> Give a brief description of the purpose of the NS. (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.) Refer to national legislation transposing the Directive into national law.	
1.3	Legal Framework	List the main legislation and regulations to be considered by RUs, including: <ul style="list-style-type: none"> ▪ International regulations (optional) ▪ National legislation ▪ IM's internal regulations ▪ Other applicable regulations (e.g. imposed by the national Rail Regulator). 	
1.4	Legal Status		
1.4.1	General Remarks	Describe the legal status of the NS in national legislation.	
1.4.2	Liability	State the extent of the liability of the IM for information contained in the NS and include any legal disclaimers.	
1.4.3	Appeals Procedure	<i>Directive 2001/14/EC Article 30 (2a –b)</i> Describe the procedure for RUs to appeal against any	

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		action or decision taken by the IM, including the content of the NS.	
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.	
1.6	Validity and Updating Process	<i>Directive 2001/14/EC Article 3 (3-4)</i>	
1.6.1	Validity Period	State the dates of the period of validity of the NS and the relevant annual timetable start and finish dates.	
1.6.2	Updating Process	Describe how the NS is updated, with special reference to the situations where consultation with RUs is mandatory.	
1.7	Publishing	<i>Directive 2001/14/EC Article 3 (1)</i> List the available formats of the NS (e.g. printed document, website document, CD-ROM), how they can be obtained and their prices.	
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 (Rail Net Europe) OSS, and contacts in other relevant national and international organisations.	
1.9	<p>Rail Net Europe – international cooperation between infrastructure managers</p> <p>“In 2004, a number of European railway Infrastructure Managers and Allocation Bodies established a common organisation to tackle operational issues in the field of international rail: RailNetEurope (RNE). With a co-ordinating Joint Office based in Vienna, RailNetEurope represents its members as an Association for Facilitating International Traffic on the European Rail Infrastructure.</p> <p>Together, the members of RailNetEurope are harmonising conditions and introducing co-ordinated approaches to promote the European rail business from the rail infrastructure point of view and to the benefit of the entire rail industry.</p> <p>RailNetEurope counts 35 Members. All in all RNE partners serve a network of around 244 000 kilometres of railway infrastructure. The Infrastructure Managers involved in RNE are working with in excess of 140 Railway Undertakings dealing with international business in Europe.</p> <p>The main objective of RailNetEurope is to develop and improve the international railway business. To</p>	<p><i>Directive 2001/14/EC Article 4 (3) and Article 15 (Cooperation between Infrastructure Managers)</i></p> <p>EITHER use the mandatory text to the left: (“Cut and paste” from the RNE Homepage) OR use a cross reference to the RNE Homepage.</p>	Updated in 2009

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	<p>achieve this, RNE focuses on the entire rail infrastructure production process; this includes harmonising the members' medium and long-term planning, timetabling, marketing & sales, and operations, as well as after-sales services, such as monitoring and reporting.“</p>		
<p>1.9.1</p>	<p>One Stop Shop</p> <p>“The European railway Infrastructure Managers (IMs) and Allocation Bodies (ABs) who joined RailNetEurope have set up One Stop Shops that work as a network of customer contact points under the RNE umbrella. When applying for an international path customers only need to contact one of these One Stop Shops, which initiates the whole international path co-ordination process.</p> <p>The contacted One Stop Shop, in close cooperation with the concerned IMs:</p> <ul style="list-style-type: none"> • offers customer support and information on the product and service range of the Infrastructure Managers; • supplies the information required to gain access to the infrastructure of any Infrastructure Manager participating in RNE; • co-ordinates requests for any international train path within RNE, including requests for the next timetable period, so that they can be duly taken into account in the annual timetabling process; • provides train path offers for the whole international journey; the path co-ordination is mainly done via the RNE tool Pathfinder. <p>Each One Stop Shop is part of an international network designed to make network access for customers as simple as possible. The OSS also provides information on infrastructure charges and train movements, including quality monitoring. These functions are supported by RNE's information tools EICIS and EUROPTIRAILS. The OSS philosophy stands for competent and efficient assistance across all borders based on transparent, confidential and non-discriminatory procedures.</p> <p>A list of OSS contact persons is available at www.railneteurope.com“</p>	<p>FIRST: Give the contact information of the national OSS (the OSS within your company) as indicate in 1.8 above.</p> <p>SECOND: EITHER use the mandatory text to the left. (this text is agreed among the OSS's themselves) OR use a cross reference to the RNE Homepage</p>	<p>Updated in 2009</p>
<p>1.9.2</p>	<p>RNE Tools</p> <p>“PATHFINDER</p> <p>Pathfinder is an online software tool available to all Railway Undertakings and</p>	<p>EITHER use the mandatory text to the left: (“Cut and paste” from the RNE Homepage) OR use a cross reference to the RNE Homepage.</p>	<p>New in 2009</p>

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	<p>Infrastructure Managers. The IMs have agreed that all international train paths (both passenger and freight) will be defined by means of this tool.</p> <p>Pathfinder facilitates the path ordering communication and co-ordination processes within all phases of international timetabling. Pathfinder fully reflects the international process for the preparation of the annual and the running timetable. The tool also enables RUs to submit path studies in order to prepare their future international path requests.</p> <p>As regards international path request management, Pathfinder covers the functions of the One Stop Shop. ‘Pathfinder process guidelines’, which clearly define roles and responsibilities, are published at the end of every calendar year.</p> <p>For more information, please visit the Pathfinder website: www.pfndr.org or write to the helpdesk: support.pathfinder@rne.at</p> <p>EICIS EICIS (European Infrastructure Charging Information System) is RNE’s international access charge estimation tool, designed to provide customers with pricing information. A web-based umbrella system for the various national rail infrastructure charging systems, it can calculate the price for the use of international train paths within seconds, 24 hours a day – including charges for train paths, station fees and shunting fees.</p> <p>The current objective of EICIS’s development is to align the information provided by EICIS with the information in the Network Statements.</p> <p>The EICIS website is at www.eicis.com and the helpdesk may be contacted by email: support.eicis@rne.at</p> <p>EUROPTIRAILS</p> <p>EUROPTIRAILS 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 – EUROPTIRAILS does not deal with national train services.</p> <p>EUROPTIRAILS delivers real-time train data directly to the users via internet and generates reports based on historical data. The two EUROPTIRAILS products are based on the</p>		

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	<p>same raw data:</p> <ul style="list-style-type: none"> the real-time train information overview gathers, centralizes and publishes information on train running on most of the RNE rail corridors (in a growing number of countries, incl. Austria, Belgium, France, Germany, Italy, Luxembourg, the Netherlands, Slovenia and Switzerland), such as: <ul style="list-style-type: none"> current and past train location agreed daily timetable information delay information + reasons for delay the reporting function enables the monitoring of train and delay information over a given period of time. <p>In addition a third product is planned which will enable real-time data exchange between IMs and RUs using the TAF TSI format.</p> <p>EUROPTIRAILS was chosen as supporting tool for the European Performance Regime (EPR) – a joint RNE / UIC project.</p> <p>EUROPTIRAILS may be accessed via: https://www.europtirails.eu “</p>		
1.10	Glossary	Provide a glossary of terms used in the NS (a reference to an appendix is suggested).	
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	Requirements to apply for a train path	<p>State the requisites for being accepted as an applicant (an entity that wants to apply for a train path). Directive 2001/14/EC Article 16 State, e.g., whether or not an entity applying for a train path needs to be a RU at the time it makes its path application</p> <p>State whether a third party (e.g. OSS) may apply for train paths on behalf of a RU.</p>	
2.2.2	Who is allowed to perform train operations (freight and/or passenger?)	<p><i>Directive 2001/14/EC Article 16 and Annex I (3)</i></p> <p>State which kinds of RUs (domestic and/or foreign) or other organisations are permitted to perform train operations (freight and/or passenger).</p>	
2.2.3	Licences	<p>Name the body responsible for issuing train operating licences.</p> <p>Give the contact name and address or refer to Section 1.8.</p> <p>If the IM issues the licences itself, either describe or refer to the licensing process.</p>	
2.2.4	Safety Certificate	<p>Name the body responsible for issuing safety certificates.</p> <p>Give the contact name and address, or refer to Section 1.8.</p>	

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		If the IM issues safety certificates itself, either describe or refer to the certification process.	
2.2.5	Cover of liabilities	<i>Dir 95/18 art 9</i> Describe or refer to the relevant national legislation and state any mandatory levels of insurance. If other means of risk coverage than insurance is permitted, state this (e.g. state guarantee).	
2.3	General Business/Commercial Conditions		Renumbered due to elimination of previous 2.3
2.3.1	Framework Agreement	<i>Directive 2001/14/EC Article 17</i> Give a brief description of the role of a Framework Agreement and refer to the contracts which are regarded as Framework Agreements (e.g. Track Access Agreement, Station Access Agreement, etc.). State whether the IM is permitted to enter into bilateral agreements with RUs to develop infrastructure enhancements and refer to any standard regulations, or state which other body is responsible for infrastructure enhancement.	Renumbered due to elimination of previous 2.3
2.3.2	Access Contracts	<i>Directive 2001/12 Article 1 11)</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 2001/14/EC</i> . Refer to Section 5 for details of additional and ancillary service contracts. State if any independent approval of access contracts is needed (e.g. by Regulatory Authority or by Government). State if a standard form of access contract exists and whether its use is compulsory The contract formats should be included in an Annex to the Network Statement and/or published on the IM's homepage.	Renumbered due to elimination of previous 2.3
2.4	Operational Rules	(i.e. Rules to be followed by train crew and signallers in current train operations). State which organisation is responsible for publication of the Rules (e.g. the IM, the Regulatory Authority, the Ministry of Transport , etc.) Give the	Updated in 2009. Renumbered due to elimination of

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		<p>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 respect of the Operations TSI.</p>	previous 2.3
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 or not the IM uses the UIC definition.</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>	Renumbered due to elimination of previous 2.3
2.6	Dangerous Goods	<p>Refer to R.I.D. 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>	Renumbered due to elimination of previous 2.3
2.7	Rolling Stock Acceptance Process Guidelines	<p><i>Directive 2001/14/EC Article 32 (3)</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>If the IM is in charge of the rolling stock acceptance process, either describe or refer to the main stages in the process and any relevant documentation.</p>	Renumbered due to elimination of previous 2.3
2.8	Staff Acceptance Process	<p><i>Directive 2001/14/EC Article 32 (3)</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>If the IM is in charge of the staff acceptance process, either describe or refer to the main stages in the process and any relevant documentation.</p>	Renumbered due to elimination of previous 2.3
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>	

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		Where relevant, maps or lists should be produced for each sub-chapter, which can be placed in appendix, or reference should be made to documents containing the required information.	
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>2001/14 art 5 nr 1, last sentence: “If the services are not offered by one IM, the provider of the ‘main infrastructure’ shall use all reasonable endeavours to facilitate the provisions of these services.”</i></p> <p>If any of the facilities mentioned in chapter 3 are owned or operated by another body than the IM who provides the ‘main infrastructure’ shall do his best to provide this information or refer to where it can be obtained.</p>	
3.2	Extent of Network	<i>Directive 2001/14/EC Annex I (1)</i>	
3.2.1	Limits	State the geographic limits of the IM’s infrastructure and indicate any lines not available for normal railway traffic operations.	
3.2.2	Connected Railway Networks	Refer to neighbouring IMs, including other national networks, and list all international border crossings. Refer to Section 3.6 for details of private sidings and private freight terminals.	
3.2.3	Further information	List available documents which provide detailed infrastructure data and give contacts for further information.	
3.3	Network Description		
3.3.1	Geographic Identification		
3.3.1.1	Track Typologies	Indicate the extent of single track / double track / multiple track.	
3.3.1.2	Track Gauges	State the track gauge(s) (UIC leaflet 510). Even if there is only one gauge, its value should be stated. Where the IM has more than one gauge, indicate the extent of track of each gauge.	
3.3.1.3	Stations and Nodes	<p>List the stations and nodes and describe their main characteristics.</p> <p>Key characteristics can include distances between nodes and the length of station tracks. As a minimum, the maximum length limit for trains using each station should be stated.</p>	
3.3.2	Capabilities		
3.3.2.1	Loading Gauge	<p>Indicate the loading gauge applicable to each route section.</p> <p>Refer to UIC leaflet 506 or to Combined Traffic Codes.</p>	
3.3.2.2.	Weight Limits	<p>Indicate the maximum axle load and any other weight limits applicable to each route section.</p> <p>Refer to UIC leaflet 700-0. Axle and Meter loads should be included.</p>	
3.3.2.3	Line Gradients	Indicate the maximum or critical gradient on each route section.	

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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 Transports).	
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, including signalling, regulation, 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	ATC Systems	<p>Give a brief technical description of the automatic train control systems.</p> <p>State whether it is mandatory for trains operating on lines with ATC systems to be equipped with equivalent systems.</p>	
3.4	Traffic Restrictions		
3.4.1	Specialised Infrastructure	<p><i>Directive 2001/14/EC Article 24</i></p> <p>Indicate the extent of any specialised infrastructure and describe the traffic restrictions that apply.</p>	
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 is 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 winds, specific opening hours etc.	
3.5	Availability of the infrastructure	<p>Provide information on restrictions, for example imposed by the IM due to his own needs for managing the infrastructure. These can include restrictions on route opening hours and times of possessions for maintenance, renewal and enhancement works.</p> <p>Refer to art 4.5.</p>	
3.6	Passenger terminals (stations)	This sub chapter is supposed to cover all kinds of stations where passengers embark or leave trains with no regard to their size or importance.	

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		<p>List platform lengths and heights and refer to Section 5 for any services offered by the IM.</p> <p>A description of other passenger facilities can be included.</p> <p>To give the RU's an easy overview of certain characteristics of the passenger terminals, the information can be structured as lists sorted (railway) line by line and station by station.</p>	
3.7	Freight terminals	<p>List the location of freight terminals. Describe the kind of each terminal (intermodal or conventional, harbour etc.).</p> <p>Special built terminals, for example for timber/lumber, should also be listed and described here. The information can include special terminal equipment 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 (Cf. Chapter 4) or separately</p> <p>If the terminal is suited for interchange of goods between other (more) modes than rail-road and rail-rail this should be stated. (example rail-road-sea/river-air).</p> <p>Do also describe the maximum length of trains that can be received in each terminal without splitting it and the total track length.</p> <p>The information can include the contact point RU's or other interested parties shall turn to in order to obtain further information concerning each terminal. Information concerning services provided in each terminal can also be provided.</p>	
3.8	Service Facilities	<p>(2001/14, annex 1, number 2)</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>	
3.8.1	Train formation yards	<p>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 RUs or other interested parties shall turn to in order to obtain further information concerning each yard.</p>	
3.8.2	Storage sidings	<p>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 RUs or other interested parties shall turn to in order to obtain further information concerning each storage siding.</p>	
3.8.3	Maintenance Facilities	<p>(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.</p>	
3.8.4	Refuelling facilities	<p>List the location of refuelling facilities and the type(s)</p>	

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		of fuel that can be provided in each place. The information can include the contact point RU's or other interested parties shall turn to in order to obtain further information.	
3.8.5	Technical facilities	<p>List the location and type of technical facility and describe its purposes.</p> <p>Facilities like wheel damage detectors, red box (hot box) detectors, wagon weight bridges, loading gauge gauges and so on can be described here.</p> <p>The information can include the contact point RU's or other interested parties shall turn to in order to obtain further information concerning each facilities.</p> <p>If the facility in question detect and/or gather data concerning the RU's train, information concerning how the RU can obtain access to this data should be included.</p>	
3.8.6-3.8.99	Other facilities	If the IM provides other services or facilities than listed in the previous numbers (3.8.1-3.8.5) these services are to be listed here with separate sub numbers.	
3.9	Infrastructure Development	<p>Give any available information on the main projects for infrastructure development, including timescales, the nature of the works and the effects on operational characteristics, both during construction period and after completion.</p> <p>The information given in this subchapter is not limited to the validity period of this Network Statement.</p>	
4	CAPACITY ALLOCATION	<i>Directive 2001/14/EC Chapter III</i> The information [in chapter 4] should cover capacity allocation for domestic as well as international traffic.	
4.1	Introduction		
4.2	Description of Process	<p>Describe:</p> <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 <p>The RNE document "Process for international path requests." might be mentioned.</p>	
4.3	Schedule for Path Requests and Allocation Process	<i>Directive 2001/14/EC Article 18 and Annex III</i>	
4.3.1	Schedule for working timetable	List the deadlines in the process or refer to separate production schedule	
4.3.2	Schedule for requests for train paths outside the timetabling process (ad hoc requests)	<i>Directive 2001/14/EC Article 23</i> List the deadlines in the process or refer to separate production schedule.	
4.4	Allocation Process		
4.4.1	Coordination process	<i>Directive 2001/14/EC Article 21</i> Describe the coordination process including details of activities performed by IM's and RUs.	
4.4.2	Dispute resolution process	<i>Directive 2001/14/EC Article 21 sub 6</i>	

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		<p>Give the contact names and addresses of bodies involved.</p> <p>Describe in detail the information the RU 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 process can delay the capacity allocation process.</p>	
4.4.3	Congested Infrastructure; definition, priority criteria and process	<p><i>Directive 2001/14/EC Article 22 (4-6)</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>	
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 2001/14/EC Article 28</i></p> <p>Refer to documents setting out the capacity allocated for maintenance, renewals and enhancements in the current timetable and any future timetables for which the process is complete or in progress.</p>	
4.5.1	Process	Describe how the allocations of capacity for maintenance, renewals and enhancements is established, including roles and rights of IMs and RUs, or refer to Section 4.2 if the process is the same as allocation of capacity for train paths.	
4.6	Non-usage/ Cancellation Rules	<p><i>Directive 2001/14/EC Article 27</i></p> <p>Describe the deadlines for cancellation of planned train services.</p> <p>Describe the limits for non-usage of allocated capacity which trigger loss of access or other penalties.</p> <p>Refer to Section 6 for charges imposed when cancellations are advised too late or not at all.</p>	
4.7	Exceptional Transports and Dangerous Goods	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. State any deadlines that need to be met.	
4.8	Special measures to be taken in the event of disturbance	<i>Directive 2001/14/EC Article 29</i>	
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		
5	SERVICES		

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5.1	Introduction	Refer to the four different groups of services listed in Annex II Directive 2001/14/EC and if the IM supplies services in addition to these.	
5.2	Minimum access package	List of services obligatory delivered by IM <i>Directive 2001/14/EC, Annex II, point 1</i> Description of the services.	
5.3	Track access to services facilities and supply of services	<i>Directive 2001/14/EC, Annex II, point 2</i> Product definition – including track access conditions and usage conditions for each of the services listed, also stating if services are delivered by IM, or by other suppliers, who <u>must</u> be referred to. For information on location, refer to section 3 "Infrastructure". For information on charges, refer to section 6 "Charges".	Updated in 2009
5.3.1	Use of electrical supply equipment for traction current, where available		
5.3.2	Refueling facilities		
5.3.3	Passenger stations, their buildings and other facilities		
5.3.4	Freight terminals		
5.3.5	Marshalling yards		
5.3.6	Train formation facilities		
5.3.7	Storage sidings		
5.3.8	Maintenance and other technical facilities		
5.4	Additional services	<i>Directive 2001/14/EC, Annex II, point 3</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. For information on location, refer to section 3 "Infrastructure". For information on charges, refer to section 6 "Charges".	
5.4.1	Traction current		
5.4.2	Supply of fuel		
5.4.3	Services for trains (preheating, water supply, toilet waste handling, etc.)		
5.4.4	Shunting and other services		
5.4.5	Services for exceptional transports and dangerous goods		
5.4.6-5.4.99	Other additional services	If the IM provides other additional services than listed in the previous numbers (5.4.1-5.4.5), these additional services are to be listed here with separate sub numbers.	
5.5	Ancillary services	<i>Directive 2001/14/EC, Annex II, point 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 -	Other ancillary services	If the IM provides other ancillary services than listed	

Number of chapter / subchapter	Heading text	Implementation guide	Remarks
5.5.99		in the previous numbers (5.4.1-5.4.5), these additional services are to be listed here with separate sub numbers.	
6	CHARGES		
6.1	Charging principles	What is the basis for the IM's charges ? Marginal cost, full costs, mark ups, are there exceptions to the principles etc? State to what extent directive 2001/14/EC Articles 7.4 (scarcity charges) 7.5 (environmental charges), 9 (discounts), 10 (compensation) and 12 (reservation charges) are applicable.	
6.1.1	Minimum access package		
6.1.2	Track access to facilities referred to in 5.3		
6.1.3	Services referred to in 5.3		
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 separately	
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	Performance scheme	<i>Directive 2001/14/EC Article 11</i>	
6.5	Changes to charges	Foreseen 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.	
6.6	Billing Arrangements	State who bills the services, terms and conditions including non-payment etc.	