INFRABEL
Right On Track

Network Statement

Valid from 15/12/2019 to 12/12/2020

Version of 13/12/2019

VERSION CONTROL

Version	Date	Adaptations *(More details can be found in the document "Network Statement – Modifications", which is available on the website www.infrabel.be)*
1	07.12.2018	**First version** *Note for point 4.9 and chapter 6: As indicated in the introduction to these points, the texts still need to be changed, after the legal framework has been adjusted and/or after consulting the applicants who will be contacted at the appropriate time.*
2	01.04.2019	The main modifications concern: – General: updating of legal references and adaptation of contact details and internet sites; – Points 1.4.3.3, 2.2.2 and 4.2.2.1.2: adaptation of the texts relating to the liberalisation of the national passenger transport market in accordance with the law of 11/01/2019 amending the Rail Code; – Point 1.4.3.1: extension of the competences of the Regulatory Body for Railway Transport and for Brussels Airport Operations with regard to its task of handling complaints, in accordance with the law of 11/01/2019 amending the Rail Code; – Erratum point 4.3.2.2.2.2: clarification that the term mentioned is the final publication term;
3	16.05.2019	– Point 1.8.6 *Corridor One-Stop Shop*: There is currently no contact for RFC Rhine-Alpine. Requests can be made to the specified functional mailbox or to the contacts of the other RFCs; – Erratum point 3.3.3.3 *Communication systems*: modification of the date on which the railway undertaking must inform Infrabel of the measures taken to prevent interference.
4	10.07.2019	– Point 1.8 *Contacts*: adjustment of the contact details; – Point 2.2.5 *Cover of liabilities*: adaptation of the Royal Decree of 8 December 2013 establishing the minimum amount for the coverage of civil liability for driving on the railway infrastructure, by the Royal Decree of 23 May 2019; – Point 3.3.3.3 *Communication systems*: new information regarding the ETSI TS 102 933-1 and TS 102 933-2 standards; – Points 3.6, 3.7, 5.3, 5.4, 5.5 and 6.1 *Service facilities*: transfer of information to appendix E.2; – Points 4.5.2 *Nature of the Temporary Capacity Restrictions* and 4.5.5 *Consultation and information to applicants*: addition of information on the national operating window and withdrawal of appendix B.5.
5	21.08.2019	Updating the links to websites.

6	28.10.2019	– General: updating of legal references and adaptation of contact details, internet sites, logos, descriptive texts, … – Point 4.5 *Allocation of capacity for maintenance, renewal and enhancements:* withdrawal of the national operating window.
7	13.12.2019	– General: adaptation of contact details and descriptive texts; – Point 2.2.1.2 : Reduction of the period between the first contact with Infrabel and the first capacity request for non-railway undertaking applicants (3 months → 4 weeks); – Points 2.2.2 en 2.3.1.2: Reformulation of some principles concerning the conclusion of the local agreement; – Point 2.8.2: introduction of the principles relating to the derogation that Infrabel can grant with regard to the train drivers' knowledge of languages; – Point 4.2.2.1.1: Clarification of the obligation for the applicant requesting capacity for a freight train departing from or arriving at a facility which is not the origin or destination of the wagons to provide certain additional information; – Point 4.4.1.3: Clarification of exceptions to the First in First Served principle used to deal with competing requests in the context of the allocation of train paths outside the timetabling process and during the current timetable; – Point 4.4.3: Adaptation of the principles on the consideration of previous levels of train path utilisation when setting priorities in the process of allocating train paths in the case of congested infrastructure; – Point 4.5: Clarification of the possible revision of the texts on the allocation of capacity for maintenance, renewal and enhancement at the beginning of 2020 in consultation with the sector and/or as a result of a decision by the regulatory body; – Point 4.8.2: Addition of information concerning international contingency manangement; – Appendices B: Merging of some appendices and renumbering.

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1.

GENERAL INFORMATION

1.1 Introduction

Infrabel is a limited liability company under public law. Its mission is set out in a management contract with the government and consists of public service obligations. Infrabel wishes to contribute to sustainable mobility within the European rail network in order to boost economic and social development in Belgium.

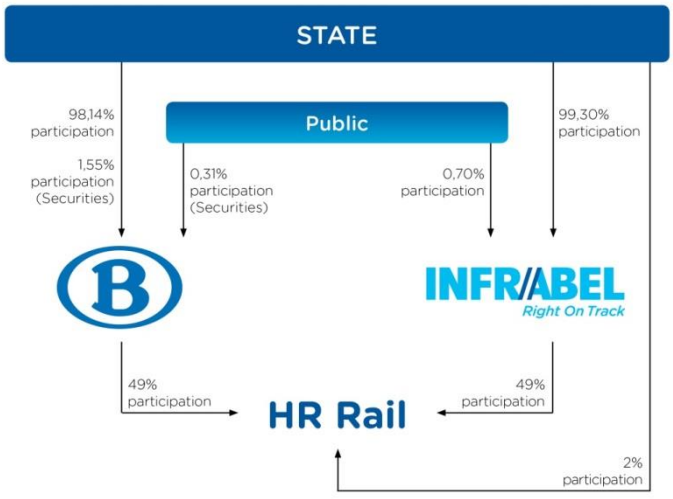
Infrabel has the status of both infrastructure manager and operator of service facilities. Within the context of these two statutes, Infrabel offers its customers, a competitive railway infrastructure, as well as quality services adapted to their needs. In this document, Infrabel must be considered:

- as operator of service facilities when reference is made to the service facilities;
- as infrastructure manager when reference is made to the elements of the infrastructure.

In addition to the daily management, maintenance and further development of this infrastructure, Infrabel is also responsible for the control and the safety of all train traffic.

The Law dated 30 August 2013 *concerning the Rail Code* (Articles 20 to 22) gives the infrastructure manager the task of drafting and publishing the network statement after consultation with the regulatory body, the applicants (see definition in Annex A.1) that wish to obtain capacity and the railway undertakings travelling on the network.

The position of Infrabel in the Belgian railway sector is shown by the organisation chart below



1.2 Objective

The network statement's objective is to inform applicants, the authorities and other interested parties about the infrastructure manager's own infrastructure, and about the terms and conditions for allocation of capacity and its use.

The network statement describes the services offered by Infrabel as infrastructure manager or operator of service facilities , as well as by the other operators of service facilities and service providers, together with information about where these services can be accessed, how they are allocated, what charges apply, and the conditions for gaining access to services.

1.3 Legal framework and regulation

The network statement is based on the following consolidated regulatory texts:

- Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 *concerning a European Rail Network for Competitive Freight* ;
- Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 *on the European Union Agency for Railways* and repealing Regulation (EC) No 881/2004;
- Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 *on railway safety* (recast);
- Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 *on the interoperability of the rail system within the European Union* (recast);
- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 *establishing a single European railway area*;
- Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 *amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure*;
- Delegated and implementing acts for the aforementioned Directives (particularly Technical Specifications for Interoperability);
- Law dated 30 August 2013 *concerning the Rail Code* (hereafter Rail Code) and the relevant Royal Decrees and ministerial orders;
- Various regulations drawn up by Infrabel, UIC, etc.

The table below provides an overview of all the sources the legal framework refers to:

Legal framework	Consultation addresses
Regulations, directives and delegated and implementing acts (particularly Technical Specifications for Interoperability (TSI))	European Union law: Eur-lex.europa.eu/homepage.html?locale=en
Laws, Royal Decrees (RD) and ministerial orders (MO)	Federal Public Service for Mobility and Transport: www.mobilit.belgium.be or Belgian Gazette: www.just.fgov.be
The Regulation concerning the International Carriage of Dangerous Goods by Rail (RID)	Federal Public Service for Mobility and Transport: www.mobilit.belgium.be/nl/spoorwegverkeer/gevaarlijke_goederen/wetgeving

Legal framework	Consultation addresses
International Union of Railways (UIC) leaflets	International Union of Railways: www.uic.org In order to be able to consult these documents, applicants must apply to UIC.

1.4 Legal status

1.4.1 General remarks

Persuant to Article 3, 22° of the Rail Code, the network statement is the document which details the description of the network, the general rules for travelling on it, the deadlines, procedures and criteria relating to the systems for charging and allocation of the railway infrastructure capacities; this document also contains all other information required in order to apply for railway infrastructure capacities.

The network statement also describes the nature of the railway infrastructure accessible to the railway undertakings and contains information about the conditions for access to this infrastructure.

Furthermore the network statement includes information on the conditions for access to the service facilities, whether or not operatred by Infrabel, connected to Infrabel's railway network, as well as on the services provided in these service facilities, or a link to the website where this information can be consulted freely, in accordance with article 21 of the Rail Code.

1.4.2 Liability

Some data provided in the present network statement may evolve according to the transposition of the European directives into Belgian legislation. Legislative or regulatory texts adopted after the publication of the network statement will be applicable automatically in line with the arrangements they provide for, without the need for the network statement to be updated. However, Infrabel undertakes to adapt the network statement following any change in legislation or regulations the month after their publication.

If, despite all the efforts of Infrabel to produce correct information, there should be any differences from legal texts, the latter shall prevail.

Infrabel strives in particular to rectify any reported errors as quickly as possible, and shall bear no further responsibility as a result.

Infrabel is not responsible for information in the network statement provided by third parties.

1.4.3 Appeals procedure

1.4.3.1 Administrative appeal

Pursuant to Article 62, § 5 of the Rail Code, with regard to its administrative appeals role, appeals may be made in writing, by registered letter, to the regulatory body (the Regulatory Body for Railway Transport and for Brussels Airport Operations, for the address: see 1.8.2) by any applicant, particularly to lodge an appeal against decisions by the infrastructure manager or, where applicable, the railway undertaking or the operator of the service facility if they consider themselves to have been the victim of unfair treatment, discrimination or any other harm with regard to:

- the preliminary version and the definitive version of the network statement or the criteria which it contains;
- the procedure for the allocation of infrastructure capacity and its results and the obligations that arise from this;

- the charging system, including the performance scheme set out in Article 23, third paragraph, the level or structure of the charges for the use of the railway infrastructure and the obligations arising from this;
- the provisions in terms of access to the railway infrastructure referred to in Articles 5, 6, 7, 8 and 9 of the Rail Code;
- the provisions in terms of access to service facilities contained in Article 9 of the Rail Code;
- the implementation of the perpetual easement referred to in Article 156 part 4, section 1 of the Law dated 21 March 1991 *reforming certain economic public undertakings*;
- traffic management;
- the renewal planning and the planned or unplanned maintenance;
- compliance with the requirements referred to in Articles 4/2/1, 26/1 and 26/2 of the Rail Code.

An administrative appeal shall not suspend the decision being challenged, unless otherwise decided and duly substantiated by the regulatory body at the request of the complainant.

1.4.3.2 Administrative resolution of disputes

In order to carry out their task relating to the administrative resolution of disputes, the regulatory body is authorised, in accordance with Article 62 Section 4 of the Rail Code, to make a decision:

- within ten working days, in relation to disputes over the allocation of railway infrastructure capacity, upon request from the infrastructure manager or from an applicant, and to do so without prejudice to the existing mechanisms for appeal. The procedure to be followed is described in the Royal Decree dated 21 March 2007 (Articles 2 to 5);
- within thirty working days, regarding the execution of the transport contract specified in Article 8 of the Law dated 30 August 2013 *regarding the reform of the Belgian railways* at the request of the infrastructure manager or the railway undertaking;
- within ten working days, disputes in connection with the performance scheme, without prejudice to the existing appeal procedures, at the request of the infrastructure manager or a railway undertaking.

1.4.3.3 Determining the possibility that a passenger transport service may endanger the economic equilibrium of a public service contract

In order to fulfil its supervisory mission and in accordance with Article 62, §3, 5° of the Rail Code, the regulatory body determines, at the request of the Minister, the infrastructure manager or the railway undertaking performing the public service contract concerned, whether the exercise of the right of access to the network for the operation of passenger transport services may endanger the economic equilibrium of a public service contract if the exercise of that right relates to the same route as the public service contract concerned or an alternative route. More details can be found in point 4.2.2.1.2.

1.5 Structure of the network statement

The structure of this network statement follows the *'Network Statement Common Structure'* approved by the European infrastructure managers belonging to *RailNetEurope* (see point 1.10), based on the applicable legal framework. This document is revised annually. The most recent version is available at the website of *RailNetEurope* (www.rne.eu/organisation/network-statements/). The purpose of this common structure is to ensure that all applicants and interested parties can find the same information in the same place in the network statements for the various countries.

The network statement is made up of six chapters, which form the main document and appendices giving further details:

- Chapter 1 gives general information about the network statement and contact persons;
- Chapter 2 defines the legal requirements and conditions of access to the railway network;
- Chapter 3 describes the main technical and functional characteristics of the railway network;
- Chapter 4 sets out the procedure for the allocation of the capacity;
- Section 5 gives an overview of the services offered by Infrabel and operators of service facilities linked to Infrabel's network;
- Chapter 6 refers to the charges for the services offered.

1.6 Validity and updating process

1.6.1 Validity period

The present network statement is valid for the timetable period from Sunday 15 December 2019 to Saturday 12 December 2020.

1.6.2 Updating process

Infrabel consults the applicants, the railway undertakings that are using the Belgian railway infrastructure and the regulatory body regarding the draft network statement no later than two months before the deadline for its publication. These parties have a period of one month to make their observations.

Moreover, Infrabel keeps the network statement up to date. Any modification of the network statement in the course of the year is announced on the site www.infrabel.be/nl/netverklaring in the document "*Network statement – Modifications*". In the event of a substantive modification, the railway undertakings, the applicants and the regulatory body are advised by letter or e-mail.

1.7 Publishing

The network statement is published no later than four months before the deadline laid down by the infrastructure manager for the submission of requests for railway infrastructure capacities (see point 4.3.1). Its publication is announced via a notice in the Belgian Gazette.

The network statement may be consulted free of charge on the site www.infrabel.be/nl/netverklaring.

The network statement is drawn up in French, Dutch and English. In the event of differences, or of difficulty of interpretation of the various versions, only the French and Dutch versions shall be valid.

1.8 Contacts

1.8.1 Infrabel

Area of Responsibility	Contact Details
General contacts network statement	*Traffic Management & Services* Directorate 10-31 I-TMS.514 Place Marcel Broodthaers, 2 B-1060 Brussels Tel: + 32 2 432 28 23 E-mail: customercare@infrabel.be
Account management (Key Account Managers)	*Traffic Management & Services* Directorate 10-31 I-TMS.511 Place Marcel Broodthaers, 2 B-1060 Brussels Tel: + 32 2 432 28 27 E-mail: accountmanagement@infrabel.be
Long-term (LT) path requests and timetable adaptations //YourMoves	*Traffic Management & Services* Directorate 10-30 I-TMS.351 Avenue Fonsny, 13 B-1060 Brussels **Freight** Tel: + 32 2 432 28 46 E-mail: longterm.freight@infrabel.be **Passengers** Tel: + 32 2 432 29 11 E-mail: network.passengers.path.allocation@infrabel.be
Short-term (ST) timetable adaptations and path requests for exceptional transports //YourMoves	*Traffic Management & Services* Directorate 10-30 I-TMS.353 Avenue Fonsny, 13 B-1060 Brussels E-mail: shortterm.traffic@infrabel.be bv.te@infrabel.be (Exceptional Transport)

Real-time (RT) timetable adaptations
//YourMoves
//YourXXL
	Traffic Management & Services Directorate
	10-06 I-TMS.461
	Rue Bara, 110
	B-1070 Brussels
	Fax : + 32 2 525 41 28
	E-mail: trafficcontrol.trainpathmanager@infrabel.be

Coordination works North and Centre	*Traffic Management & Services* Directorate 10-30 I-TMS.343 Avenue Fonsny, 13 B-1060 Bruxelles E-mail: itms.north.center@infrabel.be

Area of Responsibility	Contact Details
Coordination works South and Centre	*Traffic Management & Services* Directorate 10-30 I-TMS.344 Avenue Fonsny, 13 B-1060 Bruxelles E-mail: itms.south.center@infrabel.be
National works coordination cell	*Traffic Management & Services* Directorate 10-30 I-TMS.342 Avenue Fonsny, 13 B-1060 Bruxelles E-mail: itms.national.coordination.cell@infrabel.be
Local capacities **//YourShunts**	*Traffic Management & Services* Directorate 10-30 I-TMS.351.C Avenue Fonsny, 13 B-1060 Brussels E-mail: yourshunts@infrabel.be
Utilisation charges	*Traffic Management & Services* Directorate 10-31 I-TMS.512 Place Marcel Broodthaers, 2 B-1060 Brussels E-mail: 41423.gebruiksrechtredevance@infrabel.be
Exceptional transport Organisation: studies and authorisations **//YourXXL**	*Traffic Management & Services* Directorate 10-30 I-TMS.144 Avenue Fonsny, 13 B-1060 Brussels E-mail: yourxxl@infrabel.be
TTR Pilot & One-Stop Shop (OSS) Infrabel	*Traffic Management & Services* Directorate 10-30 I-TMS.352 Avenue Fonsny, 13 B-1060 Brussels Tel: + 32 2 432 28 20 E-mail: oss-rne@infrabel.be
National TTR Manager	Traffic Management & Services Directorate 10-30 I-TMS.352 Avenue Fonsny, 13 B-1060 Brussels Tel: + 32 2 432 28 08 Email: thomasgerd.vanbeveren@infrabel.be
Arbitration Punctuality	*Traffic Management & Services* Directorate 10-30 I-TMS.22 Avenue Fonsny, 13 B-1060 Brussels Tel: + 32 2 432 28 35 E-mail: arbitration_ponctuality@infrabel.be

Area of Responsibility	Contact Details
Traction Energy **//YourPower**	*Traffic Management & Services* Directorate 10-40 I-AM.24 Frankrijkstraat 85 B-1060 Brussels Tel: + 32 2 525 27 66 E-mail: yourpower@infrabel.be
Technical inspection of rolling stock (without the use of train paths) **//YourTechnicalControl**	*Traffic Management & Services* Directorate 10-30 I-TMS.143 Avenue Fonsny, 13 B-1060 Brussels Tel: + 32 2 432 29 41 E-mail: homat@infrabel.be
Admission of rolling stock (in train path)	*Traffic Management & Services* Directorate 10-30 I-TMS.145 Avenue Fonsny, 13 B-1060 Brussels Tel: + 32 2 432 57 48 E-mail: homat@infrabel.be

1.8.2 The Regulatory Body for Railway Transport and for Brussels Airport Operations (Service de Régulation du Transport ferroviaire et de l'Exploitation de l'Aéroport de Bruxelles-National)

Contact Person	Contact Details
Mr. Serge DRUGMAND, director	Kruidtuinlaan 50 bus 72 B-1000 Brussels Tel: + 32 2 277 45 22 www.regul.be E-mail: info@regul.be

1.8.3 Minister of Mobility, in charge of Belgocontrol and the National Railway Company of Belgium (*Société nationale des chemins de fer belges*)

Contact Person	Contact Details
Mr. François BELLOT	E. Blérotstraat 1 B-1070 Brussels Tel: + 32 2 238 28 00 E-mail: info@bellot.fed.be

1.8.4 Federal Public Service for Mobility and Transport

Area of Responsibility	Contact Person	Contact Details
Licences	Mrs. Françoise BONHEURE, advisor	City Atrium Rue du Progrès, 56 B-1210 Brussels Directorate-General for Sustainable Mobility and Railway Policy - Directorate for Railway Policy Tel: + 32 2 277 31 59 E-mail: francoise.bonheure@mobilit.fgov.be
Safety certificates, certification of staff and rolling stock	Mrs. Martine SERBRUYNS, director	City Atrium Rue du Progrès, 56 B-1210 Brussels *Service de Sécurité et d'Interopérabilité des Chemins de Fer (SSICF)* Tel: + 32 2 277 39 10 E-mail: martine.serbruyns@mobilit.fgov.be

1.8.5 Neighbouring Infrastructure managers

Information on the railway infrastructure of the neighbouring countries is also given in a network statement which is available from:

Country	Infrastructure Managers	Contact Details
Netherlands	ProRail	**ProRail B.V.** www.prorail.nl www.prorail.nl/vervoerders/network-statement
Germany	DB NETZE	**DB Netz AG** fahrweg.dbnetze.com/fahrweg-de fahrweg.dbnetze.com/fahrweg-de/kunden/nutzungsbedingungen/nutzungsbedingungen/schienennetz_benutzungsbedingungen
Luxembourg	ACF	**Administration des Chemins de Fer (Allocation body)** railinfra.lu/index.html railinfra.lu/Document_reference/index.html
Luxembourg	CFL	**Societé Nationale des chemins de fer Luxembourgeois (infrastructure manager)** www.cfl.lu (see network statement of ACF)
France	SNCF RÉSEAU	**SNCF Réseau** www.sncf-reseau.com/fr www.sncf-reseau.com/fr/documents-reference-reseau

RailNetEurope also provides links to the network statements of its members on its website: www.rne.eu/organisation/rne-network-members/.

Contact information for the OSS RNE can be found at www.rne.eu/organisation/oss-c-oss.

1.8.6 Corridor One-Stop Shop (C-OSS)

Competence	Contact Person	Contact Details
RFC Rhine-Alpine	Mrs. Stephanie BSCHEID	Corridor One-Stop Shop Mainzer Landstraße 203 D-60326 Frankfurt am Main Tel.: +49 69 265 31 120 Mobile: + 49 160 97 46 75 34 Fax: +49 69 625 30 503 E-mail: oss@corridor-rhine-alpine.eu www.corridor-rhine-alpine.eu/c-oss.html
RFC North Sea-Mediterranean	Mr. Frédéric PAQUAY (from 01.01.2020)	Corridor One-Stop Shop 10-30 I-TMS.302 (Corridor NSM) Avenue Fonsny, 13 B-1060 Bruxelles Tel.: +32 2 212 80 87 Mobile: +32 490 14 42 36 E-mail: oss@rfc2.eu www.rfc-northsea-med.eu/en/page/capacity
RFC North Sea - Baltic	Mrs. Felicia RIEDL	Corridor One-Stop Shop Mainzer Landstraße 201-203 D-60326 Frankfurt am Main Tel.: + 49 69 265 26 778 Mobile: + 49 160 97 45 75 24 Fax.: + 49 69 265 30 503 E-mail: coss@rfc8.eu www.rfc8.eu/corridor/organization/c-oss/

1.9 International rail corridors for competitive freight (Rail Freight Corridors-RFC)

The Regulation 913/2010 *concerning a European railway network for competitive freight* required Member States to establish international rail freight corridors for competitive freight (hereafter 'freight corridors') in order to meet the following goals:

- strengthening co-operation between infrastructure managers 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 freight corridors, 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.

Infrabel is involved with these freight corridors as they pass through Belgium:

RFC	Member States	Main routes
Rhine-Alpine	NL, BE, DE, IT, CH	Zeebrugge-Antwerpen/Amsterdam/Vlissingen/Rotterdam-Duisburg-[Basel]-Milano-Genova
North Sea – Mediterranean	NL, BE, LU, FR, UK, CH	Glasgow/Edinburgh/Southampton/Felixstone/Londen/ Dunkerque/Lille/Liège/Paris/Amsterdam-Rotterdam-Zeebrugge/Antwerpen-Luxemburg-Metz-Dijon-Lyon/[Basel]/[Genève]-Marseille
North Sea – Baltic°	DE, NL, BE, PL, LT,LV*, EE*, CZ	Wilhelmshaven/Bremerhaven/Hamburg/ Amsterdam/Rotterdam/Antwerpen-Aachen/Berlin-Warschau-Terespol (Poland-Belarus border)/Kaunas-Riga*-Tallinn*/Falkenberg-Praha/Wroclaw-Katowice

/ *Signifies alternative routes.*

* *At the latest by November 2020*

° *Until Rail Baltica has completed installation of a standard track gauge of 1,435 mm, the specific features of systems with different gauges will have to be taken into account when using this corridor.*

General information and a detailed description of the freight corridors in which Infrabel is involved can be found on the following websites:

- RFC Rhine-Alpine: www.corridor-rhine-alpine.eu
- RFC North Sea – Mediterranean: www.rfc-northsea-med.eu
- RFC North Sea – Baltic: www.rfc-northsea-baltic.eu

The rules which apply to corridors are described in the Corridor Information Document (CID), which follows a common structure defined by RNE in the document "*Corridor Information Document – Common Structure*", which can be found on the RNE website (www.rne.eu/rail-freight-corridors/corridor-information-documents).

The CID are published each year in January. The CID can be found at:

- RFC Rhine-Alpine: www.corridor-rhine-alpine.eu/corridor-information-platform.html
- RFC North Sea – Mediterranean: www.rfc-northsea-med.eu/en/page/corridor-information-document
- RFC North Sea – Baltic: rfc8.eu/cid/

The rules associated with the allocation of capacity (pre-arranged paths (PaP) or reserve capacity) on the freight corridors can be found in Book 4 of the CID. The contact details for the Corridor One-Stop Shops can be found in point 1.8.6.

1.10 *RailNetEurope* – International cooperation between infrastructure managers

Infrabel 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 (see chapter 10.1.2).

More information about RNE is available on the website: www.rne.eu/organisation/rne-approach-structure.

1.10.1 One-Stop Shop (OSS)

A network of One-Stop Shops (OSS) represents the infrastructure managers in international traffic. These One-Stop Shops constitute a single point of contact for the entire international route, from the initial questions related to network access to international path requests and performance reviews after a train run.

A list of OSS contact persons in Europe is available at www.rne.eu/organisation/oss-c-oss The details of the Belgian OSS are given under point 1.8.1 above.

In addition to OSS, there are also Corridor One-Stop Shops (C-OSS, see section 1.9) which allocate specific capacities to freight corridors. If an applicant wishes to reserve a pre-arranged path or a reserve capacity on the freight corridors, he must contact the Corridor One-Stop Shop for the freight corridor concerned, to be found in point 1.8.6.

1.10.2 Applications RNE

A brief introduction of the IT systems of RNE:

- *Path Coordination System* PCS - pcs.rne.eu

  PCS is an international path request coordination system for railway undertakings and other applicants, infrastructure managers, allocation bodies and Rail Freight Corridors. 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 RC offer (see chapter 4 of this network statement) and for managing international path requests on freight corridors.

  Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu.

- *Charging Information System* (CIS) - cis.rne.eu

  The CIS is an infrastructure charging information system for applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European railway infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national railway infrastructure charging systems.

  Access to CIS is free of charge without user registration. More information can be found on above-mentioned website or can be requested via the RNE CIS Support: support.cis@rne.eu.

- *Train Information System* (TIS) - tis.rne.eu

  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 Infrabel'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.

  Railway undertakings and terminal operators may also be granted access to 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.

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: support.tis@rne.eu.

1.10.3 "*TimeTabling Redesign*" (TTR) pilot projects

In order to further harmonise the timetabling procedures between European countries, RailNetEurope (RNE) and Forum Train Europe (FTE), in cooperation with the European Rail Freight Association (ERFA), launched the project 'Redesign of the international timetabling process' (TTR). The basic idea behind TTR is to better satisfy the needs of various applicants. For example, infrastructure capacity can be made available for specific purposes and will be safeguarded so that the requested capacity is better adapted to the effective use of the train path (i.e. Rolling Planning requests).

The TTR project is being rolled out in several phases. Three pilot projects will take place to test the TTR components. Infrabel and Prorail – its Dutch counterpart – are part of the "Antwerp-Rotterdam" pilot project. These pilots will be operative for timetable 2020. The aim of the pilots is to check if the new process fulfills the expectations and to provide the possibility to work on the details and elaborate possible adjustments prior to the full implementation of the new process in Europe.

A description of the "Antwerp-Rotterdam" pilot can be found in point 4.2.3 More information on the project is available on www.rne.eu/sales-timetabling/ttr/ as well as from the person responsible for TTR within Infrabel. The contact details can be found in point 1.8.1.

1.11 Documents and applications

Infrabel makes the following documents and applications available to applicants:

Documents and applications	Consultation addresses
– The Safety regulation for the exploitation of the railway infrastructure (RSEIF) (until June 2020); – Regulations and Documentation for the Operation of Infrastructure (RDEI) (from June 2020); – Register of Information for the Operation of Infrastructure (RIEI) (from June 2020); – Local agreements – part 1; – Schematic Signalling Plans (SSP) (*Draw In*); – Train path reservations (*Book In*); – Local capacity reservation (*Shunt In*); – Invoices linked to track access charges (*Rob In*); – Information on temporary capacity restrictions (*Daily In);* – …	Applicants can look up or use these documents and applications on the *Business Corner*. This secure site, accessible via partners.infrabel.be, allows reservation of capacities online, downloading regulations and administrative documents, looking up transport information in real time, etc. Applicants should submit their requests to their Key Account Manager in order to gain access (see point 1.8.1) .

1.12 Glossary

Appendix A.1 to this document contains the definitions of the specific terms and the explanation of the abbreviations used.

2.
ACCESS CONDITIONS

2.1 Introduction

The conditions which an applicant railway undertaking must meet in order to submit a capacity request and to access the Belgian railway network and the conditions which an non-railway undertaking applicant must meet to submit a capacity request are described in this second chapter. The terms also apply on the Belgian part of the freight corridors which pass through the Belgian railway network.

2.2 General Access Requirements

2.2.1 Conditions for applying for capacity

The capacity may be a train path (//YourMoves service) or a local capacity (//YourShuntsservice). The applicants are responsible for making the link between these two services and submitting separate requests for each service.

The railway infrastructure capacity allocated to one applicant may not be transferred to any other applicant or service.

2.2.1.1 Railway undertaking applicants

Applicants that are railway undertakings can apply for capacity from Infrabel.

The requirements to be fulfilled by a railway undertaking in order to obtain access to the Belgian railway infrastructure are defined in point 2.2.2, as well as more information relating to those allowed to perform train operations.

2.2.1.2 Non-railway undertaking applicants

Other applicants which are not railway undertakings may request capacities from Infrabel. These capacities are allocated under the condition that a capacity agreement exists with Infrabel (see appendix B.3).

Before the capacity can be used, non-railway undertaking applicants must indicate a railway undertaking, in accordance with the capacity agreement.

Applicants that are not railway undertakings must contact Infrabel's Account Management no later than four weeks before submitting the train path request so that Infrabel can adapt the IT applications in good time.

2.2.2 Conditions for access to the railway infrastructure

The following have the right of access to the railway infrastructure under honest, non-discriminatory and transparent conditions:

- the SNCB (national railway company of Belgium) for all its activities involving the carriage of passengers and goods. This right includes access to the infrastructure that connects the sea and inland ports and other service facilities specified in Appendix 1, point 2 of the Rail Code, as well as to infrastructure that serves or can serve more than one end user;
- any railway undertaking established in a Member State of the European Union for any type of freight transport. This right includes access to the infrastructure that connects the sea and inland ports and other service facilities specified in Appendix 1, point 2 of the Rail Code, as well as to infrastructure that serves or can serve more than one end user;
- any railway undertaking established in a European Union Member State, for the operation of passenger transport. This right includes access to infrastructure, which connects the service facilities specified in Appendix 1, point 2 of the Rail Code;
- any tourist association carrying out runs for tourist purposes using historic trains and authorised to do so.

In order to have access to the railway infrastructure, a railway undertaking must hold:

- a licence appropriate to the types of service that it offers, issued by the competent authority in a Member State of the European Union (see point 2.2.3);
- a rail safety certificate (see point 2.2.4);
- capacities available on the railway infrastructure granted by the infrastructure manager or by the Corridor One-Stop Shop on behalf of the infrastructure manager (see chapter 4) or be indicated by a non-railway undertaking applicant in order to use its railway capacity (see point 2.3.3);
- a civil liability insurance for a minimum amount that is determined by the King.

Any railway undertaking wishing to make use of the railway infrastructure must first hold a track access agreement signed by Infrabel in which the respective rights and obligations of each party are defined (see point 2.3.1.1).

Any railway undertaking wishing to make use of the local railway infrastructure (service facilities, etc.) must first hold a local agreement concluded with Infrabel in which the respective rights and obligations of each party are defined (see point 2.3.1.2).

The infrastructure manager travels freely for the purposes of maintenance, management, renewal and extension of the railway infrastructure, in compliance with the safety rules imposed on all users of the railway infrastructure and with due regard for the train paths which have been allocated to the applicants.

2.2.3 Licence

In order to be recognised as a railway undertaking and gain access to the infrastructure, you must currently be licensed as a railway undertaking. Any undertaking having an operating base in Belgium has the right to request a licence from the minister (see point 1.8.3). The licence is non-transferable and determines the types of service for which it is valid. It is valid across the whole territory of the European Union.

The licence is issued under the conditions laid down by Chapter II of Title 3 of the Rail Code and Articles 3 and 4 of the Royal Decree dated 16 January 2007 *on the railway undertaking licence*.

Any additional information regarding the licence may be obtained from the Federal Public Service for Mobility and Transport, Sustainable Mobility and Rail Policies Directorate, Public Enterprises and Rail Policies Service (see point 1.8.4).

2.2.4 Safety certificate

In order to have access to the infrastructure, the railway undertaking must be in possession of a safety certificate - Part A in the country of origin and a safety certificate - Part B in Belgium that is valid across the entire network or on part of the Belgian railway infrastructure.

The safety certificate comprises two parts:

- Part A: Certification confirming the acceptance of the railway undertaking's safety management system.

A railway undertaking which has established its activities in Belgium must apply to the safety authority by registered letter (Service de Sécurité et d'Interopérabilité des Chemins de Fer – SSICF, see point 1.8.4). It must attach to its application a dossier which contains the safety management system and a copy of the licence if it has been issued by another Member State of the European Union.

This first part stipulates the type and scope of the rail activities covered. It is valid across the whole of the European Union for equivalent rail transport activities.

- Part B: Certification confirming the acceptance of the arrangements made by the railway undertaking with a view to satisfying the specific requirements necessary for the safe operation of the network concerned.

These requirements may relate to the application of the TSIs and the national safety rules, notably those relating to safety staff and rolling stock.

This second part, the national certification, awarded to a railway undertaking based in Belgium or in another European Union country which plans to operate rail transport services on the Belgian network, is also issued by the safety authority.

The safety certificate is issued under the conditions laid down by the Royal Decree dated 16 January 2007 *on the safety license, the safety certificate and the annual safety report*

Any information regarding the safety certificate may be obtained from the safety authority (Service de Sécurité et d'Interopérabilité des Chemins de Fer - SSICF, see point 1.8.4).

2.2.5 Cover of liabilities

The liabilities of the railway undertakings are set out in the contract for the utilisation of the infrastructure (see appendix B.2).

In accordance with the Rail Code:

- applicants for a railway undertaking licence are required to have civil liability cover (article 13§1). The Royal Decree of 8 December 2013 *concerning the setting of the minimum amount for the cover of civil liability for travel on the railway infrastructure* as amended by the Royal Decree of 23 May 2019, stipulates that the minimum amount is set at 50 million euros per event. An amount is also set at 70 million euros per event for the provision of rail transport services for passengers and for railway undertakings holding a B safety certificate allowing them to transport dangerous goods..

- possession of civil liability cover is a condition for obtaining access to the infrastructure (article 7.4°). The amounts of this cover is determined by the King. He has deciced to align these amounts with the amounts indicated above (Article 1 of the Royal Decree of 23 May 2019 amending The Royal Decree of 8 December 2013 *concerning the setting of the minimum amount for the cover of civil liability for travel on the railway infrastructure).*

The responsibilities and how they relate to non-railway undertaking applicants are described in the capacity agreement (see appendix B.3).

2.3 Commercial conditions

2.3.1 Contracts concluded between Infrabel and the railway undertaking

2.3.1.1 Track access agreement

Any utilisation of the infrastructure by a railway undertaking first requires an agreement, concluded between the infrastructure manager and the railway undertaking providing rail transport services, which defines the respective rights and obligations of each party. The conditions governing this agreement are non-discriminatory and transparent and are in accordance with the legal and regulatory provisions in force. It is referred to hereinafter as the track access agreement.

In particular, this track access agreement specifies the conditions for the implementation of the safety rules.

The track access agreement is in accordance with the conditions laid down in Article 23 of the Rail Code.The parties may seek the advice of the regulatory body as to the compatibility of the agreement envisaged with the provisions of the Rail Code and the related Royal Decrees. The general conditions of the track access agreement appear in appendix B.2.

2.3.1.2 Local agreements

The railway undertaking must sign a local agreement with the local manager of the operating body (manager I-TMS Area) for the service facility or the group of service facilities in which it wishes to carry out operations.

The local agreement sets out the practical arrangements for the use of the service facilities concerned.

The local agreement defines the operational use of the local service facilities. Specifically, the tracks concerned, movements (such as entering and leaving the tracks) and communication on the ground. By signing the agreement, the railway undertaking agrees to respect the conditions for the utilisation of such service facilities.

Railway undertakings are not allowed to run traction equipment, with or without vehicles, on the Belgian rail network without a train path allocated by the infrastructure manager to them or to the non-railway undertaking applicant that has designated them.

However, in accordance with the Royal Decree of 23 May 2013 *adopting the applicable requirements for rolling stock without the use of train paths and for safety staff carrying out operations related to the operation of an installation or of a private railway connection*, this can be deviated from if the railway undertaking requests journeys in advance from the respective Area I-TMS. The Area may or may not approve them in the light of operating possibilities or propose alternative routes. These journeys 'without the use of train paths' take place either between a private siding and a service facility or in and between Infrabel's service facilities for marshalling or shunting. The local agreement sets out the instructions and the (safety) measures to be adopted for the permitted routes, possibly via a section of a main line or via a local line, agreed between the parties.

This local agreement is a different contract from the track access agreement. It depends at all times on the applicable regulations, including the network statement. This use of local capacity depends on the retention by the railway undertaking of the track access agreement. If the railway undertaking is deprived of rights relating to the track access agreement, the local agreement will automatically be terminated on the date when these rights are lost.

The railway undertaking and Infrabel may terminate the local agreement with three months' notice.

Infrabel may immediately terminate the local agreement if it emerges that the railway undertaking is guilty of infringements, without taking into account the type or severity of such infringements if they may compromise the safety of the routes or movements. Every withdrawal shall be made by registered letter and will be requiring this letter to be signed for. The application date shall correspond to the date of receipt of the registered letter.

In the event of any contradiction between the requirements of the local agreement and those of the track access agreement, the provisions of the latter shall prevail, unless the track access agreement provides otherwise for certain parties or unless track access agreement provides the possibility of amplifying it or clarifying it.

Unless the parties jointly agree otherwise, the local agreement shall remain in force in the event of modification of the track access agreement.

Should a provision in the local agreement be at odds with the general regulation, including the network statement, then the parties must replace it as soon as possible with a new one which removes the ambiguity and better reflects their common interests. The above does not apply in the case of contradictions that derive from modifications to the regulation itself which give rise to an official communication from Infrabel with legal force.

The local agreement enters into force on the date of its signature by the railway undertaking and Infrabel and is drawn up in duplicate.

Part 1 of local agreements can be viewed on the *Business Corner*. With regard to the preparation of the other parts of the local agreements, a railway undertaking can contact the I-TMS Area to which the service facility belongs. The addresses for the I-TMS Areas can be found in appendix D.10 and the map showing the boundaries of the I-TMS Areas can be found in appendix C.1.

2.3.2 Contracts concluded between Infrabel and the non-railway undertaking applicant

Non-railway undertaking applicants may submit a capacity request with Infrabel.

The asked capacity is only allocated if the non-railway undertaking applicant has concluded a capacity agreement with Infrabel (see appendix B.3). The capacity agreement sets out the respective rights and obligations of each party, in particular the provisions concerning the offered services and their billing.

In the event of a conflict between a clause of the network statement and a clause of the capacity agreement, the latter shall prevail.

2.3.3 Framework agreement

The framework agreement is the agreement that defines the rights and obligations of an applicant and of the infrastructure manager and that relates to the capacities of the railway infrastructure to be distributed and the charges to be applied over a duration exceeding a single period of validity of the timetable. The framework agreement is in accordance with the conditions laid down in Article 24 of the Rail Code and implementing regulation (EU) 2016/545 of 7 April 2016 *on procedures and criteria concerning framework agreements for the allocation of railway infrastructure capacity.*

Infrabel does not offer framework agreements to her customers at the moment.

2.4 Operational rules

The operational rules, in other words the rules to be complied with by the train crew in everyday operations, are set out the various books of the Safety regulation for the exploitation of the railway infrastructure (RSEIF) (from June 2020: the Regulations and Documentation for the Operation of Infrastructure (RDEI)), drawn up by the infrastructure manager. These documents can be consulted by the railway undertakings and the other applicants on the *Business Corner* (see point 1.11).

2.5 Exceptional transports //YourXXL

An exceptional transport is a transport in which:

- the equipment is not in conformity with the approval requirements and/or;
- the load or equipment exceeds the Belgian loading gauge (in height and/or width) and/or;
- the load exceeds the permissible maximum load and/or maximum length, and/or;
- the load is loaded on several wagons.

Special conditions apply to such transports. The regulatory provisions governing the movement of exceptional transports are described in the documents below:

- RSEIF 4.4 – *The exceptional transports and the loads* (from June 2020: RDEI 443 – *Exceptional transports*);
- RSEIF 5.3 – *The movement of exceptional transports* (from June 2020: RDEI 453 – *Movement of exceptional transports*).

The process for the allocation of the capacities for exceptional transports is set out in point 4.7.1. and information on the relevant //YourXXL services is given in point 5.4.3.

The contact details for the office responsible for organising exceptional transports (studies and authorisations) can be found in point 1.8.1.

2.6 Transport of dangerous goods

The transport of dangerous goods by rail is legislated by the Royal Decree dated 2 November 2017 *relating to the transport of dangerous goods by rail, excluding explosive and radioactive substances*, amended by the Royal Decree of 7 April 2019 *amending Appendix 3 to the Royal Decree of 2 November 2017* (referred to above) and by the regulation relating to the international carriage of dangerous goods by rail (RID). This document lists the dangerous goods (i.e. raw materials or objects) of which the international carriage is prohibited and the dangerous goods of which the international carriage is authorised, as well as the conditions imposed on such goods.

In Belgium, the transport by rail of certain dangerous goods is subject to certain requirements set out in RSEIF 4.1 – *The rules on trains* (from June 2020: RDEI 341 – *Trains – Provisions*).

For details on the process for allocating capacities for the transport of dangerous goods, see point 4.7.2 and for the relevant services, see point 5.4.3.

2.7 Admission of rolling stock

The rolling stock that travels and/or works directly on the tracks (tracks that are in or out of service) must have a traffic admission certificate. To obtain a traffic admission certificate, the conformity of the relevant stock with the applicable legal provisions is examined.

The Rail Safety and Interoperability Agency (DVIS) is responsible for granting a certificate for putting rolling stock that uses train paths into service in accordance with the Royal Decree of 1 July 2014 *for the adoption of the legal requirements of the rolling stock for the use of train paths*. These requirements relate in particular to the Electromagnetic Compatibility (EMC), the specifications for ETCS braking curves, the test specifications for ETCS level 2 on the conventional network and the functional description of TBL1+. The relevant documents can be found on the Infrabel website (www.infrabel.be/nl/Spoorwegondernemingen#toelating-van-het-rollend-materieel).

The infrastructure manager is tasked with the technical inspection of rolling stock used for journeys which do not utilise train paths on its railway infrastructure in accordance with the Royal Decree of 23 May 2013 *adopting the applicable requirements for rolling stock without the use of train paths and for safety staff carrying out operations related to the operation of an installation or of a private railway connection*. Against this background, Infrabel developed the //YourTechnicalControl service. More information is available in point 5.5.3.

Further details can be obtained from the Rail Safety and Interoperability Agency (see point 1.8.4) or from Infrabel (see point 1.8.1).

2.8 Staff acceptance process

2.8.1 Legal framework

The applicable legislation is contained in:

- the law dated 30 August 2013 *concerning the Rail Code;*
- the Royal Decree of 22nd June 2011 *regarding the licences of drivers and the registration of licences and certificates*;
- the Royal Decree of 12th September 2011 *regarding the provision of training services for train drivers and the recognition of training centres*.
  The list of training centres can be found via the following link: mobilit.belgium.be/nl/Resources/publicaties/spoorvervoer/pub_dvis_certificering_opleidingscentra.jsp;

- the Royal Decree of 9th July 2013 *determining the requirements applicable to safety personnel;*
- the Royal Decree of 30 July 2018 *setting the rules regarding the medical and psychological examinations for professional purposes for train drivers as well as the criteria for recognition of centres in charge of these examinations.*

2.8.2 Drivers knowledge of languages: derogation

All operations relating to the use of the railway infrastructure are carried out in one of the languages indicated by Infrabel, generally in French in the Walloon Region or in Dutch in the Flemish Region and in one of these two languages in the Brussels-Capital Region. In accordance with Regulation (EU) No 2019/554 *amending Appendix VI to Directive 2007/59/EC*, all train drivers operating on the Belgian railway infrastructure must be able to read, write, understand and communicate orally and in writing in the language of the Region in which they are operating, in accordance with the requirements for level B1 of the Common European Framework of Reference for Languages.

On a section of track between the borders and the stations close to the borders intended for cross-border movements where French or Dutch is the only language used, a railway undertaking may apply to Infrabel for a derogation for its driver(s), provided that it proposes measures to compensate for the lack of language skills of the driver(s) compared with level B1.

To obtain this derogation, the railway undertaking must demonstrate, by means of a risk analysis applying the GAME (*Globalement Au Moins* Equivalent / Overall At Least Equivalent) principle, that the compensation measures are sufficient to guarantee an equivalent level of safety.

Infrabel will assess the suitability and sufficiency of the proposed measures and, in the event of refusal within a reasonable period of time, will formulate a reasoned response.

If, during an inspection, Infrabel finds that a driver of the railway undertaking to which the derogation has been granted does not comply with the compensation measures imposed to remedy the language deficiency, Infrabel reserves the right to suspend the derogation granted for the time necessary for the railway undertaking to take corrective measures.

The suspension ends when the railway undertaking informs Infrabel of the said corrective measures and proves that they have been implemented.

However, in the event of a repeated offence, Infrabel reserves the right, in the event of a new finding of non-compliance with a measure envisaged by the railway undertaking to compensate for the language deficiency, to revoke definitively the derogation granted to the railway undertaking in this case.

3.
INFRASTRUCTURE

3.1 Introduction

Points 3.2 to 3.5 of this chapter describe the functional and technical characteristics of the railway infrastructure operated by Infrabel. Points 3.6 and 3.7 concern service installations, whether or not operated by Infrabel. Finally, point 3.8 discusses some of Infrabel's modernisation projects.

Information about the railway infrastructure at European level can be found in the Register of Infrastructure (RINF). This register was introduced by Directive 2008/57/EC *on the interoperability of the rail system within the Community* and provides transparency concerning the main features of European railway infrastructure. This computer application, providing access to data from national infrastructure registers, is designed and managed by the European Railway Agency (ERA). It is available at rinf.era.europa.eu/rinf.

3.2 Extent of network

3.2.1 Limits

The railway infrastructure is defined as being all the elements referred to in Appendix 23 of the Rail Code.
The map of the Belgian railway infrastructure (see appendix C.1) shows the whole of the network. Appendix D.1 contains the names of the lines, their principal characteristics and their particularities.

Although they are part of the Belgian railway infrastructure, the facilities below may not be used by a railway undertaking:

- tracks not in service;
- connections to the facilities of the technical services of Infrabel;
- connections to the facilities of the technical services of another railway undertaking;
- facilities for which Infrabel has granted an occupation authorisation;
- tracks reserved for the technical services of Infrabel, a railway undertaking or any other undertaking.

3.2.2 Connected railway networks

The Belgian railway infrastructure provides access to the railway infrastructures of the countries neighbouring Belgium.The names of the border points and of the infrastructure managers on the other side of the border appear in appendix D.5. Point 1.8.5 contains links to the websites of the neighbouring infrastructure managers.

3.3 Network description

3.3.1 Geographic identification

3.3.1.1 Track typologies

The Belgian railway infrastructure map (see appendix C.1) shows the different lines. The single and double-track sections and sections with more than two tracks are listed in appendix D.2.

3.3.1.2 Track gauge

All the tracks in the Belgian railway infrastructure are built at the standard gauge of 1.435 m. The details regarding the gauge appear in UIC Leaflet 510 *Wagons - Running gear - Normalisation* and in RSEIF 1.2 – *Tracks, gauge and structures* (From June 2020: RDEI 121 - *Tracks, clearance profile and cross section*).

3.3.1.3 Stations and nodes

All the stations are listed in appendix D.3. The distances between stations and nodes for each line or reference are indicated in appendix E.1. The Belgian railway infrastructure map (see appendix C.1) enables the location of these stations and nodes to be determined.

3.3.2 Capabilities

3.3.2.1 Loading Gauge

The concepts relating to the gauge are covered in RSEIF 1.2 – *Tracks, gauge and structures* (from June 2020: RDEI 121 - *Tracks, clearance profile and cross section*). When the Belgian loading gauge is exceeded, this is referred to as an exceptional transport. Further information on exceptional transports is given in:

- RSEIF 5.3 – *The movement of exceptional transports* (from June 2020: RDEI 453 – *Movement of exceptional transports*)*;*
- RSEIF 4.4. – *Exceptional transports and loadings* (from June 2020: RDEI 443 - *Exceptional transports*).

European standard EN15273 contains the rules for the (interoperable) gauges G1, GA, GB and GC with regard to high parts and gauges GI1 and GI2 with regard to low parts.

Gauges BE1, BE2, BE3 and BE4 apply to the Infrabel network (see standard EN15273).

For intermodal traffic, the map in list 5 of volume III of the LST applies (from June 2020: maps 15a and 15b of the RIEI). This map indicates the classification of those combined transports which are accepted on the Belgian railway infrastructure.

Concerning axle load, the network is accessible to D4 loads.

The high-speed lines are suitable for the following axle loads and speeds:

- maximum 22.5 tonnes per axle for speeds up to 200 km/h;
- maximum 20 tonnes per axle for speeds up to 250 km/h;
- maximum 17 tonnes per axle for speeds up to 300 km/h;

3.3.2.2 Weight limits

3.3.2.2.1 Authorised loads

The maximum authorised loads for freight trains on the network are defined. These can be consulted per line section and per type of rolling stock via the *Limit In* app on the *Business Corner*.

The maximum loads are specified based on:

- the characteristics of the traction unit (particularly adhesion and power);
- the characteristics of the line (value and length of the incline and curves);
- the known operating conditions for the line in question (double or single track, specialized or mixed line, number of trains, etc.);
- the acceptable breakdown risk.

If the applicant believes that the loads for some vehicles or sections have been underestimated, he may request a review.

In that case he must supply the infrastructure manager with the following data:

- mass and length of the traction unit;
- number of driving axles;
- traction curve (tractive effort versus speed);
- maximum power of the traction unit.

The infrastructure manager will reply as soon as possible and update the *Limit In* app if necessary.

3.3.2.2.2 Linear load

The information on the linear load is covered in RSEIF 4.4. – *Exceptional transports and loadings* (from June 2020: RDEI 443 – *Exceptional transports*).

3.3.2.3 Line gradients

Both gradients and altitudes of stations and nodes are indicated on the longitudinal sections. The particular prescriptions applicable to inclines on line 36 between Liège-Guillemins and Ans are given in RSEIF 5.2 – *The prescriptions on line operation* (from June 2020: RDEI 442 – *Driving*).

The applicants can view the longitudinal sections on the *Business Corner* (*Draw In*).

3.3.2.4 Line speeds

Appendix D.1 contains the reference speed for the lines.

Details on the speeds authorised by the signalling are given on the PSS - *Plans Schématiques de Signalisation* (Schematic Signalling Plans). The applicants can view these plans on the *Business Corner* (*Draw In*).

The infrastructure manager may impose more or less restrictive speeds in light of operating possibilities or technical constraints.

3.3.2.5 Maximum train lengths

The length of passenger trains is limited as follows:

- towed units: 430 m or 16 vehicles;
- self-propelled units: 12 cars;
- high-speed trains: 18 cars.

The length of freight trains is limited in principle to 750 m inclusive of traction units. The infrastructure manager's agreement must always be sought for any train longer than 650 m.

The infrastructure manager may impose more or less restrictive lengths on the basis of the operating possibilities or technical constraints. The detailed rules are given in RSEIF 4.1 – *The provisions relating to trains* (from June 2020: RDEI 141 - *General operating details relating to trains and equivalent traffic in force on the whole network*).

Appendix D.6 contains the lengths of the passenger station platforms. The lengths of intersection and parking tracks are set out in appendix D.2.

3.3.2.6 Electrified lines

The electrical supply system is described in RSEIF 2.1 – *Fixed electrical traction equipment* (from June 2020: RDEI 123 - *Fixed installations of electric traction*).

Most of the lines in the Belgian railway infrastructure are electrified at 3 kV DC. Some lines are electrified at 25 kV – 50 Hz. Line 24 is electrified at 15 kV between Montzen and the German border. The technical network map (see appendix C.3) gives an overview of the electrified lines and the catenary voltage. The details are given in appendix D.1.

The map in appendix C.4 indicates the maximum current which can be drawn by a train on each line or line section.

Infrabel offers the railway undertakings 3 kV installations for preheating the carriages. This service is explained in point 5.4.2.

3.3.3 Traffic control and communication systems

3.3.3.1 Signalling systems

Unless indicated otherwise on the map in appendix C.5, all lines in the Belgian railway infrastructure are equipped with lateral signalling. The various signalling systems are described in Book 3 of the RSEIF – *Control-command and signalling* and Book 6 – *Operation and management of traffic – Signalling part* (from June 2020: in Part 1 of the RDEI – *Characteristics of the network*, more specifically Book 13 – *Signalling equipment* and Part 3 of the RDEI - *Technical specifications and operational procedures*).

Appendix D.1 cites the particular features of the equipment of the lines in signalling.

3.3.3.2 Traffic control systems

The traffic control centre is designed to monitor the evolution of the movements of the trains across the network in real time and to take the corrective measures necessary in the event of disruptions. It is equipped with high-tech systems (for example graphic screens giving an overview of the train itineraries, updated automatically on a daily basis) and modern communications equipment.

The traffic control systems are covered in the various books of the RSEIF (from June 2020: the RDEI).

3.3.3.3 Communication systems

The Belgian railway network is fitted with *GSM for Railways* (GSM-R), an international standard for the pan-European digital radio network which is intended to deliver interoperability between the railway networks, in accordance with the Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 *on the interoperability of the rail system within the European Union* .

The GSM-R network must be used for all safety communications between the train driver and Traffic Control. GSM-R is available on all the lines of the Infrabel network.

It supports voice and data services and provides radio support for the *European Train Control System* (ETCS) level 2. Until recently, ETCS level 2 was only used on high-speed lines L.3 and L.4. However Infrabel has launched the deployment of this signalling system on the conventional network.

In order to have access to Infrabel's GSM-R network, the engine must be fitted with a GSM-R cab-radio certified as complying with the national requirements and a SIM card from Infrabel or another infrastructure manager whose GSM-R network is interconnected to the *UIC GSM-R ENIR Overlay Network*. This network is made up of 17 infrastructure managers: Austria, Belgium, Switzerland, Czech Republic, Germany, Denmark, Spain, France, Italy, Norway, the Netherlands, Sweden and Slovakia, Great Britain, Slovenia, Hungary and Luxembourg. An overview of the roaming possibilities between the different GSM-R networks can be found in appendix E.4.

The SIM card must be configured in accordance with the EIRENE (*European Integrated Railway Radio Enhanced Network*) standards. To obtain an Infrabel SIM card, railway undertakings must contact their Key Account Manager. In their request, the railway undertakings must specify the engine for which the SIM card is intended. Infrabel SIM cards for cab-radios are free.

If a railway undertaking wishes to use the GSM-R network for purposes other than the aforementioned safety communications and radio support for ETCS, it must obtain approval from Infrabel in advance. Infrabel is entitled to refuse other uses in order to safeguard priority safety and traffic functions.

The broadband networks of the public mobile operators and those of the GSM-R coexist in the 900 MHz band. Since 1 August 2019, there has been an increased risk of interference due to a decision of the Belgian Institute of Postal Services and Telecommunications (BIPT). Infrabel therefore encourages railway undertakings to make radio receivers on board their trains resistant to interference, by means of improved receivers and/or filters for the cabin radio and the EDOR radio. Initiatives have also been taken at European level and there is a legislative framework in the CCS TSI (Control Command and Signalling – Regulation EU 2016/919) to oblige this equipment to new rolling stock or for major modifications to it. If such equipment is not installed on board the rolling stock , the railway undertaking must inform Infrabel of the measures it has taken to prevent interference. For lines equipped with ETCS level 2, the deadline is set at 31 July 2020.

Without prejudice to other provisions, applicants off authorizations for placing in to service and the railway undertakings shall take the necessary decisions so that GSM-R on-board equipment, both for vocal transmission and for transmission of data required for traffic under ETCS level 2 FS, complies with the ETSI TS 102 933-1 standards (version 2.1.1 or higher) and TS 102 933-2 (version 2.1.1 or higher).

3.3.3.4 Train control systems

The driving aid systems are described in RSEIF 3.2 – *Driving aids* (from June 2020: RDEI 133 - *The TVM control post signalling system*).

The map in appendix C.5 gives an overview of the location of the driving aid systems and cabin signalling systems and appendix D.1 gives details on this.

An update regarding the status of the equipment of the network with ETCS can be found in appendix C.6.

3.4 Traffic restrictions

3.4.1 Specialised infrastructure

The restrictions applicable to movements on certain lines appear in RSEIF 5.2 – *The instructions on line operation* (from June 2020: RDEI 142 – *Local particularities valid in certain installations and on certain sections of line*). Particular instructions regarding certain lines and specific vehicles are given in appendix D.8.

The list with the lines that are specially built for freight transport can be found in appendix B.4.

There are no principal dedicated lines. Lines numbered higher than 200 are termed industrial and used for the freight traffic.

3.4.2 Environmental restrictions

Certain environmental restrictions may be imposed by Infrabel in the context of compliance with the content of the building and or environmental permits issued by the Regions. These may relate either to the rolling stock or to the capacity (number of movements authorised, per category of trains, during the day, at night or at weekends, etc.).

Infrabel may, in light of the content of such building and or environmental permits, refuse capacity at certain times of day, on some lines, even if the latter are not declared to be congested.

3.4.3 Dangerous goods

The requirements applicable to the international carriage of dangerous goods appear in the Royal Decree of 2 November 2017 *relating to transport of dangerous goods by rail, excluding explosive and radioactive substances,* amended by the Royal Decree of 7 April 2019 *amending Appendix 3 to the Royal Decree of 2 November 2017* (referred to above) and in the Regulation concerning the international carriage of dangerous goods by rail (RID).

The measures to be taken in the event of an accident involving one or more RID wagon(s) are set out in RSEIF 5.5 – *The measures to be taken in the event of accident, obstacle, incident or distress* (from June 2020: RDEI 352 – *Accidents, incidents and distress*).

The carriage of dangerous goods is prohibited on certain lines. More details are given in appendix D.1.

3.4.4 Tunnel restrictions

The list of tunnels in the network appears on the technical network map (see appendix C.3).

The restrictions applicable to movements in the tunnels on certain lines are given in RSEIF 5.2 – *The prescriptions on line operation* (from June 2020: RDEI 142 – *Local particularities valid in certain installations and on certain sections of line*). The requirements relating to specific lines and those relating to certain vehicles are given in appendix D.8.

3.4.5 Bridge restrictions

Appendix C.3, representing the technical network card, contains the list of opening bridges in the network.

The infrastructure manager has details available for consultation on the times when they are closed to train movements. The requirements relating to certain lines and those relating to certain vehicles are given in appendix D.8.

3.5 Availability of the infrastructure

Part of the capacity is allocated to Infrabel for purposes of maintenance, renewal and enhancement of the infrastructure. Further information on this subject can be found in point 4.5.

3.6 Service facilities

This point lists the service facilities that may be operated by infrastructure managers in accordance with Directive 2012/34/EU, and to which their railway networks give access. Infrabel operates some of these facilities.

The service facilities operated by third parties are described in section 3.7 below.

Appendix E.2 contains a list of the service facilities of all operators.

Access to the service facilities and the provision of services in these facilities are discussed in more detail in point 5.3.

3.6.1 Passenger stations

Infrabel does not operate passenger stations.

On the other hand, according to Appendix 23 of the Rail Code, the platforms are part of the infrastructure of Infrabel, from whom access to platforms has to be requested in the form of a capacity request. Appendix D.6 gives the list of the stations equipped with passenger platforms. The lengths of these platforms are also given in the list.

3.6.2 Freight terminals

Infrabel does not operate intermodal freight terminals.

3.6.3 Marshalling yards and train formation facilities

Infrabel operates various yards for the formation and marshalling of trains, as well as for the parking of rolling stock.

The list of these yards can be found in appendix E.2 to this document. The technical equipment is listed in appendix F.1, and appendix D.9 shows the opening times of the yards.

Access to the yards requires the prior signature of a local protocol (see point 2.3.1.2).

3.6.4 Storage sidings

See point 3.6.3.

3.6.5 Maintenance facilities

Infrabel does not operate facilities for the maintenance of rolling stock.

3.6.6 Other technical facilities

Infrabel has technical equipment available in some of its facilities, notably for the provision of electricity, water and compressed air. The list of these facilities and their locations is given in appendix F.1.

3.6.7 Maritime and inland port facilities

Infrabel does not operate any maritime or inland port facilities.

3.6.8 Relief facilities

Infrabel does not operate any relief facilities.

3.6.9 Refuelling facilities

Infrabel has refuelling platforms that it makes available to all railway undertakings. These may be equipped with a fixed supply installation belonging to a third party. They are listed in appendix D.7

3.7 Service facilities not managed by Infrabel

Both the Belgian law dated 30 August 2013 relating to the Rail Code and Implementing Regulation 2017/2177 impose on all operators of service facilities connected to the Infrabel railway network and/or the service providers in their service facilities, to provide information on the conditions and the charges for access to their installations as well as for the provision of services.

This information has to be included in the network statement of Infrabel, possibly by adding a link to the website (own website or common portal) where this information can be consulted freely.

In order to assist service facility operators and service providers in describing their facilities and/or services, the railway sector has developed a common template which reflects the obligations of the above-mentioned Implementing Regulation. This template can be used by operators and service providers, if they wish so. It is available in English, Dutch and French. The information must be published in two European Union languages.

- *Common template for Service Facilities (ENG)*
- *Common template for Service Facilities (FR)*
- *Common template for Service Facilities (NL)*

Infrabel invites operators of service facilities connected to the Belgian rail network and service providers to send their information to customercare@infrabel.be.

Infrabel is not responsible for the information provided by operators and service providers.

Appendix E.2 contains a list of the service facilities operated by third parties.

3.8 Infrastructure development

Infrabel is constantly developing its infrastructure. Current and future projects include the RER project, which aims to absorb the growth in traffic into and within the capital and projects designed to increase rail-sea intermodality in the main ports, etc. These various projects are presented on www.infrabel.be.

The channels of communication between Infrabel and its customers with regards to works (or temporary capacity restrictions) can be found in points 4.5 and 4.9.5.

4.
CAPACITY ALLOCATION

4.1 Introduction

The procedure for the allocation of capacities is described in this fourth chapter. A distinction is made between capacity in terms of train paths //YourMoves on the one hand (see points 4.2 to 4.8, Infrabel as the infrastructure manager) and local capacity //YourShunts on the other hand (see point 4.9, Infrabel as a service facility operator).

The conditions which apply to the use of pre-arranged paths and reserve capacity on freight corridors referred to in point 1.9, including the allocation of paths by the relevant C-OSS, are described in Book IV of the *Corridor Information Document* for each freight corridor.

4.2 Description of process

4.2.1 Bodies concerned

4.2.1.1 Applicants

Railway undertaking applicants (see point 2.2.1.1) and non-railway undertaking applicants (see point 2.2.1.2) can submit a capacity request or a request for a capacity study. Chapter 2 defines the necessary requirements for submitting a capacity request.

Capacity requests for non-railway undertaking applicants must be submitted in accordance with the capacity agreement (see appendix B.3).

4.2.1.2 Infrastructure manager

The infrastructure manager is the body which is responsible for allocating train paths on the railway infrastructure.

All capacity requests must be directed to it, except for pre-arranged paths and reserve capacity on freight corridors pursuant to Regulation (EU) No 913/2010 (see point 4.2.1.3).

If there are competing requests, the infrastructure mananger implements a coordination procedure as described in section 4.4.1.

According to Article 28 of the Rail Code, the infrastructure manager is entitled at any time to offer any remaining capacity to any interested party.

4.2.1.3 Corridor One-Stop Shop

For the pre-arranged paths and reserve capacity on the freight corridors under Regulation (EU) No 913/2010, the allocation decisions are taken by the relevant C-OSS (see point 1.8.6) on behalf of the infrastructure managers and the infrastructure managers concerned and applicants are informed.

The conditions which apply to the use of the freight corridors, referred to in point 1.9, are described in Book 4 of the *Corridor Information Document* for each corridor.

4.2.1.4 Regulatory body - The Regulatory Body for Railway Transport and for Brussels Airport Operations

Articles 62 to 66 of the Rail Code state the missions and powers of the regulatory body. The Royal Decree dated 25 October 2004 *creating the Regulatory Body for Railway Transport and for Brussels Airport Operations and laying down its composition and the statutes applicable to its members*, states in article 2bis that this service is the regulatory body.

Some of the powers of the regulatory body are discussed in point 1.4.3, in particular the allocation of capacities.The full list of powers is to be found in the Rail Code and on the website of the regulatory body (www.regul.be/en/rail-transport).

4.2.2 Process for capacity requests and the allocation of train paths

The table below recaps the various terms used in this chapter in order to establish a clear connection between the various phases:

Feasibility Studies	Capacity requests within the period for drafting the timetable	Capacity requests outside the period of drafting the timetable		
Feasibility Studies Up to the third Monday in January Y-1	**New Path Requests** From 15 December Y-2 up to and including the second Monday of April Y-1	**Late Path Requests** From the second Tuesday of April Y-1 up to and including the third Monday of October Y-1	**Ad Hoc Requests** From the second or third Tuesday of October Y-1 up to and including the second Saturday of December Y-1	**Ad Hoc Requests** From the second Sunday of December Y-1 up to and including the second Saturday of December Y
Long term	**Long term**	**Long term**	**Long term**	**Long term** (interim changes) **Short term** **Real time**

A = year of the timetable for the current network statement.

The procedure relating to pre-arranged paths and reserve capacity on the freight corridors can be found in Book 4 of the *Corridor Information Document* for the corridor concerned.

4.2.2.1 Applying for train paths

4.2.2.1.1 General principles

Any request for a capacity study or capacity request may relate to one of the following categories:

- freight trains (including those with exceptional transports);
- empty run of freight service;
- passenger trains (including historic trains);
- empty run of passenger service;
- technical trains other than those requested by Infrabel.

Requests for capacities for the above categories must be made according to the rules laid down below:

<table>
<tr><th></th><th>Long term</th><th>Short term</th><th>Real time</th></tr>
<tr><td rowspan="5">International requests</td><td colspan="2">– either via the PCS app (Path Coordination System);
– or via the Book In app.
Duplicate requests are not allowed.</td><td>Only via the Book In app.</td></tr>
<tr><td colspan="3">If the above applications are not available, the capacity forms in the appendix must be used:</td></tr>
<tr><td>– B.1.1 (freight)
– B.1.3
(passengers/technical runs)</td><td>– B.1.2 (freight)
– B.1.3
(passengers/technical runs)</td><td>– B.1.2 (freight)
– B.1.3
(passengers/technical runs)</td></tr>
<tr><td colspan="2">The PCS app must be used for pre-arranged train paths and reserve capacity (freight corridors).

The PCS application must be used to apply for capacities in the context of the TTR pilot project.</td><td>According to the capacity agreement (see appendix B.3), a non-railway undertaking applicant cannot submit a real-time request. This can only be submitted by the railway undertaking designated by the non-railway undertaking applicant.</td></tr>
<tr><td rowspan="2">National requests</td><td colspan="3">Must be made via the Book In app, unless this is not available. In that case, the capacity forms to be found in appendices B.1.1, B.1.2 and B.1.3 must be used.</td></tr>
<tr><td colspan="2"></td><td>According to the capacity agreement (see appendix B.3), a non-railway undertaking applicant cannot submit a real-time request. This can only be submitted by the railway undertaking designated by the non-railway undertaking applicant.</td></tr>
</table>

Any capacity request or request for a capacity study submitted in any other manner (for example, by phone or by e-mail without the request form) will be rejected by the infrastructure manager.

The *Book In* application is available on the *Business Corner* of Infrabel. In order to be able to use it, applicants must submit a request via their Key Account Manager.

The *Path Coordination System* (PCS) application is available on the *RailNetEurope* website. In order to be able to use it, access codes must be requested from RNE (www.rne.eu). The use of this application is strongly recommended for international capacity requests and is mandatory for requests relating to pre-arranged train paths and reserve capacity (freight corridors).

Requests for paths or a request for a capacity study entered using the forms defined in appendix B because the applications *Book In* or PCS was not available, are sent by e-mail to the office responsible (see point 1.8.1).

The infrastructure manager checks the validity of the request for capacity and carries out the technical review.

Any applicant requesting capacity for a freight train starting from or arriving at a service facility which is not the origin or destination of the wagons is highly recommended to provide certain additional information. The following should be mentioned in the *Book In* or *Path Coordination System* application or in the capacity request form:

- the origin and/or destination of the wagons, even if moved in partnership with another operator;
- the expected duration of the stay in the service facility in question;
- the name of the other railway undertaking providing the movement on departure or arrival of the train.

For "ad hoc" requests relating to international transport and submitted for short-term changes to the train service or in real time, it is recommended for operation reasons to include the international train number that the authorised infrastructure manager has assigned. The authorised infrastructure managers, as well as their contact details, can be found in appendix D.11.

When an applicant requests international capacity, he must ensure that for the border point(s) concerned, a consistent, similar order is sent to the infrastructure manager(s) concerned. This means:

- same border point;
- same journey characteristics at the border (same journey days);
- same border interval;
- same technical parameters.

4.2.2.1.2 Passenger transport

In accordance with the Rail Code (Article 31) and in accordance with the procedures laid down in Commission Implementing Regulation EU No 869/2014 of 11 August 2014 *on new rail passenger services*, where an applicant intends to request infrastructure capacity with a view to operating a passenger transport service, it shall notify the infrastructure manager and the regulatory body at least 18 months before the entry into force of the timetable to which the capacity request relates.

The minister, the infrastructure manager or the railway undertaking performing the public service contract in question may, within one month of receiving this information, submit a request to the regulatory body to verify whether the exercise of this right would endanger the economic equilibrium of the public service contract if the exercise of this right concerned the same route as the public service contract in question or an alternative route.

The regulatory body shall motivate its decision and, if the proposed passenger transport service would compromise the economic equilibrium of the public service contract, shall indicate any adjustments that may be made to that service so that this right can be exercised.

In that case, he shall immediately inform the minister, who may propose, by Royal Decree issued after consultation in the Ministerial Council, to adopt a decision restricting this right of access. To this end, the aforementioned Royal Decree is brought to the attention of the infrastructure manager no later than two months after the decision of the regulatory body has been communicated to the minister.

4.2.2.1.3 International freight transport

When an international freight transport is carried out in a partnership between two or more railway undertakings, it is desirable that in - order to harmonise train paths and where the *Book In* app is used

- the applicant states in its capacity request in the *Book In* app the name of the railway undertaking(s) who will carry out the said transport on the neighbouring networks. In this respect, this information can be stated in the “Comments” field of the capacity request in *Book In*.

Furthermore, when the application *Book In* is used and an international freight transport also involves a national service between two partner railway undertakings, it is desirable that the applicants state in their respective capacity requests the name of the transferor or transferee railway undertaking, depending on the case. In this respect, this information can be stated in the “Comments” field of the capacity request in *Book In*.

Following a delegation of powers granted by the infrastructure manager SNCF-Réseau, Infrabel is responsible for allocating the international freight train numbers for the Netherlands-Belgium connection and vice versa. For all traffic that goes beyond these two countries, this allocation is no longer the responsibility of Infrabel. In order to ensure the correct allocation of the international train number for the whole journey, each applicant must indicate in the capacity request the departure station of his path as well as the arrival station.

It is strongly recommended that applicants mention the service interval in each capacity request that contains a route through the Montzen border point. The clock-face schedule agreed between Infrabel and DB networks includes five train paths per hour per direction:

Montzen border point	
Direction Germany – Belgium	**Direction Belgium – Germany**
xxh13	xxh17
xxh25	xxh26
xxh37	xxh37
xxh49	xxh50
xxh01	xxh01

If no service interval at the border is stated in the capacity request, the treatment of the latter will be more complex for Infrabel, for reasons of harmonisation with DB Netze.

4.2.2.1.4 Characteristics of the train path

At the time of the capacity request, the applicant must specify all necessary characteristics (length, load, traction unit, etc.) to enable the infrastructure manager to allocate the correct train path.

4.2.2.2 Allocation of train paths

The infrastructure manager allocates the train path requested if it is available. If not, he will propose – to the extent possible and if the information supplied to him is sufficient – an alternative route**,** based on the commercial requirements stated by the applicant. If this happens, the dossier is regarded as a single request and the applicant does not have to submit a new request for this purpose.

The requests for capacity will be submitted and handled in accordance with the time schedule and phases set out in point 4.3. The coordination procedure in the case of competing requests is explained in point 4.4.1.

The infrastructure manager notifies the allocations of train paths by e-mail. The timetables can also be consulted on the *Business Corner* (*Book In*, etc.) and, where applicable, in *Path Coordination System.*

In relation to pre-arranged paths and reserve capacity (freight corridors), the C-OSS decides on the allocation of the paths on behalf of the infrastructure manager and communicates this decision via PCS.

The infrastructure manager allocates the train paths for a maximum duration corresponding to a single period of the timetable.

The numbers assigned to the trains are explained in appendix D.11. Train numbers may be amplified by indicators (\1, \2, etc.) for purely operational reasons.

Holders of train paths must respect the allocated train path at all times. This means in particular respecting the allocated running times and ensuring the compatibility of the rolling stock with the characteristics of the route.

More information about the preparation and publication of the timetables can be found on *the Business Corner*.

4.2.2.3 Modification of allocated train paths

For any change to a train path already allocated, and especially any change in the train's composition and/or the route, making it is impossible to respect the train path, a modification request for the train path must be submitted. This request will be treated as a new train path request, as described in point 4.2.2.1 and the administrative costs will be invoiced in accordance with the rules laid down in appendix F.4.

4.2.2.4 Suspension or withdrawal of train paths

The infrastructure manager may suspend or withdraw the right to use the capacity assigned in an emergency without prior notice and in the event of absolute necessity due to a failure which temporarily puts the railway infrastructure out of use, for as long as is necessary to restore the facilities (Article 44 of the Rail Code).

The infrastructure manager notifies the holder of the capacity by e-mail.

4.2.2.5 Relinquishment of train paths

Any holder of train paths may relinquish the use of part or all of the capacities allocated. It exercises this right under the conditions laid down in 6.4.1.

Any request to cancel capacity, in full or in part, must be submitted using the procedures defined in point 4.2.2.1.

The capacity to which the relinquishment relates is considered to have become available again.

The infrastructure manager may allocate any applicant the right to utilise the capacity that has become available, provided that it satisfies all the conditions prior to that utilisation.

4.2.3 "TimeTabling Redesign" pilot projects

Since the timetable 2020, pilot projects are set up to test the processes of the International Timetabling Redesign (TTR) project (see point 1.10.3). The railway lines on the Belgian network to which the "Antwerp - Rotterdam" pilot project applies are the following:

Line	Route sections
L12	Y Mariaburg – Essen Grens
L12/1	Y Driehoekstraat – Y Sint-Mariaburg
L27A	Y Driehoekstraat – Y Schijn
L12	Y Luchtbal – Y Sint-Mariaburg
L25*	Antwerpen Centraal – Y Luchtbal
L4*	Y Luchtbal – Meer Grens

** excluded from the rolling planning.*

The pilot projects comprise two pillars: annual planning requests and rolling planning request.

For the rolling planning, capacity is guaranteed (*safeguarded capacity for rolling planning*) and requests can be submitted at the earliest four months and at the latest one month before the first running day. This is to allow sufficient time for the preparation of a high-quality offer. After these deadlines, the unused guaranteed capacity is added to the remaining capacity. Requests must comply with the characteristics of the published train path.

It remains possible to submit requests for annual planning. This will be done according to the procedures described in points 4.2.2.1.1 and 4.3.1.2 of the network statement.

More details on the capacity guaranteed for the rolling planning are available on https://cms.rne.eu/ttr-communication-platform/rotterdam-antwerp-library.

More information about the TTR pilot projects and how to submit applications can be found on the website www.rne.eu/sales-timetabling/ttr/.

4.3 Schedule for capacity requests and allocation of train paths

4.3.1 Schedule for working timetable

4.3.1.1 The legal requirements

The deadlines imposed with regard to the capacity allocation process are specified in Chapter 4 of Title 3 of the Rail Code. In accordance with the latter, the timetable enters into force at midnight on the second Saturday in December.

In order to carry over and supplement the legal requirements of the Rail Code, *RailNetEurope* draws up a precise schedule each year for each preparatory phase of the timetable.

4.3.1.2 The annual schedule determined by RailNetEurope

For the production of the 2020 annual timetable, RNE determined the following target dates and periods:

Feasibility studies		
Deadline for filing of feasibility study requests	21 January 2019	Applicant
Deadline for replies to the feasibility study requests	18 March 2019	Infrabel

Initial path requests		
Finalisation of pre-arranged paths catalogues	14 January 2019	Infrabel
Submission of capacity requests (*New path requests*)*	From 15 December 2018 to 8 April 2019	Applicant
Establishment of the draft service timetable	From 9 April 2019 to 1 July 2019	Infrabel
Technical meeting	From 11 June 2019 to 14 June 2019	Infrabel and other IMs
Publication of the draft international service timetable	1 July 2019**	Infrabel

Initial path requests		
Applicant observations and comments	From 2 July 2019 to 2 August 2019***	Applicant
Deadline for the provision of a final reply to the clients	19 August 2019	Infrabel

Start of validity	
Start of validity of the 2020 service timetable	15 December 2019 at 00:01

* If the second Monday in April is Easter Monday, the deadline is extended by one working day.

**The maximum period foreseen in the Rail Codex is four months from the deadline for submission of applications.

***Applicants always have a statutory period of one month from the publication of the draft timetable to submit their comments and observations.

The office with responsibility for handling this type of request is office I-TMS.351. Requests submitted exceptionally via the documents mentioned in point 4.2.2.1 should be sent to this office at the address given in point 1.8.1.

Requests for capacity submitted to the freight corridor's C-OSS as part of creating an annual timetable follow basically the same principles as those for the RNE scheduling. These are set out in the *Corridor Information Document* (see point 1.9).

4.3.2 Schedule for capacity requests outside the timetabling process

4.3.2.1 Request outside deadlines for the next timetable

Requests submitted within the deadlines *(New Path Requests)* take priority over those submitted outside the deadlines *(Late Path Requests* and *Ad Hoc Requests)*, in other words after the second Monday in April Y-1. In the event of a conflict between a request submitted outside the deadlines and one submitted within the deadlines, the infrastructure manager proposes different capacities for requests submitted outside the deadlines.

Late path requests		
First day for the submission of *late path requests*	9 April 2019	Applicant
First day for replies to *late path requests*	20 August 2019	Infrabel
Last day for the submission of *late path requests*	21 October 2019	Applicant
Last day for replies to *late path requests*	18 November 2019	Infrabel
Ad-hoc path requests		
First day for ad hoc requests	22 October 2019	Applicant

The office I-TMS.351 is responsible for handling this type of requests. Requests submitted exceptionally via the documents mentioned in point 4.2.2.1 should be sent to this office at the address given in point 1.8.1.

Any request for capacity received by the infrastructure manager less than ten working days before the change of timetable will be handled in accordance with the procedure indicated in point 4.3.2.2 below as if it were an request for capacity to be scheduled in the current timetable.

4.3.2.2 Capacity requests to be scheduled in the current timetable

4.3.2.2.1 Adaptations to the timetable in the long term

During its period of validity, the timetable may be subject to modifications, occurring on certain dates. Such modifications are announced as intermediate modifications. The infrastructure manager has the list of the dates of intermediate modifications (and thus the periods of application between two dates of intermediate modifications) available for consultation (office I-TMS 351, for address see 1.8.1). These dates are fixed by joint agreement between the various infrastructure managers and railway undertakings at the RNE and FTE (*Forum Train Europe*) meetings. They are also published on the sites www.forumtraineurope.org and www.rne.eu.

The office I-TMS.351 is responsible for handling this type of requests. Requests submitted exceptionally via the documents mentioned in point 4.2.2.1 should be sent to this office at the address given in point 1.8.1.

4.3.2.2.2 Adaptations to the timetable in the short term

The applicants may apply for adaptations to the service of trains outside the dates scheduled for the intermediate modifications.

Adaptations in the short term are published electronically by bulletin.

The bulletin contains the data relating to the timetables of trains and empty runs as well as all the other information from the infrastructure manager and the information requested by the applicant which is useful for the movement of the trains and empty runs concerned. The date of application of the bulletin is the date of the first train path concerned by the bulletin.

The general rule governing the deadline for receipt of short-term capacity requests is D-2 (working days) at 10.00 a.m. For capacity requests that respect this deadline, the organisation bulletin will be published at the latest on D-1 (working day), at 12 noon, except in cases of force majeure, incidents with a major impact on rail traffic or strikes.

Capacity requests submitted after this deadline for receipt or which, due to an exceptional situation cannot be processed on time, will be processed in real time (see point 4.3.2.2.3 below).

The following exceptions apply to this general rule:

Type of request	Deadline for receipt of the request (working days)	Publication of the organisation bulletin (working days)
Exceptional transport with restriction	Up to 10:00 on D-6	Up to 12:00 on D-2
Ordinary transport or exceptional transport not subject to restrictions (requested speed =< 60 km/h) [1]	Up to 10:00 on D-4	Up to 12:00 on D-1
Changes due to public holidays on the Belgian network and foreign networks	Up to 10:00 on D-4	Up to 12:00 on D-1
Modifications due to work on a neighbouring network which affects passenger timetables	Up to 10:00 on D-2	Up to 12:00 on D-1

[1] Cf. Runs using historic trains.

If the deadline for receipt is not met for the types of requests listed in the table above, timely publication of the organisation bulletin cannot be guaranteed and requests may be processed in real time. With the exception of 'Extraordinary transport with restrictions', where request submitted outside the deadline for receipt will be refused for operational and safety reasons.

The office I-TMS.353 is responsible for handling this type of requests. Requests submitted exceptionally via the documents mentioned in point 4.2.2.1 should be sent to this office at the address given in point 1.8.1.

4.3.2.2.3 Adaptations to the timetable in real time

The railway undertakings (whether or not authorised by a non-railway undertaking applicant) may request adaptations to the service of trains outside the deadlines laid down for adaptations in the short term, apart from exceptional transports with restrictions.

The office I-TMS.66 is responsible for handling this type of requests (for address, see point 1.8.1).

4.4 Allocation process

4.4.1 Coordination process and management of competing requests

When the infrastructure manager receives capacity requests to create an international train path, he confers with the relevant infrastructure managers, in order to offer a harmonised capacity, as far as possible. This coordination takes place within the framework of cooperation within RNE.

In addition, the infrastructure manager coordinates the competing requests for the allocation of train paths. The C-OSS processes the competing requests within the context of pre-arranged paths and the reserved capacity in the freight corridors. These principles are explained below.

4.4.1.1 Competing requests in the context of the allocation of paths within the timetabling period (New Path Requests)

If the infrastructure manager encounters competing requests during the programming procedure, he endeavours to find the most suitable solution by coordinating these requests, in accordance with the provisions set out in article 40 of the Rail Code.

He may propose different capacities from those requested. In the event that this capacity is rejected by the applicants, these are required to provide a written answer (letter or e-mail) within five working days of the notification of the proposal by the infrastructure manager.

Within five working days of receipt by the infrastructure manager of the applicant's refusal, the infrastructure manager will suggest another proposal to the applicants concerned.

If no solution can be found by the applicants following their categorical rejections of the alternatives proposed by the infrastructure manager, the latter will apply the priority criteria shown in the table below:

1st criterion	The infrastructure manager distributes the paths taking the following priorities into account: – On high speed lines: **1** high speed trains; **2** fast passenger trains; **3** other trains. – On lines principally intended for the carriage of goods: **1** fast freight trains; **2** slow freight trains; **3** passenger trains; **4** other trains. – On lines principally intended for passenger transport: **1** high speed and fast passenger trains; **2** slow passenger trains; **3** freight trains; **4** other trains. – On mixed lines: **1** high speed and fast passenger trains; **2** slow passenger trains and fast freight trains; **3** slow freight trains; **4** other trains. The lines are listed according to type in appendix B.4. The definitions of the line and train types (as mentioned in article 2 of the Royal Decree of 19 juli 2019) appear in appendix A.1
2nd criterion	The infrastructure manager allocates the capacity to the applicant whose capacity request produces the highest monthly fee for use on the total run requested on the Belgian railway infrastructure.

Should the specified criteria prevent the applicants from reaching a decision or should an applicant reject the alternative capacity offered by the infrastructure manager on the basis of the application of these criteria, the infrastructure manager will declare the infrastructure in question saturated. These principles are described in detail in point 4.4.3 of this document.

4.4.1.2 Competing requests in the context of allocation of pre-arranged paths and reserved capacity in freight corridors

The C-OSS applies the priority rules in case of competing requests as described in the *Framework for Capacity Allocation* for freight corridors. This document can be consulted via the website of each corridor, specifically in Book 4 of the *Corridor Information Document* (see point 1.9).

4.4.1.3 Competing requests in the context of the procedure for the allocation of paths outside the timetabling process and during the current timetable (*Late Path Requests* and *Ad Hoc Requests*)

In case of competing requests in the context of the procedure for the allocation of train paths outside the timetabling process and during the current timetable, the infrastructure manager takes into account the date of the filing of the request (principle of First In First Served - FIFS).

However, if these requests are more specific and require a longer handling time, this principle may be waived (for example: in case of a request for multiple trains and/or multiple running days, harmonisation is required at the border, connections have to be guaranteed, further agreements have to be reached with the applicant, …).

4.4.2 Dispute resolution process

At the request of an applicant or of the infrastructure manager, the Regulatory Body for Railway Transport and for Brussels Airport Operations (see 1.8.2 for address) takes a decision within ten working days on every dispute regarding the allocation of capacity (Art. 62 § 4 of the Rail Code) in order to fulfil its mission concerning the administrative handling of disputes. The procedure to be followed under the administrative regulation for disputes in relation to the allocation of capacity is described in the Royal Decree of 21 March 2007 (articles 2 to 5).

4.4.3 Congested infrastructure: definition, priority criteria and allocation process

Where, after the coordination of the train path requests, it proves impossible to respond favourably to all the requests, the infrastructure manager declares the section of the infrastructure concerned to be congested.

4.4.3.1 Allocation of train paths

On a section of the infrastructure that is congested, without adversely affecting the capacities reserved for planned network maintenance, the infrastructure manager distributes train paths with due regard to the following priorities:

- On the high-speed lines:
  1. High-speed trains;
  2. Rapid passenger trains;
  3. Other trains.
- On lines principally intended for the carriage of goods :
  1. Rapid freight trains;
  2. Slow freight trains;
  3. Passenger trains;
  4. Other trains.
- On lines principally intended for passenger transport :
  1. High-speed trains and rapid passenger trains;
  2. Slow passenger trains;
  3. freight trains;
  4. Other trains
- On the mixed lines:
  1. High-speed trains and rapid passenger trains;
  2. Slow passenger trains and rapid freight trains;
  3. Slow freight trains;

4 Other trains.

Where the application of the priority criteria does not make it possible to allocate a train path to one applicant rather than another, the infrastructure manager allocates the train path to the applicant whose train path request produces the higher total level of utilisation charges on the route envisaged on the Belgian railway infrastructure.

The list of lines by type are shown in appendix B.4. The definition of the types of line (as mentioned in Article 2 of Royal Decree of 19 juli 2019) appears in appendix A.1

4.4.3.2 Taking into account of the previous levels of utilisation of the train paths

For the purposes of the determination of the priorities in the framework of the allocation process, the infrastructure manager takes into account the previous levels of utilisation of the train paths and may, after consultation with the applicant, suspend or withdraw the right of use of the train path in the event of under-utilisation of said train path where the holder of the capacity has, in the course of the previous timetable, used the capacity on average less than 80% of the number of weekly movements scheduled.

This measure does not apply if the under-utilisation is due to reasons other than economic reasons beyond the control of the holder of the capacity.

4.4.4 Impact of framework agreements

Not applicable.

4.5 Allocation of capacity for maintenance, renewal and enhancements

The principles set out below may still be amended at the beginning of 2020:

- *in consultation with the sector, in accordance with the discussions held, in particular, in the framework of the coordination mechanism (Article 26/3 of the Railway Code) and/or;*
- *as a result of the decision taken by the regulatory body as part of its monitoring task about planning and organising the works.*

4.5.1 Mission of the infrastructure manager

Among the tasks entrusted to the Belgian railway infrastructure manager are those relating to the maintenance, renewal, enhancement and modernisation of its network. Thus, the challenge for the infrastructure manager is to plan and coordinate the many infrastructure works while continuing to manage rail traffic. To this end, in the context of capacity management, it takes all appropriate measures to ensure the proper functioning of the infrastructure.

In order to respect European terminology, the term 'temporary capacity restriction' (TCR) is henceforth used, as it has a broader meaning than the term ‘works’.

4.5.2 Nature of temporary capacity restrictions

In order to internationally harmonize the processes of coordination and publication of TCR, Annex VII to Directive 2012/34/EU divides the nature of infrastructure works into different categories (MAJOR, HIGH, MEDIUM or MINOR) according to their duration and impact on rail traffic.

MAJOR and HIGH TCR include large-scale infrastructure works, such as all network renewal or enhancement works, which generally have a major impact on rail traffic and/or capacity and a relatively long duration. These works are generally integrated in the long term into the timetable (annual service)

in the form of capacity reservations. These TCR are published according to the timeline defined by RNE (see point 4.5.4).

The MEDIUM TCR cover infrastructure works which have less impact on rail traffic and/or available capacity. These works shall be integrated as far as possible into the timetable (annual service). These TCR will be published in accordance with the timeline defined by RNE (see point 4.5.4).

MINOR TCR are other capacity restrictions that also have a lesser impact but whose duration is indefinite or that are organised on an occasional basis. These works require adjustments to the timetable, in consultation with the various applicants concerned, either through adjustments to the current timetable or through a 'train service adjustment' bulletin, in accordance with the requirements of VVESI 7.4 - *Coordination of works and traffic*. These TCR are published according to the timeline defined by RNE (see section 4.5.4).

Finally, there are TCR which are not included in Annex VII; the smaller infrastructure works announced during the current timetable and whose impact on planned traffic is limited or non-existent (ad hoc TCR). Any changes to the train service must be made in consultation with the applicants in accordance with the method used for the MINOR TCR.

4.5.3 Organisation of Temporary Capacity Restrictions

While organising and planning all these capacity restrictions, the infrastructure manager has to face many internal constraints, namely:

- ensure the safety of on-site employees;
- allow a grouping of works by speciality when possible (= combination of works);
- increase site productivity;
- reduce maintenance and renewal costs.

The challenge for the infrastructure manager is to increase the effective duration of the work periods and to ensure that they can take place as much as possible in the daytime during the week or at night, with a minimal impact on the traffic of the various applicants. These work periods depend on the nature of the works and on the line usage frequency.

The following principles have been developed to organise TCR that can be carried out with a certain regularity and can therefore be integrated into the working timetable for year A+1:

Organizational principle	Type of works	Impact on the traffic	Frequency
P1	**Maintenance works on lines with high to medium usage frequency**	Single-track service (track possession of six net hours, outside peak hours)	1x per month **on a weekday, in the daytime**
P2	**Maintenance works on lines with infrequent usage**	Total line closure (track possession of six net hours, outside peak hours)	1x per month **on a weekday, in the daytime**
P3	**Renewal works on all lines of the railway network**	Single-track service or total line closure (track possession of seven net hours)	Work carried out **at night**

Organizational principle	Type of works	Impact on the traffic	Frequency
P4	**Large-scale renewal works on all lines of the railway network**	Total line closure	**During weekends or school holidays or several days continuously**

It should be noted that some variants may appear in the application of these organisational principles (for example, night work rather than work during daytime for a particular organizational principle). Such arrangements are made in agreement with the applicants. These various principles are incorporated in the final offer of the timetable for year A+1, which is sent to all applicants in August of year A (see point 4.3.1.2).

TCR that cannot be organized according to these principles are announced to applicants in accordance with the publication deadlines set out in section 4.5.4, after a consultation and information process (see section 4.5.5).

4.5.4 Publication of Temporary Capacity Restrictions

Annex VII to Directive 2012/34/EU has classified the different TCR according to their duration and their impact on train traffic (= traffic estimated to be cancelled, diverted or replaced by other transport modes).

Impact of the TCR	Duration of the works	Impact on the traffic
MAJOR TCR (1)	More than 30 consecutive days	> 50% of the estimated volume of traffic on a railway line per day
HIGH TCR(1)	More than 7 consecutive days	> 30% of the estimated volume of traffic on a railway line per day
MEDIUM TCR(1)	7 or fewer consecutive days	> 50% of the estimated volume of traffic on a railway line per day
MINOR TCR(2)	Undefined	≥ 10% of the estimated volume of traffic on a railway line per day
Ad Hoc TCR	Undefined	< 10% of the estimated volume of traffic on a railway line per day

(1) Annex VII to Directive 2012/34/EU, article (11)
(2) Annex VII to Directive 2012/34/EU, article (12)

In practice, for the 2020 timetable, the infrastructure manager is obliged to publish, in accordance with the RNE calendar (3), the known TCR within the following publication deadlines:

Impact of the TCR	12/2018	12/2019

MAJOR TCR	X (second publication)	
HIGH TCR	X (second publication)	
MEDIUM TCR	X (international impact)	X (national impact)
MINOR TCR		X

(3) In the event of changes in to the principles set out in the RNE Guidelines, this text may be modified.

4.5.5 Consultation and information to applicants

The infrastructure manager organises regular meetings with applicants to inform them of the planned TCR and to analyse together with them the adaptations to be made to the train service to enable the works to be carried out. At these meetings, applicants can express their views and propose alternative solutions. It is up to the infrastructure manager to analyse these alternative solutions and their impact on the organisation of the worksites and select an appropriate solution to carry out the works in the best possible circumstances, while taking into account the interests of the parties concerned.

All TCR shall be announced in accordance with the deadlines set out in point 4.5.4, except those already included in the working timetable. The list of the “traffic free periods” that have been integrated in the timetabling, can be consulted in Appendix B.6.

The contact details of the work coordination offices are given in section 1.8.1.

4.5.6 Formalisation of the Temporary Capacity Restrictions and publication of the bulletin

All TCR are announced officially by means of the infrastructure manager issuing a "works" bulletin.

The applicants receive a "adaptations train services" bulletin for those works that entail adjustments to the timetable.

These two types of bulletins are produced at the latest 28 days before the start of the works and are sent to the applicants. The bulletins are also available on the *Business Corner* via the *Daily In* application.

4.5.7 Urgent works

See point 4.8 for further details.

4.5.8 Cancellation of work sites

In the event of cancellation of these works, Infrabel consults the applicants in order to possibly cancel the adjusted timetable agreed in anticipation of theworks.

In that case, it is up to Infrabel, in consultation with the applicant,

- to cancel the “train service adjustment" bulletin and have the seasonal schedule restored by another bulletin, if possible;
- or, to maintain the adjusted timetable agreed.

4.5.9 Impact of the works on assigned capacity

RSEIF 7.4 – *Coordination of works and traffic* (from June 2020: RDEI 456 - *Communications between the control bodies for the operation and train service of the IM and the IU*) describes the measures that are to be taken when works cannot be carried out without amending the assigned capacities.

Without prejudice to the provisions of the track access agreement or the capacity agreement, restrictions or disruptions that affect traffic due to works do not result in any right to compensation from the infrastructure manager on the part of the holder of the capacity. The infrastructure utilisation charge is owed for the originally assigned capacity, unless the traffic is completely cancelled. In case of partial cancellation of the traffic, the utilisation charge is due only for the part of the capacity that was actually used.

4.6 Non-usage / cancellation rules

The invoicing principles applicable in the event of non-use/cancellation of train paths are described in point 6.1.

4.7 Exceptional transports and dangerous goods

4.7.1 Exceptional transports

Any applicant indicates in its capacity request whether or not it plans to incorporate exceptional transports in its trains and, if so, stipulates the type of exceptional transport and in particular, the number of the provisional authorisation assigned by the infrastructure manager (see point 5.4.3) or the coding in the event of combined transport (see appendix C.2).

4.7.2 Transport of dangerous goods

Any applicant requesting capacity indicates in its request whether it plans to incorporate dangerous goods in its trains or not.

4.8 Special measures to be taken in the event of disturbance

4.8.1 Main principles

Where the train movements differ from those corresponding to the train paths allocated, the infrastructure manager modifies the distribution of the capacities in order to get back as quickly as possible to an utilisation of the capacities which corresponds to the train paths allocated.

The train paths allocated may be modified by the infrastructure manager:

- either because of works necessary to ensure the restoration of normal service after a disruption to train movements because of a technical failure or an accident on the railway infrastructure;
- or because of an emergency, absolute necessity, or circumstances beyond its control.

The infrastructure manager informs the holder of the capacities concerned as soon as possible. The infrastructure manager does its utmost to reduce the frequency, scale and duration of disruptions affecting train movements.

Applicants will be informed of the restrictions on use and options for the train paths and alternatives will be sought in collaboration.

Where the train paths allocated are totally unusable, and if no alternative solution can be found, the infrastructure manager may cancel the train paths concerned without notice during the time necessary to restore the infrastructure. It notifies the holder of the train paths concerned.

Notwithstanding the provisions of the track access agreement and the capacity agreement, disruptions which affect traffic movements do not entitle holders of capacity to any compensation by the infrastructure manager. The use charge is due for the initial allocated capacity, except in case of

cancellation of the traffic. In case of partially cancellation of the traffic, the use charge is due only for the effective used part of the capacity.

4.8.2 International Contingency Management

In the event of serious incidents with a significant international impact, international coordination of incident management is required. For international disruptions lasting longer than 3 days and which have a major impact on international rail traffic, international crisis management applies.

Freight corridors act as facilitators for disruption management and the communication process. Together with the infrastructure managers concerned, they have developed traffic diversion overviews and operational scenarios. A reference to the diversion overview and the scenarios can also be found in Chapter 5 of Book 4 of the *Corridor Information Document* (see point 1.9 of this network statement).

In the event of major international disruptions on a line or in a facility, consultations are held with the infrastructure managers of neighbouring countries with a view to possible traffic diversions and the modification or cancellation of certain journeys. It is agreed which trains will run when and via which border crossing. An incident is also created in TIS so that the infrastructure managers of the neighbouring countries and the infrastructure managers of the freight corridors concerned are informed. At agreed times there are telephone conferences during which the situation is discussed and the agreements are adjusted where necessary. Initially, the adjustments will be made in real time by Traffic Control. In a further phase, the adapted train service will be incorporated into a bulletin.

Railway undertakings are involved in accordance with national incident management procedures and are responsible for communicating specific train information to their customers.

After agreeing with the infrastructure managers of the neighbouring countries on how the traffic will run while the incident is ongoing, the railway undertakings are informed by Traffic Control about their options and about the available capacity (which may be redistributed). On this basis, the railway undertakings decide how they will deploy their trains.

Further details are available in the International Contingency Management Handbook, which can be found at www.rne.eu/rneinhalt/uploads/International_Contingency_Management_Handbook_final_v1.5.pdf.

On the one hand, this manual describes the standards that allow traffic to be maintained at the highest possible capacity in spite of an international disruption. On the other hand, the manual ensures transparency on the status of the interference and its impact on traffic flows for all relevant stakeholders in Europe. It also defines disruption management and communication processes that complement national incident management procedures to allow better international cooperation between infrastructure managers and allocation bodies.

4.9 Request and allocation of local capacities

4.9.1 Description of process

4.9.1.1 Applying for local capacity

4.9.1.1.1 General principles

Infrabel gives the applicant the possibility of reserving local capacities in the sidings. To do this, Infrabel offers the applicant the *Shunt In* reservation tool on the *Business Corner*. In order to be able to use it, the applicant must contact its Key Account Manager.

According to the capacity agreement (see appendix B.3), a non-railway undertaking applicant cannot submit a real-time request for local capacity. This can only be submitted by the railway undertaking designated by the non-railway undertaking applicant.

Appendix F.1 shows all of Infrabel 's tracks. In that respect, the local capacities which can be reserved can be catalogued into two categories:

- tracks which can be reserved in the long term / short term / real time, listed under the status RMR (Reservable Shunting Charge);
- tracks which can be reserved only in real time, listed under the status RMNR (Non-Reservable Shunting Charge).

Three types of sidings exist on the Belgian rail network:

- unsignalled sidings: any siding for which the tracks are managed by the railway undertaking and to which access is likewise provided by it (however, entry to the siding may be able to be controlled by Infrabel);
- signalled sidings: any siding for which the tracks are managed by Infrabel and to which access is likewise provided by it;
- 'delegated command facility' sidings: any siding for which entry and capacity allocation are managed by Infrabel and to which access is handled by the authorised railway undertakings.

Depending on the type of siding and the reservation arrangements, some principles have been drawn up and set out in the table below:

	Signalled sidings	'Delegated command facility' sidings	Unsignalled sidings
Long-term reservations (RLT) - Full capacity - Year X-1	- The applicant makes the reservations in the *Shunt In – LT* reservation tool. - Infrabel (Operational Planning), handles the local track planning and manages the availability of a track by taking account of the operational necessities of the railway infrastructure. In that role, it handles priority track reservation when railway infrastructure maintenance is required. - Infrabel (Office I-TMS.351.C, for address see 1.8.1), handles any conflicts and resolves them.		
Short-term reservations (RST) – Residual capacity - Year X	- The applicant makes the reservations in the *Shunt In – ST* reservation tool. - Infrabel (Operational Planning) handles the local track planning and manages the availability of a track by taking account of the operational necessities of the railway infrastructure. In that role, it handles priority track reservation when railway infrastructure maintenance is required. - Conflict management is not necessary, as conflicts are not possible between railway undertakings in the short term (FIFS – *First In First Served* principle).		
Real-time reservations (RRT) – Residual capacity	Infrabel (signalling post) makes the reservations in the *Shunt In – RT* reservation tool. - Infrabel (signalling post) allocates the capacity in real time.		- The railway undertaking, which may or may not be designated by a non-railway undertaking applicant, makes the reservations in the *Shunt In – RT* tool.

	Signalled sidings	'Delegated command facility' sidings	Unsignalled sidings
- **Year X**	- Conflict management is not necessary, as conflicts are not possible in real time (FIFS – *First In First Served* principle). - If no prior reservations have been made in *Shunt In* for the planned operations in the long or short term, the railway undertaking, which may or may not be designated by a non-railway undertaking applicant, is required to notify the signalling post operator of the duration of the parking or shunting.		- Conflict management is not necessary, as conflicts are not possible in real time (FIFS – *First In First Served* principle).

Further information can be found in the regulation on the delegated command facility available in the LST Vol. III, list 6.

Local capacity reservations are visible for all applicants, but anonymously, which allows Infrabel to guarantee data confidentiality.

4.9.1.1.2 Particular case of related railway undertakings for local capacity

A related railway undertaking (RRU) is defined as being any association, company or corporate entity authorised to submit a request for train paths and/or local capacity to allow the movement of railway engines on the network for the purposes of approval - certification or tourist movements. The following principles apply to related railway undertakings:

	Signalled sidings	'Delegated command facility' sidings	Unsignalled sidings
Long-term reservations (RLT) **-** **Short-term reservations (RST)**	To submit a long-term or short-term local capacity request, the related railway undertaking must use the form in appendix B.1.4. Depending on the choice of the facility where the rolling stock is to be parked, the related railway undertaking must send the form to Infrabel (competent Operational Planning). The list of different functional mailboxes can be requested from Infrabel (via the office I-TMS. 351.C, see contact details in point 1.8.1).		
Real-time reservations (RRT)	To submit a real-time local capacity request, the related railway undertaking must make direct contact with the signalling post of the facility concerned.		

4.9.1.2 Local capacity allocation

Reservation of local capacity in a facility does not impose an absolute obligation upon Infrabel to allow access to the track at the said facility or to authorise shunting to and from it. For operational or technical reasons Infrabel can modify a reservation of local capacity and allocate equivalent alternative local capacity.

Any holder of capacity or railway undertaking placing wagons on a given track is responsible for them until they are removed. Any other agreement must be formally notified to Infrabel .

All applicants must register bookings in the *Shunt In* application as soon as they intend to occupy the track for a period equal to or longer than 31 minutes.

In addition, if no reservation has been entered in the *Shunt In* application in advance for the long or short term, the applicant will be obliged to notify the signalling post operator of the parking or movements.

Failing this, the signalling post operator will record a reservation of two hours by default. This reservation will only be cancelled if two conditions are met simultaneously:

- the railway undertaking, which may or may not be designated by a non-railway undertaking applicant, for which the default 2-hour reservation has been entered has left the track before the expiry of this period;
- another railway undertaking, which may or may not be designated by a non-railway undertaking applicant, wants to occupy the track during the 2-hour time interval.

Any reservation created in addition to one entered as default will be labelled "unauthorised" if the railway undertaking, which may or may not be designated by a non-railway undertaking applicant, has not yet contacted the signalling post operator to notify them of the duration of the parking or manoeuvres.

When checks are carried out in unsignalled sidings, Infrabel will enter an "unauthorised" reservation when it notes parking for which no reservation has been entered in advance.

Any equipment deposited on a siding by an auxiliary undertaking will generate the creation of a reservation in the name of the railway undertaking for which it is operating.

The details of the signalling posts can be found in the Local Protocols for use of the Infrastructure.

The specific cases of concurrent requests are described in detail in point 4.9.3.1.

4.9.1.3 Modification of local capacities

Any request for a modification to local capacities is permitted in accordance with the provisions set out in point 4.9.2.

4.9.1.4 Suspension or modification of local capacities

Infrabel may at any time suspend or modify a local capacity which has been allocated in advance, when:

- a capacity problem occurs in the installation concerned which might result in a blockage in the siding;
- a capacity allocated following an RLT or RST has never been used (or is under-used);
- a track has had to be declared unavailable for operational reasons, notably railway infrastructure maintenance.

4.9.1.5 Relinquishment of local capacities

Any holder of local capacities may relinquish the use of part or all of the local capacities allocated. It exercises this right under the conditions laid down in point 6.4.2.

The relinquishment of local capacity must be submitted via Shunt In:

- by the applicant in long term and short term for signalled sidings, unsignalled sidings and delegated command facilities;
- by the railway undertaking, which may or may not be designated by a non-railway undertaking applicant, in real time for unsignalled sidings;
- by Infrabel itself:

- at the request of an applicant during the conflict management phase (see point 4.9.3.1). The contact details for the office concerned for cancellation of local capacity can be found under section 1.8.1;
- at the request of a railway undertaking, which may or may not be designated by a non-railway undertaking applicant, in real time for signalled sidings and delegated command facilities. The details of the signalling posts can be found in the Local Protocols for the use of the Infrastructure.

The local capacity which the railway undertaking has relinquished is considered to have become available again.

Infrabel may allocate any applicant the right to utilise the local capacity becoming available, provided that it satisfies all the conditions prior to that utilisation.

4.9.2 Schedule for long-term requests for local capacity

The *Shunt In – LT* tool is open from the second Monday in April and the applicant may start to submit its reservations in two ways:

- either by opting to extend its reservations under the existing timetable for the next timetable via the 'Extension' tab. In that case, Infrabel sends the applicant a report setting out all the reservations which have been extended or not;
- or else by filing fresh reservations up until the last working day in August, when the *Shunt In – LT* tool closes.

While the *Shunt In – LT* tool is open, it is possible that competing demands may occur. To resolve them, a conflict handling phase begins when the *Shunt In – LT* tool closes, or as from the first working day in September. Infrabel, by agreement with the applicants, is tasked with resolving them.

Infrabel then notifies the applicants that the conflict handling phase and the local track planning are closed, and sends them a summary report of the resulting RLTs.

4.9.3 Schedule for short-term and real-time requests for local capacity

4.9.3.1 Short term

Once the conflicting LT requests have been resolved, the applicant will be given access to the *Shunt In – ST* / *Shunt In – RT* reservation tools. In any event, the *Shunt In – ST* application is open to the applicants at the latest ten working days before the entry into force of the timetable, at midnight on the second Saturday in December.

Where there are no LT conflicts, the *Shunt In – ST* reservation tool is directly accessible to the applicant, albeit on condition that the local track planning by Infrabel (I-TMS Area, see address in appendix D.10) is finished. All applicants are alerted simultaneously by e-mail.

When the applicant is given access to the *Shunt In – ST* reservation tool, it may cancel or modify existing reservations or add extra short-term reservations, no later than 24 hours before the time required.

For this type of reservation, the principle is FIFS – *First In First Served*. So there are no conflicts. However, a track may be declared unavailable by Infrabel for operational reasons, notably railway infrastructure maintenance.

4.9.3.2 Real time

When the railway undertaking, which may or may not be designated by a non-railway undertaking applicant, is given access to the *Shunt In – RT* reservation tool, RRTs (real-time reservations) may be added, modified or cancelled as described below:

- For signalled sidings and delegated command facilities, the railway undertaking must submit a capacity request at the local level (in other words with the signalling post concerned);
- For unsignalled sidings, the railway undertaking must submit a capacity request direct in Shunt In – RT;
- RRTs must be added, modified or cancelled no later than 24 hours before the time required.

For this type of reservation, the principle is FIFS – *First In First Served*. So there are no conflicts. However, a track may be declared unavailable by Infrabel for operational reasons, notably railway infrastructure maintenance.

4.9.4 Allocation process for local capacity

4.9.4.1 Coordination process

4.9.4.1.1 The amicable phase

In the initial amicable phase, Infrabel (office I-TMS.351.C, see address in point 1.8.1) handles conflicting requests recorded in the long term, after having first granted the parking requests required for operational purposes, notably for railway infrastructure maintenance.

In the case of the handling of conflicting requests, two situations may arise:

- An applicant wishes to reserve the whole of the siding or the majority of the tracks in it. In this case, Infrabel will allocate the capacity with due regard to the various requests from the applicants in such a way as to guarantee each of them a minimum capacity;
- at least two applicants have reserved the same capacity. In that case, Infrabel e-mails a proposed alternative to the applicants concerned. The applicants reply, accepting or rejecting Infrabel's proposal, within three working days following receipt of the proposed alternative. If no response is forthcoming, the solution is deemed to have been accepted. Infrabel will offer as many alternative proposals as possible depending on its available capacity.

4.9.4.1.2 The dispute phase

If the applicants reject Infrabel 's alternative proposal(s), then a dispute phase will begin, which calls for the application of the following guidelines in ranking conflicting requests:

- the operational utilisation of the track;
- the effective utilisation of the reservations by the applicant in the previous timetable;
- the number of hours reserved and the number of train paths from or to the installation.

Once Infrabel applies the guidelines mentioned above in resolving the competing requests between the applicants concerned, Infrabel splits the administrative costs between all the applicants which have rejected the alternative proposal(s) suggested during the amicable phase. More information on the administrative charges can be found in point 6.1.2.2.2.

4.9.4.2 Intervention by the regulatory body

In the event of a conflict between different requests, Infrabel tries to respond to all requests as much as possible. If no suitable alternative exists and it is impossible to meet all capacity requests for the installation concerned on the basis of demonstrated needs, the applicant may file a complaint with the regulatory body, which shall examine the case and take measures, if necessary, to ensure that an adequate part of the capacity is allocated to the applicant, in accordance with Article 9(5) of the Rail Code.

4.9.4.3 Congested zones: definition, priority criteria and procedure for allocation within these zones

In accordance with the legislation in force, the criteria mentioned in point 4.4.3 are not applicable to local capacities.

4.9.4.4 Impact of framework agreements

It should be noted that these framework agreements do not apply to the reservation of local capacity.

4.9.5 Allocation of capacity for maintenance, renewal and enhancements

Any request to reserve local capacity submitted by Infrabel, for the purpose of railway infrastructure maintenance or parking its rolling stock for the purposes of conducting work on it, shall take priority over any other reservation.

Special provisions regarding grouping of track maintenance[1] in the yards

To be able to carry out the necessary checks on its installations, as well as the related maintenance works, in a safe and efficient manner, Infrabel can have sole control of each rail yard separately at least four times per year, and in each case to have this for an uninterrupted period of at least twelve hours on working days during working hours. It may, depending on the nature of the works, be necessary for a section of the siding tracks to be made available for the needs of Infrabel. This release is, however, limited to at most half of a yard. Any wagons that are parked on the other part of the yard will not be accessible for the period set out above during the works. Works of this sort shall be announced by Infrabel at least ninety calendar days in advance, together with the requirement to release the tracks.

In these circumstances Infrabel commits itself to organise and group these works optimally during these disruptions. This will mean that the number of interventions between two interventions with an important impact on the capacity will be strongly reduced, to the benefit of the operational safety of the installation.

4.9.6 Non-usage rules

These provisions are set out in point 6.4.1.

4.9.7 Exceptional transports and dangerous goods

4.9.7.1 Exceptional transports

Where an exceptional transport is scheduled to be parked at a facility, and because of its size it encroaches into the adjoining track(s) either side of the track on which it is parked at the said facility, the railway undertaking must apply via *Shunt In* to reserve all the tracks necessary for the safe parking of the exceptional transport.

4.9.7.2 Transport of dangerous goods

The request for capacity is handled in line with point 2.6.

[1] These provisions do not apply to urgent interventions and track replacement works.

4.9.8 Special measures to be taken in the event of disturbance

Where the occupation of the track by rolling stock differs from those corresponding to the capacities allocated, Infrabel modifies the distribution of the capacities in order to get back as quickly as possible to an utilisation of the capacities which corresponds to the capacities allocated.

The capacities allocated may be modified by Infrabel :

- either because of works necessary to ensure the restoration of normal service after a disruption to the occupation of the track by rolling stock because of a technical failure or an accident on the railway infrastructure;
- or because of an emergency, absolute necessity, or circumstances beyond its control.

Infrabel informs the holder of the capacities concerned as soon as possible. Infrabel does its utmost to reduce the frequency, scale and duration of disruptions affecting the occupation of the track by rolling stock.

Applicants will be informed of the restrictions on use and options for the local capacities and alternatives will be sought in collaboration.

Where the capacities allocated are totally unusable, and if no alternative solution can be found, Infrabel may cancel the local capacities concerned without notice during the time necessary to restore the infrastructure. He notifies the holder of the local capacities concerned.

Notwithstanding the provisions of the track access agreement and the capacity agreement, disruptions which affect the occupation of the track by rolling stock do not entitle holders of capacity to any compensation by Infrabel. The use charge is due for the initial allocated local capacity, except in case of cancellation of the local capacity. In case of partially cancellation of the local capacity, the use charge is due only for the effective used part of the capacity.

5. SERVICES

5.1 Introduction

5.1.1 Service categories

In accordance with article 9 of the Rail Code, the infrastructure manager and the other operators of service facilities associated with the railway infrastructure (and service providers) respectively provide services for the railway undertakings and, if applicable, for the non-railway undertaking applicants. These are divided into four categories:

- **Minimum services** in accordance with Rail Code Appendix I, point 1

  The infrastructure manager is the only one that offers the minimum services to applicants in a non-discriminatory and transparent manner.

- **Track access to service facilities** in accordance with Rail Code Appendix I, point 2 and supply of services in these facilities

  Infrabel offers its services to applicants as necessary in a non-discriminatory and transparent manner. Their requests can only be rejected if viable alternative railway solutions exist under acceptable economic conditions.

  The other operators of service facilities/or service providers for all railway undertakings and, if applicable, for the non-railway undertaking applicants provide also access in a non-discriminatory manner, including track access, to their facilities and to the services provided in these facilities.

- **Additional services** in accordance with Rail Code Appendix I, point 3

  If Infrabel provides additional services, these services must be provided in a non-discriminatory manner.

  The same applies to other operators of service facilities and/or service providers.

- **Ancillary services** in accordance with Rail Code Appendix I, point 4

  Railway undertakings and, where applicable, non-railway undertaking applicants may ask Infrabel or other suppliers to provide ancillary services. Infrabel is not bound to provide these services. However, if these services are offered, they must be provided in a non-discriminatory manner.

  The same applies to other operators of service facilities and/or service providers.

5.1.2 Services provided by Infrabel

Infrabel has developed five specific services for the railway undertakings and , where applicable, the non-railway undertaking applicants:

1. *Your Moves*: train paths (minimum services and access by the railway network to the service infrastructures and services provided in these facilities);

2 *Your Shunts*: local capacities (minimum services and access by the rail network to the service infrastructures and services provided in these facilities);
3 *Your Power*: traction current (minimum services and additional services);
4 *Your XXL*: exceptional transport studies (additional services);
5 *Your Technical Control*: technical control of the equipment used for off-path journeys (ancillary services).

// YourMoves // YourShunts // YourPower // YourXXL // YourTechnicalControl

The different services that Infrabel offers are detailed under points 5.2 to 5.5 below. The infrastructure at the disposal of the railway undertakings and, if applicable, the non-railway undertaking applicants is detailed in Chapter 3.

Most of the minimum services and access via the tracks to the service facilities, along with the services provided in those facilities (where these are offered by Infrabel), are included under the infrastructure utilisation charge. The additional and supporting services offered by Infrabel are subject to separate charges. The different charges are described in Chapter 6.

The specific conditions for utilisation of and charging for services offered by Infrabel are described where relevant in one of the following documents: the utilisation agreement or capacity agreement, or the local protocol (see point 2.3).

Infrabel has also developed two specific services intended for industrial undertakings, which will not be discussed in this network statement (more information is available at www.infrabel.be/nl/Spoorwegondernemingen):

1 *Your Tracks*: reserved tracks;
2 *Your Connection*: rail connections.

// YourTracks // YourConnection

5.1.3 Services provided by other operators of service facilities and/or service providers

The service facilities linked to Infrabel's network and operated by third parties are listed in appendix E.2 to this document.

5.2 Minimum access package

As described above, the infrastructure manager is the only one that offers the minimum services. These services are included in the **// YourMoves** (train paths, see details in chapter 4) and **// YourShunts** (local capacities, see details in chapter 4) services and **// YourPower** (transport and distribution of power for traction, see the details below) although this is only in part.

The minimum access package comprises:

- handling of requests for railway infrastructure capacity;
- the right to utilise the allocated capacity;
- use of the network branch lines and points;
- train control including signalling, regulation and traffic control, as well as the communication and provision of information on train movements;
- use of electrical supply equipment for traction current;
- all other information required to implement or operate the service for which capacity has been allocated.

The infrastructure manager is the only transporter and distributor of traction current on its network, which forms part of the //YourPower service. Whether the applicant is obtaining its traction current from the infrastructure manager or from a supplier of its choice.

This service is therefore compulsory for the railway undertakings using electricity to power their units.

5.3 Access to service facilities and supply of services in these facilities

The infrastructure manager grants access to the service facilities through its public network (//YourMoves and //YourShunts). If the service facilities are not operated by Infrabel, access needs to be requested from the operator. Appendix E.2 gives a list of the service facilities operated by Infrabel or third parties.

Points 5.3.1 and 5.3.2 below contain specific information on the facilities operated by Infrabel.

5.3.1 Access to service facilities

5.3.1.1 Passenger stations

Infrabel does not operate passenger stations.

On the other hand, according to Appendix 23 of the Rail Code, the platforms are part of the infrastructure of Infrabel, from whom access to platforms has to be requested in the form of a capacity request. Appendix D.6 gives the list of the stations equipped with passenger platforms. The lengths of these platforms are also given in the list.

5.3.1.2 Freight terminals

Infrabel does not operate freight terminals.

5.3.1.3 Shunting and marshalling stations

Infrabel operates various yards for the formation and marshalling of trains, as well as for the parking of rolling stock. The list of these yards can be found in appendix E.2 of this document. The technical equipment is listed in appendix F.1, and appendix D.9 shows the opening times of the yards.

To actually use the yards, the //YourShunts service must be in use.

5.3.1.4 Storage sidings

See point 5.3.1.3

5.3.1.5 Maintenance facilities

Infrabel does not operate facilities for the maintenance of rolling stock.

5.3.1.6 Other technical facilities

Infrabel provides various technical facilities in its sidings (see point 5,3,1,3), in particular for the supply of electricity, water and compressed air.

The technical facilities and their location are shown in appendix F.1.

5.3.1.7 Maritime and inland port facilities

Infrabel does not operate maritime or inland port facilities.

5.3.1.8 Relief facilities

Infrabel does not operate any relief facilities.

5.3.1.9 Refuelling facilities

Infrabel provides the railway undertakings with fuelling platforms that may or may not be equipped with a fixed installation belonging to a third party. These service facilities are described in the appendices D7 and E.2.

On these platforms, the tracks are equipped with special soil protection in order to allow diesel vehicles to be filled with fuel from tankers. By means of this special soil protection, Infrabel aims to prevent potential pollution of the ground.

By signing the local protocol, the railway undertaking undertakes to respect the conditions for the use of the refuelling platform in a manner that avoids pollution of the soil as a result of refuelling.

A railway undertaking that uses the refuelling platform provided for the supply of diesel by tanker will be held liable for any pollution of the soil caused by this supply, and shall be responsible for any damage resulting from it.

5.3.2 Provision of services in the service facilities

5.3.2.1 Passenger stations

Not applicable.

5.3.2.2 Freight terminals

Not applicable.

5.3.2.3 Shunting and marshalling stations

Infrabel does not make any staff available for shunting and formation of trains nor for parking of rolling stock. On the other hand, Infrabel performs various operations from the signal cabins (managing tracks in the yards, applying track braking systems, etc.). More information regarding the operations preformed by Infrabel from the signal cabins can be found in the local agreements (see point 2.3.1.2).

It is possible for third parties to offer services in Infrabel's bundles under certain conditions. All information about this is available from Infrabel.

5.3.2.4 Storage sidings

See point 5.3.2.3.

5.3.2.5 Maintenance facilities

Not applicable.

5.3.2.6 Technical facilities

See point 5.3.2.3.

5.3.2.7 Maritime and inland port facilities

Not applicable.

5.3.2.8 Relief facilities

Not applicable.

5.3.2.9 Refuelling facilities

Infrabel does not supply fuel to refuel diesel vehicles.

Refuelling with diesel may only take place at the refuelling facilities and refuelling platforms described in point 5.3.1.9, or at refuelling facilities owned by other operators.

5.4 Additional services

5.4.1 The supply of traction current

Infrabel offers the supply of electricity to all the applicants for the powering of units, if they so require. Following the transposition of the electricity directive 2009/72/EC into Belgian law, applicants are also free to choose their own energy supplier. The legal provisions relating to the electricity market can be found in the law dated 8 January 2012, *amending the law of 29 April 1999 relating to the organisation of the electricity market*, and the law dated 12 April 1965 *relating to the transport of gaseous and other products through pipelines*.

5.4.1.1 Infrabel

The //YourPower service is divided into two parts: firstly the transport and distribution of traction current and secondly the supply of traction current. Transport and distribution forms part of the minimum services and is covered in point 5.2, whereas the supply of traction current is classed as an additional service and is discussed further in this point.

Infrabel buys electricity in advance. The following objectives are taken into account:

- ensure the energy supply ;
- avoid sudden price fluctuations ;
- enable railway undertakings to assess the price in advance ;
- obtain the lowest possible price.

For the supply of electricity by Infrabel, a mandate is required according to the electricity legislation. Infrabel needs to know the expected volume to be delivered at the start of the purchasing process. This is why the applicants which have a significant impact on this volume are asked to deliver the aforementioned mandate at the start of the purchasing process. For the other applicants the mandate is provided via the track access agreement or the capacity agreement. An applicant is deemed to exert a significant influence on the volume to be delivered when it consumes 2.5 percent of the estimated purchase volume.

5.4.1.2 Other operators of service facilities and service providers

All the traction units of an applicant (or the railway undertaking it specifies) choosing its own supplier which are used on the infrastructure manager network must be fitted with an energy meter. The technical requirements for the energy meters are set out in appendix E.3. The list containing the energy suppliers can be found on these websites:

- Brussels-Capital region:

www.brugel.brussels/nl_BE/acces_rapide/de-marktspelers-10/lijst-van-de-leveranciers-28

- Flemish region:

www.vreg.be/en/energy-supply

www.vreg.be/nl/overzicht-energieleveranciers

- Walloon region:

www.cwape.be/?dir=4.12

An applicant wishing to exercise its right to choose must notify Infrabel (see contact details shown in point 1.8.1) who will be its energy supplier and the access provider. This information must be communicated no later than 3 months before the date of entry into force. A change of supplier shall always begin on the 1st of the month. The choice of a supplier must cover a period of at least 3 months.

The energy supplier must hold a supply licence issued by the Belgian State. The access provider must have signed a contract with Elia. The supplier and the access provider must sign a document in which they declare that they agree with this indication.

If an applicant has not legitimately indicated an energy supplier and an access provider, or if one of the parties no longer meets the conditions above, it will be assumed that the railway undertaking is buying its traction current from Infrabel .

5.4.2 Services for trains

In order to enable carriages to be preheated, pre-air-conditioned or maintained at a positive temperature during freezing weather, Infrabel provides fixed 3kV supply installations for carriages to the railway undertakings.

These fixed installations equipped with keys can be used only by railway undertaking personnel who have been trained. For this purpose, Infrabel published a user manual on the *Business Corner* and will, on request, provide annual training for the railway undertaking's representative who will then train its own staff. Any railway undertaking wishing to sign up its trainer must contact its Key Account Manager before 30 June of the current year.

No personnel of Infrabel is made available for the use of the fixed 3KV supply installations. Only personnel from Infrabel's Technical Services may handle the maintenance and repair of these installations.

The use of electricity to heat carriages is included in the //YourPower service, as described in point 5.2.

5.4.3 Services for exceptional transports and dangerous goods

- Services for exceptional transports //YourXXL

Any rail movement with a view to an exceptional transport (for definition, see 2.6) must be the subject of a prior study with a view to its authorisation under the conditions that it determines.

Accordingly, an applicant wishing to carry such an exceptional transport must apply to Infrabel (I-TMS.144, see 1.8.1) by means of sheet UIC 502 available from the site www.uic.org.

If an applicant wishes to apply for the extension of the annual authorisation for year X, the request must be received by by the office mentioned above (Exceptional Transport Organisation, see 1.8.1) by the last working day in the month of September prior to year X.

More information about the request procedure for exceptional transports can be found on the *Business Corner*.

- Special services in the event of incidents involving dangerous goods

In order to minimise the harmful consequences of any accident and/or incident arising during the transport of dangerous goods by rail, with the exception of products covered by RID classifications 1 and 7, Infrabel has signed assistance agreements with the companies BASF Antwerpen N.V. and INOVYN S.A. of Jemeppe-sur-Sambre. Under these agreements, if there is an incident involving the transport of dangerous materials, Traffic Control may call out a specialist team from these companies with appropriate equipment.

5.5 Ancillary services

5.5.1 Access to telecommunications network

Aside from access pertaining to rail traffic, which is covered by the infrastructure utilisation charge, access to Infrabel's telecommunications network is authorised.

5.5.2 Provision of supplementary information

Infrabel provides a variety of information to the applicants, including via the *Business Corner* (see point 1.11).

5.5.3 Technical inspection of rolling stock

5.5.2.1 Infrabel //YourTechnicalControl

Infrabel is tasked with the technical inspection of rolling stock used for journeys outside of a train path, in accordance with the Royal Decree of 23 May 2013 *adopting the applicable requirements for rolling stock without the use of train paths and for safety staff carrying out operations related to the operation of an installation or of a private railway connection.* The contact details of the relevant office are provided under point 1.8.1.

The railway undertaking applies in advance to the relevant Area I-TMS for the desired routes together with the technical inspection of the rolling stock concerned via the application form for routes in the framework of journeys outside of a train path. The Areas I-TMS (see appendix D.10) will provide this form.

With the technical inspection, Infrabel ensures that the stock:

- meets the technical requirements as laid down by the law;
- is able to read the safety equipment on the planned travel routes;
- can be detected by the various detection devices on the planned routes;
- cannot cause any material damage or malfunctions to the installations.

Infrabel does not offer a rolling stock inspection service as referred to in VVESI 4.3 – *The inspection of trains* (when transposing the VVESI to the RDEI, the relevant text will no longer be included).

5.5.3.2 Other operators of service facilities and service providers

For this service applicants can contact the "entities in charge of maintenance of rail vehicles"(EMC), a list of which can be found on the ERA (*European Union Agency for Railways*) website via this link: eradis.era.europa.eu/safety_docs/ecm/certificates/search_results.aspx?DocType=1

5.5.4 Ticketing services in passenger stations

Infrabel does not operate any services related to ticket sales at passenger stations.

5.5.5 Specialized heavy maintenance services

Infrabel does not provide any facilities for heavy maintenance of high speed trains or other types of rolling stock for which special facilities are required.

6.
CHARGES

This chapter includes solely those charges applied by Infrabel.

For information about the applicable rates of other operators of service facilities linked to the Belgian railway infrastructure and service providers, applicants are requested to contact these operators and service providers, the service facilities of which can be found in appendix E.2 to this document.

6.1 Charging principles

The infrastructure utilisation charge is payable by those who use the services, i.e. the railway undertaking or, if applicable, the non-railway undertaking applicant.

Each infrastructure manager involved charges for pre-arranged train paths and reserve capacity on the RFCs based on national principles.

The following principles apply to the infrastructure utilisation charge, covering the //YourMoves and //YourShunts services, i.e. the minimum service package (point 6.1.1) with the exception of transport and distribution of power for traction, access via the rail network to the services referred to in point 5.3 (point 6.1.2) and the supply of services in these facilities, when these are provided by Infrabel (point 6.1.3).

The individual charges for additional services and related services are described in sections 6.1.4 and 6.1.5 respectively.

Two cases need to be distinguished: infrastructure available and infrastructure unavailable.

– **Infrastructure available**: part of the Belgian railway network on which the railway undertakings can move rolling stock

- Capacity utilised

If the capacity is utilised in full (all the sections ordered or all the local capacities reserved), the charge is payable.

If the capacity is utilised only in part (certain sections or all the local capacities reserved are not used), the charge is payable in respect of the part actually used and for the part not used, given that the non-utilisation is not the result of the non-availability of the infrastructure.

If the capacity is not used at all, for reasons proper to the applicant, but has not been cancelled, the charge is payable in full.

- Capacity modified

Any request for modification submitted in respect of a request being handled or a capacity already allocated shall constitute a new request. The charge for the initial capacity will then be calculated for the sections removed in the new route (train paths) or for the parts of reservation cancelled (local capacities) at a percentage depending on the time when the train path was relinquished (see point 6.4.1). The charge for the parts of the route or the local capacities not modified and the charge for the parts of the route or the additional local capacities are payable in full.

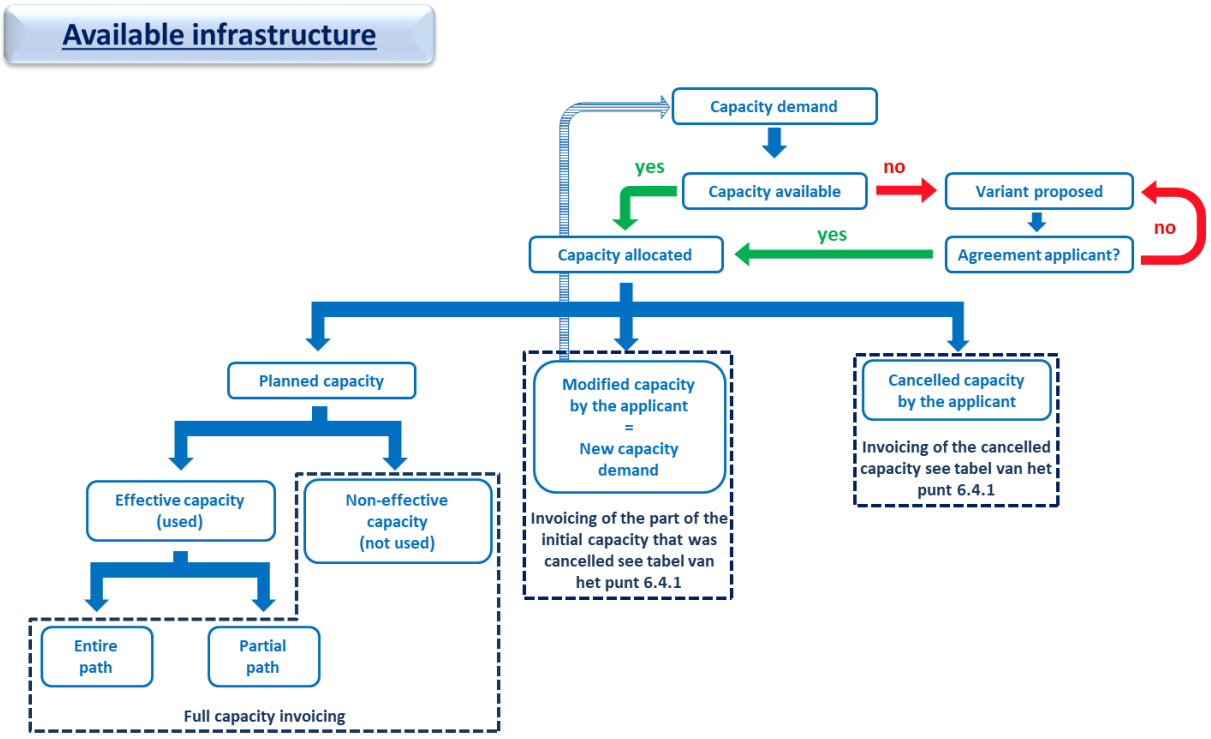
- Capacity cancelled

Any holder of infrastructure capacity may relinquish the utilisation of part or all of its allocated capacities. The date when the relinquishment will be taken into account is the date when it is received by the infrastructure manager. In such a case, the charge will be at a percentage depending on the time when the capacity was relinquished (see point 6.4.1).

- Administrative costs

An administrative cost is due for any request or modification of a train path or any modification of a train path request as mentioned in point 4.2.2.3 (see appendix F.4 for details) and for each study.

No administrative charge is due for any request, modification or cancellation of local capacity.



– **Infrastructure unavailable** : part of the Belgian railway network which is temporarily disrupted and which is therefore unsuited for traffic with railway material (not applicable in the case of railway works – for conditions see 4.5)

- Capacity utilised

If the capacity is used only in part, on account of an external reason outside the applicant's control, the charge is payable only for the part of the route actually run. To put it another way, sections not run or reservations not used will not be charged for.

If the total capacity has not been able to be utilised for reasons outside the applicant's control, the charge will not be payable for the capacity in question.

- Capacity modified

In the event of disturbances on the network, and to allow trains to move as freely as possible, the infrastructure manager may take the initiative to modify the capacity requested.

For train paths, the charge payable will be the one corresponding to the route planned initially, regardless of whether the route actually run is more or less expensive than the seasonal planning initially scheduled.

For local capacities, the charge payable is the one corresponding to the capacity replanned by the infrastructure manager, with due account of the term (LT, ST, RT) corresponding to the point at which the initial reservation was made.

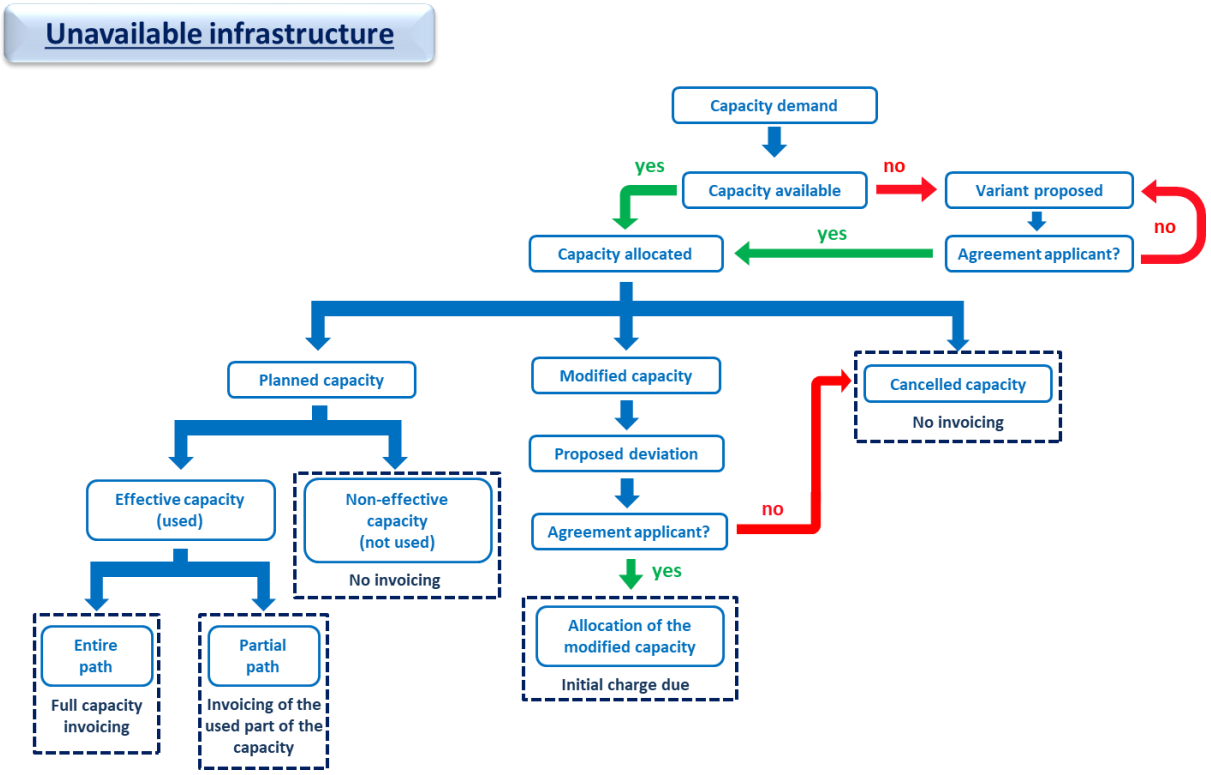
- Capacity cancelled

The infrastructure manager may suspend or withdraw the right to use the capacity assigned in an emergency and in the event of absolute necessity due to a failure temporarily putting the railway infrastructure out of use, without prior notice and for as long as is necessary to restore the facilities (Art. 44 of the Rail Code). In such a case, the charge is not payable.

If, for reasons outside its control, an applicant has to cancel its capacity, the charge is not payable provided that the Belgian network infrastructure is unavailable.

- Administrative costs

The administrative costs relating to new routes created to improve the poor circulation of planned routes (new train paths created by Infrabel), as well as those relating to diverted routes, are not payable (see appendix F.4 for details). No administrative charge is payable for any request, modification or cancellation of a local capacity.



6.1.1 Minimum access package

The infrastructure utilisation charge (applying to the //YourMoves en //YourShunts services) covers:

– the services listed in point 5.2 (minimum access package) except for transport and distribution of traction current (these are covered by the billing for the //YourPower service)

– access via the rail network to the services referred to in point 5.3 (point 6.1.2) and the supply of services in these facilities when they are provided by Infrabel (point 6.1.3).

The infrastructure utilisation charge is explained in point 6.1.2, although it equally covers the services listed under points 6.1.1 and 6.1.3.

The costs of the transport and distribution of the traction current //YourPower (see point 5.2) contain:

- all the costs for the connections of the traction sub-stations to Elia (allocated costs and costs linked to the access contract with Elia) and the other managers of the distribution network (complete network costs);
- network losses in the sub-stations and on the catenaries;
- the administrative costs for the measuring and allocation of energy to the correct railway undertaking and the supplier concerned;
- the taxes and charges levied via the network managers.

6.1.2 Track access to service facilities

As mentioned in point 6.1.1, the infrastructure utilisation charge includes the //YourMoves and //YourShunts services, in other words the services set out in point 5.2 (minimum access package except for transport and distribution of power for traction), access via the rail network to the services referred to in point 5.3 and the supply of services in these facilities, when these are provided by Infrabel.

The utilisation charge is made up of five elements (TR-L, RR-L, TR-I, RR, AK/AKC): the elements TR-L, TR-I, RR-L and AK correspond to the various parts of the //YourMoves service, and the elements RR and AKC represent the //YourShunts service.

6.1.2.1 Your Moves //YourMoves

6.1.2.1.1 The train path-line charge (TR-L)

The train path-line charge is the sum of the charges due for each section of line travelled. The charge per section is the result of multiplying a unit price per kilometre by coefficients.

6.1.2.1.2 The shunting line charge (RR-L)

A limited number of sections may be isolated from the rest of the railway network. For these lines, a shunting line charge (RR-L) then applies.

If an applicant uses capacity on a line with 'shunting line charge (RR-L)' status, that applicant shall pay the RL unit price multiplied by the number of kilometres of the line in question. The amount payable for the use of the line is thus totally independent of the number of km travelled on the line in question and the tonnage carried. They may therefore travel up and down an RR-L line as many times as they want without this affecting the price. On the other hand, if they leave the RR-L line and come back to it later, they must once again pay the shunting line charge for the line in question.

6.1.2.1.3 The train path-installations charge (TR-I)

The train path-installations charge is the charge due for the utilisation of the tracks with platforms or certain departure or arrival tracks.

6.1.2.1.4 Administrative costs for a train path request (AK)

For any study, request or modification of train path coming from an applicant, a charge to cover the administrative costs is applicable.

This is a flat-rate sum independent of the characteristics of the train path and the number of days that the train path is used.

This charge is payable even if the capacity is not granted or if the capacity granted is not used.

6.1.2.2 Your Shunts //YourShunts

6.1.2.2.1 The shunting charge (RR)

The shunting charge is the charge due for the use of installations utilised for marshalling, train formation, the parking of gear or the conduct of diverse tasks such as loading, unloading, cleaning or maintenance of rolling stock, etc.

6.1.2.2.2 Administrative costs for a local capacity request (AKC)

No administrative charge is due for a request for or modification of local capacity. However, when 'long-term' local capacities are reserved in an installation, it is possible that competing requests may arise (see point 4.9.4.1.1). Where no solution can be found between the applicant and Infrabel during the amicable phases, Infrabel applies the guidelines described in 4.9.4.1.2 in order to resolve the conflict.

Once Infrabel applies the guidelines mentioned above in resolving the competing requests between the applicants concerned, Infrabel splits the administrative costs between all the applicants which have rejected the alternative proposal(s) suggested during the amicable phase.

6.1.2.3 Specific cases

6.1.2.3.1 Tariff for tourist associations

A symbolic price is applied to tourist associations. This price includes the utilisation of the lines (TR-L), utilisation of the installations (TR-I), the shunting charge (RR) and the administrative costs (AK).

6.1.2.3.2 Tariff for trials on infrastructure out of service

Trial runs conducted on infrastructure out of service cannot be charged like normal capacity requests, given that they do not involve a train path or a single passage on the infrastructure, but the occupation of a section of line out of service during a given period. The charging system is not suitable for determining the contribution of the user of infrastructure placed out of service.

A flat-rate contribution for the utilisation of infrastructure placed out of service for the conduct of trial runs varying depending on the type of line has been established.

6.1.3 Services provided in service facilities

These services, where provided by Infrabel, are included in the infrastructure utilisation charge.

6.1.4 Additional services

6.1.4.1 The supply of traction current //YourPower

The costs of the supply of traction current contain:

- the cost of the energy;
- the costs in the framework of the balance between the supplier's drawing and injection in the Belgian regulatory zone;
- the taxes and charges levied via the supplier;
- the compensation payments for renewable energy and cogeneration.

6.1.4.2 Services for trains: preheating of carriages, etc.

The use of power for pre-heating vehicles is included in the transport and distribution of traction power.

6.1.4.3 Services for exceptional transports and dangerous goods

- Services for exceptional transports //YourXXL

The studies related to exceptional transports are billed at real cost.

- Special services in the event of an incident involving dangerous goods

The costs of intervening when an incident occurs that involves the carriage of dangerous goods are sent direct to Infrabel, which will then handle charging such costs to the railway undertaking(s) responsible for the damage. This service is billed at real cost.

6.1.5 Ancillary services

6.1.5.1 Access to telecommunications network

The principles of charging linked to accessing Infrabel's telecommunications network, with the exception of access related to rail traffic, are set out in the track access agreement.

6.1.5.2 Provision of supplementary information

The principles of the charging linked to the provision of supplementary information by Infrabel are defined in the track access agreement or the capacity agreement.

6.1.5.3 Technical inspection of rolling stock

The pricing for the technical approval of rolling stock in the context of a journey not using a train path is based on an hourly fee, and depends, among others, on the type of rolling stock.

Infrabel can provide a quotation after prior consultation with the railway undertaking.

6.1.5.4 Ticketing services in passenger stations

Infrabel does not operate any services related to ticket sales at passenger stations.

6.1.5.5 Specialized heavy maintenance services

Not applicable.

6.1.6 Congestion charge

Notwithstanding the provisions designed to take account of the variation in demand over time, there are currently no plans for a specific charge for the utilisation of congested infrastructures.

6.2 Railway infrastructure charging system

As explained in point 6.1, the infrastructure utilisation charge is made up of:

- the train path-line charge for access and utilisation of the lines;
- the shunting line charge for a limited number of sections which can be isolated from the rest of the rail network;
- the train path-installations charge for access and utilisation of the tracks with platforms and certain arrival and departure tracks;
- the shunting charge for access and utilisation of the installations for the formation of trains, train marshalling and the parking of rolling stock;
- the administrative costs for the handling of train path requests and in specific cases for local reservations.

The other charges are applied separately.

6.3 Tariffs

The unit prices are indexed annually on 1 January. This indexing corresponds to a weighting of the consumer price 'health' index[2] (65%) and 'service' index[3] (35%). The reference index is that of the month of November preceding the indexing.

6.3.1 Minimum access package

The rates applied for the infrastructure utilisation charge are described in point 6.3.2.

As a reminder, the infrastructure utilisation charge covers the //YourMoves and //YourShunts services, i.e. the minimum service package (except for the transport and distribution of traction power), access over the railway network to the service facilities and the provision of services within those facilities when these are provided by Infrabel .

The pricing rules for the distribution and transport of //YourPower traction current are set out in appendix F.2.

6.3.2 Track access to service facilities

The formulae below use unit prices and parameters, the values of which are shown:

- in appendix F.4 for the values of the unit prices and parameters linked to the train;
- in appendix F.5 for the values of the parameters linked to the infrastructure.

6.3.2.1 Your Moves //YourMoves

6.3.2.1.1 The train path-line charge (TR-L)

The formula for the train path-line charge is as follows:

$$TR - L_j = P * Pt_j * \sum_i L_i * C1_i * C2_i * Ce * C_{ij} * H_{ij} * T_{ij} \text{ euros}$$

i: The section travelled on the route

[2] Health index: statbel.fgov.be/nl/themas/consumptieprijsindex/consumptieprijsindex#figures

[3] Service index: statbel.fgov.be/nl/themas/consumptieprijsindex/consumptieprijsindex#panel-16

j :	Train j
P:	Indexed unit price per kilometre, used for all the lines in the railway infrastructure
Pt_j:	Coefficient of priority of movement, a function of the quality of the service offered by the infrastructure manager and in particular the level of priority allocated to the train compared to other movements in the event of traffic disruptions
L_i :	Length of the section expressed in kilometres, determined when the train path is allocated
$C1_i$:	Coefficient relating to the operational importance of the section
$C2_i$:	Coefficient relating to the technical equipment on the section
Ce:	Coefficient of environmental impact.
C_{ij}:	Coefficient of mass representing the total weight of the train on the section in question[4]
H_{ij}:	Coefficient relating to the time slot, the day and the direction of movement, depending on the time and the day and where the train path is situated on the section of line
T_{ij}:	Coefficient of deviation compared to the standard train path depending on the difference between the time of travelling the train path on the section of line and the standard time

6.3.2.1.2 The shunting line charge (RR-L)

The formula for the shunting line charge is as follows:

$$RR\text{-}L = RL \text{ euros per kilometre}$$

RL:	Unit price indexed annually

The list of lines with a particular status is given in appendix F.6.

6.3.2.1.3 The train path-installations charge (TR-I)

The formula for the train path-installations charge varies according to the type of transport:

[4] The mass depends on the type of journey. If it is

- an empty run, the mass to be considered incorporates the weight of the locomotive(s) and the empty vehicles for passenger trains.
- a laden journey, the mass to be considered incorporates the weight of the locomotive(s) and the vehicles or wagons (including the total weight of the load carried).

In the event that an applicant is unable to communicate the mass of its loaded train to the infrastructure manager, he will be asked to transfer the maximal mass of this loaded train.

- Passenger trains:

$$TR - I_j = Pv * Cu_{ij} * C_i + Pv * \frac{C_i}{5} * time^{(1+\frac{C_i}{100})} \text{TR-I}_\text{j} = \text{Pv*Cu}_\text{ij}\text{*C}_\text{i} + \text{Pv*}\frac{\text{C}_\text{i}}{5}\text{*tijd}^{(1+\frac{\text{C}_\text{i}}{100})}\ euros$$

- Freight trains:

$$TR - I_j = Pm * Cu_{ij} * C_i + Pm * \frac{C_i}{100} * time^{\left(1+\frac{C_i}{10}\right)} \text{TR-I}_\text{j} = \text{Pm*Cu}_\text{ij}\text{*C}_\text{i} + \text{Pm*}\frac{\text{C}_\text{i}}{100}\text{*tijd}^{\left(1+\frac{\text{C}_\text{i}}{10}\right)}\ euros$$

i:	Installation i
j :	Train j
$Pv\ and\ Pm$:	The indexed unit prices relating to the category of train: Pv for passenger trains and Pm for freight trains.
Cu_{ij} :	Coefficient relating to the nature of the utilisation of the installation (train departing, arriving, making a commercial stop or an obligatory service stop).
C_i :	Coefficient relating to the operational importance of the installation i and its equipment.
$Time$:	Time (expressed in minutes) of occupation of the track beyond the flat-rate deadline laid down. The flat-rate deadline laid down for a passenger train is 30 minutes and for a freight train 120 minutes. The flat-rate deadline applies to the occupation of the track prior to the departure of train j at the time the train leaves installation i.

6.3.2.1.4 Administrative costs for train path demands (AK)

The formula for the administrative costs for train path demands is as follows:

$$AK = C * A\ euros$$

A:	Unit price indexed annually
C:	Coefficient relating to the nature of the administrative operation

6.3.2.2 Your Shunts // YourShunts

6.3.2.2.1 The shunting charge (RR)

The **formula** for the shunting charge is as follows:

$$RR = M\ x\ [Co\ x\ RB\ x\ (1 + \Sigma\ Cn\ ) + C(IB)]\ x\ Term\ x\ Length(*)\ x\ Time\ euros$$

M:	Unit price on an annual basis, indexed, utilised for all the railway infrastructure installations concerned
Co:	Coefficient of increase relating to the operational importance of the tracks or sidings; currently, Co = 1
RB:	Charge for a siding with dead-end tracks and no special equipment

Cn:	Coefficient of increase relating to the equipment of the siding; depending on the equipment, one or more Cn coefficients may be applicable
C(IB):	Possible supplement in the event of service of track and signalling appliances (operationalisation) by Infrabel
Term:	Percentage applied according to the term during which the track was reserved (LT/CT/RT)
Length:	Length of the track used, expressed in metres
Time:	Duration of the reservation, expressed in minutes / (365*24*60)

(*) a track made available to a user is always counted for its total length.

The list of the installations concerned is given in appendix D.9, and the technical equipment appears in appendix F.1.

6.3.2.2.2 Administrative costs for local capacity reservations (AKC)

The formula for the administrative costs, in the event of competing requests, for local capacity reservations is as follows:

$$AKC = C * A \text{ euros}$$

A:	Unit price indexed annually
C:	Coefficient relating to the nature of the administrative operation

AKC represents the cost to be paid per applicant which has refused the alternative(s) proposed.

6.3.2.3 Specific cases

6.3.2.3.1 Tariff for tourist associations

The formula applicable to tourist associations is as follows:

$$Price = 1 \text{ euro per actual km}$$

This price includes the utilisation of the lines (TR-L), utilisation of the installations (TR-I) and the administrative costs (AK). This price is not indexed.

6.3.2.3.2 Tariff for trials on infrastructure out of service

The formula for trials on infrastructure out of service is as follows:

$$Price \text{ for utilisation of a HSL} = A \text{ euros per km per } 1/2h$$

$$Price \text{ for utilisation of a conventional line} = A \text{ euros per km per } 1/2h$$

This price includes the price for the utilisation of the infrastructure placed out of service and the traction current used.

6.3.3 The provision of services in the service facilities

These services, where provided by Infrabel , are included in the infrastructure utilisation charge.

6.3.4 Additional services

6.3.4.1 The supply of traction current //YourPower

The rules on the charging of the supply of traction current are defined in appendix F.2.

6.3.4.2 Services for trains: preheating of carriages, etc.

The charges for the use of power in order to pre-heat vehicles is included in the transport and distribution of traction power and is included in appendix F.2.

6.3.4.3 Services for exceptional transports and dangerous goods //YourXXL

The charges for services for exceptional transports are detailed in appendix F.3.

The charges for services for dangerous goods are defined as necessary in the track access agreement.

6.3.5 Ancillary services

6.3.5.1 Access to telecommunications network

Charging linked to access to Infrabel 's telecommunications network, with the exception of access related to rail traffic, is defined if required, in the track access agreement.

6.3.5.2 Provision of supplementary information

Charging linked to the provision of supplementary information by Infrabel is defined, if required, in the track access agreement or the capacity agreement.

6.3.5.3 Technical inspection of rolling stock

The cost of a technical inspection of rolling stock in the context of a journey without the use of a train path is based on an hourly rate and depends, among other things, on the type of rolling stock.

Infrabel may draw up a quotation after prior consultation with the railway undertaking.

The price and billing details for this service are described in appendix F.4.

6.4 Financial penalties and incentives

6.4.1 Penalties for unused/cancelled capacity

More information about unused/cancelled capacity can be found under point 6.1.

In the event of relinquishment, the amount to be paid for the unused capacity (except the administrative costs) will be calculated as follows:

Announcement of termination (# calendar days before planned movement)	Parallel to the freight corridors	Percentage of charge payable
< 24 hours	After departure	100%
	< 24 hours	
Between 24 hours and 30 days	Between 24 hours and 4 days	30%
	Between 5 days and 30 days	
Between 31 days and 60 days	Between 31 days and 60 days	15%
> 60 days	> 60 days	0%

For the //YourShunts service, the deadline of 24 hours is a deadline that slides hour by hour, being rounded up to the next hour as from the 31st minute:

- A cancellation at time T + [0 30] will be charged at 100% if the reservation begins before time T the next day;
- A cancellation at time T + [31 59] will be charged at 100% if the reservation begins before time T+1 the next day.

6.4.2 Reduction fee for framework agreements

Not applicable.

6.4.3 ERTMS discounts

Infrabel does not grant any discount for equipping rolling stock with ERTMS.

6.5 Performance scheme

Article 23 of the Rail Code provides that a performance scheme must be implemented to encourage railway undertakings and the infrastructure manager to minimise deficiencies and improve the performance of the rail network. It also stipulates that the infrastructure manager shall establish the basic principles of the performance scheme in agreement with the applicants.

The performance scheme, based on a bilateral model between the infrastructure manager and each railway undertaking, will come into force on 1 January 2020.

It will be governed by the "Management Body for the Performance Scheme" (MBPS), which is composed of two parts: the infrastructure manager on one hand and the railway undertakings on the other hand. The functioning of this body will essentially be based on a parity of votes between the two parties. The regulatory body will act as arbitrator in the event of any disagreement between the two parties, in accordance with its role as assigned by the Rail Code (see point 1.4.3 of this document).

Appendix B.5 provides a full description of the bilateral model and the organization and functioning of the MBPS.

6.6 Changes to the charge

As described above, the unit prices are indexed annually on 1 January. This indexing corresponds to a weighting of the consumer price ‘health’ index (65%) and ‘service’ index (35%). The reference index is that of the month of November preceding the indexing.

The values of the various coefficients for the calculation of the charges remain valid throughout the duration of the current timetable.

6.7 Billing arrangements

6.7.1 Advance payment for the capacities requested

The utilisation charge is payable in advance every month. This advance payment is not applicable to the capacity requests referred to in 4.3.2 and 4.9.3. These advance payments are to be made to Infrabel by the 20th of the month preceding the month of utilisation. Failing such advance payment, Infrabel may withdraw the capacity granted. The advance payments are stated in the special conditions of the track access agreement (appendix B.2) or capacity agreement (appendix B.3).

6.7.2 Invoicing

At the end of each month, Infrabel calculates the total charges due for the utilisation of the railway infrastructure in M-1.

When these bills are drawn up, account is taken of the advances already invoiced and paid. Invoices are payable within 30 days.

Infrabel may add interest for late payment, fixed at the legal rates, to amounts invoiced but not paid within the deadlines laid down. Collection and recovery costs are chargeable to the user.

Questions or comments regarding the invoicing of the utilisation charge may be sent to the address in point 1.8.1.

The method of billing for the other charges is defined in the track access agreement (appendix B.2) or capacity agreement (appendix B.3).

6.8 Guarantee

No guarantee is required when capacity requests are made.

6.9 Diabolo - passenger fee - contribution of railway undertakings

6.9.1 Passenger fee

Pursuant to Articles 12 to 14 of the Law of 30th April 2007 *laying down urgent provisions regarding the railways*, any railway undertaking using the railway infrastructure for passenger transport departing from or arriving at Bruxelles-National Airport (Diabolo infrastructure) will apply and receive (excluding the specific cases mentioned in Article 12§1 of the said Law), a supplement on the price to be paid by the passenger, referred to as the "passenger fee".

The initial passenger fee and any subsequent modification will be decreed by the King, by decree ruled on in the Council of Ministers at the proposal of Infrabel . This figure will be indexed annually using the mechanism explained in 12§4 of the Law of 30th April 2007. The Royal Decree dated 29 January 2014 *defining the initial amount of the Diabolo passenger fee*, in force since 1 February 2014, stipulates that the amount of the passenger fee specified in Article 12 of the Law is set at EUR 5.00 (2013 value) including 6% VAT.

Each railway undertaking will pay the infrastructure operator (Northern Diabolo SA) the passenger fees to be applied and received. The operator and the railway undertaking must enter into an agreement stating the terms and conditions including the frequency of handover, the methods of counting the number of passengers carried, the safeguards to be set up by the railway undertaking to guarantee its obligation of handover, and the remuneration for receiving passenger fees not included in the ticket price.

6.9.2 Contribution by the railway undertakings

Pursuant to Articles 15 and 16 of the Law of 30th April 2007 *laying down urgent provisions regarding the railways*, any railway undertaking using the railway infrastructure for domestic passenger transport from or to Bruxelles-National Airport (Diabolo infrastructure) must pay an annual contribution, referred to as the "contribution of the railway undertakings" which must be equal to or higher than the following two sums:

– 0.5% of the turnover (excluding VAT) made by the railway undertaking in question on domestic passenger transport on this railway infrastructure over the year preceding the year for which the contribution is payable, and

– 1,887,000 EUR indexed according to the average for the health index (or any comparable index replacing this) for the year preceding the year for which the contribution is payable in relation to the average of the health index for the year 2004 multiplied by the distribution key as per Article 15, §3 of the Law.

The contribution of the railway undertakings is calculated, applied and paid as follows:

1. For the requirements of calculating the amount of the contribution of the railway undertakings, each railway undertaking due to pay the contribution must advise Infrabel , via its Key Account Manager, by 1st June of the year for which the contribution is payable, of the turnover (excluding VAT) made on domestic passenger transport on this railway infrastructure during the previous year, as well as the data permitting this to be checked.
2. On the basis of the data provided by the railway undertakings as above, Infrabel will, by 15th June each year, notify each railway undertaking required to pay the contribution of the amount payable for the current year.
3. The railway undertakings in question will pay Infrabel , by 30th June of the current year, the contribution due for this year.
4. Infrabel will pay the sums received to the Diabolo infrastructure operator within twenty working days from their receipt. To guarantee payment of this contribution, Infrabel may require the railway undertakings to provide a financial guarantee. This shall be in proportion to the contributions they are required to make, and shall be transparent and non-discriminatory.

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D.1. LST volume III list 1 – Denomination of lines

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D.3. LST volume III list 13 – Stations and other installations 'Infrabel' in service – sundry information

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In June 2020, the LST will be replaced by the RIEI.

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E. Technical documents

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