

EUROPEAN REGULATION 913/2010 Rail Freight Corridor N°4 “Atlantic”

CORRIDOR INFORMATION DOCUMENT



Part 2 Network Statement Excerpts

Timetabling year 2016



Co-financed by the European Union
Trans-European Transport Network (TEN-T)



VERSION CONTROL

Version 0	14.11.2014	Original version
------------------	------------	------------------

Version 1	05.12.2014	Updated version
------------------	------------	-----------------

Version 2		
------------------	--	--

Version 3		
------------------	--	--

Version 4		
------------------	--	--




TABLE OF CONTENTS

- 1 GENERAL INFORMATION.....4
 - 1.1 Introduction.....4
 - 1.2 Objective4
 - 1.3 Legal Framework.....4
 - 1.4 Legal Status4
 - 1.4.1 General Remarks4
 - 1.4.2 Liability4
 - 1.4.3 Appeals procedure5
 - 1.5 Structure of the NS Excerpt.....5
- 2 ACCESS CONDITIONS.....6
- 3 INFRASTRUCTURE7
- 4 CAPACITY ALLOCATION8
- 5 SERVICES.....8
- 6 CHARGES9

1 GENERAL INFORMATION

1.1 Introduction

All Infrastructure Managers involved in Rail Freight Corridor N°4 «Atlantic» publish in their internet websites their Network Statement (NS), and maintain it updated at least in yearly base. Each NS can be downloaded by clicking on the following links:

	http://www.rff.fr/fr/mediatheque/textes-de-reference-francais-45/document-de-reference-du-reseau/?lang=fr
	http://www.adif.es/en_US/conoceradif/declaracion_de_la_red.shtml
	http://www.refer.pt/MenuPrincipal/REFER/GestaodaRede/DiretoriodaRede.aspx

1.2 Objective

According to the structure of the Corridor Information Document (CID) of Rail Freight Corridor N°4 «Atlantic» (CFM4) this Book 2 summarizes the contents of the Network Statements of the Infrastructure Managers (IM) involved in relation to the relevant aspects of rail freight traffic.

The structure of the NS of RFF, ADIF and REFER meets the guidelines of the association Rail Net Europe and consequently their content is easily comparable.

This Book 2 contains references to all chapters of the NS except:

- information on terminals that are included in Book 3 of the CID.
- information on Capacity Allocation that is included in Book 4 of the CID.

The NS are mandatory for Railway Undertakings (RU) and authorised applicants (AA).

1.3 Legal Framework

The NS of each country is based on international law and European Union (regulations and directives) and in the laws of each country and specific regulations of each IM.

For more information, see section 1.3 of each NS 

1.4 Legal Status

1.4.1 General Remarks

The contents of the NS must be followed by the RU that use the Rail Network, especially regarding the technical conditions of the operations and their restrictions, capacity allocation and pricing.

In the event of any material differences between the NS and legislation currently in force, the latter prevails.


1.4.2 Liability


Each NS contains a description of the basic elements of the French, Spanish and Portuguese national rail network and its use, as they stood at the date of its publication.


Railway undertakings are invited to consult RFF, ADIF and REFER for further details, in particular regarding any changes in the infrastructure of the national rail network occurring between the publication of the NS and the period to which it applies.

RFF, ADIF and REFER also invites the reader to report any errors found in this document and undertakes to correct them at the earliest opportunity.

In addition, RFF, ADIF and REFER cannot guarantee the content of websites referred to in this documents. If RFF, ADIF or REFER are informed of any rights violations regarding these sites, they undertake to delete the links of the sites in question.


For more information, see section 1.4.1 of NS 


For more information, see section 1.4.1 and 1.4.2 of NS 


For more information, see section 1.4.2 of NS 

1.4.3 Appeals procedure

In accordance with the Transport Code, appeals may be lodged with the Autorité de Régulation des Activités Ferroviaires (ARAF) in France, Comité de Regulación Ferroviaria (CRF) in Spain, and Instituto da Mobilidade e dos Transportes, I.P (IMT) in Portugal, by those authorized to request railway infrastructure capacity, if they consider themselves to be the victims of unfair treatment, discrimination or any other prejudice connected with access to the rail network, in particular in relation to the provisions set out in NS.

For more information, see section 1.4.2 of NS 

For more information, see section 1.4.1 and 1.4.2 of NS 

For more information, see section 1.4.3 of NS 

1.5 Structure of the NS Excerpt

In order to facilitate the integrated consultation of subjects along all the 3 Network Statements, the NS excerpt published in this Book, comprehends main chapters 2 to 6, each containing a table with the following information:

NS Excerpt of Atlantic Corridor	REFER	ADIF	RFF
RNE CID Book 2 Common Structure	Structure of REFER NS	Structure of ADIF NS	Structure of RFF NS

Information related with the structure of each IM NS was introduced according to the legend below:

✓	Content exist
✗	Content does not exist
5.3.5	Content exists in this chapter of the IM NS

2 ACCESS CONDITIONS

Network Statement Excerpt		REFER	ADIF	RFF
2	ACCESS CONDITIONS	✓	✓	✓
2.1	Introduction	✓	✓	✓
2.2	General Access Requirements	✓	✓	✓
2.2.1	Requirements to Apply for a Train Path	✓	✓	✓
2.2.2	Who Is Allowed to Perform Freight Train Operations	✓	✓	✓
2.2.3	Licences	✓	✓	✓
2.2.4	Safety Certificate	✓	✓	✓
2.2.5	Cover of Liabilities	✓	✓	✓
2.3	General Business/Commercial Conditions	✓	✓	✓
2.3.1	Framework Agreement	✓	✓	✓
2.3.2	Access Contracts	✓	✓	✓
2.3.3	Contracts with applicants	✗	✗	✗
2.4	Operational Rules	✓	✓	✓
2.5	Exceptional Transports	✓	✓	✓
2.6	Dangerous Goods	✓	✓	✓
2.7	Rolling Stock Acceptance Process Guidelines	✓	✓	✓
2.8	Staff Acceptance Process	✓	✓	✓

3 INFRASTRUCTURE

Network Statement Excerpt		REFER	ADIF	RFF
3	INFRASTRUCTURE	✓	✓	✓
3.1	Introduction	✓	✓	✓
3.2	Extent of Network	✓	✓	✓
3.3	Network Description	✓	✓	✓
3.3.1	Geographic Identification	✓	✓	✓
3.3.2	Capabilities	✓	✓	✓
3.3.3	Traffic Control and Communication Systems	✓	✓	✓
3.4	Traffic Restrictions	✓	✓	✓
3.4.1	Specialised Infrastructure	✓	✓	✓
3.4.2	Environmental Restrictions	✓	✓	✓
3.4.3	Dangerous Goods	✓	✓	✓
3.4.4	Tunnel Restrictions	✓	✓	✓
3.4.5	Bridge Restrictions	✓	✓	✓
3.5	Availability of the Infrastructure	✓	✓	✓
3.6	Service Facilities	✓	✗	✗
3.6.1	Passenger stations	✗	3.6	3.6
3.6.2.	Freight terminals	3.6	3.7	3.7
3.6.3	Marshalling yards and train formation facilities, including shunting facilities	3.6	3.8.1	3.7.1
3.6.4	Storage sidings	3.6	3.8.2	✗
3.6.5	Maintenance facilities	✗	3.8.3	3.8.2
3.6.6	Other technical facilities, including cleaning and washing facilities	✗	3.8.5/3.8.6	✗
3.6.7	Maritime and inland port facilities	✗	3.8.7	✗
3.6.8	Relief facilities	✗	✗	✗
3.6.9	Refuelling facilities	✗	3.8.4	3.8.3
3.6.10	Other facilities	✗	3.8/3.8.7	3.8
3.7	Infrastructure Development	✗	3.9	3.9

4 CAPACITY ALLOCATION

The CFM4 specific capacity allocation process is described in Book 4 of this CID.

For all other international types of capacity requests, the national NS should be consulted.

For more information, see Chapter 4 of each NS. 

5 SERVICES

Network Statement Excerpt		REFER	ADIF	RFF
5	SERVICES	✓	✓	✓
5.1	Introduction	✓	✓	✓
5.2	Minimum access package	✓	✓	5.2.1
5.3	Access to services facilities and supply of services	✗	5.2.4/5.2.5	5.2.1.5
5.3.1	Access to service facilities	✗	5.2.4/5.2.5	✗
5.3.2	Supply of services in service facilities	✗	✗	5.3
5.4	Additional services	✓	5.3	5.2.2/5.3.2
5.4.1	Traction current	✗	5.3.5	5.3.2.2
5.4.2	Services for trains	✗	5.3.5	5.5
5.4.3	Services for exceptional transports and dangerous goods	✗	5.3.5	✗
5.4.4-5.4.99	Other additional services	✗	5.3.5	5.4
5.5	Ancillary Services	✓	5.4	5.2.3
5.5.1	Access to Telecommunication Network	5.5	✗	5.2.3.1
5.5.2	Provision of Supplementary Information	✗	✗	✗
5.5.3	Technical Inspection of Rolling Stock	✗	✗	✗
5.5.4	Specialized heavy maintenance services	✗	✗	✗
5.5.5	Other Ancillary Services	✗	✗	✗

6 CHARGES

Network Statement Excerpt		REFER	ADIF	RFF
6	CHARGES	✓	✓	✓
6.1	Charging Principles	✓	✓	✓
6.1.1	Minimum Access Package	✗	6.1	✗
6.1.2	Track Access to Facilities referred to in 5.3.1	✗	✗	✗
6.1.3	Services referred to in 5.3.2	✗	✗	✗
6.1.4	Additional Services	✗	✗	✗
6.1.5	Ancillary Services	✗	✗	✗
6.2	Charging system	✓	6.2.1/6.2.2/ 6.2.6/6.3.1/ 6.3.2/6.3.3/ 6.3.4/6.3.6	✓
6.3	Tariffs	✓	6.2	✗
6.3.1	Minimum Access Package	✓	6.2.1/6.2.2	✗
6.3.2	Track Access to Services Facilities referred to in 5.3.1	✗	6.2.2.2	✗
6.3.3	Supply of Services referred to in 5.3.2	✗	✗	✗
6.3.4	Additional Services	6.3.2	6.3.5	6.2.1.2
6.3.5	Ancillary Services	6.3.3	✗	6.2.1.3
6.4	Financial penalties and incentives	✗	✗	✗
6.4.1	Non usage charges	6.3.1.2	✗	✗
6.4.2	Cancellation fees	✗	✗	✗
6.4.3	Reduction fee for Framework Agreements	✗	✗	✗
6.4.4	ERTMS Discounts	✗	✗	✗
6.5	Performance Scheme	6.4	6.2.5	6.3
6.6	Changes to Charges	✗	6.2.3	✗
6.7	Billing Arrangements	6.6	6.2.4/6.3.7	6.5



ATLANTIC C O R R I D O R

EUROPEAN ECONOMIC INTEREST GROUPING « EEIG CFM4 »

92 avenue de France

75013 PARIS

Tel +33 1 53 94 34 11 headquarters

Tel +34 91 774 47 74 one-stop shop

www.atlantic-corridor.eu