

Regulations for Applying for Train Paths for

- 2010 ad-hoc requests (with effect from 13 12 2009)
- 2011 annual timetable



Amendment log

The amendment log below shows all the revisions (e.g. legal texts, telephone numbers) made to the original edition (of 13 December 2009) of these regulations.

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1. GENERAL CONDITIONS

1.1 Objective of these regulations

Allocation of train paths (basic and ancillary services) on the standard gauge network of the Swiss Federal Railways (SBB) (including the port railways operated by the SBB in the cantons of Basel-Landschaft and Basel Stadt, the Sensetalbahn and Thurbo), the network of the BLS AG and of the Schweizerische Südostbahn AG (SOB) is undertaken by the independent train path allocation body Trasse Schweiz AG (trasse.ch) [Swiss Train Paths Ltd]. In addition, trasse.ch guarantees that the compilation of the timetable is free from discrimination.

This document explains the procedures for applying for and being allocated train paths (basic and ancillary services). It also explains the processes linked with the allocation of train paths but taking place before and after it. This document also gives details of the statutory framework underpinning the processes.

1.2 Statutory basis

Articles 9a and 9b of the Eisenbahngesetz (EBG) [Railways Act] (SR 742.101 [reference in the catalogue of Swiss statutes]) and the fourth section of the Netzzugangsverordnung (NZV) [Network Access Regulations] (SR 742.122 [reference in the catalogue of Swiss statutes]) set down the statutory framework for application for train paths and ancillary services and their allocation. These statutes may be consulted on the trasse.ch website (www.train-paths.ch/links).

The Bundesamt für Verkehr lays down and publishes the procedure and timetable for applying for train paths and ancillary services for the next two years' timetable periods. The procedure and timetable may be consulted on the trasse.ch website (<http://www.trasse.ch/en/vergabe/bestellung>).

1.3 Legal status of these Regulations for Applying for Train Paths

The conditions shown below for applying for train paths and ancillary services are based on Article 10 para 1 (d) NZV. Accordingly, they are binding.

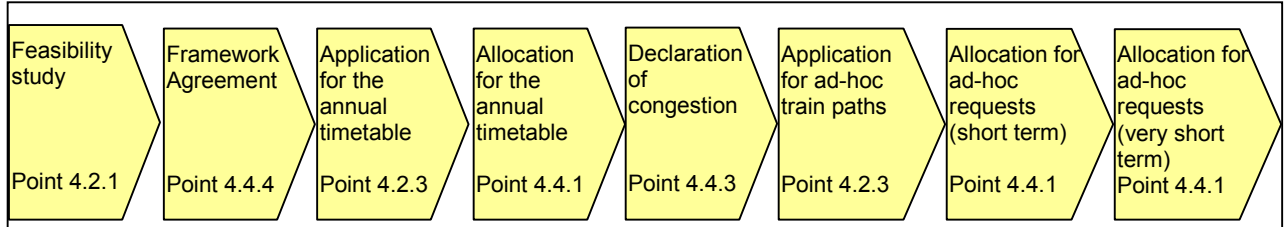
1.4 Scope

The following regulations apply to applications for and allocation of train paths for the standard gauge network of the Swiss Federal Railways (SBB) (including the port railways operated by the SBB in the cantons of Basel-Landschaft and Basel-Stadt, the Sensetalbahn and Thurbo), the network of the BLS AG and of the Schweizerische Südostbahn AG (SOB) (see diagram 1). In accordance with the terms of international treaties and bilateral agreements between the infrastructure managers (and to the extent compatible with foreign legislation), these regulations also apply to the following frontier sections: from the international frontier in the Simplon tunnel to Domodossola, from Pino-Confine to Luino, from Les Verrières-frontière to Pontarlier and from Boncourt to Delle.

2. ALTERNATIVE WAYS OF APPLYING FOR TRAIN PATHS

The process of applying for train paths may take several forms. Train paths may be applied for in the annual timetable or outside the timetabling process. In addition, capacity may be reserved in advance by means of framework agreements and then applied for in the annual timetable process. Diagram 2 shows the various ways of applying for train paths in a simplified form. The diagram also shows which chapter of these regulations explains the various alternatives, including responsibility.

Diagram 2: Ways of applying for train paths and the structure of the regulations



3. PREREQUISITES FOR APPLYING FOR TRAIN PATHS

3.1 The need to apply for train paths

Use of railway infrastructure is only permitted after having applied for and having being allocated train paths. This applies equally to the use made of its own infrastructure by the operating department of an integrated railway. Infrastructure managers must likewise adhere to the train path application and allocation process for their own movements on their infrastructure (for maintenance operations, for example) to ensure proper coordination with other traffics.

The requirement to apply is independent of the frequency and regularity of the use intended. Applications must be made for both normal train paths (for trains operating regularly) and extra train paths (trains running once only, for example a special train for the military).

3.2 Documents needed to apply for train paths

Every railway undertaking which wishes to use infrastructure which is not its own requires a network access licence and a safety certificate, both of which are issued by the Bundesamt für Verkehr (BAV) [Federal Office of Transport] and a network access agreement which is to be concluded with the infrastructure manager in question.

Nevertheless, undertakings from other countries which access the Swiss network without a Swiss network access licence in accordance with the terms of intergovernmental agreements require a Swiss safety certificate in every case.

These documents do not necessarily have to be obtained at the time of the application and allocation of train paths but are required at the latest before operations start. If a railway undertaking is not able to use the train paths for which it has applied because the network access agreement, network access licence or safety certificate have not by then been obtained, then compensation will be due to the infrastructure manager under the terms of the regulations applicable.

It should be noted that applications for network access licences are to be made to the Bundesamt für Verkehr at least three months before the planned start of operations (Article 3 para. 3 NZV).

No network access licence or safety certificate is required,

- if the undertaking operates exclusively on its own network and has an infrastructure concession (Article 5 para. 4 EBG);
- if the undertaking operates on behalf of the infrastructure manager;
- if the undertaking engages a traction provider who holds the licences and certificates which are necessary.

4. CAPACITY ALLOCATION

4.1 Introduction

Chapter 4 explains the complete train path allocation process. Requesting a feasibility study before applying for a train path is optional (point 4.2.1). A feasibility study may be helpful, however, for new applications, for major changes and for international movements. The train path catalogue for the Gotthard and Lötschberg-Simplon axis (point 4.2.2) shows the capacity available for freight traffic on this axis and is intended as an aid for preparing applications.

Definitive applications for train paths are compulsory. As a rule, a train path consists of basic and ancillary services (see Chapter 6 for definitions). The second of these covers detaching rail vehicles and the use of sidings in marshalling yards or junctions. Miscellaneous services covered by Article 23 NZV do not form part of access to the network. Miscellaneous services may be freely bought in from the relevant infrastructure manager or from another undertaking.

4.2 Description of process

4.2.1 Feasibility studies

- *Explanation*

Feasibility studies (timetable studies) make a significant contribution to the efficiency of the train path allocation process for the annual timetable and for ad-hoc train paths. They allow train path applicants' service plans to be checked for feasibility and, as necessary, taken through further iterations.

An undertaking may submit an application for a feasibility study for the annual timetable to be carried out up to nine months before the timetable change date. Nevertheless, there can be no guarantee that the results of feasibility studies commissioned later than eleven months before the timetable change date will be available by the latest date for applications for train paths under the normal allocation process (12 April 2010).

- *Appropriateness of a feasibility study*

A feasibility study is emphatically recommended

- for new applications for train paths in the annual timetable;
- when the service requirements of the applicant for train paths have changed by comparison with the previous year (for example, traction and rolling stock being used, stopping pattern);
- for all international traffics.

- *Commitment arising from a feasibility study*

The feedback from a feasibility study does not represent any binding commitment to the allocation of train paths and does not exempt the undertaking from applying for a train path in the normal way.

- *Responsibility*

The infrastructure manager is responsible for carrying out the feasibility study. To ensure that the feasibility study is free of discrimination, applicants may ask for trasse.ch to supervise the study when they apply for it. When supervising the feasibility study, trasse.ch checks if:

- the aspirations of the applicant have been borne in mind, and all the issues examined with the thoroughness necessary, in particular the application of the priority rules
- the statutory regulations have been respected
- realistic, reasonable alternative options have been investigated.

If applicants for feasibility studies are not satisfied with the methodology or the outcome of the studies, they have the option of appealing to trasse.ch.

4.2.2 Train path catalogue

Train path catalogues for transit freight traffic on the North-South axes via the Gotthard and Lötschberg-Simplon are available to help applicants to apply for train paths and to plan their own commercial offers:

- *Annual timetable process*

Train path catalogues are intended to help applicants apply for train paths in the next annual timetable round. They become available with effect from mid-January and, in accordance with EU Directive 2001/14 (Article 15 and Annex 3, Point 4), show what capacity in terms of international freight train paths will be available in the next annual timetable. The catalogues are based on the various railway undertakings' assessment of medium term market needs and on the conditions imposed by the network managers. The standard times shown for frontier purposes and change of operating regime are intended as a planning aid, and should be taken into account in applying for train paths.

- *Remaining capacity in the current timetable*

The train path catalogues contain details of the capacity remaining in the current timetable. They are intended to help applicants apply for train paths in the current timetable. The catalogues are updated on the internationally agreed dates for updating the current timetable.

In that trasse.ch supervises the process of assembling the catalogue of train paths, trasse.ch guarantees that it is not discriminatory. trasse.ch publishes the catalogue of train paths. They may be consulted on the trasse.ch website (<http://www.trasse.ch/en/vergabe/bestellung>).

4.2.3 Initial and definitive applications for train paths

4.2.3.1 Summary

- *Tools and forms for making applications*

Only the tools, applications and forms shown in Appendix 1 may be used for submitting initial requests and definitive orders for train paths.

- *Addresses for applications*

Definitive applications for train paths in the annual timetable and for ad-hoc train paths are to be sent to the appropriate address taken from the list shown in Appendix 1.

- *Initial and definitive applications for train paths in frontier stations*

Responsibilities for processing initial and definitive applications for train paths in frontier stations are shown in Appendix 4.

- *Contact details*

Should you have questions on the process of allocating train paths in the annual timetable or for ad-hoc requests, the following trasse.ch staff would be pleased to answer them:

	Contact	E-mail	Telephone number	Fax number
<i>Annual timetable:</i>				
for applicants based in Switzerland	Paul Hell	p.hell@trasse.ch	+41 (0)31 384 20 49	+41 (0)31 384 20 41
for applicants based abroad	Christoph Rüegg	c.ruegg@trasse.ch	+41 (0)31 384 20 50	+41 (0)31 384 20 41
<i>Ad-hoc requests:</i>				
for all applicants	Ulrich Amsler	u.amsler@trasse.ch	+41 (0)31 384 2048	+41 (0)31 384 20 41

4.2.3.2 Annual Timetable

- *Initial requests for train paths and provisional allocation of train paths*

Initial requests for train paths (*basic service*) in the annual timetable are to be made by 12 April 2010. The planning data in the NeTS-AVIS planning tool will be made available to passenger railway undertakings with effect from 1 February 2010 and for freight undertakings with effect from 1 March 2010.

trasse.ch checks the applications for train paths, in particular to check if the applicant is entitled to apply for train paths and if the application is complete and plausible. If applications for train paths are not properly filled out or not plausible, trasse.ch sets applicants a limit of five working days to supply further information to remedy that which is inadequate or missing. If the applicant does not comply with this requirement, then trasse.ch will not process the initial or definitive application for the train path. If the information only reaches trasse.ch after the time limit set, then the application in question will take a lower priority than complete applications for train paths submitted on time.

If railway undertakings do not have all the precise details of their path requirements available by the latest date for applications for train paths under the normal allocation process (12 April 2010), (for example for light engines and short trips), we would recommend that application for train paths for these movements are submitted after 12 April 2010. Such applications will, however, receive a lower priority.

trasse.ch will provisionally allocate train paths for domestic traffic on 28 May 2010 and coordinated train paths for international traffic on 2 July 2010 to applicants. In this way, applicants will receive an entitlement to an allocation and therefore certainty to allow them to develop their own commercial offer. Every provisional allocation is conditional on the practicability of the ancillary services which have been applied for. If conflicts have not been resolved, the provisional allocation will only be made after the conflicts are resolved but nevertheless will be made as quickly as possible.

Applications for *ancillary services* in the annual timetable are to be made by 28 May 2010. trasse.ch will check the applications, particularly to ensure that the applicant is entitled to make applications and that the application documents are properly filled out. trasse.ch will allocate the ancillary services definitively to applicants on 20 August 2010 together with the basic service.

Availability of sidings in marshalling yards has an effect on the pathing of the trains that are to use them. Accordingly, applications to use sidings in marshalling yards for the annual timetable period are to be made by 12 April 2010, the same time as applications for the basic service. The information required in the applications is contained in Appendix 2.

- *Initial applications for train paths after the latest date for applications for train paths under the normal allocation process*

Applications for train paths for the annual timetable may also be made after the latest date for applications for train paths under the normal allocation process (basic services 12 April 2010; ancillary services 28 May 2010). Allocation will be in the order in which applications were made, but taking a lower priority than initial applications for train paths which were made on time.

- *Definitive application for train paths and allocation of train paths*

Train paths (basic service) which have been requested for must be definitively ordered on 13 August 2010. trasse.ch will allocate train paths (basic and ancillary services) definitively on 20 August 2010.

4.2.3.3 Ad-hoc train paths

- *Application for train paths*

Train paths may be applied for in the short term for the current timetable year or, after the definitive allocation of train paths, for the next timetable period. Applications for ad-hoc train paths have a lower priority than those applied for and allocated in the annual timetable process. They are only able to make use of the capacity that remains and will be allocated in first come first served order whatever the type of traffic.

4.2.3.4 Train paths for international traffic

- *Application process*

Train paths for international traffic may be requested domestically i.e. from the national train path allocation body in question. However the infrastructure managers and independent train path allocation bodies jointly participating in RailNetEurope offer a one stop shop network for international traffics. Applicants may submit coordinated applications for complete international journeys to just one train path allocation body. The following table clarifies the difference between the train paths requested domestically and internationally.

Table 1: Example of an international train movement applied for domestically or internationally

Example: a Hamburg – Gotthard – Melzo movement

International application for a train path:

Applicants A, B & C prepare an application jointly. One of them submits the joint application for a train path Hamburg – Gotthard – Melzo by means of Pathfinder or an RNE form to DB-Netz AG or to RFI or to trasse.ch.

Domestic applications for train paths:

▪ Applicant A	Hamburg – Basel Bad Bf	DB-Netz AG
▪ Applicant B	Basel Bad Bf – Chiasso	trasse.ch
▪ Applicant C	Chiasso – Melzo	RFI

Making an international application for a train path has two main advantages for an applicant:

- The train path allocation bodies work together in allocating international train paths. If the application for a train path is made internationally, the applicant may be certain that the train paths connect properly at frontiers.
- In some European countries initial requests and definitive orders for international train paths benefit from priority access to the network (for example, in Germany subject to certain statutory principles, in France and in Italy over congested routes). This priority ranking does not apply however if applications for international passenger or freight train paths are made to individual national train path allocation bodies as domestic applications.

The “Procedures for International Path Requests” leaflet (see Appendix 5) provides details of the process for applying for and being allocated train paths for international traffic.

- *Addresses for applications*

Applicants may make applications for an international train path to trasse.ch or to any train path allocation body which is responsible for allocation on one of the networks to be used.

- The addresses of other European infrastructure managers to whom applications may also be sent are shown on the RNE web site: <http://www.railneteuropa.com/>.

- *Note*

Formal allocation of train paths nevertheless follows the appropriate national rules. Use of train paths is likewise to be in accordance with the rules set down in the Network Statements of the various infrastructure managers.

4.2.4 Information needed for applying for train paths

Appendix 2 shows the information which is required in order to apply for train paths, (basic service: 12 April 2010; ancillary services: 28 May 2010), to submit the definitive orders for train paths (13 August 2010) and to apply for ad-hoc train paths.

4.2.5 Amendments to initial and definitive applications for train paths

4.2.5.1 Principles

The information submitted (see point 4.2.4) when making an initial or definitive application for a train path is binding. Any subsequent amendment to this information must be made as a cancellation and re-application using the tools listed in Appendix 1. Amendments to the details which have no consequences for the characteristics of a train path (train length and formation, for example), do not however require the path to be cancelled and re-applied for.

4.2.5.2 Amendments before the definitive allocation of train paths (between 13 4 and 13 8 2010)

Amendments to train paths (cancellation and re-application) must be made using the tools listed in Appendix 1.

If there are no conflicts with other train paths, the train path as amended will be allocated when the definitive train path allocation is made. If however the amended application is in conflict with train path application(s) which were made on time, then these latter have precedence.

4.2.5.3 Amendments after the definitive application of train paths in the annual timetable (from 14 8 2010)

If mandatory information required under point 4.2.4 changes after the definitive application of train paths, the train path order must be cancelled and a new application submitted at the same time. The new application must be for ad-hoc train paths and use the tools listed in Appendix 1. Alterations to the details which have no consequences for the characteristics of a train path (train length and formation, for example) however do not require cancellation and re-application. New applications will be considered for the remaining capacity in first come first served order. Assumptions and conditions are shown in point 4.6.

4.2.5.4 Ancillary services

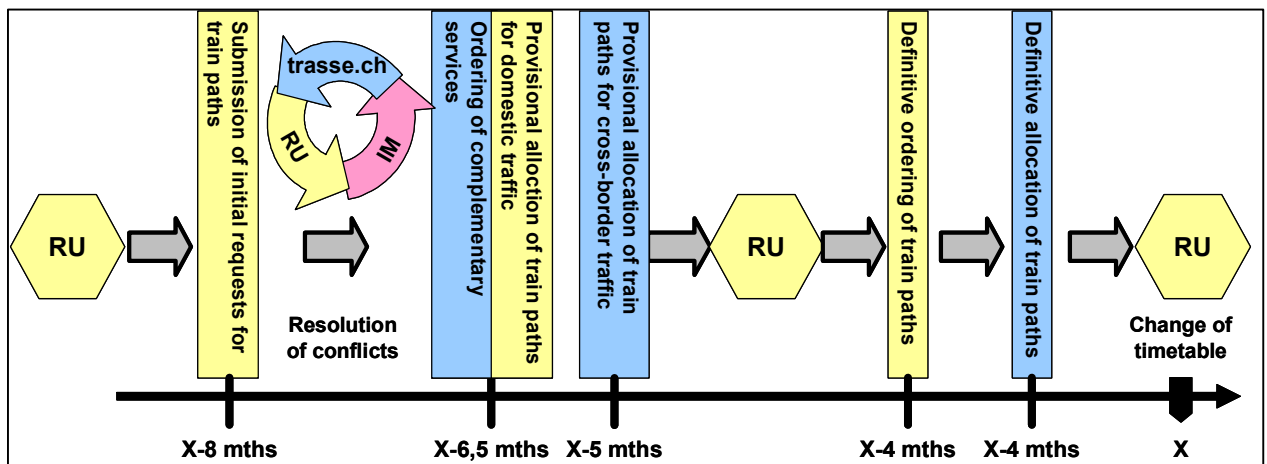
The remarks in points 4.2.5.1 to 4.2.5.3 apply as appropriate.

4.3 Schedule for path requests and allocation process

4.3.1 Schedule for working timetable

The normal train path allocation process is aligned with the timetabling process for passenger traffic. The Bundesamt für Verkehr specifies the timescales for applying for train paths, for the process of allocating them and for preparing the timetable.

Diagram 3: Allocation process for train paths in the annual timetable



For the 2011 timetable period, the following dates have been laid down:

- 12 April 2010 Latest date for initial applications for train paths under the normal allocation process
- 28 May 2010 Latest date for railway undertakings to order ancillary services
- 28 May 2010 trasse.ch provisionally allocates train paths for domestic traffic
- 02 July 2010 trasse.ch provisionally allocates train paths for international traffic
- 13 August 2010 Latest date for railway undertakings to make definitive applications for train paths
- 20 August 2010 trasse.ch allocates train paths (including ancillary services) definitively
- 12 December 2010 Timetable change date

4.3.2 Schedule for ad hoc requests

Applying for train paths: In accordance with Article 11 para. 3 NZV, the latest time for applying for a train path is:

- 1700 on the day before a non-regular train is due to run for railway undertakings which already have other train paths booked over that section of line in the same timetable period;
- thirty days before the first journey in all other cases.

4.4 Allocation process

4.4.1 Coordination process

4.4.1.1 Annual timetable

As far as possible, trasse.ch will grant all applications for train paths. If there are competing applications for train paths which cannot be reconciled with each other, trasse.ch will invite the applicants in question and the manager of the relevant infrastructure to a coordination meeting to look for an amicable solution. This will involve offering alternative train paths, i.e. options which differ from the original application in so far as they are available. If there is no agreement at the end of this process, allocation of train paths will be made on the basis of the regulations summarised below:

1.) *Priority ranking and conflicts between preferred applications*

Regular interval passenger services which run at 30, 60 or 120 minute intervals during the normal operating period and which are linked into a public transport network have priority access to the network in accordance with Article 9a para. 2 EBG. Where applications for train paths have the same priority ranking, the application which provides the highest marginal contribution will be awarded the path (Article 12 para. 1 NZV).

2.) *Train path conflicts between lower ranking applications*

trasse.ch arranges a bidding process between the applicant railway undertakings for conflicts between

- applications for freight traffics,
- applications for freight traffic and those for lower ranking passenger traffic (see point 1), or
- applications for lower ranking passenger traffics.

The train path is awarded to the railway undertaking which offers the highest marginal contribution (Article 12 para. 1 NZV). If an application for lower priority passenger traffic is one of those involved in the conflict, the winning bid must be at least equal to the marginal contribution defined in Article 20 para. 1 or Article 20 para 2 NZV.

3.) *Train path conflicts between applications for the same traffic*

Where there are train path conflicts for which trasse.ch suspects multiple applications for the same traffic, trasse.ch will ask applicants to provide evidence that they have been contracted to move the traffic. The train path will be allocated on the basis of the evidence presented.

The right is reserved to make changes to the priority order if such changes are required by the Federal Council in accordance with Article 9a para. 3 EBG or if changes giving priority to freight traffic are required by the Federal Office of Transport in accordance with Article 12 para. 5 NZV.

4.4.1.2 Schedule for requests for train paths outside the annual timetabling process (Ad-hoc train paths)

Ad-hoc train paths will be processed by the appropriate infrastructure manager. If a train path can be allocated in accordance with the railway undertaking's requirements, the infrastructure manager will allocate the train path directly. If an ad-hoc train path conflicts with a train path already allocated, as far as is possible the infrastructure manager will offer alternatives to the applicant. If no alternative is available or alternatives are not acceptable to the applicant, the infrastructure manager will involve trasse.ch at an early stage. As a function of the type of conflict, trasse.ch will invite the railway undertaking and the manager of the relevant infrastructure to a conflict resolution meeting. In the case of a conflict, only trasse.ch is permitted to allocate or to refuse applications for ad-hoc train paths; trasse.ch will give reasons for refusal.

Because of the shortage of time, applications for short notice train paths – i.e. applications for train paths which are submitted less than forty eight hours before the train is to run – are to be processed and allocated or refused directly by the operating centre of the infrastructure manager in question. The infrastructure manager will inform trasse.ch of any refusals. trasse.ch will subsequently check that the application was correctly processed and the decision to refuse was free of discrimination and justified.

4.4.1.3 Criteria for the allocation of ancillary services

- *Application for ancillary services in the annual timetable*

As far as possible, trasse.ch will grant all applications for ancillary services in the annual timetable which have been submitted on time. If there are competing applications for ancillary services or train paths with associated ancillary services which cannot be reconciled with each other, trasse.ch will invite the applicants in question and the relevant infrastructure manager to a coordination meeting to look for an amicable solution. This will involve offering alternatives, i.e. options which differ from the original application, in so far as they are available. If there is no agreement at the end of this process, allocation will be made using the principles outlined in point 4.4.1.1.

- *Application for ancillary services*

Ad-hoc applications for ancillary services may be made at any time. Allocation will be in the order in which applications were made.

4.4.2 Dispute resolution process

If a network user considers that he has been disadvantaged in the allocation of train paths, he has the right to complain to the Schiedskommission im Eisenbahnverkehr (SKE) [Rail Arbitration Commission], Monbijoustrasse 51A, CH-3003 Bern (www.ske.ch).

Appeals against decisions of the SKE may be made to the Bundesverwaltungsgericht [Federal Administrative Court]. The SKE must make its decision within two months of the conclusion of the proceedings and must notify the parties. It may take precautionary measures to ensure that trains are able to run despite legal procedures being in progress.

4.4.3 Congested infrastructure; definition, priority criteria and process

If trasse.ch is unable to consider applications for the allocation of train paths because of insufficient capacity on a section of line, it will declare that section to be congested. In this event and in accordance

with Article 12a para. 3 NZV, trasse.ch is entitled to cancel and not re-offer train paths already agreed for optional trains if that allows the capacity of the section to be used more effectively.

In every case in which train path conflicts which cannot be resolved amicably arise from the train path allocation process the conflicts will be analysed to identify the causes. As a function of the cause of the bottleneck and its likely duration (the criteria may be consulted on the trasse.ch website (<http://www.trasse.ch/en/kapazitaet>)) trasse.ch will undertake a capacity analysis in accordance with Article 12a para. 4 NZV in order to highlight options for short to medium remedial action.

4.4.4 Impact of framework agreements

Infrastructure managers may conclude framework agreements with users of their networks in accordance with Article 12b NZV.

trasse.ch ensures freedom from discrimination in that it audits the basis and arrangements for setting up the agreement, the processing of any conflicts and the terms of the agreement itself. Within the train path allocation process, trasse.ch treats discrimination-free framework agreements in accordance with the current statutory regulations.

Important: At present the current statutory regulations do not give traffic covered by framework agreements any priority in access to the network over other traffics.

4.5 Allocation of capacity for maintenance, renewal and enhancements

Information on the provision of capacity for maintenance and renewal is published in the Network Statements of the various infrastructure managers. The General Terms and Conditions for the use of Railway Infrastructure apply to maintenance work arranged after the allocation of train paths.

4.6 Non-usage/cancellation rules

Train paths definitively allocated may be cancelled using NeTS-AVIS. Cancellation before 20 September 2010 (30 days after their definitive allocation) is free of charge. Cancellation after that date makes railway undertakings liable to pay compensation to the infrastructure manager(s).

Terms and conditions for non-use of train paths definitely allocated (basic and ancillary services) are specified in the various agreements with infrastructure managers (network access agreements and general terms and conditions in particular) and in the performance catalogues. They may be consulted on the trasse.ch website (<http://www.trasse.ch/en/links>).

4.7 Exceptional transports and dangerous goods

4.7.1 Exceptional transports

The regulations for exceptional consignments and dangerous goods are specified in Chapter 2 of the SBB and BLS Network Statements. Applications must give at least four working days notice. Together with the application for train paths, the applicant is to supply the data specified in Appendix 2. In addition, the authority number (TE No/TZ-Nr.) must be supplied for exceptional consignments.

For exceptional consignments on the SOB network, the contact points shown in Appendix 1 (ad-hoc train paths) should be consulted.

4.7.2 Dangerous goods

In ordering train paths, the class of any dangerous goods in accordance with the RID must be given.

4.8 Special measures to be taken in the event of disruption

The infrastructure manager is entitled to issue instructions to railway undertakings when operations are disrupted. Infrastructure managers and railway undertakings are mutually obliged to provide information and supporting staff and equipment to rectify the disruption and maintain public services.

5. DURATION OF VALIDITY

These regulations apply to applications for train paths and allocations of train paths outside the 2010 timetabling process and for applications and allocations for the annual timetable 2011.

6. ABBREVIATIONS AND GLOSSARY

Term	Definition
Ad-hoc requests (train paths outside the annual timetabling process)	Amendments to the annual timetable to allow for applications for train paths which are submitted after the latest date for the definitive path application process.
Ancillary services	The definition of ancillary services comes from Article 22 NZV and is described in more detail in the infrastructure managers' services catalogue.
AVIS 1	Tool for → ad-hoc train paths for individual domestic freight and passenger trains (outside the < 48 hours time limit)
Conflict resolution meeting	Process to resolve a → train path conflict. The train path allocation body and the infrastructure manager in question look jointly with the railway undertakings involved for reasonable alternative options (train paths) for moving the traffic.
Definitive application	"Definitive application" means the confirmation of the offer of train paths in the provisional allocation as part of the annual timetable process together with ad-hoc path requests submitted outside the annual timetable process.
Framework agreement	Contract between a railway undertaking and an infrastructure manager. The infrastructure manager guarantees the railway undertaking capacity over and above one timetable year; the railway undertaking undertakes to apply for this capacity. The capacity does not consist of precisely defined train paths but rather the guarantee to receive offers of train paths within a time band to be agreed.
Infrastructure	All fixed structures and equipment such as track, permanent way installations, safety installations and stations which are necessary for the provision of transport services by rail. The "infrastructure sector" referred to in the EBG also includes the operation of these installations.
Initial application	"Initial application" denotes the application for train paths submitted on the second Monday in April of the relevant year as part of the annual timetable process.
NeTS-AVIS	NeTS-PLAN: planning tool "Netzweites Trassen System" NeTS-AVIS: Tool to apply for train paths in the annual timetable and annual timetable updates (JUP). It is being developed for all types of traffic and all time periods.
Network access agreement	In accordance with Article 9b para. 2 EBG, a Network Access Agreement is to be concluded between the infrastructure manager and the network user in a Swiss official language or in English. It specifies the general nature of the relationship between the two parties.
Network access licence	The network access licence essentially allows a railway undertaking to use infrastructures which are not their own. In Switzerland they are issued by the Bundesamt für Verkehr provided the criteria for reliability and financial standing are met.

Term	Definition
Network user	A railway undertaking which demands access to the network of an infrastructure manager other than its own. A → network access licence and a → safety certificate for the sections in question issued by the Bundesamt für Verkehr together with a network access agreement (contract) concluded with the infrastructure manager are preconditions
Pathfinder	Tool for planning and applying for paths for international freight and passenger flows (also see http://www.railneteuropa.com/)
Railway undertaking (RU)	Public or private undertakings the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertakings must ensure traction
RNE international path request form	A form provided by RailNetEurope (RNE) to submit international feasibility studies and path applications as an alternative to the use of the → Pathfinder tool. This form is accepted by all European infrastructure managers and makes provision for all the data which are required to create a train path in accordance with the EU Directives.
Safety certificate	A safety certificate is issued by the Bundesamt für Verkehr on the basis of a risk analysis submitted by the → network user. The award of a safety certificate recognises that the network user satisfies the relevant safety requirements for a particular traffic over a defined section of line (in particular for the staff and rolling stock employed and its internal organisation). The safety certificate is valid for one timetable period, i.e. in most cases for one year.
Timetable Regulations	The Fahrplanverordnung specifies the process for drawing up, for publishing and for amending transport undertakings' timetables for public transport
Train path	A train path comprises the basis service, i.e. track capacity defined in space and time available on the rail network together with the → ancillary services linked to it.
Train path conflict	The impossibility of allocating all the paths when two or more train paths obstruct each other.

7. APPENDICES

- Appendix 1 Applications for train paths in the
 - 2011 annual timetable
 - 2010 ad-hoc timetable during the yearhttp://www.trasse.ch/doc/en_Lf_11_Anh_1_091213.pdf

- Appendix 2 Information required to apply for train paths
http://www.trasse.ch/doc/en_Lf_11_Anh_2_091213.pdf

- Appendix 3 “Application for Siding Space for Stabling Rolling Stock” form
http://www.trasse.ch/doc/en_Lf_11_Anh_3_091213.xls (not available in English)

- Appendix 4 Rules for frontier stations
http://www.trasse.ch/doc/en_Lf_11_Anh_4_091213.pdf

- Appendix 5 RNE “Procedures for International Path Requests” leaflet
<http://www.railneteuropa.com/>

Bern, 13 December 2009