

**Network Statement for Timetable 2018**

	CFR <a href="#">link to the NS</a>	MÁV/GYSEV/VPE <a href="#">link to the NS</a>	NRIC <a href="#">link to the NS</a>	OSE <a href="#">link to the NS</a>	ÖBB Infra <a href="#">link to the NS</a>	SŽDC <a href="#">link to the NS</a>	ŽSR <a href="#">link to the NS</a>
<b>1 GENERAL INFORMATION</b>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.1 Introduction	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.1</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.2 Objective	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.3 Legal Framework	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.3</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.4 Legal Status	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.4</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.4.1 General Remarks	<a href="#">√</a>	<a href="#">x</a>	<a href="#">2.4</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">1.4.1</a>
1.4.2 Liability	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.4</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">1.4.2</a>
1.4.3 Appeals Procedure	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.4</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">1.4.3</a>
1.5 Structure of NS	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.5</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.6 Validity and Updating Process	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.6</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.6.1 Validity Period	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.6</a>	<a href="#">1.6</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.6.2 Updating Process	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.6</a>	<a href="#">1.6</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.7 Publishing	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.7</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.8 Contacts	<a href="#">√</a>	<a href="#">√</a>	<a href="#">2.8</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.9 Rail Freight Corridors	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.10 RailNetEurope – international cooperation between Infrastructure Managers	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.10.1 One Stop Shop (OSS)	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
1.10.2 RNE Tools	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
<b>2 ACCESS CONDITIONS</b>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
2.1 Introduction	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3.</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
2.2 General Access Requirements	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3.1. ("Legal Framework")</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
2.2.1 Conditions for applying for capacity	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3.2.</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
2.2.2 Conditions for access to the railway infrastructure	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3.2.</a>	<a href="#">2.2.1</a>	<a href="#">2.2.1.2</a>	<a href="#">√</a>	<a href="#">√</a>
2.2.3 Licences	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3.2.1.</a>	<a href="#">x</a>	<a href="#">2.2.4</a>	<a href="#">√</a>	<a href="#">√</a>
2.2.4 Safety Certificate	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3.2.2.</a>	<a href="#">x</a>	<a href="#">2.2.5</a>	<a href="#">√</a>	<a href="#">√</a>
2.2.5 Cover of Liabilities	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3.2.2.</a>	<a href="#">x</a>	<a href="#">2.2.6</a>	<a href="#">√</a>	<a href="#">√</a>
2.3 General Business/Commercial Conditions	<a href="#">√</a>	<a href="#">√</a>		<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
2.3.1 Framework Agreement	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3.3.</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
2.3.2 Contracts with RUs	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3.3.</a>	<a href="#">√</a>	<a href="#">2.3.3</a>	<a href="#">√</a>	<a href="#">√</a>
2.3.3 Contracts with non-RU applicants	<a href="#">√</a>	<a href="#">√</a>	<a href="#">3.3.</a>	<a href="#">x</a>	<a href="#">2.3.2</a>	<a href="#">√</a>	<a href="#">√</a>
2.4 Operational Rules	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
2.5 Exceptional Transports	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">6.5.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
2.6 Dangerous Goods	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">3.3+6.5.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
2.7 Rolling Stock Acceptance Process Guidelines	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
2.8 Staff Acceptance Process	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
<b>3 INFRASTRUCTURE</b>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.1 Introduction	<a href="#">√</a>	<a href="#">3.2</a>	<a href="#">4.1</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.2 Extent of Network	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4.2</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.2.1 Limits	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4.2</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.2.2 Connected Railway Networks	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4.2.1.3</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.2.3 Further Information	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4.2</a>	<a href="#">x</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3 Network Description	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4.2</a>	<a href="#">3.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3.1 Geographic Identification	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4.2.1</a>	<a href="#">3.2.1</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3.1.1 Track Typologies	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4.2.1.1</a>	<a href="#">3.2.1</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3.1.2 Track Gauges	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4.2.1.1</a>	<a href="#">3.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3.1.3 Stations and Nodes	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4.2.1.2</a>	<a href="#">3.2.1</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3.2 Capabilities	<a href="#">√</a>	<a href="#">√</a>	<a href="#">4.2.2</a>	<a href="#">3.2.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3.2.1 Loading Gauge	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">3.2.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3.2.2 Weight Limits	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">3.2.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3.2.3 Line Gradients	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">3.2.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3.2.4 Line Speeds	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">3.2.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>
3.3.2.5 Maximum train lengths	<a href="#">√</a>	<a href="#">√</a>	<a href="#">x</a>	<a href="#">3.2.2</a>	<a href="#">√</a>	<a href="#">√</a>	<a href="#">√</a>

3.3.2.6	Power supply	✓	✓	<a href="#">4.2.1.7 and 4.2.1.8</a>	<a href="#">3.2.2</a>	✓	✓	✓
3.3.3	Traffic Control and Communication Systems	✓	✓	<a href="#">4.2.1.6.2</a>	<a href="#">3.2.3</a>	✓	✓	✓
3.3.3.1	Signalling Systems	✓	✓	<a href="#">4.2.1.6.1</a>	<a href="#">3.2.3</a>	✓	✓	✓
3.3.3.2	Traffic Control Systems	✓	✓	<a href="#">4.2.1.6.2</a>	<a href="#">3.2.3</a>	✓	✓	✓
3.3.3.3	Communication Systems	✓	✓	<a href="#">4.2.1.6.2</a>	<a href="#">3.2.3</a>	✓	✓	✓
3.3.3.4	Train Control Systems	✓	✓	<a href="#">4.2.1.6.1</a>	<a href="#">3.2.3</a>	✓	✓	✓
3.4	<b>Traffic Restrictions</b>	✓	✓	<a href="#">4.3</a>	<a href="#">3.3</a>	✓	✓	✓
3.4.1	Specialised Infrastructure	✓	✓	x	<a href="#">3.3</a>	✓	✓	✓
3.4.2	Environmental Restrictions	✓	✓	x	<a href="#">3.3</a>	✓	✓	✓
3.4.3	Dangerous Goods	✓	✓	<a href="#">4.3.1</a>	<a href="#">3.3</a>	✓	✓	✓
3.4.4	Tunnel Restrictions	✓	✓	<a href="#">4.3.2</a>	<a href="#">3.3</a>	✓	✓	✓
3.4.5	Bridge Restrictions	✓	✓	<a href="#">4.3.2</a>	<a href="#">3.3</a>	✓	✓	✓
3.5	<b>Availability of the Infrastructure</b>	✓	✓	<a href="#">4.3.3</a>	x	✓	✓	✓
3.6	<b>Service Facilities</b>	✓	✓	x	<a href="#">3.4</a>	✓	✓	✓
3.6.1	<b>Passenger stations</b>	✓	✓	x	<a href="#">3.4</a>	✓	✓	✓
3.6.2	Freight terminals	✓	✓	x	<a href="#">3.4</a>	✓	✓	✓
3.6.3	Marshalling yards and train formation facilities, including shunting facilities	✓	✓	x	<a href="#">3.4</a>	✓	✓	✓
3.6.4	Storage sidings	✓	✓	x	<a href="#">3.4</a>	✓	✓	✓
3.6.5	Maintenance facilities	✓	✓	x	x	✓	✓	✓
3.6.6	Other technical facilities, including cleaning and washing facilities	✓	✓	x	x	✓	✓	✓
3.6.7	Maritime and inland port facilities	✓	✓	x	x	✓	✓	✓
3.6.8	Relief facilities	✓	✓	x	x	✓	✓	✓
3.6.9	Refuelling facilities	✓	✓	x	x	<a href="#">3.6.8</a>	✓	✓
3.6.10	Other facilities	✓	✓	x	x	<a href="#">3.6.9</a>	✓	✓
3.7	<b>Infrastructure Development</b>	✓	✓	x	<a href="#">3.2 II</a>	✓	✓	✓

<b>4</b>	<b>CAPACITY ALLOCATION</b>	<a href="#">link to the NS</a>	<a href="#">link to the NS</a>	<a href="#">link to the NS</a>	<a href="#">link to the NS</a>	<a href="#">link to the NS</a>	<a href="#">link to the NS</a>	<a href="#">link to the NS</a>
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<b>5</b>	<b>SERVICES</b>	✓	✓	<a href="#">6</a>	✓	✓	✓	✓
5.1	<b>Introduction</b>	✓	✓	<a href="#">6.1</a>	✓	✓	✓	✓
5.2	<b>Minimum access package</b>	✓	✓	<a href="#">6.2</a>	<a href="#">5.2.1</a>	✓	✓	✓
5.3	<b>Access to services facilities and supply of services</b>	✓	✓	<a href="#">6.3</a>	<a href="#">5.2.2</a>	✓	✓	✓
5.3.1	Access to service facilities	✓	✓	x	<a href="#">5.2.2</a>	✓	x	✓
5.3.1.1	<b>Passenger stations</b>	✓	✓	x	x	✓	<a href="#">5.3.3</a>	✓
5.3.1.2	Freight terminals	✓	✓	x	x	✓	<a href="#">5.3.4</a>	✓
5.3.1.3	Marshalling yards and train formation facilities, including shunting facilities	✓	✓	x	x	✓	<a href="#">5.3.5</a>	✓
5.3.1.4	Storage sidings	✓	✓	x	x	✓	<a href="#">5.3.7</a>	✓
5.3.1.5	Maintenance facilities	✓	✓	x	x	✓	<a href="#">5.3.8</a>	✓
5.3.1.6	Other technical facilities, including cleaning and washing facilities	✓	✓	x	x	✓	x	✓
5.3.1.7	Maritime and inland port facilities	✓	✓	x	x	✓	x	✓
5.3.1.8	Relief facilities	✓	✓	x	x	✓	x	✓
5.3.1.9	Refuelling facilities	✓	✓	x	x	✓	<a href="#">5.3.2</a>	✓
5.3.2	Supply of services in service facilities	✓	✓	x	x	✓	x	✓
5.3.2.1	Shunting	✓	✓	x	x	✓	<a href="#">5.4.4</a>	✓
5.3.2.2	Other services	✓	✓	x	x	✓	x	<a href="#">5.3.2.3</a>
5.4	<b>Additional services</b>	✓	✓	<a href="#">6.4</a>	<a href="#">5.3</a>	✓	✓	✓
5.4.1	Traction current	✓	✓	x	x	✓	✓	✓
5.4.2	Services for trains	✓	✓	x	x	✓	<a href="#">5.4.3</a>	✓
5.4.3	Services for exceptional transports and dangerous goods	✓	✓	x	x	✓	<a href="#">5.4.5</a>	✓
5.4.4-5.4.99	Other additional services	✓	✓	x	x	✓	<a href="#">5.4.2, 5.4.4</a>	✓
5.5	<b>Ancillary Services</b>	✓	✓	<a href="#">6.5</a>	<a href="#">5.4</a>	✓	✓	✓
5.5.1	Access to telecommunication network	✓	✓	x	x	✓	✓	✓
5.5.2	Provision of supplementary information	✓	✓	x	x	✓	✓	✓
5.5.3	Technical inspection of rolling stock	✓	✓	x	x	✓	✓	✓
<b>5.5.4</b>	<b>Ticketing services in passenger stations</b>	✓	✓					

5.5.5	Specialized heavy maintenance services	√	√	x	x	√	<a href="#">5.5.5</a>	<a href="#">5.5.5</a>
5.5.6	Other ancillary services	√	x	x	x	√	<a href="#">5.5.6</a>	x
<b>6</b>	<b>CHARGES</b>	√	√	<a href="#">7</a>	√	√	√	√
6.1	<b>Charging principles</b>	√	√	<a href="#">7.1 and 7.2</a>	<a href="#">6.2.2</a>	√	√	√
6.1.1	Minimum access package	√	√	x	<a href="#">6.2.1</a>	<a href="#">6.3</a>	√	√
6.1.2	Track access to facilities referred to in 5.3.1	√	√	x	<a href="#">6.2.1</a>	<a href="#">6.3</a>	√	√
6.1.3	Services referred to in 5.3.2	√	√	x	x	<a href="#">6.3</a>	√	√
6.1.4	Additional services	√	√	x	<a href="#">6.2.2</a>	<a href="#">6.3</a>	√	√
6.1.5	Ancillary services	√	√	x	<a href="#">6.2.2</a>	<a href="#">6.3</a>	√	√
6.2	<b>Charging system</b>	√	√	<a href="#">7.2</a>	<a href="#">6.2</a>	<a href="#">6.3</a>	√	√
6.3	<b>Tariffs</b>	√	√	<a href="#">7.4</a>	√	<a href="#">6.3</a>	√	√
6.3.1	Minimum access package	√	√	<a href="#">7.4.1</a>	<a href="#">6.4</a>	<a href="#">6.3</a>	√	√
6.3.2	Track access to services facilities	√	√	<a href="#">7.4.2</a>	x	<a href="#">6.3</a>	√	√
6.3.3	Supply of services referred to in 5.3.2	√	√		x	<a href="#">6.3</a>	√	√
6.3.4	Additional services	√	√	<a href="#">7.4.4</a>	<a href="#">6.5</a>	<a href="#">6.3</a>	√	√
6.3.5	Ancillary services	√	√	<a href="#">7.4.3</a>	x	<a href="#">6.3</a>	√	√
6.4	<b>Financial penalties and incentives</b>	√	√	x	x	<a href="#">6.3</a>	√	√
6.4.1	Non usage charges	x	√	<a href="#">7.2.3.5</a>	x	x	√	√
6.4.2	Cancellation fees	√	√	x	x	x	√	√
6.4.3	Reduction fee for Framework Agreements	√	√	x	x	x	√	√
6.4.4	ERTMS Discounts	√	√	x	x	x	√	√
6.5	<b>Performance scheme</b>	√	√	<a href="#">7.7</a>	<a href="#">6.7</a>	<a href="#">6.3</a>	√	√
6.6	<b>Changes to charges</b>	x	√	<a href="#">7.5</a>	x	x	√	√
6.7	<b>Billing Arrangements</b>	<a href="#">6.6</a>	√	<a href="#">7.6</a>	x	x	√	√

Legend	
√	Content exists (link to relevant chapter)
x	Content does not exist
5.3.5	Content exists in this other chapter of the IM NS (link to relevant chapter)