



Network Statement Common Structure and Implementation Guide

For Timetable 2022

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Version Control

VERSION	DATE	CHANGES
Timetable 2022	17-10-2019	Major review of the complete Network Statement Common Structure
	04-12-2019	RNE GA approval
	22-01-2020	Correction of typo in chapter 2.3.1. from Track Topologies to Track Typologies
	11-03-2020	Amendment to chapter 5.7 Performance Scheme New chapter 7.3.1 Common Provisions Correction to chapter 7.3.1.2 Services New chapters along with recommended text: 4.9.1 Objectives of TTR 4.9.2 Process Components 4.9.3 Implementation 4.9.3.1 Capacity Needs Announcements 4.9.3.1 Capacity Needs Announcements 4.9.3.2 Capacity Model 4.9.4 TTR Pilot Projects added in the meeting of the NS and CID WG
	20 May 2020	Approval by RNE General Assembly

Contents

1. Context	4
2. Goal of this document	4
3. Framework.....	4
3.1 Legal Framework	4
3.2 RNE Guidelines and Handbooks.....	5
4. Publication and Updating Process.....	5
5. Network Statement Languages	6
6. Glossary.....	6
7. Connection with the Corridor Information Documents	6
8. Compliance with the Network Statement Common Structure	6
9. Network Statement Common Structure KPI	7
10. Service Facility Information	7
11. Network Statement Common Structure and Implementation Guide.....	8

1. Context

Article 27 of Directive 2012/34/EU of 21 November 2012 establishing a single European railway area describes the obligation for each rail Infrastructure Manager (IM) to publish a Network Statement as follows.

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.

These network statements are key to market access since they present all the information that applicants need to know in order to place requests for and to gain access to and to use infrastructure capacity, as well as the commercial, technical and legal access conditions. They aim to provide applicants wishing to operate services on a given rail network with a single source of up-to-date, relevant information on a transparent and non-discriminatory basis.

2. Goal of this document

The goal of this document is to facilitate the production of the network statements by offering guidelines to IMs for the structure and expected content, as well as other recommendations to be used. It has been developed and is updated by IMs and ABs in the RNE Network Statement and Corridor Information Document Working Group.

The aim is for applicants to find the same information in the same place in each Network Statement.

3. Framework

3.1 Legal Framework

The RNE Network Statement Common Structure and Implementation Guide is in line with the requirements of the following European directives and regulations.

a) Directives:

- DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area (recast)
- Art. 8 (8) of Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety
- DIRECTIVE 2007/59/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community ANNEX VI - 8. LANGUAGE paragraph (2)

b) Regulations:

- COMMISSION IMPLEMENTING REGULATION (EU) 2015/10 of 6 January 2015 on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014
- COMMISSION IMPLEMENTING REGULATION (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity
- COMMISSION IMPLEMENTING REGULATION (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services
- COMMISSION IMPLEMENTING REGULATION (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU
- Art. 17(2) of REGULATION (EU) No 913/2010 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 22 September 2010 concerning a European rail network for competitive freight

3.2 RNE Guidelines and Handbooks

In addition, the following RNE Guidelines and Handbooks have an impact on the content of the Network Statements.

- [European General Terms and Conditions](#)
- [Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network](#)
- [Guidelines concerning non-RU applicants](#)
- [Handbook for international ad-hoc request management](#)
- [Handbook for international path allocation](#)
- [Handbook for international path alteration management](#)
- [Handbook for international path modification management](#)
- [Handbook for international late path request management](#)
- [International Contingency Management Handbook](#)

4. Publication and Updating Process

c) of Network Statements

As defined in Article 27(4) of Directive 2012/34/EU, the Network Statement shall be published no less than four months in advance of the deadline for requests for infrastructure capacity. Ideally, this date corresponds to at least 12 months prior to when the annual working timetable enters into force – on the 2nd Saturday of December (X-12).

As defined in Article 27(3) of Directive 2012/34/EU, the Network Statement shall be kept up to date and amended as necessary.

d) of this document

The RNE Network Statement Common Structure and Implementation Guide is revised every year and is adjusted accordingly when needed, primarily due to changes in the legal framework, business and customer needs. In order to ensure sufficient time for the IMs to adjust their Network Statements to the latest changes, the revision and update of this document is done by May.

5. Network Statement Languages

As defined in Article 27 (1) of Directive 2012/34/EU, 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 Network Statement, including its annexes, shall also be published in English. This shall be done regardless of the number of languages in which a Network Statement is published in a given country. The English version of the Network Statement shall be published by X-12, i.e. at the same time as the Network Statement is published in the national language, which is in line with the above Directive. It will allow foreign applicants to have access to the information available in the Network Statement at the same time as national applicants in each country.

6. Glossary

The RNE Network Statement and Corridor Information Document Working Group has developed an easy-to-use glossary of terms related both to Network Statements and Corridor Information Documents (CIDs). Its aim is to facilitate the production, the harmonisation of wording and the comparability of the English-language Network Statements. Additionally, a common glossary to be published as a list of terms in the Network Statements (and another one to be published in the CIDs) are also included in this glossary.

It can be downloaded from the RNE website: <http://www.rne.eu/organisation/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 to IMs, ABs, RFCs, applicants and translators. As the railway sector is undergoing rapid change in Europe, this glossary is a dynamic document, updated and expanded every year or when needed according to the procedure described in the 'Revision Process of the Glossary'.

7. Connection with the Corridor Information Documents

The Corridor Information Documents (CIDs) are strongly connected with the Network Statements, because it is stipulated in Article 18 of Regulation 913/2010/EU that the CIDs shall include among other information excerpts of the Network Statements. Therefore, the RNE CID Common Texts and Structure replicate the structure of the RNE Network Statement Common Structure. Consequently, all updates in this Network Statement Common Structure shall be taken into consideration in the Book 2 (Network Statement Excerpts) of the RNE CID Common Texts and Structure.

In addition, the CIDs are published at X-11 and in English language. This further increases the importance of the availability of the English language Network Statements at X-12 in order to allow the Rail Freight Corridors sufficient time to prepare their CID Book 2 until X-11.

8. Compliance with the Network Statement Common Structure

RNE members are requested to fully implement the Network Statement Common Structure by obeying the following rules:

- a. Adding chapters: whenever, for national reasons, a chapter needs to be added, it shall be placed at the end of the chapter level (example: if a new 2nd level chapter needs to be added in section 1, it shall be placed as 1.8, as in the Network Statement Common Structure the last 2nd level chapter of section 1 is 1.7).
- b. Removing chapters: whenever, due to national particularities, a chapter needs to be removed, it shall be done in a way that does not affect the remaining chapter numbering of the Network Statement Common Structure (for example: if in 7.3.1 the next levels are not applicable [7.3.1.1, 7.3.1.2, 7.3.1.X], then all these 4th level chapters can be removed. In addition, please see chapter 11 about chapters not applicable to an IM).

9. Network Statement Common Structure KPI

The compliance of the Network Statements with the RNE Network Statement Common Structure is one of the RNE KPIs. It measures the success of the RNE members in harmonising their network statements, which is one of the most important reasons for having set up the RNE Network Statement and Corridor Information Document Working Group.

The criteria are the following:

- a. The KPI consists of 2 parts:
 - i. The first one is related to the compliance of the national Network Statement with the RNE Network Statement Common Structure and has a weight of 90%.
 - ii. The second one is related to the simultaneous publication of the English version Network Statement by X-12 and has a weight of 10%.
- b. The compliance is measured through the number of compliances divided by the number of chapters (up to the 4th level) from the Network Statement Common Structure.
- c. Compliance is given when the chapter number from the Network Statement Common Structure corresponds to the chapter number of the national Network Statement. However, if a chapter has been removed by using the rules set out in the previous point of this document, then it will be considered as compliant as well.
- d. Chapters levels are weighted differently:
 - i. Level 1 chapters have 100% weight
 - ii. Level 2 chapters have 90% weight
 - iii. Level 3 chapters have 70% weight
 - iv. Level 4 chapters have 50% weight

This assessment is done every January-February, through self-assessment by each IM.

10. Service Facility Information

As defined in Point 2 of Article 27 and Point 6 of Annex IV of Directive 2012/34/EU, operators of service facilities that are not controlled by the IM 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.

EU Implementing Regulation No 2017/2177 sets out the detailed requisites for the publication of information for the service facility operators.

This RNE Network Statement Common Structure presents a harmonised template in [Annex 1](#) (separate file) that is meant to comply with the EU legislation. Its structure respects the logic of the Network Statements, but in a more simplified manner, adjusted to the service facilities' context.

Another option for the publication of service facility information is the <https://railfacilitiesportal.eu/>. The structure of the portal is aligned with the above mentioned RNE template. In this way, service facility operators have the option to either publish a SF Information Document by using the above template or inserting the information directly into the portal.

11. Network Statement Common Structure and Implementation Guide

The latest applicable version is presented in the template below, comprising 7 sections including chapters and sub-chapters, the latter one at maximum up to the 4th level.

The Implementation Guide suggests the recommended content for each chapter. If recommended texts are applicable, they are written at the end of each section.

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

If a chapter is not applicable on an IM's network, it shall be clearly stated in its Network Statement in the chapter concerned (e.g. 7.3.7. Maritime and inland port facilities: *This service facility is not available on this network.*). In this way, the provision of information is more transparent for the applicants and the common structure can be promoted to a full extent.

Texts in *italics* indicate a reference to the relevant section of applicable EU directives and regulations or to RNE guidelines and handbooks listed in chapter 3.

Number of section/ chapter	Heading	Implementation Guide	Remarks (version control)
	<p>SECTIONS</p> <p>The following headings and sections are applicable.</p>	<p>Content</p> <p>Each IM is responsible for providing information regarding its network based on Annex IV of Directive 2012/34/EU while also clearly stating, if the information is not provided because not applicable (e.g. information on specific services not described since such services are not provided by the IM; information on discounts and mark-ups on charges not described since they actually do not exist).</p> <p>Information regarding neighbouring networks (including cross-border information) is optional.</p> <p>As for the publication language of the Network Statement, please refer to chapter 5 of this document.</p>	
	<p>VERSION CONTROL</p>	<p>All previous versions of each Network Statement shall be identified together with a short description of the changes and the date when the change became applicable.</p>	
	<p>TABLE OF CONTENTS</p>		
	<p>GLOSSARY</p>	<p>Provide a glossary of terms used in the Network Statement based on the glossary referred to in chapter 6 of this document. It is recommended to include a glossary as an annex to the Network Statement</p> <p>or to use a cross-reference to the RNE Glossary by adding the following link:</p>	

Number of section/ chapter	Heading	Implementation Guide	Remarks (version control)
		http://www.rne.eu/organisation/network-statements/ 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.	
1	GENERAL INFORMATION		
2	INFRASTRUCTURE		
3	ACCESS CONDITIONS		
4	CAPACITY ALLOCATION		
5	SERVICES AND CHARGES		
6	OPERATIONS		
7	SERVICE FACILITIES		

SECTION 1 – GENERAL INFORMATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
1	GENERAL INFORMATION		
1.1	Introduction	Give a brief presentation of the IM and state why the IM produces the Network Statement Common Structure. A diagram showing the organisation of the railway sector in the IM's country can be included. Consider the proposed text included in the specific 'Recommended Texts' table below.	
1.2	Purpose of the Network Statement	<i>Directive 2012/34/EU Article 3 (26) and Article 27</i> Give a brief description of the purpose of the Network Statement. Consider the proposed text included in the specific 'Recommended Texts' table below.	
1.3	Legal Aspects		
1.3.1	Legal Framework	List the main legislation and regulations to be considered by applicants, including: <ul style="list-style-type: none"> ▪ International law (optional) 	

SECTION 1 – GENERAL INFORMATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		<ul style="list-style-type: none"> ▪ National law ▪ IM's internal regulations ▪ Other applicable regulations (e.g. imposed by the national rail Regulatory Body). 	
1.3.2	Legal Status and Liability	<p>State if the Network Statement is considered to be a legally binding document in the IM's country.</p> <p>State the extent of the liability of the IM for information contained in the Network Statement 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 a reference to the chapters concerned.</p>	
1.3.3	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 Network Statement.</p>	
1.4	Structure of the Network Statement	<p>Give a brief description of Network Statement Common Structure.</p> <p>Consider the proposed text included in the specific 'Recommended Texts' table below.</p>	
1.5	Validity Period, Updating and Publishing	<p><i>Directive 2012/34/EU Article 27 (3-4)</i></p>	
1.5.1	Validity Period	<p>State the dates of the period of validity of the Network Statement and the relevant annual timetable's start and end dates (if they are different from the validity dates of the Network Statement).</p> <p>Consider the proposed text included in the specific 'Recommended Texts' table below.</p>	
1.5.2	Updating	<p>Describe how the Network Statement is updated, with special reference to the situations where consultation with the interested parties is mandatory.</p> <p>Also describe the consultation process.</p>	
1.5.3	Publishing	<p><i>Directive 2012/34/EU Article 27 (1)</i></p> <p>List the available formats of the Network Statement and the place of publication, how they can be obtained and their prices.</p>	

SECTION 1 – GENERAL INFORMATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		<p>An English version of the Network Statement should be made available. State which language version will prevail in case of inconsistencies. State that links to the English version of all network statements, if available, can be found on the RNE website.</p> <p>http://www.rne.eu/organisation/network-statements/</p> <p>Consider the proposed text included in the specific 'Recommended Texts' table below.</p>	
1.6	Contacts	<p>List the contacts who will provide more information on domestic and international traffic (job functions or department names rather than names of individuals) and indicate their respective fields of information.</p> <p>The list should include contacts (email and phone number) within the IM/AB, including the (RailNetEurope) OSS, and contacts in other relevant national (e.g. NSA, RB) and international organisations, namely the connected networks (the RNE website provides the contact information of national OSSs).</p> <p>http://www.rne.eu/organisation/oss-c-oss/</p>	
1.7	Cooperation Between European IMs/ABs		
1.7.1	Rail Freight Corridors	<p>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 Network Statement where information applicable to RFCs can be found.</p> <p>Consider the proposed text included in the specific 'Recommended Texts' table below.</p> <p>Also consider the Corridor Information Document Common Texts and Structure produced by RNE in support of the implementation of Article 18 of Regulation 913/2010.</p>	
1.7.2	RailNetEurope	<p><i>Directive 2012/34/EU Article 37 (1 and 2), Article 40 and Article 44 (4) EITHER use the text included in the specific 'Recommended Texts' table below</i></p>	

SECTION 1 – GENERAL INFORMATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		OR copy and paste from the RNE website OR use a cross-reference to the RNE website: http://www.rne.eu/organisation/rne-approach-structure/	
1.7.3	Other International Cooperation	If applicable, specify the other international arrangements in which the IM is involved, for instance PRIME, CER, EIM, etc. Other operational cooperation has to be included in section 6. Operations.	

SECTION 1 – GENERAL INFORMATION Recommended Texts	
Number of section / chapter	Recommended text
1.1	<p>[IM Company] is a state / limited liability / joint stock company under public law. [IM Company] wishes to contribute to sustainable mobility within the European rail network in order to boost economic and social development in [IM's country].</p> <p>It is responsible for the operation, maintenance and renewal of railway infrastructure, for the control and the safety of all train traffic as well as for participating in the development of the infrastructure.</p> <p>Article 27 of Directive 2012/34/EU and national law [<i>please specify it</i>] gives the IM the task of drafting and publishing the Network Statement (NS).</p> <p>Optional:</p> <p>The position of [IM Company] in the [IM's country's] railway sector is shown in the organisation chart below:</p> <p><i>A diagram showing the organisation of the railway sector in the IM's country.</i></p>
1.2	<p>The purpose of the Network Statement is to inform applicants, authorities and other interested parties about [IM Company]'s infrastructure, conditions of access to it and the terms and conditions for allocation and use of capacity and services, as well as the related charges.</p> <p>The Network Statement is produced in accordance with Article 27 and Annex IV of Directive 2012/34/EU and 'national law' [<i>please specify it</i>].</p>
1.4	<p>The structure of this NS follows the Network Statement Common Structure and Implementation Guide, adopted by European Infrastructure Managers belonging to RailNetEurope (RNE) (see 1.7.2), on the basis of the applicable European legal framework. The document is revised when needed and the most recent version is available on the RNE website (http://www.rne.eu/organisation/network-statements/).</p> <p>The goal of the Common Structure and Implementation Guide is that all applicants and interested parties can find the same information at the same place in each NS.</p> <p>The NS is thus structured in 7 sections constituting the main body of the document and annexes giving further details:</p> <ul style="list-style-type: none"> - Section 1 provides general information about the NS and contacts. - Section 2 describes the main technical and functional characteristics of the IM's network.

SECTION 1 – GENERAL INFORMATION Recommended Texts	
Number of section / chapter	Recommended text
	<ul style="list-style-type: none"> - Section 3 defines the legal requirements and access conditions to the IM's network. - Section 4 sets the procedure for the allocation of the train paths. - Section 5 gives an overview of the services provided by [IM company], as well as the charges for these services. The incentive schemes are also described in this section. - Section 6 describes the traffic management procedures, including the procedures to be followed in the event of incidents. - Section 7 provides an overview of the service facilities connected to the IM's network.
1.5.1	The NS applies to capacity requests and execution of planned transport operations (traffic movements) during the XX timetable starting on Sunday XX December XXXX 00:00 and ending on Saturday XX December XXXX 24:00. The present NS comes into force on XX.
1.5.3	<p>The NS is drawn up and published in [languages] and English on [IM]'s website (link), where it is available free of charge in electronic format. In the event of inconsistencies or interpretation difficulties between versions, the [language] version prevails/takes precedence/alone is authoritative.</p> <p>Optional: Publication of updated versions is announced by email to interested parties.</p>
1.7.1	<p>Regulation (EU) No. 913/2010 concerning a European rail network for competitive freight required Member States to establish international market-oriented Rail Freight Corridors (RFCs) in order to meet the following goals:</p> <ul style="list-style-type: none"> - strengthening co-operation between IMs/ABs on key aspects such as the allocation of paths, deployment of interoperable systems and infrastructure development, - finding the right balance between freight and passenger traffic along the RFCs, giving adequate capacity for freight in line with market needs and ensuring that common punctuality targets for freight trains are met, - promoting intermodality between rail and other transport modes by integrating terminals into the corridor management process. <p>[IM company] is involved in RFC X, RFC Y, etc....</p> <p>Link to RFC X, RFC Y, etc. website:</p>
1.7.2	<p>[IM company] is a member of RailNetEurope (RNE), which is an umbrella organisation of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs). RNE facilitates international railway business by developing harmonised international business processes in the form of templates, handbooks, and guidelines, as well as IT tools.</p> <p>You can find more information about RNE on http://www.rne.eu/organisation/rne-approach-structure/</p>

SECTION 2 – INFRASTRUCTURE			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
2	INFRASTRUCTURE	<p>All the information (in Section 2) 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, this fact will be stated in Section 2.4.4.</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>	
2.1	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 1.</i></p> <p><i>COMMISSION IMPLEMENTING REGULATION (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU</i></p> <p>State how the information in the Network Statement is consistent with the rail infrastructure register, including how the register can be accessed.</p> <p>Add a link to a geographical overview of rail network of the IM, if available.</p> <p>Consider the proposed text included in the specific 'Recommended Texts' table below.</p>	
2.2	Extent of Network		
2.2.1	Limits	<i>Directive 2012/34/EU Article 27(2) and Annex IV 1.</i>	
2.2.2	Connecting Railway Networks	<p>State the geographic limits of the IM's infrastructure and indicate any lines not available for normal railway traffic operations.</p> <p>Refer to neighbouring IMs, including other national networks, and list all international border crossings.</p> <p>Refer to Section 7 for details of service facilities operated by the IM or other IMs.</p>	
2.3	Network Description	List available documents that provide detailed infrastructure data or provide a link to the rail	

SECTION 2 – INFRASTRUCTURE			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		infrastructure register. Provide contact details for further information.	
2.3.1	Track Typologies	Indicate the length of single track / double track / multiple track.	
2.3.2	Track Gauges	State the track gauge(s) (EN 15273:2013). Even if there is only one gauge, its value should be stated. If the network has more than one gauge, indicate the length of track of each gauge.	
2.3.3	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 should be stated.	
2.3.4	Loading Gauge	Indicate the loading gauge applicable to each route section. Refer to EN 15273 or to Combined Traffic Codes.	
2.3.5	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.	
2.3.6	Line Gradients	Indicate the maximum or critical gradient on each route section.	
2.3.7	Maximum Line Speed	Indicate the maximum permitted speed per line for each route section.	
2.3.8	Maximum Train Lengths	Indicate the maximum train length allowed on each line or section (excluding Exceptional Consignments).	
2.3.9	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 provided.	
2.3.10	Signalling Systems	Give a brief technical description of the signalling systems.	

SECTION 2 – INFRASTRUCTURE			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
2.3.11	Traffic Control Systems	Give a brief technical description of the traffic control systems including dispatching systems.	
2.3.12	Communication Systems	Give a brief technical description of the train radio communication systems.	
2.3.13	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 corresponding on-board systems.	
2.4	Traffic Restrictions		
2.4.1	Specialized 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.	
2.4.2	Environmental Restrictions	Indicate, if there are any limits on, for example, noise levels or other environmental restrictions. If the limits are applicable to certain line sections or hours, state it.	
2.4.3	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).	
2.4.4	Tunnel Restrictions	Indicate, if there are any tunnel restrictions, for example restrictions on the use of diesel traction.	
2.4.5	Bridge Restrictions	Indicate, if there are any bridge restrictions, for example closure in high-wind conditions, specific opening hours, etc.	
2.5	Availability of the Infrastructure	<i>Commission Delegated Decision (EU) 2017/2075</i> 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 capacity limitations, as well as restrictions on route opening hours. Refer to Chapter 4.3 Reserving Capacity for Temporary Capacity Restrictions.	

SECTION 2 – INFRASTRUCTURE			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
2.6	Infrastructure Development	<p><i>Directive 2012/34/EU Article 8 (3)</i></p> <p>Provide 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 chapter is not limited to the validity period of this Network Statement.</p>	

SECTION 2 – INFRASTRUCTURE	
Recommended Texts	
Number of section / chapter	Recommended text
2.1	This chapter contains a description of the functional and technical characteristics of the railway infrastructure managed by [IM]. It is formulated for the purpose of meeting existing and new Railway Undertakings' information needs in connection with their planning of railway traffic. Reference is made to (e.g. IMs document, Technical Rules, 'Supplementary Information and Regulations', maps).

SECTION 3 – ACCESS CONDITIONS			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
3	ACCESS CONDITIONS		
3.1	Introduction	Consider the proposed text included in the specific 'Recommended Texts' table below.	
3.2	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.	
3.2.1	Conditions for Applying for Capacity	<p><i>Directive 2012/34/EU Article 41</i></p> <p>State the prerequisites for being accepted as an applicant (an entity or person that wants to apply for a train path).</p> <p>For example, state whether an entity applying for a train path needs to be an RU at the time it makes its path application.</p> <p>State, whether a third party may apply for train paths on behalf of an RU.</p> <p>A clear statement that the allocated capacity is non-transferable and non-tradable should be included in the Network Statement.</p> <p>Mention RFC-applicable conditions and their relation to Section 4 Capacity Allocation of the Network Statement.</p> <p><i>Directive 2012/34/EU Article 41 (2)</i></p> <p>If applicable, state any further requirements with regard to applicants to ensure that their legitimate expectations about future revenues and utilisation of the infrastructure are safeguarded in form of a financial guarantee where the credit rating (described in section 5) of the applicant suggests that it might have difficulties in effecting regular payments for infrastructure charges, or make a reference to chapter 5.2 Charging Principles.</p>	
3.2.2	Conditions for Access to the Railway Infrastructure	<p><i>Directive 2012/34/EU Article 10 and Annex IV 1.</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 or other e.g. traction).</p>	
3.2.3	Licences	<p><i>Directive 2012/34/EU Article 25 and Annex IV 4.</i></p> <p>Name the body responsible for issuing train operating licences.</p>	

SECTION 3 – ACCESS CONDITIONS			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		Give the relevant contacts or refer to Section 1.6. OR Indicate a website where such information is made available free of charge in electronic format.	
3.2.4	Safety Certificate	<i>Directive 2012/34/EU Annex IV 4.</i> <i>Directive 2004/49/EC Article 10</i> <i>Regulation 2018/763</i> Name the body responsible for issuing safety certificates. Provide contacts or refer to Chapter 1.6 Contacts. Refer to the relevant subpage of ERA’s website regarding single safety certificates. https://www.era.europa.eu/applicants/applications-single-safety-certificates_en	
3.2.5	Insurance	<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).	
3.3	Contractual Arrangements		
3.3.1	Framework Agreement	<i>Directive 2012/34/EU Article 42 and Annex IV 7.</i> <i>Directive 2012/34/EU Article 38 (2)</i> <i>Regulation 2016/545/EU</i> State, if the IM offers framework agreements or not. 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’s agreement to a framework agreement (e.g. a regulator). Include a model of a framework agreement, either by inserting it in an annex or by referring to a website link.	

SECTION 3 – ACCESS CONDITIONS			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
3.3.2	Contracts with RUs	<p><i>Directive 2012/34/EU Article 28, Article 38 (3)</i></p> <p>State, which contracts are necessary for the use of infrastructure capacity, for example:</p> <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. <p>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.</p> <p>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. If applicable, refer to Section 7 (or certain subchapters thereof) for details of service facility contracts.</p> <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. If they are not annexed to the Network Statement, a link to the website where they are published should be provided.</p>	
3.3.3	Contracts with non-RU Applicants	<p><i>Directive 2012/34/EU Article 38(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 template should be included in an annex to the Network Statement and/or published on the IM's website. If they are not annexed to the Network Statement, a link to the website where they are published should be provided.</p>	
3.3.4	General Terms and Conditions	<i>European General Terms and Conditions (EGTC)</i>	

SECTION 3 – ACCESS CONDITIONS			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		<p>State, if the IM uses applicable general terms and conditions, and state, where they are included e.g. by referring to another chapter or an annex of the Network Statement and/or to a usage agreement, if integrated there, and if not part of the main body of the Network Statement, use a link</p> <p>Also state, if the IM uses the EGTC or at least part of it.</p>	
3.4	Specific Access Requirements		
3.4.1	Rolling Stock Acceptance	<p><i>Directive 2004/49/EC Article 10</i></p> <p>State, which organisations are in charge of the process and provide contacts or refer to Section 1.6 or add a link to the website of the organisation.</p> <p>Describe the main stages in the process, the required information, the timeline 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 provide the possible amount of information only.</p>	
3.4.2	Staff Acceptance	<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 provide contacts or refer to chapter 1.6 Contacts or add a link to the website of the organisation.</p> <p>Describe the main stages in the process, the required information, the timeline 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 information as far as possible.</p>	
3.4.3	Exceptional Consignments	<p>For example, 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 provide contacts or refer to chapter 1.6 Contacts or add a link to the body's website.</p>	

SECTION 3 – ACCESS CONDITIONS			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		Refer to chapter 4.7 Exceptional Transport and Dangerous Goods for the capacity allocation process and Section 5 Services and Charges and section 7 Service Facilities for details of other relevant services provided by the IM.	
3.4.4	Dangerous Goods	<p>Refer to RID for the 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 provide contacts (or refer to chapter 1.6 Contacts) for applications to move dangerous goods.</p> <p>Refer to Section 4.7 Exceptional Transport and Dangerous Goods for the capacity allocation process and Section 5 Services and Charges and section 7 Service Facilities for details of other relevant services provided by the IM.</p> <p>Consider the proposed text included in the specific ‘Recommended Texts’ table below.</p>	
3.4.5	Test Trains and Other Special Trains	Describe the process of how test trains and other special trains have to be organised and executed.	

SECTION 3 – ACCESS CONDITIONS Recommended Texts	
Number of section / chapter	Recommended text
3.1	<p>Section 3 of this Network Statement describes the terms and conditions related to access to the railway infrastructure for the minimum package of access services (train paths) managed by [IM].</p> <p>These terms and conditions also apply to the part of the freight corridors which pass through the railway infrastructure managed by [IM].</p>
3.4.4	<p>‘Dangerous goods’ means materials and objects of which the carriage is prohibited under the RID (Regulation concerning the International Carriage of Dangerous Goods by Rail) or authorised only under certain conditions.</p> <p>The transport of dangerous goods by rail is legislated by the RID, and the following national law:</p> <ul style="list-style-type: none"> • (...); (...); (...); <p>For details on the process for allocating capacity for the transport of dangerous goods, see chapter 4.7 and for the relevant services, see Section 5 and Section 7.</p>

SECTION 4 – CAPACITY ALLOCATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
4	CAPACITY ALLOCATION	<p><i>Directive 2012/34/EU Chapter IV, Section 3 and Annex IV 3.</i></p> <p>The information (in section 4) should cover capacity allocation both for domestic and international traffic.</p>	
4.1	Introduction		
4.2	General Description of the Process	<p><i>Directive 2012/34/EU Article (39) and Annex IV 3. a)</i></p> <p>Describe:</p> <ul style="list-style-type: none"> - where to find information on available capacity - how to apply (which forms or tools to be used) and state if PCS is used for the allocation of international train paths by the IM - how capacity allocation is decided - the bodies involved and state their responsibilities <p>Also take into account the RNE Guidelines concerning non-RU Applicants.</p> <p>Make a reference to the corridor capacity allocation processes.</p> <p>For PCS, consider the proposed text included in the specific ‘Recommended Texts’ table below.</p>	
4.3	Reserving Capacity for Temporary Capacity Restrictions		
4.3.1	General Principles	<p><i>Commission Delegated Decision (EU) 2017/2075 (10, 11 and 14)</i></p> <p>RNE Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network</p> <p>State that there is a coordination procedure with the neighbouring IMs.</p> <p>Include thresholds, criteria for clustering capacity restrictions and place of publication.</p>	
4.3.2	Deadlines and Information Provided to Applicants	<p><i>Commission Delegated Decision (EU) 2017/2075 (15)</i></p>	

SECTION 4 – CAPACITY ALLOCATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		<p><u>RNE Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network</u></p> <p>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 capacity limitations, as well as restrictions on line opening hours.</p> <p>The information to be provided shall include:</p> <p>(a) the planned day,</p> <p>(b) time of day, and, as soon as it can be set, the hour of the beginning and of the end of the capacity restriction,</p> <p>(c) the section of line affected by the restriction, and</p> <p>(d) where applicable, the capacity of diversionary lines.</p> <p>Publish the information in the Network Statement as an annex or the link under which this information can be found.</p> <p>Describe the consultation process with applicants and the main operators of service facilities concerned, especially the deadline for these parties to provide their input.</p> <p>If applicable, refer to Chapter 4.8 for Path Alteration Rules and Chapter 5.6 for Alteration/Cancellation fees.</p>	
4.4	Impacts of Framework Agreements	<p><i>Article 42 of Directive 2012/34/EU and Implementing Regulation 2016/545/EU</i></p> <p>State, if the IM offers framework agreements and/or refer to Chapter 3.3.1</p> <p>If yes:</p> <p>State, if you provide a timeline for framework agreement requests.</p> <p>Describe the capacity allocation process and capacity coordination process.</p> <p>Describe how a framework agreement affects the path capacity allocation process.</p> <p>Describe any other impact of framework agreements.</p>	

SECTION 4 – CAPACITY ALLOCATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		<p><i>Article 3 (3) of Regulation 2016/545/EU</i> Include a framework capacity statement or provide a link to a public website where the framework capacity statement is made available.</p> <p><i>Article 3 (3) of Regulation 2016/545/EU</i> List additional criteria if applicable which the IM takes into account before concluding a framework agreement.</p> <p><i>Article 8 of Regulation 2016/545/EU</i> Describe the methodology for calculating the maximum capacity for the purpose defined in (2).</p> <p><i>Article 11 (3) of Regulation 2016/545/EU</i> Describe requirements concerning the proportion of framework capacity that shall be used by the parties to framework agreements.</p>	
4.5	Path Allocation Process	<i>Directive 2012/34/EU Article 43 and Annex IV 3. c) and Annex VII</i>	
4.5.1	Annual Timetable Path Requests	<p>Describe the schedule for requesting capacity and handling of capacity requests:</p> <ul style="list-style-type: none"> - When will the applicant receive an answer to his request? - Describe, which steps are to be followed between request and final offer. <p>Procedure concerning international train paths according to RNE Handbook for international path allocation</p>	
4.5.2	Late Annual Timetable Path Requests	<p>Same as above chapter.</p> <p>See also RNE Handbook for international late path request management</p>	
4.5.3	Ad-Hoc Path Requests	<p><i>Directive 2012/34/EU Article 48</i></p> <p>Same as above chapter.</p> <p>See also RNE Handbook for international ad-hoc request management</p>	
4.5.4	Coordination Process	<p><i>Directive 2012/34/EU Article 46 and Annex IV. 3. d)</i></p> <p>Describe the coordination process, including in which situation it will occur; details of activities performed by IMs and applicants.</p>	

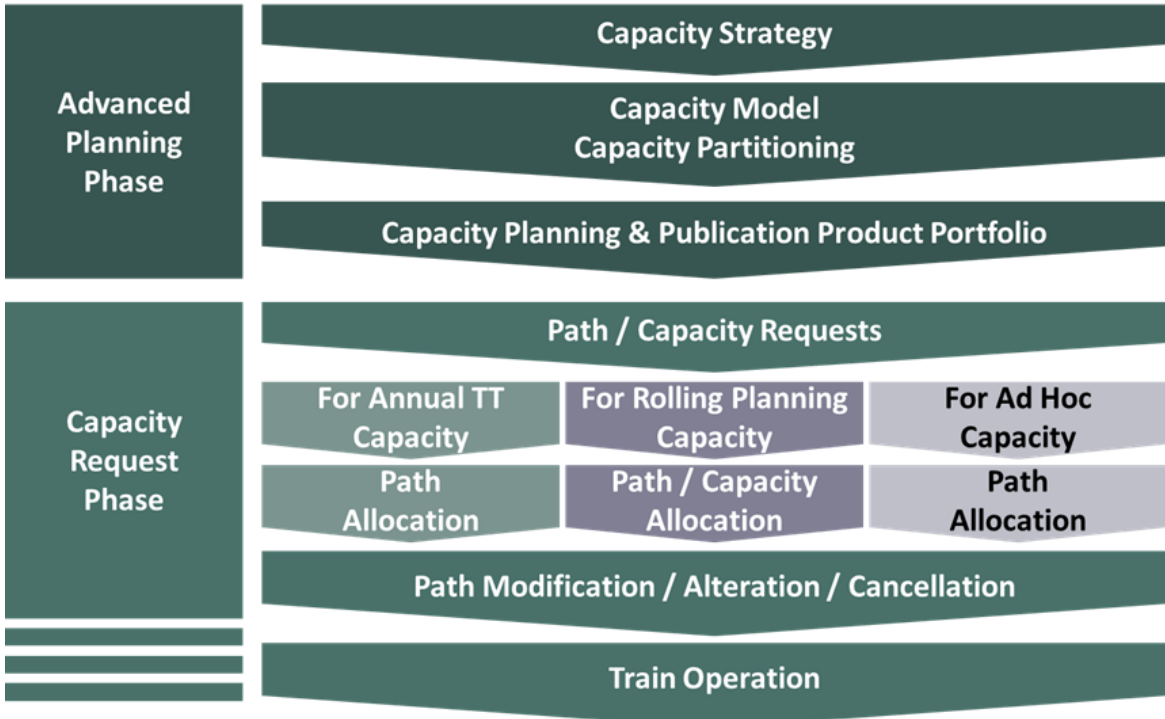
SECTION 4 – CAPACITY ALLOCATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
4.5.5	Dispute Resolution Process	<p><i>Directive 2012/34/EU Article 46 (3 and 6) and Annex IV. 3. d)</i></p> <p>State, in which situations it will be applicable.</p> <p>Provide contact names and addresses of the bodies involved.</p> <p>Describe in detail the information applicants must provide 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) conflicting train paths requested by all other applicants;</p> <p>(b) conflicting train paths allocated on a preliminary basis to all other applicants;</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>	
4.6	Congested Infrastructure	<p><i>Directive 2012/34/EU Article 47 and Annex IV 3. e)</i></p> <p>Quote or refer to the national law 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 Network Statement.</p> <p>Quote or refer to the priority criteria to be used when an area is declared congested and the procedure to be followed.</p> <p>Where infrastructure is congested, the Network Statement should clearly indicate the IM's procedure for undertaking Capacity Analysis and preparing its Capacity Enhancement Plan.</p>	
4.7	Exceptional Transport 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>	

SECTION 4 – CAPACITY ALLOCATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
4.8	Rules After Path Allocation		
4.8.1	Rules for Path Modification	<p><i>RNE Handbook for international path modification management</i></p> <p>Describe the timeline and rules for modification of requests by applicants.</p> <p>Refer to chapter 5.6.1 for penalties for modified paths if applicable.</p>	
4.8.2	Rules for Path Alteration	<p><i>RNE Handbook for international path alteration management</i></p> <p>Describe the timeline and rules for alterations done by the IM.</p> <p>Refer to chapters 4.3. and 5.6.2 for penalties for altered paths if applicable.</p>	
4.8.3	Non-Usage Rules	<p>Directive 2012/34/EU Article 36 and Article 52 (2)</p> <p>Describe the thresholds for non-usage of allocated paths.</p> <p>Refer to chapter 5.6.3 for penalties for non-used paths if applicable-</p>	
4.8.4	Rules for Cancellation	<p>Describe the deadlines for cancellation of planned train services.</p> <p>Refer to chapter 5.6.4 for penalties for cancelled paths if applicable.</p>	
4.9	Redesign of the International Timetabling Process (TTR)	<p>Provide information on TTR, if applicable to the IM, as specified in the below subchapters.</p>	
4.9.1	Objectives of TTR	<p>Describe what TTR and its objectives are.</p> <p>Provide link to existing documents and websites where available.</p> <p>The information included about TTR in the individual Network Statements 2022 should be in line with what is/will be included in the TTR national implementation plans for timetable 2022. The below common structure and the respective recommended texts are based on the overall TTR implementation plan as agreed between the members of RNE and FTE.</p>	
4.9.2	Process Components	<p>List and briefly describe the main process components of TTR. These are capacity strategy, capacity model (for this see chapter 4.9.3.1),</p>	

SECTION 4 – CAPACITY ALLOCATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		TCRs (for this see chapter 4.3), Annual Request and Rolling Planning Request methods.	
4.9.3	Implementation	Provide information whether the IM implements TTR and its implementation timeline displayed on a graph.	
4.9.3.1	Capacity Needs Announcements	<p>Provide information to applicants about the possibility for them to give input into the capacity model by announcing their capacity needs as follows:</p> <ul style="list-style-type: none"> - When and how they can announce their capacity needs (new service or production plans) to the IM (given that at X-18 all foreseeable capacity needs should be known, applicants should be given a chance to announce these capacity needs before X-18.) - Which information must be provided (e.g. harmonised announcements for international traffic). - How the IM will use this information to develop the capacity model and what other criteria will be used. - Explanation that CNAs are non-binding indications of capacity needs, which are however used as a basis to design the capacity offer. <p>What happens in case the IM identifies overlapping capacity needs in this phase, including information on the procedure between IM and applicants to discuss capacity needs announcements.</p>	
4.9.3.2	Capacity Model	<p>Provide information about the capacity model as follows:</p> <ul style="list-style-type: none"> - What it is and its purpose 	
4.9.4	TTR Pilot Project	<p>Provide information that TTR pilot projects are being conducted and describe the following aspects:</p> <ul style="list-style-type: none"> - Objectives of the pilot - Scope of the pilot - Link to the Pilot Information Document or to the website where it is publicly available or to an Annex of the Network Statement 	

SECTION 4 – CAPACITY ALLOCATION			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		State if and in which pilot project the IM participates.	

SECTION 4 – CAPACITY ALLOCATION Recommended Texts	
Number of section / chapter	Recommended text
4.1	This chapter defines the procedures for the allocation of capacity.
4.2 About PCS	<p>PCS is an international path request coordination system for Railway Undertakings (RUs) and other applicants, Infrastructure Managers (IMs,) Allocation Bodies (ABs) and Rail Freight Corridors (RFCs). The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Furthermore, PCS is the only tool for publishing the binding PaP and Reserve Capacity offer and for managing international path requests on RFCs.</p> <p>Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu.</p> <p>More information can be found on http://pcs.rne.eu.</p>
4.9.1 Objectives of TTR	<p>RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA) are currently working on a Redesign of the International Timetabling Process (TTR). The objective of TTR is to harmonise and improve the European rail timetabling system to significantly increase the competitiveness of railway transports.</p> <p>TTR consists of different components, including in particular an improved planning of the distribution of infrastructure capacity (including temporary capacity restrictions) and the introduction of new capacity allocation processes.</p> <p>The purpose is to better serve all market needs and achieve an optimised use of existing infrastructure capacity. In particular for passenger traffic it will mean earlier availability of the final timetable allowing earlier and more reliable ticket purchasing for passengers. For the majority of freight traffic, it will mean more possibilities for short-term path requests and thus more flexibility to better meet customers' needs.</p> <p>Detailed information on the project can be found on ttr.rne.eu and http://www.forumtraineurope.eu/services/ttr/ as well as on the [IM's name]'s website: [please add link, if applicable].</p> <p>TTR is planned to be fully implemented for the timetable 2025 provided that it is supported by the European and national legal framework.</p>

SECTION 4 – CAPACITY ALLOCATION Recommended Texts	
Number of section / chapter	Recommended text
<p>4.9.2</p> <p>Process Components</p>	<p>The TTR process is built around the following components:</p>  <p>The essential components are described in further detail below.</p> <ul style="list-style-type: none"> • Capacity Strategy (X*-60 to X*-36 months): The capacity strategy is the long-term capacity planning of the IM for a dedicated line, a part of a network or entire network. The major aim of the capacity strategy is to provide a first overview of available capacity on the infrastructure in the future and of future capacity needs. It enables the IM to share future capacity needs with neighbouring IMs and applicants. • Capacity Model (X*-30 to X*-18 months) with Capacity Partitioning: The capacity model gives a more detailed definition of the demand forecast, and allows the partitioning of capacity into Annual Planning, Rolling Planning, and Temporary Capacity Restrictions and unplanned capacity (where available). Applicants have the possibility to give input into the capacity model by announcing their capacity needs and can provide their reaction on the proposed capacity partitioning. The capacity needs announcements and the capacity model are described respectively in chapters 4.9.3.1 and 4.9.3.2. • International alignment on TCRs: Temporary Capacity Restrictions (TCR) may occur in case of maintenance, renewal, or building of the infrastructure or other restrictions of use, which have an impact on the available capacity on a line. They refer to TCRs with major, high, medium and minor impact as well as to possessions (unavailability of paths due to e.g. maintenance). TCRs are necessary to keep the infrastructure and its equipment in good condition and to allow

SECTION 4 – CAPACITY ALLOCATION
Recommended Texts

Number of section / chapter	Recommended text
	<p>infrastructure development in accordance with market needs (see chapter 4.3 for more information).</p> <ul style="list-style-type: none"> Capacity for Annual requests: Capacity to be coordinated at a defined deadline or made available for requests placed after this deadline. Capacity for Rolling Planning requests: Dedicated capacity based on capacity bands for a defined time window or path, all these being used with specific requesting deadlines. Capacity for ad hoc requests: Unplanned capacity or residual capacity for requests submitted less than 30 days before operation. <p>*X stands for the day of timetable change 2025</p>
<p>4.9.3 Implementation</p>	<p>[IM's name] participates in the project implementation at national level according to the common timeline as described in the following graph. The TTR approach, especially the innovative process components are tested in pilots (see chapter 4.9.4) with the goal of evaluating the system and providing possible adjustments or improvements to the project prior to national TTR process implementation (for more information see chapter 4.9.4).</p> <p>As a first step of the national process implementation, [IM's name] plans to elaborate the capacity model during timetable 2021-2022.</p> <p>[Provide the implementation timeline in form of a graph here (see below general RNE TTR implementation plan, which is only an example for demonstration purposes in the NS CS). To be provided by the TTR national implementation managers based on the national TTR project/implementation plans.]</p> <div data-bbox="363 1218 1485 1413" data-label="Diagram"> <pre> graph LR A[Capacity Strategy] --> B[Capacity Model] B --> C[Path Planning] C --> D[Capacity Request] D --> E[TIME-TABLE 2025] </pre> </div> <p>For more information, please contact the TTR national implementation manager of [IM's name]: [add contact details or refer to chapter 1.6 Contacts]</p>
<p>4.9.3.1 Capacity Needs Announcements</p>	<p>Applicants can announce their capacity needs to [IM's name] between X*-30 and X*-18 months for timetable 2025 by means of [please specify: e.g. contact person/department within IM where the announcements can be placed; IT tool or template to be used].</p> <p>Applicants should provide the following information in their capacity needs announcements:</p> <ul style="list-style-type: none"> - Type of information 1, - Type of information 2, - etc. [please complete the list applicable to your IM]. <p>Capacity needs announcements are considered as non-binding indications by applicants about expected future capacity needs.</p> <p>In case [IM's name] identifies overlapping capacity needs announcements, [IM's name] will discuss with the applicants concerned with a view to identify possible solutions. [IM's name] will use the information provided as input to the capacity model (for more information about the capacity model see chapter 4.9.3.2). Under no circumstances can [IM's name] guarantee the</p>

SECTION 4 – CAPACITY ALLOCATION Recommended Texts	
Number of section / chapter	Recommended text
	<p>inclusion of all expressed capacity needs announcements into the final capacity model, nor can capacity needs announcements result in any priority in the following capacity allocation process.</p> <p>*X stands for the day of timetable change 2025</p>
4.9.3.2 Capacity Model	<p>The capacity model is based on [IM's name]'s capacity strategy (see chapter 4.9.2.1), market requirements (e.g. new service plans) and TCRs (Temporary Capacity Restrictions, see chapter 4.9.2.3) and serves as the baseline for all capacity requests. To fulfil this purpose, it assigns the capacity to the various commercial and technical needs ('capacity partitioning'), which generally are:</p> <ul style="list-style-type: none"> - Capacity required for TCRs; - Capacity available for annual requests (see chapter 4.9.2); - Capacity safeguarded for Rolling Planning requests (see chapter 4.9.2); - Unplanned capacity.
4.9.4 TTR Pilot Project	<p>Existing process components have been streamlined and improved, and some innovative process components and products newly created to fully cover all market requirements.</p> <p>In order to test the new process, especially the innovative process components, across Europe, pilot projects across several European countries have been operational since timetable 2019-2020. The purpose is to assess how the new TTR process effectively responds to the relevant objectives. It should also provide a possibility to adjust any critical aspects and make further adjustments before the actual implementation of the project and demonstrate first benefits for the market.</p> <p>In particular, the pilots are enabling a first application of the capacity model and are testing the benefits for the market of the Rolling Planning requests.</p> <p>The pilot lines along five Rail Freight Corridors where the new system is tested are:</p> <ul style="list-style-type: none"> • Mannheim – Miranda de Ebro (on RFC Atlantic) • Antwerp – Rotterdam (on RFC North Sea – Mediterranean) • Munich – Verona (on RFC ScanMed) Mannheim – Northern Italy (on RFC Rhine-Alpine) • Břeclav – Tarvisio-B./Jesenice/Spielfeld (on RFC Baltic-Adriatic) <p>To be used by IMs participating in a pilot project:</p> <p>[IM's name] is involved in the [Pilot line] pilot. Further information related to the [Pilot line] pilot can be found in the Pilot Information Document: link to the document and [state where national pilot information is available].</p> <p>For more information, you may also contact the pilot manager: [add contact details or refer to chapter 1.6 Contacts or the Pilot Information Document]</p> <p>For details about the capacity dedicated as 'safeguarded capacity for Rolling Planning requests' please see Annex X [publication of your IM displaying the Rolling Planning capacity] [or IM website link where the information will be published].</p> <p>In order to have enough time for the preparation of a good-quality offer, Rolling Planning requests can be placed at the earliest four months prior to the first day of operation and at the latest one month prior to the first day of operation. However, requests need to respect the published</p>

SECTION 4 – CAPACITY ALLOCATION Recommended Texts	
Number of section / chapter	Recommended text
	<p>characteristics of the capacity band. After the above-mentioned deadlines, the unused safeguarded capacity is added to the remaining capacity.</p> <p>For Rolling Planning requests, [IM name] will prepare the answer (draft offer) to a path request as soon as possible or at the latest within four weeks.</p>

SECTION 5 – SERVICES AND CHARGES			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
5	SERVICES AND CHARGES		
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 them.</p>	
5.2	Charging Principles	<p><i>Directive 2012/34/EU Article 29 (1), Articles 31-36., and Annex IV (2)</i></p> <p>State what the basis for the IM's charges is, e.g. 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>Alternatively, indicate a website where the charging framework and the charging rules are published. (<i>Art. 29 par. 3</i>)</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 financial guarantees, incl. credit ratings of the applicants, shall be mentioned here, if applicable.</p>	
5.3	Minimum Access Package and Charges	<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 granted capacity; (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; 	

SECTION 5 – SERVICES AND CHARGES			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		<p>(f) all other information required to implement or operate the service for which capacity has been granted.</p> <p>State/, which charges are applied within the minimum access package (i.e. basic charge, shunting fee, short-term stabling, other).</p> <p>Provide methods for calculating charges (formulas, coefficients).</p> <p>Provide tariffs or a reference to the price list.</p>	
5.4	Additional Services and Charges	<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 the services are delivered by the IM, or by other suppliers, who may be referred to.</p> <p>Provide tariffs or a reference to the price list.</p>	
5.5	Ancillary Services and Charges	<p><i>Directive 2012/34/EU, Annex II (4)</i></p> <p>Product definition – including usage conditions for each of the services listed, also stating, if the services are delivered by the IM, or by other suppliers, who may be referred to.</p> <p>Provide tariffs or a reference to the price list.</p>	
5.6	Financial Penalties and Incentives		
5.6.1	Penalties for Path Modification	<p>Describe the criteria and conditions under which they apply along with the penalty fee.</p> <p><i>Regulation 2016/545/EU Articles 16, 17</i></p> <p>Describe, if modification or termination of framework agreements are penalised, if applicable.</p>	
5.6.2	Penalties for Path Alteration	Describe the criteria, if and conditions under which they apply along with the penalty fee.	
5.6.3	Penalties for Non-usage	<p><i>Directive 2012/34/EU Article 36</i></p> <p>Charges for paths that are allocated but not used.</p> <p>Describe the criteria and conditions under which they apply along with the penalty fee if applicable:</p> <ul style="list-style-type: none"> - reservation charge for capacity that is allocated but not used. 	

SECTION 5 – SERVICES AND CHARGES			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
		In addition, describe fees for capacity requested but not allocated (booking fees, administrative fees – if applicable).	
5.6.4	Penalties for Path Cancellation	Describe the criteria and conditions under which they apply along with the penalty fee, if applicable: <ul style="list-style-type: none"> - capacity that is allocated but cancelled by the applicant 	
5.6.5	Incentives / Discounts	If incentives/discounts are provided, the Network Statement shall clearly specify, which lines are concerned, which types of trains are entitled to discounted charges, and during which time period the discount is applicable. Provide separately information on incentives resulting from EU law (ETCS, NDTAC, framework agreements) and national law.	
5.7	Performance Scheme	<i>Directive 2012/34/EU Article 35, Annex IV 5 and Annex VI (2).</i> The further structure of the information about Performance Scheme could be for instance: <ul style="list-style-type: none"> 5.7.1 General principles and objectives 5.7.2 Performance monitoring 5.7.3 Financial model 5.7.4 Governance and dispute resolution system 	
5.8	Changes to Charges	<i>Directive 2012/34/EU Article 32 (6) and Annex IV (2)</i> Planned changes. Statements guaranteeing the charges for the whole timetable year. And if not, description of how and when applicants will receive information on changes and/or description of how changes are going to be decided on 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.	
5.9	Billing Arrangements	State, who bills customers for the services, the terms and conditions including non-payment, etc.	

SECTION 6 – OPERATIONS			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
6	OPERATIONS	Note: Other, operational cooperation must be included in Section 6. Operations, not in Section 1.	
6.1	Introduction	Rules concerning the obligations of the applicant and/or the IM to be followed for train and shunting operations	
6.2	Operational Rules	<p><i>Directive 2007/59/EC ANNEX VI - 8. LANGUAGE paragraph (2)</i></p> <p>List of operational (incl. safety) rules or a reference or link, if listed in another place.</p> <p>Name the entity responsible for establishing and publishing these rules (e.g. the IM, the RB or the Ministry of Transport, others) and its contacts (if not yet mentioned in chapter 1.6 Contacts).</p> <p>The operational language(s) could be stated, in compliance with the TSI OPE.</p> <p>If in sections between the borders and the stations situated close to the borders and designated for cross-border operations the driver has been exempted by the IM from the requirements to communicate at level B1 of the CEFR, indicate it here.</p> <p>State all existing cross-border-agreements if not yet mentioned in another place.</p>	
6.3	Operational Measures		
6.3.1	Principles	Refer to existing procedures and contractual arrangements (in each case by an annex or a link).	
6.3.2	Operation Regulation	Describe or refer to existing directives or policies regarding disposition/dispatching under normal (planned) operational conditions.	
6.3.3	Disturbances	<p><i>Directive 2012/34/EU Article 54</i> <i>913/2010/EU Article 17(2)</i></p> <p>Describe or refer to existing directives or policies regarding disposition/dispatching in case of disturbances (unforeseen operational conditions).</p> <p>Mention here also bi- or multilateral agreements, especially concerning RFCs, e.g. RNE ICM Handbook.</p> <p>Consider the proposed text included in the specific 'Recommended Texts' table below.</p>	

SECTION 6 – OPERATIONS			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
6.4	Tools for Train Information and Monitoring	<p>List or refer to domestic or international tools permitting to follow train operations and additional information (e.g. delays) in real time such as RNE's TIS.</p> <p>Consider the proposed text included in the specific 'Recommended Texts' table below.</p>	
Number of section / chapter	Recommended text		
6.3.3	<p>About International Contingency Management (ICM):</p> <p>If large incidents with significant international impact occur, international coordination of incident management is needed.</p> <p>For international disruptions longer than 3 days with a high impact on international traffic, the International Contingency Management applies.</p> <p>Rail Freight Corridors act as facilitators with respect to the disruption management and the communication process. They have developed and published re-routing overviews and operational scenarios together with their member IMs. A reference to the re-routing overview and scenarios can also be found in Book 4, chapter 5 of the Corridor Information Document (see chapter 1.7.1 of this NS).</p> <p>Describe here the allocation principles to be applied in case of international disruptions (national rules or the rules described in chapter 3.2 of the ICM Handbook).</p> <p>The RUs are involved according to national incident management procedures and are in charge of communicating train-specific information to their customers.</p> <p>Describe here how the RUs will be informed about the international disruption and how they will be involved in the process of solving the disruption.</p> <p>More details are described in the International Contingency Management Handbook, which can be found at http://rne.eu/wp-content/uploads/International_Contingency_Management_Handbook_final_v1.5.pdf OR on the RNE website. This handbook describes standards that aim to allow continuation of traffic flows at the highest possible level despite an international disruption and assure transparency of the status of the disruption and its impact on traffic flows for all relevant stakeholders across Europe. It defines disruption management and communication processes that complement national incident management procedures to allow for better international cooperation of IMs and ABs.</p>		
6.4	<p>About TIS:</p> <p>TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from [IM name]'s systems and all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders.</p> <p>RUs and terminal operators may also be granted access to the TIS and they can join the RNE TIS Advisory Board. All members of this Board grant all other members full access to TIS data if they are involved in the same train run. Without it, mutual agreements have to be signed between RUs and between RUs and terminal operators.</p> <p>Access to TIS is free of charge. A user account can be requested via the RNE TIS Support:</p>		

SECTION 6 – OPERATIONS			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
	support.tis@rne.eu More information can be found on http://tis.rne.eu		

SECTION 7 – SERVICE FACILITIES			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
7	SERVICE FACILITIES	Information in this section is provided by the IM according to the portfolio of SFs operated by him or connected to his network and the availability of data/information. Note that contrary to the former legal situation, information on SFs has to be provided at the same validity and legal quality level as information on tracks since entry into force of EU Implementing Regulation 2017/2177. Information on SFs not managed by the IM can be integrated through the procedure described in Art. 5 (1) Reg. 2017/2177.	
7.1	Introduction	<i>Directive 2012/34/EU Art. 13, 27 (2), 31, Annex IV and Implementing Regulation No, 2017/2177/EU</i>	
7.2	Service Facility Overview	State that the information given in this section corresponds to the provisions of Art. 4 of Regulation 2017/2177. If the relevant information is published in a separate list or a portal (e.g. European Rail Facilities Portal or existing IM portals like DB Netz AG's APN+) note the conditions of Art. 5 of Implementing Regulation 2017/2177 and add a link to it. <i>Article 5 (2) of Regulation 2017/2177</i> Specify here in the Network Statement or on the web portal the deadline to provide information or the link to be published in the Network Statement. Make a reference to the common template.	
7.3	Service Facilities Managed by the IM	General remark: Details on the different types of SFs provided in the subchapters of each SF can be varied depending on the kind of SF, e.g. its access conditions, conditions for applying to capacity or charges. If these contents or procedures are similar for several kinds of SFs operated by the IM, refer to the chapter concerned ('see above chapter 7.3.x') to avoid repetitions. Mention how the provisions of Art 15 of Regulation 2017/2177 are detailed. If needed, refer to chapter 2.6. If the information to be published in this chapter is available on a portal, add a link to it here and skip the below chapters.	
7.3.1	Common provisions	Provisions commonly applicable to each type of service facility should be described.	

SECTION 7 – SERVICE FACILITIES			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
7.3.2	Passenger Stations	<i>Directive 2012/34/EU Annex II. 2 a)</i>	
7.3.2.1	General Information	List all passenger stations operated by the IM according to no 7.2 regardless of their size or importance. The list can be organised in alphabetic order, by network or regional level, or (track) line by track (line).	
7.3.2.2	Services	Give a description of all rail-related services, which are supplied in the facility, and their type: <ol style="list-style-type: none"> 1. basic – Art. 3 no 1 EU-Reg. no 2017/2177 2. additional – Directive 2012/34/EU Annex II 3. 3. ancillary – Directive 2012/34/EU Annex II 4. Specify in a general or detailed manner, which services are provided in each passenger station or clusters of them in an annex or a link.	
7.3.2.3	Service Facility Description	Provide a description of the technical characteristics of the SF according to Art. 4 no 2 c) EU-Reg. no 2017/2177. Specify in a general or detailed manner, which services are provided in each passenger station or clusters of them in an annex or a link.	
7.3.2.4	Charges	<i>Directive 2012/34/EU Article 31 (7)</i> Describe <ul style="list-style-type: none"> - charging principles including potential discounts, - the charging system and tariffs 	
7.3.2.5	Access Conditions	Describe criteria derived from chapters 3.2 General Access Requirements and 3.4 Contractual Arrangements.	
7.3.2.6	Capacity Allocation	<i>Implementing Regulation 2017/2177/EU Article 10 and 11 to 13</i> <i>Directive 2012/34/EU Article 28</i> Describe the procedure of capacity allocation <ul style="list-style-type: none"> - procedure for requesting access or services - response to requests - coordination process, - priority criteria and their application, - search for viable alternatives, - conclusion of the necessary agreements or - refusal of access. 	

SECTION 7 – SERVICE FACILITIES			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
7.3.3	Freight Terminals	<i>Directive 2012/34/EU Annex II 2 b)</i> Note general remark to chapter 7.3.	
7.3.4	Marshalling Yards and Train Formation Facilities, including Shunting Facilities	<i>Directive 2012/34/EU Annex II 2 c)</i> Note general remark to chapter 7.3.	
7.3.5	Storage Sidings	<i>Directive 2012/34/EU Annex II 2 d)</i> Note general remark to chapter 7.3.	
7.3.6	Maintenance Facilities	<i>Directive 2012/34/EU Annex II 2 e)</i> Note general remark to chapter 7.3.	
7.3.7	Other Technical Facilities, Including Cleaning and Washing Facilities	<i>Directive 2012/34/EU Annex II 2 f)</i> Note general remark to chapter 7.3.	
7.3.8	Maritime and Inland Port Facilities	<i>Directive 2012/34/EU Annex II 2 g)</i> Note general remark to chapter 7.3.	
7.3.9	Relief Facilities	<i>Directive 2012/34/EU Annex II 2 h)</i> Note general remark to chapter 7.3.	
7.3.10	Refuelling Facilities	<i>Directive 2012/34/EU Annex II 2 i)</i> Note general remark to chapter 7.3.	

SECTION 7 – SERVICE FACILITIES			
Number of section / chapter	Heading	Implementation Guide	Remarks (version control)
	Annexes Numbering	<p>Annexes shall be numbered according to one of the following 2 criteria:</p> <p><u>Option A</u></p> <p>The section number 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 section number 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>	