

1. Priority criteria for path allocation after the declaration of congestion (*New Path Requests*, see point 4.6.3 of the main document)

Once a section of rail infrastructure is declared congested, Infrabel allocates infrastructure capacity on this section to distribute New Path Requests based on the priority criteria described below.

1.1 Priority criteria as referred to in paragraph 1 of Article 3 of the Royal Decree of 19 July 2019 on the distribution of railway infrastructure capacities and the fee for the use of the railway infrastructure

§ 1 The priorities referred to in Article 43(1) of the Railway Codex are as follows:

On high-speed lines:

- 1° High-speed trains*
- 2° Rapid passenger trains*
- 3° Other trains*

On lines principally intended for the freight transport:

- 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 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*

1.1.1 Definition of train types

Train type	Definition in the Royal Decree of 19 July 2019 (Article 2)	Clarification by Infrabel
High-speed train	<i>Any train designed for high speed, often running on dedicated lines, and consisting of specific self-propelled rolling stock.</i>	If the train is travelling on a dedicated track, i.e. a high-speed line, it must be able to travel with a minimum speed of 220 km/h. If the train is travelling on a different type of track, it must at least meet the criteria for a rapid passenger train.
Rapid passenger train	<i>Any train capable of running at the speed authorised by the signalling system and with a limited number of stops on the line.</i>	The "limited number of stops on the line" is determined as follows: serving less than 3/5 of the stations and/or unguarded stopping points (PANGs) present on the line (3/5 or more = local train)
Slow passenger train	<i>Any other train than a rapid passenger train</i>	Definition that requires no further clarification by Infrabel
Rapid freight train	<i>Any freight train capable of running at a speed equal to or greater than 100 km/h.</i>	Definition that requires no further clarification by Infrabel
Slow freight train	<i>Any other train than a rapid freight train</i>	Definition that requires no further clarification by Infrabel
Other trains	<i>Any service or work train</i>	Any train not covered by the above train types (e.g. empty runs)

1.1.2 Specialisation of lines by type of transport on the Infrabel network

The specialised lines identified by Infrabel are listed in appendices B.4.2.2 (in the form of a list) and B.4.2.3 (in the form of a map).

1.2 Priority criteria as referred to in paragraph 2 of Article 3 of the Royal Decree of 19 July 2019 on the distribution of railway infrastructure capacities and the fee for the use of the railway infrastructure

*§ 2. Where the application of the priority criteria referred to in the first paragraph does not allow a capacity to be allocated to one applicant rather than another, the railway infrastructure manager shall allocate the capacity to the applicant whose **capacity request produces the highest monthly total user charge on the total requested route** over the national railway infrastructure.*

Elements of Article 3(2) of the Royal Decree of 19 July 2019	Clarification by Infrabel
Capacity request	<p>Infrabel calculates the charge for the capacity request on the basis of a path it creates that corresponds to this capacity request (i.e. possibly corrected in function of the infrastructure and recalculated running times).</p> <p>All days corresponding to the capacity request are taken into account, even if they do not all compete with the other request.</p> <p>For example, if a capacity request for R1 (Monday) conflicts with a capacity request N67 (Monday to Friday), the conflict concerns only one day (in this case, Monday). In its calculation, Infrabel takes into account one day in the case of the R1 capacity request and five days in the case of the N67 capacity request.</p>
The highest monthly total user charge	<p>To avoid a newcomer systematically losing priority through the application of this criterion, Infrabel determines this amount on the basis of an estimated charge for the timetable to which the capacity request relates.</p> <p>The calculation is based on the estimated charge for the timetable based on the definition of "capacity request" divided by 12.</p>
The total requested route	<p>Only the route related to the requested capacity is considered. In this case, the associated empty runs and equilibrium runs are not taken into account.</p>

1.3 Special case of multiple requests

If a request for a New Path Request competes with other requests for New Path Requests on different sections of the infrastructure, Infrabel applies the above criteria sequentially. The criterion referred to in Article 3, second paragraph, of the Royal Decree of 19 July 2019 is thus used to resolve conflicts that could not be resolved by applying the first criterion. In this case, Infrabel will allocate capacity to the applicants whose capacity requests generate the highest total monthly user charge for the total requested route on the national railway infrastructure.

2. Congested infrastructure

The following infrastructure has been declared congested:

Infrastructure	Congestion day(s)	Hour(s) of congestion*	Congestion period
Tracks of the Gent-Sint-Pieters station (Tracks I to IX)	Monday to Friday ----- On Wednesdays and Fridays	Between 07:07 and 08:46 Between 21:07 and 22:07 ----- Between 13:11 and 13:28	Timetable 2024 (following the congestion declaration in August 2023)
	Monday to Friday	Between 07:00 and 09:00	Timetable 2025 (following the capacity analysis in February 2024 and the processing of NPRs for the 2025 timetable in August 2024)
	/	/	Timetable 2026 (following the capacity analysis in February 2024 and the processing of NPRs for the 2026 timetable in August 2025)
	Monday to Friday ----- On Wednesdays and Fridays	Between 07:00 and 09:00 Between 21:00 and 22:00 ----- Between 13:00 and 14:00	From 13 December 2026 to June 2028 [PERT period – exact date known in 2026] (following the capacity analysis in February 2024)
	Monday to Friday	Between 07:00 and 09:00	From June 2028 [PERT period – exact date known in 2026] to June 2029 [PERT period – exact date known in 2027] (following the capacity analysis in February 2024)

Infrastructure	Congestion day(s)	Hour(s) of congestion*	Congestion period
Line 25 between Mechelen and Vilvoorde	Monday to Friday	Between 08:06 and 08:16 Between 09:06 and 09:16 Between 10:06 and 10:16 Between 11:06 and 11:16 Between 12:06 and 12:16 Between 14:06 and 14:16 Between 16:06 and 16:16 Between 18:06 and 18:16 Between 19:06 and 19:16 Between 20:06 and 20:16	Timetable 2025 (following the congestion declaration in August 2024)
	----- On Fridays	----- Between 13:06 and 13:16 Between 17:06 and 17:16	
	/	/	Timetable 2026 (following the capacity analysis in January 2025 and the processing of NPRs for the 2026 timetable in August 2025)
	Monday to Friday	Between 08:06 and 08:16 Between 09:06 and 09:16 Between 10:06 and 10:16 Between 11:06 and 11:16 Between 12:06 and 12:16 Between 14:06 and 14:16 Between 16:06 and 16:16 Between 18:06 and 18:16 Between 19:06 and 19:16 Between 20:06 and 20:16	From 13 December 2026 to June 2033 (following the capacity analysis in January 2025)
	----- On Fridays	----- Between 13:06 and 13:16 Between 17:06 and 17:16	
Line 12 between Y. Sint-Mariaburg and Y. Luchtbal	Monday to Sunday	Between 19:29 and 19:45	Timetable 2025 (following the congestion declaration in August 2024)
	/	/	Timetable 2026 (following the capacity analysis in January 2025 and the processing of NPRs for the 2026

Infrastructure	Congestion day(s)	Hour(s) of congestion*	Congestion period
			timetable in August 2025)
Line 167 between Y. Athus-Nord and Y. Autbelbas	Monday to Friday	Between 05:32 and 05:54	Timetable 2025 (following the congestion declaration in August 2024 and the capacity analysis in January 2025)
Tracks of the Brux.-Midi/Brus.-Zuid station (Tracks III to VI)	On Fridays	Between 15 :44 and 16 :43	Timetable 2026 (from 8 th February 2026) (following the congestion declaration in August 2025 and the capacity analysis in February 2026)
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	On Monday, 5 October 2026	Between 18:01 and 18:59	
	On Monday, 19 October 2026		
	On Monday, 23 November 2026		
	Monday to Thursday	Between 08:14 and 09:04	From the 2027 timetable
	-----	-----	(following the capacity analysis in February 2026)
	Monday to Friday	Between 15:44 and 16:43 Between 18:01 and 18 :59	

Legend :

	Previous timetables to which the congestion declaration applied
	Current timetable to which the congestion declaration applies
	Future timetables to which the congestion declaration may apply

* The times should be read as follows: between 07:07 and 08:46 = [07:07:00 - 08:45:59].

Note : The way in which the principles of taking account of previous levels of use of train paths and of imposing the waiver of a train path on congested infrastructure will be applied is currently being discussed between Infrabel and the Federal Agency for Regulation of Transport.