

NETWORK STATEMENT

Appendix B.4

Preparation and publication of train paths

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PREPARATION AND PUBLICATION OF TRAIN PATHS

1. GENERAL REMARKS

As set out in the network statement, the timetable period runs for one year.

Certain train paths are not provided on all days of the timetable period. A running period, a weekly characteristic, the exceptional days and a public holiday characteristic are used to determine when a train path is provided.

1.1. RUNNING PERIOD

The running period is the period for which a path is provided or not provided.

The various running periods are cited in the infrastructure manager's documents by means of abbreviations:

| | |
|------------|---|
| RCV | The path is only provided during the annual holiday period. |
| NCV | The path is not provided during the annual holiday period. |
| RTP | The path is only provided during the tourist season. |
| NTP | The path is not provided during the tourist season. |
| PSP | The path is only provided during a special period or on specific dates. |
| RRR | The path is provided for the entire timetable period. |

Where no running period is cited, the path is provided for the entire timetable period.

1.2. WEEKLY CHARACTERISTIC

1.2.1. GENERALITIES

The days of the week when a path is provided or not provided are defined by the 'weekly characteristic'.

The various weekly characteristics are cited in the infrastructure manager's documents by means of a combination of letters and numbers.

1.2.2. MEANING OF THE LETTERS USED

R: The path is provided on specific days or all days of the week.

N: The path is not provided on specific days or all days of the week.

1.2.3. MEANING OF THE NUMBERS USED

| | |
|---|----------------------------|
| 1 | Monday ⁽¹⁾ |
| 2 | Tuesday ⁽¹⁾ |
| 3 | Wednesday ⁽¹⁾ |
| 4 | Thursday ⁽¹⁾ |
| 5 | Friday ⁽¹⁾ |
| 6 | Saturday ⁽¹⁾ |
| 7 | Sunday and public holidays |

⁽¹⁾ Except if this is a public holiday

The 10 legal public holidays are:

- 1 January (New Year's Day);
- Easter Monday;
- 1 May (Labour Day);
- Ascension;
- Whit Monday;
- 21 July (Belgian National Day);
- 15 August (Assumption);
- 1 November (All Saints);
- 11 November (Armistice);
- 25 December (Christmas).

Note:

~~If a legal public holiday falls on a Saturday or Sunday, it is not regarded as a public holiday for train service.~~

1.2.4. GENERAL RULES FOR THE COMPOSITION OF THE WEEKLY CHARACTERISTIC

- Numbers are never used without the addition of a letter;
- Numbers follow the letter in increasing numerical order;
- Where several combinations of letters and numbers have the same meaning, the composition used is the one that carries the fewest characters;
- Where several combinations of letters and numbers have the same meaning and the same number of characters, the most positive indication will be used.

1.2.5. COMPOSITION OF THE WEEKLY CHARACTERISTIC WITH THE LETTER R

The letter R may or may not be followed by one or more numbers (for example R6, R345 or R).

This means that:

- the numbers following the letter R determine the days of the week on which a path is provided;
- the letter R alone means that the path is provided every day of the week.

1.2.6. COMPOSITION OF THE WEEKLY CHARACTERISTIC WITH THE LETTER N

The letter N is always followed by one or more numbers (for example N3, N67).

This means that the numbers following the letter N determine the days of the week on which the path is not provided.

1.3. EXCEPTION DAYS

Exception days are (special) days on which the path is not provided or must additionally be provided, contrary to its weekly characteristic and running period.

2. PREPARATION OF THE TIMETABLES

2.1. BASIC PRINCIPLES

The infrastructure manager allocates a path, taking into account:

- the demand from the various railway undertakings;
- the train characteristics (for example: the category, the traction equipment, the brake operating conditions, the authorised load, the length, the speed, the presence of different types of rolling stock or loads, etc);
- the infrastructure operation possibilities;

- the possibilities for reception in the infrastructure manager's installations;
- the time necessary for various operations in stations (for example: passenger movements, coupling or uncoupling rolling stock, change of front unit, conduct of the visit and the brake tests, etc);
- the regularity of the traffic (regulating time and reserve in the journey time);
- the efficient use of the capacity available on the lines travelled.

2.2. PREPARATION

The creation of a train path implies that the infrastructure manager::

- assigns a number identifying the train path;
- assigns the running period and the weekly characteristic;
- determines the specific days, if any, on which the train path must be provided or not be provided, as requested by the train path applicant;
- determines the arrival or departure times in each installation where an ordinary stop or a service stop is scheduled;
- determines the times of passing the main installations and the junctions;
- determines the reserve to be included in the journey times (for example the absorption of losses in running times for the crossing of zones with reduced speeds because of works);
- communicates the path details to the relevant infrastructure manager staff;
- conveys the path details to the railway undertaking.

2.3. SERVICE STOP

A service stop is a stop that a train is required to make for non-commercial reasons (for example change of traction material, train crew handover, operational reasons, etc).

A service stop is assigned by the infrastructure manager (possibly at the request of the railway undertaking).

Two types of service stop are provided for:

- service stops to be complied with under all circumstances;
- service stops to be complied with if the signals require.

3. PUBLICATION OF TRAIN PATHS

3.1. TIMETABLING PERIOD (= SEASONAL SERVICE)

The infrastructure manager publishes the train path data on its intraweb, the B2B server and the Business Corner.

This involves the following publications, among others:

- The link to the "Time In" application;
- Working timetables for trains and individual runs;
- List of freight trains (HKM) with train data.

The publication takes into account the provisions of the Law dated 30 August 2013 *concerning the Rail Code* with regard to the use of the railway infrastructure.

The railway undertaking is responsible for the publication of the train path data for its departments and customers.

3.2. DAILY ADJUSTMENTS

The daily adjustments are published by means of bulletins, but can also be consulted via the "Time In" and "Daily In" applications. Each railway undertaking receives a copy of the bulletins that concern it.

3.3. INFRASTRUCTURE MANAGER BULLETIN

Each year the infrastructure manager publishes a bulletin containing the following data, which applies to the first timetable period after the current period:

- the dates of the running periods;
- the dates of the annual public holidays;
- the applicable dates of the interim changes.

Each railway undertaking receives a copy of this bulletin.

3.4. REVIEW

The infrastructure manager and the railway undertaking review the received train sheets and bulletins carefully and immediately report all necessary improvements.

4. EXAMPLES OF WEEKLY CHARACTERISTICS

| CHARACTERISTIC | MEANING |
|----------------|---|
| R | <ul style="list-style-type: none"> • Runs every day of the week, including Sundays and public holidays. |
| R3 | <ul style="list-style-type: none"> • Runs only on Wednesdays, except holiday Wednesdays. |
| R7 | <ul style="list-style-type: none"> • Runs only on Sundays and public holidays. |
| N1 | <ul style="list-style-type: none"> • Not on Mondays, except holiday Mondays. • Does run on other days of the week. |
| N7 | <ul style="list-style-type: none"> • Not on Sundays and public holidays. • Does run on other days of the week. |
| N17 | <ul style="list-style-type: none"> • Not on Mondays. • Not on Sundays and public holidays. • Does run on other days of the week. |