

Network Statement 2013 of ÖBB-Infrastruktur AG



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ÖBB-Infrastruktur AG
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1 General Information

Pursuant to Paragraph 31 of the Federal Railways Act (*BBG, Bundesbahngesetz*) the activities of ÖBB-Infrastruktur AG are in particular those of a railway infrastructure company by which a safe and market-orientated track infrastructure is planned, constructed, maintained, made available and operated.

ÖBB-Infrastruktur AG fulfils all the conditions for modern and efficient passenger and freight traffic and acts as the central contact point for non-discriminatory usage of the network.

Further details on ÖBB-Infrastruktur AG can be found [here](#).

The Network Access business unit represents the customer contact point of ÖBB-Infrastruktur AG for Railway Undertakings (RUs). This is where individual RU requests are gathered together into a single timetable structure. Core activities also include the coordination of access for RUs, train path planning and path allocation.

Further details can be found [here](#).

1.1 Introduction

The Network Statement (hereinafter abbreviated to NWS) meets the relevant legal requirements and provides domestic and foreign customers as well as partners (neighbouring network operators) with information.

The NWS is published by ÖBB-Infrastruktur AG and provides an overview of the conditions of use on the network operated by ÖBB-Infrastruktur AG. In particular, the information contained in the NWS facilitates the access of railway undertakings to the network.

1.2 Contents and Scope of the Network Statement

The Network Statement details the general regulations, timescales, processes and criteria for the allocation of capacity and the charging of fees.

1.3 Legal Framework

Pursuant to Paragraph 59 of the Austrian Federal Railways Act (*EisbG*), the NWS represents the instrument prescribed under European Union (EU) law by Article 3 of Directive 2001/14 stipulating non-discriminatory access for RUs.

1.4 Legal Status

1.4.1 General Remarks

The NWS was drawn up with the utmost care and is continually updated. The NWS gives guidelines and provides an overview of the modalities for network access as well as to other services offered to the RU. Use of the infrastructure itself is done in accordance with an Access Agreement (AA), drawn up between the RU and ÖBB-Infrastruktur AG.

The 2013 Network Statement is available [here](#):

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1.4.2 Liability

For design and contents:
ÖBB-Infrastruktur AG Network Access – Marketing & Sales One Stop Shop Nordbahnstraße 50, A-1020 Wien Tel: +43 1 93000 33480 E-Mail: oss.austria@oebb.at http://www.oebb.at/infrastruktur/en/

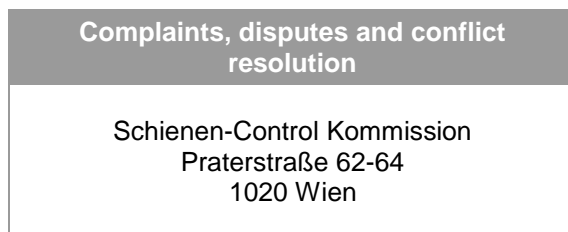
1.4.3 Appeals Procedure

In accordance with Paragraph 72 (1) of the Austrian Federal Railways Act (EisbG), the RU has the opportunity to raise complaints with the Railway Control Commission if a request by those entitled to access for the allocation of train routes or the provision of other services of a railway infrastructure company is rejected by the allocating authority (ÖBB-Infrastruktur AG) or an agreement between the allocating authority (ÖBB-Infrastruktur AG) and the person entitled to access is not reached within a month of the expiry of the deadline for the submission of re-quests, in the event of performance of a co-ordination procedure at the latest one month after the conclusion of such a procedure, and in the event that the allocation of train paths is not to be taken into consideration in the drawing up of the network timetable, within five working days from the receipt of the request by the allocating authority (ÖBB-Infrastruktur AG), or the train path to which the request relates is allocated to a different access applicant.

The complaint shall be made in writing.

The complaint shall contain one of the following options: an application for the allocation of the desired train path together with a description of the actual content of the desired contract or the desired document, or an application for the provision of other services together with a description of the actual

content of the desired contract or the desired document, or an application for the establishment of the fact that the desired train path has, in contravention of this federal law, been allocated to a different person entitled to access rather than the person lodging the complaint.



1.5 Structure of NWS

This NWS is valid for a timetable period and is structured as follows:

1. General information
2. Access conditions
3. General information on the rail network
4. Allocation of train path capacities
5. Services
6. Prices and fees
7. Appendixes to the NWS, see [here](#)

1.6 Validity and Updating Process

1.6.1 Validity Period

The NWS is applicable to the entire network operated by ÖBB-Infrastruktur AG. This route network also includes certain routes which are not on Austrian territory. The conditions of access and use are valid for the timetable year 2013 – from 9th December 2012 to 14th December 2013.

1.6.2 Updating Process

In accordance with Paragraph 59 (1) of the Federal Railways Act, ÖBB-Infrastruktur AG is obliged to keep the NWS and the provisions contained therein up-to-date at all times. An index of modifications to the original version of the document can be found at the end of the contents index.

1.7 Publishing

In accordance with Paragraph 59 (2) of the Federal Railway Act, the NWS and its amendments must be made available for free on the internet at least 4 months before the expiration of the deadline for requests for train path application. In the case of inconsistencies the original version (in German language) will prevail.

1.8 Contacts

1.8.1 ÖBB Group

Field of Activity	Contact	Contact details
One Stop Shop (OSS)	OSS Marketing & Sales Network Access ÖBB-Infrastruktur AG	Tel.: +43 1 93000 33480 Fax: +43 1 93000 25480 E-Mail: oss.austria@oebb.at Address: Nordbahnstraße 50 1020 Wien
Compatibility testing of vehicles	Anton Geppel Safety Management – Rolling Stock Technology/Homologation ÖBB-Infrastruktur AG	Tel: +43 664 6177023 Fax: +43 1 93000 25260 E-Mail: anton.geppel@oebb.at Address: Praterstern 3 1020 Wien
Training of operating personnel	Karl Steiner Safety Management – Standards ÖBB-Infrastruktur AG	Tel. + 43 1 93000 35378 Fax + 43 1 93000 25260 E-Mail: karl.steiner@oebb.at Address: Praterstern 3 1020 Wien
Refuelling stations	Franz Eckhardt Service division ÖBB-Produktion GmbH	Tel: +43 664 6177103 E-Mail: franz.eckhardt@oebb.at Address: Langaugasse 1 1150 Wien
Construction planning	Robert Herbacek Head of Capacity Management ÖBB-Infrastruktur AG	Tel.: +43 1 93000 35435 Fax: +43 1 93000 25479 E-Mail: robert.herbacek@oebb.at Address: Nordbahnstraße 50 1020 Wien
Ordering for the annual timetable and long-term interim changes	Rudolf Dolezal Head of Key Account Management Marketing & Sales Network Access ÖBB-Infrastruktur AG	Tel.: +43 1 93000 35607 Fax: +43 1 93000 25480 E-Mail: rudolf.dolezal@oebb.at Address: Nordbahnstraße 50 1020 Wien
Ordering of freight train paths for the annual timetable and permanent interim changes	Wilhelm Campagna Key Account Manager – Freight Traffic Marketing & Sales, Network Access ÖBB-Infrastruktur AG	Tel.: +43 1 93000 33950 Fax: +43 1 93000 25480 E-Mail: wilhelm.campagna@oebb.at Address: Nordbahnstraße 50 1020 Wien
Ordering of freight train paths for the annual timetable and permanent interim changes	Helmut Fruhmann Key Account Manager – Freight Traffic Marketing & Sales, Network Access ÖBB-Infrastruktur AG	Tel.: +43 1 93000 36193 Fax: +43 1 93000 25480 E-Mail: helmut.fruhmann@oebb.at Address: Nordbahnstraße 50 1020 Wien
Ordering of passenger train paths for the annual timetable and permanent interim changes	Andreas Zeiler Key Account Manager for Passenger Traffic, Marketing & Sales, Network Access ÖBB-Infrastruktur AG	Tel.: +43 1 93000 32188 Fax: +43 1 93000 25480 E-Mail: andreas.zeiler@oebb.at Address: Nordbahnstraße 50 1020 Wien

Field of Activity	Contact	Contact details
Interim passenger traffic	Train Path Management Network Access ÖBB-Infrastruktur AG	Tel: +43 1 93000 34916
Interim freight traffic	Train Path Management Network Access ÖBB-Infrastruktur AG	Tel: +43 1 93000 50503
Interim special traffic	Train Path Management Network Access ÖBB-Infrastruktur AG	Tel: +43 1 93000 34916
Ad-hoc passenger traffic from the next day	Train Path Management Network Access ÖBB-Infrastruktur AG	Tel: +43 1 93000 34916
Ad-hoc freight traffic from the next day	Train Path Management Network Access ÖBB-Infrastruktur AG	Tel: +43 1 93000 50503
Exceptional Transports (technical specifications)	Train Path Management Network Access ÖBB-Infrastruktur AG	Tel: +43 1 93000 35570
Ad-hoc traffic; traffic for the same day (contactable 00:00 – 23:59) and Ad-hoc traffic in the event of un-foreseen line closures for the current day and at most for the next 3 office days of NZ *	Betriebsführungszentrale Network Operation ÖBB-Infrastruktur AG	BFZ Wien Tel.: +43 1 93000 38131 BFZ Linz Tel.: +43 732 93000 3603 BFZ Salzburg Tel.: +43 662 93000 3603 BFZ Villach Tel.: +43 4242 93000 3603 BFZ Innsbruck Tel.: +43 512 93000 4510
Settlement	Rogelio Olmedo Customer Service & Systems Marketing & Sales Network Access ÖBB-Infrastruktur AG	Tel.: +43 664 6171058 Fax: +43 1 93000 25480 E-Mail: rogelio.olmedo@oebb.at Address: Nordbahnstraße 50 1020 Wien
Standards Worker	Karl Steiner Safety Management – Standards ÖBB-Infrastruktur AG	Tel.: +43 1 93000 35788 Fax: +43 1 93000 25260 E-Mail: karl.steiner@oebb.at Address: Praterstern 3 1020 Wien
Notification of environmentally hazardous effects	Betriebsführungszentrale Network Operation ÖBB-Infrastruktur AG	BFZ Wien Tel.: +43 1 93000 38131 BFZ Linz Tel.: +43 732 93000 3603 BFZ Salzburg Tel.: +43 662 93000 3603 BFZ Villach Tel.: +43 4242 93000 3603 BFZ Innsbruck Tel.: +43 512 93000 4510
Legal matters	Stefan Urmann Legal Department Business Law ÖBB-Infrastruktur AG	Tel.: +43 1 93000 44703 Fax: +43 1 93000 44666 E-Mail: stefan.urmman@oebb.at Address: Praterstern 3 1020 Wien
* Office hours at network access: Monday - Friday from 08.00 to 15.00 except public holidays and not 24th and 31st December		

1.8.2 External agencies

Field of Activity	Contact	Contact details
Operating licences, transport concessions	Bundesministerium für Verkehr, Innovation und Technologie, Sektion IV, Abt. Sch 5 Regina Roithner	Tel.: +43 1 71162 652204 Fax: +43 1 71162 652298 E-Mail: sch5@bmvit.gv.at Address: Radetzkystraße 2 1030 Wien
Safety certificate	Bundesministerium für Verkehr, Innovation und Technologie, Sektion IV, Abt. Sch 5 Regina Roithner	Tel.: +43 1 71162 652204 Fax: +43 1 71162 652298 E-Mail: sch5@bmvit.gv.at Address: Radetzkystraße 2 1030 Wien
Licensing of vehicles	Bundesministerium für Verkehr, Innovation und Technologie, Sektion IV, Abt. Sch 2	Tel.: +43 1 71162 652211 Fax: +43 1 71162 652298 E-Mail: sch2@bmvit.gv.at Address: Radetzkystraße 2 1030 Wien
Licensing of drivers	Bundesministerium für Verkehr, Innovation und Technologie, Sektion IV, Abt. Sch 2	Tel.: +43 1 71162 652211 Fax: +43 1 71162 652199 E-Mail: sch2@bmvit.gv.at Address: Radetzkystraße 2 1030 Wien
Conflicts and conflict handling	Schienen-Control GmbH	E-Mail: office@schienencontrol.gv.at Address: Praterstraße 62-64 1020 Wien

1.9 International cooperation between infrastructure managers

ÖBB-Infrastruktur AG is a member of RailNetEurope (RNE), an association of European infrastructure managers, headquartered in Vienna. RNE's goal is to facilitate rail network access for Europe's railway undertakings and encourage international rail traffic through competent advice and an international sales network.

The OSS (One-Stop-Shop) of ÖBB-Infrastruktur AG carries out this function.

Further information can be found on the [RNE website](#).

1.9.1 OSS – One Stop Shop of ÖBB-Infrastruktur AG

The OSS network guarantees quick and competent support across all borders under the motto "one face to the customer" – transparent, discrete and non-discriminatory.

Almost every European network operator has now set up an OSS. Its function is both to provide assistance in obtaining the necessary transport licences and other vital documents and also to provide support prior to, during and following a train journey. During network access by ÖBB-Infrastruktur AG the OSS enables optimal support to be provided to customers in traffic planning and in the acquisition of information on the conditions of use of other infrastructure managers.

You can contact the OSS of
ÖBB-Infrastruktur AG as follows:

One Stop Shop
Network Access
Marketing & Sales
Nordbahnstraße 50, 1020 Wien
Tel. +43 1 93000 33480
Fax: +43 1 93000 25480
E-Mail: oss.austria@oebb.at

The contact details for the OSS contact of the RNE members can be found on the [RNE website](#).

1.9.2 RNE-Tools

Information concerning the RNE tools PCS (formerly PATHFINDER, online software tool for the ordering of international train paths), EICIS (international access charge estimation tool) and EUROPTIRAILS (real-time train information) are available on the RNE website <http://www.railneteuropa.com>. Information on CLICK & RIDE (international path ordering for ad-hoc traffic on Corridors 4 and 7) can be found [here](#).

1.10 Glossary

AA	Access Agreement (<i>Infrastrukturnutzungsvertrag</i>)
BFZ	Operations Centre (<i>Betriebsführungszentrale</i>)
bmvit	Federal Ministry for Traffic, Innovation and Technology (Bundesministerium für Verkehr, Innovation und Technologie)
Bsb	Description of Stations and Stops (<i>Betriebsstellenbeschreibung</i>)
EisbG	Federal Railways Act (<i>Eisenbahngesetz</i>)
FAPLO	Instructions concerning operation and timings (<i>Fahrplananordnung</i>)
GTB	General Terms of Business (<i>Allgemeine Geschäftsbedingungen</i>)
HVZ	Main traffic times (<i>Hauptverkehrszeiten</i>)
IBE	Infrastructure user charge (<i>Infrastrukturbenützungsentgelt</i>)
LDN	Line description (<i>Streckenbeschreibung</i>)
NWS	Network Statement (<i>Schiennetz-Nutzungsbedingungen</i>)
ÖBB	Austrian Federal Railways (<i>Österreichische Bundesbahnen</i>)
OSS	One Stop Shop
PCS	Path Coordination System
PRM	Persons with reduced mobility
RNE	RailNetEurope
RU	Railway undertaking
TSI	Technical Specification for Interoperability
UIC	Union Internationale des Chemins de fer (<i>Internationaler Eisenbahnverband</i>)

2 Access Conditions

2.1 Introduction

The EisbG forms the legal framework for access to the railway network and the purchase of capacity on the railway network.

2.2 General Access Requirements

Access to the railway infrastructure is subject to the provisions of § 56 ff *EisbG* (Railway Act).

Access rights are granted to entitled parties (see Point 2.2.2) in possession of the relevant safety certificate (see Point 2.2.4) and train paths allocated according to the completed Access Agreement (see Point 2.3.2).

2.2.1 Conditions for path ordering and path allocation

For entitlement to order a train path, a valid operating licence or transport concession as RU for the traffic operation concerned must be presented (see Point 2.2.3).

Before a train path can be allocated, the existence of a safety certificate must also be demonstrated (see Point 2.2.4).

2.2.2 Who is allowed to perform train operations? (EisbG § 57)

- 1) Railway undertakings established in Austria;
- 2) RUs whose activities are not limited exclusively to city-, suburban- or regional traffic, established in a different member state of the European Union or in another contractual party to the Agreement on the European Economic Area for passenger rail services crossing a national border;
- 3) RUs whose activities are not limited exclusively to city-, suburban- or regional traffic, established in a different member state of the European Union or in another contractual party to the Agreement on the European Economic Area or in the Swiss Confederation for freight rail services;
- 4) RUs established in other States, in so far as bilateral conventions governing access exist;
- 5) RUs established in other states, if access is in the public interest and if reciprocity is guaranteed, in which case performance conditions should be set down in international agreements.

2.2.3 Licences (Operating licences, transport concessions)

The requirements for applying for an operating licence can be obtained from the issuing office:

Operating licence, transport concession
Bundesministerium für Verkehr, Innovation und Technologie Sektion IV Verkehr, Radetzkystraße 2, 1030 Wien
Contact: Abt. Sch 5 - Eisenbahnsicherheitsbehörde Regina Roithner Tel.: +43 1 71162 652204 Fax: +43 1 71162 652298 E-Mail: sch5@bmvit.gv.at

2.2.4 Safety Certificate

In the interests of traffic safety, RUs must have a proper safety certificate for the performance of transport services on the railway infrastructure of ÖBB-Infrastruktur AG.

Pursuant to Paragraph 37ff of the Railway Act, extensions to Safety Certificates and new Safety Certificates are issued by the Federal Ministry for Transport, Innovation and Technology (*bmvit*). They consist of a general section "Part A" and a specific "Part B", which permits access to the railway network of a specific infrastructure manager. When granting a Safety Certificate the *bmvit* checks the process descriptions and/or provisions required as to whether these are sufficient to guarantee the safe operation of rail vehicles and safe rail traffic.

Further information can be found on the [bmvit website](#).

Field of validity

Safety Certificates for access to the track infrastructure of ÖBB-Infrastruktur AG are essentially issued either for the entire ÖBB-Infrastruktur AG route network or for traffic from the state border to the closest border station, whereby a restriction to specific routes can be avoided where possible.

A safety certificate is issued for a certain period of time and can be extended at the request of the RU.

Application for the issue of a safety certificate

Applications for issuing a safety certificate must be made in writing to:

Safety Certificate

Bundesministerium für Verkehr, Innovation
und Technologie Sektion IV Verkehr,
Radetzkystraße 2, 1030 Wien

Contact:

Abt. Sch 5 - Eisenbahnsicherheitsbehörde
Regina Roithner

Tel.: +43 1 71162 652204

Fax: +43 1 71162 652298

E-Mail: sch5@bmvit.gv.at

The required package of standards, containing a copy of each of the standards set out in the Safety Certificate, will be sent to the RU by the One Stop Shop (OSS of ÖBB-Infrastruktur AG). Further copies may be requested for a fee.

Link to [list of all relevant national safety requirements](#).

Furthermore, password-protected access to the ÖBB-Infrastruktur AG intranet will be arranged for the RU, allowing download of regulations and other modifications.

2.2.5 Cover of Liabilities

Insurance conditions can be found in the general terms and conditions of business (GTB). Liability insurance must be valid for Austria.

2.3 General Business/Commercial Conditions

2.3.1 Framework Agreement

See Point 4.4.4

2.3.2 Access Agreement

If all criteria set out under points 2.2.2 to 2.2.4 are satisfied and the request of the RU can be fulfilled, an Access Agreement will be concluded. The AA is a framework agreement in which the general terms of cooperation between ÖBB-Infrastruktur AG and the railway undertaking are specified.

The AA includes the general terms and conditions of business (GTB) and the train path agreement, which includes detailed information about the allocated paths and any other services (shunting etc.) which may have been ordered. A specimen of an AA including the GTB is published in the [Internet](#).

The Access Agreement includes:

- a) Supplement ./1: Index of Allocated Train Paths
- b) Supplement ./2: Index of dates and route sections excluded from allocation in accordance with Supplement 1 (allocation inapplicable in the case of planned route closures in the annual timetable)
- c) Supplement ./3: Index of Shunting, Train Preparation and Other Services
- d) Supplement ./4: Contacts
- e) Supplement ./5: Payment Methods

2.4 Operational Rules

Regulations and standards are published on the internet on the [ÖBB-Infrastruktur AG website](#).

Operating Rules

The specifications of operating regulation V3 are always used for operation on ÖBB-Infrastruktur AG routes, and the specifications of the ZSB 5 of operating regulation V3 on 567.489km of the rail network in manual operation mode.

Operations without a train guard / attendant

In accordance with bmvit Order GZ: BMVIT-222.110/0006-IV/SCH5/2009 of 27th October 2009, before a train operating without a guard / attendant may be accepted, and also before other rail vehicles of the RU concerned may be operated, an evaluation must always be carried out in the operating locations or platform areas concerned, by agreement with the infrastructure manager. Examples of evaluation points include view of go signal, train stopping point, platform gap etc..

Technical Specification for Interoperability for Persons with Reduced Mobility (TSI PRM)

The Commission's decision on 21 December 2007 concerning interoperability as regards persons with reduced mobility in the trans-European rail system and trans-European high-speed rail system (2008/164/EG), known as TSI PRM, is available for free download here: <http://eur-lex.europa.eu>

Training presentation

In order to retain network access, the RU is obliged to take part in a specialist operations seminar. More detailed information on specialist operational training can be found [here](#).

Behaviour in abnormal situations during the train run

Every RU using the ÖBB-Infrastruktur AG rail network and its tunnels must provide suitable information for passengers regarding the behaviour to adopt in abnormal situations, and how to use safety equipment in the train. The RU is thus obliged to provide safety information in suitable locations in carriages (e.g. near entry points). This safety information must cover at least the following:

- Contact point in abnormal situations
- Information on safety equipment and its use

- Behaviour in the case of fire
- Behaviour if the train must be evacuated

It is also recommended, particularly for passenger traffic, to provide information to passengers in the form of information folders in the seating, or via loudspeaker announcements.

Governance in accordance with § 8 AschG (Health and Safety)

RUs are obliged to notify ÖBB-Infrastruktur AG if any of their contractors or subcontractors intend to carry out any activity within the network operated by ÖBB-Infrastruktur AG. This notification must be made in good time, traceably, and before the start of the planned activity, so that ÖBB-Infrastruktur AG can co-ordinate correctly with regard to § 8 AschG (Health and Safety).

In particular, this notification must also include the type, scope and exact location of the planned activity. A contact person should also be specified from among the contractors or subcontractors concerned.

If no such timely notification as specified above is made, so that ÖBB-Infrastruktur AG cannot co-ordinate correctly with regard to § 8 AschG (Health and Safety), then any activity carried out by an RU's contractors or subcontractors within the network operated by ÖBB-Infrastruktur AG is unauthorised.

Route Knowledge on Diversion Routes

In the case of planned traffic diversion with relation to the operational disruption policy, the RU is responsible for ensuring the availability of a sufficient number of employees with the necessary route knowledge of the diversion route (see Network Statement Annex "Diversion Management Guide" Point 9.3).

2.5 Exceptional Transports

A consignment is considered as exceptional when it necessitates special measures with regard to track facilities or wagons due to its outer dimensions, its weight or its composition, and therefore can only be transported under special technical or operational conditions.

Instructions to be followed regarding the handling of exceptional consignments and/or use of rail vehicles without a valid Network Licence are contained in the [Handbuch für die Behandlung von außergewöhnlichen Sendungen](#) (NZ-VA-721-01) (Handling of Exceptional Consignments Handbook). Further information relating to routes (e.g. Profile) can also be accessed via this link.

2.6 Dangerous Goods and Environmental Protection

2.6.1 Dangerous Goods (RID)

The regulations concerning international carriage of dangerous goods by rail (RID) apply for national and international carriage of dangerous goods by rail. The law on freight carriage of dangerous goods, Paragraph 5 in particular, and the conditions of UIC Leaflet 471-3 are also to be observed. Specific data, especially the amount of shipped dangerous goods per year subdivided to categories, have to be submitted by the RU to the ÖBB-Infrastruktur AG at least once a year after the change of timetable or upon request of data by the ÖBB-Infrastruktur AG.

2.6.2 Environmental Protection

When using the infrastructure operated by ÖBB-Infrastruktur AG, the relevant international and Austrian environment laws (on noise, emissions, waste disposal, etc.) are to be observed.

Should an environmentally hazardous event (e.g. contamination, noise, vibration, emissions) occur, or should there be a threat of any such event, the RU must – notwithstanding its legal or contractual obligations regarding its damage responsibilities – immediately take the following actions:

- Appropriate authorities for public security services (e.g. fire brigade) have to be notified
- Other notifications due to legal requirements
- ÖBB-Infrastruktur AG (Betriebsführungszentralen) has to be notified (see contact details below)

Notification of environmentally hazardous events	
BFZ Wien	Tel: +43 1 93000 38132
BFZ Linz	Tel: +43 732 93000 3613
BFZ Salzburg	Tel: +43 662 93000 3613
BFZ Villach	Tel: +43 4242 93000 3613
BFZ Innsbruck	Tel: +43 512 93000 4520

- Within the following three days an email must be sent to the Environment Department of ÖBB-Infrastruktur AG containing information on the incident, measures taken, amount and type of environmentally hazardous material, and who at ÖBB-Infrastruktur AG was informed:

Info environmentally hazardous incidents
Environmental team "BL/IMS Umwelt": Email: infra.umwelt@oebb.at

2.7 Acceptance Process and compatibility testing of vehicles

2.7.1 Official licensing of rail vehicles

A condition for operating rail vehicles on the ÖBB-Infrastruktur AG network – notwithstanding exceptions provided for in accordance with the Railways Act – is a licence from the bmvit, or in the case of unlinked railways, from the respective national governing body in accordance with the deregulation law. With reference to Paragraph 41 of the Railway Act (recognition of foreign legislation), the official licence may be deemed inapplicable.

Licensing of vehicles
Bundesministerium für Verkehr, Innovation und Technologie Sektion IV, Abt. Sch 2 Radetzkystraße 2, 1030 Wien Tel.: +43 1 71162 652211 Fax: +43 1 71162 652299 E-Mail: sch2@bmvit.gv.at

2.7.2 Compatibility testing (network licensing) of rail vehicles

Following vehicle licensing by the bmvit, even in cases where pursuant to the Railways Act (particularly Paragraph 36 or 41) bmvit licensing is unnecessary, the compatibility of railway vehicles with the infrastructure must be demonstrated. The licensing agency of ÖBB-Infrastruktur AG is responsible for this procedure and issues a network licence that permits the use of the ÖBB railway network.

Compatibility testing and network licensing of vehicles
<p>ÖBB-Infrastruktur AG Registration office, Standards Worker and Firesafety Standards, Praterstern 3, 1020 Wien Tel.: +43 1 93000 32634 Fax: +43 1 93000 838-31649 E-Mail: infra.betriebsleitung@oebb.at</p>

In order to keep the duration of the process short, it is recommended that both procedures be carried out in parallel. Further details can be found [here](#).

“Unlicensed” journeys

No bmvit approval is necessary for train runs specified as “*genehmigungsfrei*” (approval-exempt) in Paragraph 36 of the Railways Act. The licensing office of ÖBB-Infrastruktur AG is solely responsible for such runs.

2.8 Staff Acceptance Process

Pursuant to Paragraph 75c of the Railways Act, RUs and ÖBB-Infrastruktur AG offer the required training. A list of all RUs offering location and route knowledge training is available on the [website of ÖBB-Infrastruktur AG](#). Information on operational training offered by ÖBB-Infrastruktur AG can be found [here](#).

2.8.1 Engine driver

Recognition of training for operation on the ÖBB-Infrastruktur AG network requires the agreement of ÖBB-Infrastruktur AG / Staff Management Standards Office.

Staff Acceptance Process for engine driver
<p>Bundesministerium für Verkehr, Innovation und Technologie Sektion IV, Abt. Sch 2 Radetzkystraße 2, 1030 Wien Tel.: +43 1 71162 652211 Fax: +43 1 71162 652299 E-Mail: sch2@bmvit.gv.at</p>

2.8.2 Operational personnel

The RU is responsible for the initial- and further training of their own employees.

Employees of contractors of ÖBB-Infrastruktur AG must have their training for operations on the ÖBB-Infrastruktur AG network approved by the Safety Management office.

Such personnel should also have operational experience in safety-related tasks in accordance with Paragraph 62 of the Austrian Employee Protection Act (Arbeitnehmerschutzgesetz).

RU personnel who accompany trains, who serve and help passengers in stations or who sell tickets must be trained in accordance with the following Chapters of the TSI PRM:

- 4.1.4 Operational Regulations,
- 4.1.6 Professional Qualifications,
- 4.2.4 Operational Regulations and
- 4.2.6 Professional Qualifications

if they are operating within the scope of the TSI PRM (Chap. 1.1 and 1.2 of TSI PRM).

Personnel who do not fulfil one of the conditions listed above may not be used in operational functions on the network of the ÖBB-Infrastruktur AG.

Training of operational staff

ÖBB-Infrastruktur AG
Operational and Environmental Standards
Standards Worker and Firesafety Standards,
Praterstern 3, 1020 Wien
Tel. + 43 1 93000 35378
Fax + 43 1 93000 25260
E-Mail: infra.betriebsleitung@oebb.at

3 Infrastructure

3.1 Introduction

The infrastructure operated by ÖBB-Infrastruktur AG is divided into the main and secondary network lines (see map “Network Segmentation” in the annexes to the NWS)

Maps covered by the NWS can be found in the annexes to the NWS.

3.2 Extent of Network

3.2.1 Rail infrastructure information

You will find a detailed overview of the technical specifications and further infrastructure criteria of the network in the Line Description (see annexes to the NWS).

3.2.2 Connected Railway Networks

The network mostly comprises – and exclusively comprises on international connections – standard European track with a gauge width of 1435mm.

The network operated by ÖBB-Infrastruktur AG is surrounded by the networks of following railway companies:

- German Railways - DB Netz AG (DB)
- Czech Railways - České dráhy, a.s. (CD)
- Slovakian Railways - Železnice Slovenskej republiky (ZSR)
- Hungarian Railways - Vasúti Pályakapacitás-elosztó Kft. (VPE)
- Raab-Oedenburg-Ebenfurter Railway - Raab-Oedenburg-Ebenfurter Eisenbahn AG/Győr-Sopron-Ebenfurti Vasut-Rt. (Raaberbahn AG)
- Slovenian Railways - Slovenske železnice (SZ)
- Italian Railways - Rete Ferroviaria Italiana SpA (RFI)
- Swiss Railways (SBB)

Information on neighbouring railway networks can be found in the Network Statements of the relevant Infrastructure Managers, which can be accessed via the [Network Statement](#).

Border station:

Czech Republic:

Summerau (- Horni Dvoriste)
Gmünd NÖ (- Ceske Velenice)
Retz (- Satov)
(Hohenau -) Breclav

Slovakia:

Marchegg (- Devinska Nova Ves)
(Kittsee -) Petrzalka

Hungary:

(Nickelsdorf -) Hegyeshalom
(Loipersbach / Schattendorf -) Sopron Deli
(Jennersdorf -) Szentgotthard
(Ebenfurth -) Sopron (Gysev)

Italy:

(Arnoldstein -) Tarvisio Boscoverde
(Sillian -) San Candido / Innichen
Brennero / Brenner

Slowenia:

Spielfeld Straß (- Sentilj)
Bleiburg - Prevalje
(Rosenbach -) Jesenice

Germany:

(Bregenz / Wolfurt -) Lindau / Reutin
Kufstein (- Kiefersfelden)
Vils - Pfronten Steinach
Ehrwald Zugspitzbahn - Griesen
Scharnitz - Mittenwald
Salzburg Hbf. (- Freilassing)
Braunau / Inn - Simbach / Inn
(Schärding -) Passau

Switzerland:

(Feldkirch -) Buchs (SG)
(Bregenz / Wolfurt -) St. Margarethen

An overview of [Railways in Austria](#) (Infrastructure Managers and Railway Undertakings) can be found at the Website of Schienen-Control.

The Network Statements of the domestic Railway Infrastructure Managers which are linked to the ÖBB-Infrastruktur AG network can be accessed via the following links:

- [Graz-Köflacher Bahn und Busbetrieb GmbH](#)
- [Linzer Lokalbahnen AG](#)
- [Lokalbahn Lambach-Vorchdorf-Eggenberg AG](#)
- [Montafonerbahn AG](#)
- [Neusiedler Seebahn GmbH](#)
- [Salzburg AG für Energie, Verkehr und Telekommunikation](#)
- [Steiermärkische Landesbahnen](#)
- [Wiener Lokalbahnen AG](#)

3.2.3 Connecting networks

[Here](#) you can find an overview map of connections to connecting networks which can be accessed by the network of ÖBB-Infrastruktur AG.

3.3 Network Description

The current availability status of ÖBB-Infrastruktur AG routes including information on submitted operational closures can be found in the password-protected "Infrastructure" annex to the Network Statement via the following [link](#).

3.3.1 Geographic Identification

As of 1.1.2011 the rail network operated by ÖBB-Infrastruktur AG covers approx. 1,178 stations and stops and totals 5,146 kilometres of railway lines (10,143 kilometers of track, of which 7,969km have

electrical overhead contact lines). The railway network also incorporates approx. 803 signal boxes (of which more than 200 are electronic), 233 tunnels and avalanche protection devices, approx. 6,700 bridges and viaducts and approx. 4,000 railway crossings.

3.3.1.1 Track Typologies

The track typology (single track / double track / multiple track) of each section is visible in the LDN or – for a general overview – map “Type of traction and number of tracks” of the Atlas of Infrastructure, see [annexes to the NWS](#).

3.3.1.2 Track Gauges and distance between centres of lines

The track gauge as well as the distances between the centres of lines (of two or more lines) can be found in the LDN (see annexes to the NWS). As of the 2010/2011 timetable change the ÖBB-Infrastruktur AG route network is composed solely of routes with the standard European gauge of 1435 mm.

3.3.1.3 Stations and Nodes

Detailed information about operational stations can be found in the operational station description (*Betriebsstellenbeschreibung*), see „Regelwerke“ on the [ÖBB-Infrastruktur AG website](#) (only German version available).

Information on the availability of stations can be found in the “Infrastructure” annex to the Network Statement via the following [link](#).

3.3.1.4 Operating times of lines

The scheduled line opening times for 2012 can be found in the “line opening times” (*Streckenöffnungszeiten*) annex (see annexes to the NWS). A map showing an overview of routes without continuous operation is included in the annexes to the NWS.

Orders for paths outside the defined and published line opening times will normally be refused.

ÖBB-Infrastruktur AG reserves the right to decrease line opening times in the case of diminished demand.

3.3.2 Capabilities

3.3.2.1 Loading gauge

The presence of a loading gauge measuring facility is stated in the description of sites (*Betriebsstellenbeschreibung*), see „Regelwerke“ on the ÖBB-Infrastruktur AG website http://www.oebb.at/infrastruktur/de/_p_Network_Access/Regelwerke/index.jsp (only German version available).

3.3.2.2 Weight limits

The maximum weight for a wagon rake (coupling hook limit load and speed-dependent load) for hauling (active) locomotives is specified in the route-specific documentation (loading table and S-value). These can be found [here](#).

3.3.2.3 Line gradients

The maximum gradients in direction 1 and direction 2 are given in the LDN (see annexes to the NWS).

3.3.2.4 Line speeds

The maximum line speed is given in the LDN (see annexes to the NWS).

3.3.2.5 Maximum train length

Maximum train length is determined by the itinerary and the length of station tracks/platforms on the route used. A train is considered overlength when it exceeds a station's capacity in length.

Trains carrying passengers may not exceed the length of the platform edges of the stations and stops which the train uses for boarding and alighting passengers. A train is not considered overlength if locked wagons form part of the end of the train and any unlocked wagons can be accessed from the platform.

Exceptions to the above may be made in special cases if the RU takes responsibility for the measures required by § 49 of the DV V3 to protect passengers (informing passengers of how to alight), in cases where all possibilities according to § 49 (4) are exhausted, and the use of a platform of adequate length is not possible.

Station track/platform lengths can be found in the Description of Stations and Stops.

3.3.2.6 Power supply

Information on the electrical system can be found in the LDN or – for a general overview – map “Type of traction and number of tracks” of the Atlas of Infrastructure (see annexes to the NWS).

3.3.2.7 Classification of lines

The current route classifications can be found on the title page of the relevant route listing (see password-protected area of Infrastructure Regulations (Regelwerke).

The annexes to the 2012 Network Statement also contain an overview map of route classifications, as well as information on linking tracks in an interlaced junction and restrictions on individual tracks at stations and stops.

The relation between speed and track class as well as other information are given in the Preliminary remarks to line description (see document in the annexes to the NWS).

3.3.2.8 Driving with increased lateral acceleration

The VzG (Speed Index) document “Auflistung der Strecken und Triebfahrzeuge für Fahren mit erhöhter Seitenbeschleunigung“ (List of Routes and Vehicles for Operation with Increased Lateral Acceleration) contains information on speed differences for vehicles which are “lighter and easier on curves” compared to “normal” vehicles, together with all routes which can be used with an increased lateral acceleration, and also lists of traction unit categories and traction units. The VzG document can be found in the annexes to the 2012 Network Statement.

3.3.3 Traffic Control

The traffic control system ensures safe operation and punctuality of trains across the network, and provides information on the operational situation. The various traffic control systems can be found in the LDN and the “Manual Operation Mode” map (see annexes to the NWS).

3.3.3.1 Signalling systems

Signalling systems in use are advised in the Line Description (*Streckenbeschreibungen*, see Annex to the Network Statement).

Concerning the equipment of lines with ETCS (European Train Control System) and its preconditions for the useability of routes by traffic, the following information is available online:

- General information, contacts
- ETCS-status & test track
- Requirements concerning vehicles
- Overview map concerning the planned equipment of lines with ETCS

The newly-constructed sections Wienerwaldtunnel (Abzweigung Knoten Hadersdorf – Tullnerfeld – Knoten Wagram) and Unterinntal (Kundl-Radfeld – Abzw. Baumkirchen) are only equipped with ETCS Level 2. All other ETCS-equipped routes can also be used by PZB (dual operation ETCS and PZB).

If a section of the newly-constructed Wien-Hadersdorf – Knoten Wagram and/or Kundl/Radlfeld – Stans – Fritzens-Wattens route is to be operated with a lead loco which is not equipped with the necessary ETCS, the RU must inform the infrastructure operator before the start of the train run, or on entering over the national border, and must order a diversion path via the corresponding pre-existing route. If the ETCS suffers a fault during the run, and if a section of the newly-constructed Wien-Hadersdorf – Knoten Wagram and/or Kundl/Radlfeld – Stans – Fritzens-Wattens route is to be operated, the loco driver must immediately inform the dispatcher. The infrastructure operator will then divert the train via the corresponding pre-existing route.

3.3.3.2 Traffic control systems

Information on the computer-assisted train monitoring can be found in the “Computer-assisted Train Monitoring” map from the infrastructure atlas and the LDN (see annexes to the NWS).

3.3.3.3 Communication Systems

Further information on the train radio can be found in the “Train Radio” map from the infrastructure atlas (see annexes to the NWS).

3.3.3.4 GSM-R

The ÖBB is upgrading its train radio system to the European standard GSM-R. On a number of lines GSM-R is already in operation, on further lines GSM-R will be introduced shortly.

Dates for entry into service for further phases will be agreed with the system users over the coming weeks. All relevant information can be found in the official [GSM-Entry](#) Into Service Plan.

Via the link above you can also find contact persons, a hotline for technical questions, and various documents for download (construction plan, order forms, information on user devices etc.).

You can also find information concerning GSM-R on the [DB-Netz AG](#) network or by contacting the central [OSS DB Netz AG](#).

The use of telecommunications facilities necessary for a train run (including, among others, GSM-R SIM cards) is a basic network access service and as such is included in the Train Path and Train Run standard package (see Point 1.1 of Train Path and Train Run Product Catalogue).

3.3.3.5 Signal boxes

Types of signal boxes can be found in the LDN (see annexes to the NWS).

3.3.4 RUs on the network

RUs authorised to access the infrastructure of ÖBB-infrastruktur AG can be found on the [Network Access website](#). Further information can be found at the [Website of Schienen-Control](#).

3.4 Traffic Restrictions

3.4.1 Weighing machines out of service

During the maintenance season (March to November) planned outages of track weighbridges and weighing devices for maintenance and recalibration will be published every one to two months in the Network Statement annexes.

3.4.2 Usage regulations and restrictions related to environmental protection

Further information can be found in Point 2.6.2 Environmental protection.

3.4.3 Usage regulations and restrictions for consignments of dangerous goods

Further information can be found in Point 2.6.1 Dangerous goods.

3.4.4 Tunnel restrictions

Information on tunnels can be found in the LDN (see annexes to the NWS). For tunnel infrastructure availability restrictions on newly-constructed routes see Point 3.5.3.

3.4.5 Bridge restrictions

Information on bridges can be found in document B45 Technische Richtlinie für Eisenbahnbrücken und sonstige konstruktive Ingenieurbauwerke (Technical Guidelines for Rail Bridges and other Engineering Structures) at www.regelplanung.at.

3.4.6 Line sections requiring emergency brake override control (*Notbremsüberbrückung, NBÜ*)

On line sections where emergency brake override control must be deployed (NBÜ sections), only rail vehicles capable of emergency brake override control may be used (exceptions see operating regulation V3, Paragraph 31 "*Bestimmungen für das Befahren von NBÜ-Bereichen*").

A list of NBÜ sections may be found in the Annexes to the NWS and/or suitable indications are included in the Line Descriptions (*Streckenbeschreibungen - Streckentitelblatt*), and may also be found [here](#).

A map showing NBÜ areas can be found in the Infrastructure Atlas (see "Infrastructure" annex to the Network Statement).

3.4.7 Line sections with cargo-related usage restrictions

In order to minimise cargo being blown away, the maximum speed of trains containing coal without covering between Bernhardsthal Fbf and Hohenau (km 72.1 – km 70.5) is limited to 30km/h.

Because of fouling of the Sieberg-Tunnel (caused by cargo such as coal or wood chips), block trains containing coal and wood chips should be routed on line 101 (instead of line 130 (Sieberg-Tunnel)). Unloaded trains are not affected by this measure.

Because of fouling of the Bosruck-Tunnel the maximum speed of trains containing uncovered cargo such as coal or wood chips between Spital am Phyrn and Ardnig (km 91.9 – km 96.7) is limited to 40km/h.

If the above mentioned regulations apply to certain trains, the RU is obliged to notify this to ÖBB-Infrastruktur AG when applying for train paths or before train run at the latest.

3.4.8 Route sections with usage restrictions due to authorisation conditions

„Unterinntal“ – existing route section Kundl – Baumkirchen:

Current situation:

According to Notification ZI. GZ 825045/11-III/C/12/02 of 24.4.2002 the operations plan underlying the authorisation of the route section concerned should be adhered to.

The operations plan restricts availability as follows:

Daytime 06h00 – 22h00:

5 short-distance freight trains (90 km/h; 250m long; 525 tonnes) and 4 empty loco runs (120km/h; 16m long; 84 tonnes)

Night-time 22h00 – 06h00:

4 short-distance freight trains (90 km/h; 250m long; 525 tonnes) and 2 empty loco runs (120km/h; 16m long; 84 tonnes)

Consequently, the current authorisation conditions permit only a restricted allocation of paths.

ÖBB-Infrastruktur AG wishes to inform that it has already requested a modification introducing a restriction on train traffic dependent upon its level of noise emission.

Such a modification would relax the above-mentioned restrictions on train numbers.

The availability of the route would, however, still be restricted by the new operations plan.

ÖBB-Infrastruktur AG is assuming that this will be approved before the 2012/2013 annual timetable change.

3.5 Availability of the infrastructure

ÖBB-Infrastruktur AG always performs all works in such a way as to minimise the effects on the transport services of the RU. Works on the rail infrastructure do not entitle the RU to claim compensation for damages or to claim expenses from ÖBB-Infrastruktur AG unless the disruption to operations was caused by gross negligence or malicious intent.

3.5.1 Construction planning

ÖBB-Infrastruktur AG is responsible for managing the ÖBB line network. This role also includes ensuring that as much of the network is available as possible.

Necessary works (according to UIC directives) or measures – such as investment or replacement investment projects, maintenance work, servicing, checking activities, etc. will be performed according to the applicable process of the “Construction Planning”.

The RU will be notified of planned works. ÖBB-Infrastruktur AG will normally announce measures resulting from these (such as diversions, replacement traffic) six months, but at the latest two months before the beginning of the works. ÖBB-Infrastruktur AG will inform the RU of all other works or measures as soon as possible by means of an overview of lines subject to speed restrictions and special events or instructions concerning operation and timings.

A works plan, updated monthly, can be found [here](#).

Overview maps showing the 2012 line closures are in the annexes to the 2012 Network Statement. Areas with other operational restrictions due to construction works are also shown, see [here](#).

The *Baubetriebsplanung* (Construction Planning) office of ÖBB-Infrastruktur AG is the RUs' point of contact for construction planning and infrastructure restriction management issues.

Construction Planning
Robert Herbacek Head of Capacity Management ÖBB-Infrastruktur AG Nordbahnstraße 50, 1020 Wien Phone: +43 1 93000 35435 Fax: +43 1 93000 25479 E-Mail: robert.herbacek@oebb.at

3.5.2 Line-specific Information

Due to infrastructure restrictions in connection with reconstruction work at Salzburg Hbf (Salzburg Main Station) and also due to planned major possessions in the border area, from the 2010 timetable to the end of 2013 (expected) the total train length for all traffic via Salzburg Hbf will be limited to 610m.

Restrictions in connection with construction work at the Vienna main station (*Wien Hauptbahnhof*) are listed under Point 4.4.6.

Due to infrastructure restrictions during the reconstruction of Linz Hbf Ostkopf freight trains in the Salzburg direction will normally be diverted via Linz Vbf Ost, and freight trains in the Vienna direction will be normally be diverted via Linz Vbf West. Furthermore freight train loco driver handovers will not be possible between 05h00 and 22h00 in Linz Hbf.

3.5.3 Restricted availability of infrastructure caused by inspection window

For the 2013 annual timetable, maintenance windows (time windows for regularly recurring track maintenance) will be defined. These time maintenance windows are planned to be introduced depending upon the future maintenance strategy. RUs will be informed in good time on which routes and for which time periods these will be planned.

At the same time further information will be entered in the Network Statement and the RUs will be separately notified by the OSS.

3.6 Passenger terminals and stations

Detailed information on stations and stops can be found in the *Betriebsstellenbeschreibung* (Bsb) (Description of Stations and Stops). Information on the availability of passenger stations can be found in the annexes to the Network Statement.

3.6.1 Boarding Assistance Equipment

Stations equipped with wheelchair lifts for train boarding are listed in the annexes to the 2012 Network Statement.

Responsibility for boarding assistance equipment and its scope of use is to be agreed between the RU and IM. (cf. TSI PRM Pkt. 4.1.2.21.1.; Pkt. 4.1.4.; Pkt. 4.2.2.12.3.2)

Boarding assistance equipment must in all cases satisfy the requirements of Chapters

- 4.1.2.21 Boarding aids for passengers using wheelchairs
- 4.1.4 Operating rules
- 5 Interoperability constituents

of the TSI PRM when used within the scope of use of the TSI PRM (Chap. 1.1 and 1.2) in the case of new, retrofitted or renewed vehicles or infrastructure.

3.6.2 Automatic Ticket Machines

To the extent that automatic ticket machines come under the responsibility of the RU, they must satisfy the requirements of Chapters

- 4.1.2.9.2 Interoperability constituent requirements
- 4.1.4 Operating rules
- 5 Interoperability constituents

of the TSI PRM when used within the scope of use of the TSI PRM (Chap. 1.1 and 1.2).

Notice: TSI PRM specifications for ticket and information counters, furnishings, free-standing objects and travel centres set up and run by RUs within the scope of the TSI PRM must be adhered to, and the resulting authorities and responsibilities must be specified in the User Contract.

3.7 Freight terminals

An overview map on the freight terminals in Austria including the contact details for the operators can be found on the ÖBB-Infrastruktur AG website under Network Access. See [here](#).

3.8 Service Facilities

3.8.1 Train formation yards

Eight train formation yards are operated by ÖBB-Infrastruktur AG. Further information on train formation yards can be found in the “Train Formation Yards” map (see annexes to the NWS).

3.8.2 Storage sidings

Further information on the storage sidings can be found in the description of sites (*Betriebsstellenbeschreibung*), see „[Regelwerke](#)“ on the ÖBB-Infrastruktur AG website (only German version available).

3.8.3 Maintenance Facilities

ÖBB Infrastruktur AG offers no maintenance facilities to RU. Corresponding services are offered by ÖBB-Technische Services GmbH (for further information see <http://www.ts.oebb.at/de/Servicebox/Service-Netzwerk/index.jsp>).

3.8.4 Refuelling facilities

ÖBB-Produktion GmbH operates 33 fixed refuelling facilities across Austria for fuelling of diesel traction units of ÖBB-Holding and also of external RUs (see “Tankanlagen” annex 1 to the Network Statement, valid from 1 January 2011).

RUs receive diesel fuel from ÖBB-Produktion GmbH refuelling facilities in connection with infrastructure access under contractual agreement.

For the concrete contractual agreement with regard to refuelling facilities, refuelling times and the other technical equipment relating to refuelling facilities, contact should be made with the point of contact specified below as soon as possible, but at least four weeks before the first refuelling operation.

Filling Stations
Franz Eckhardt ÖBB-Produktion GmbH Systemtechnik Langauergasse 1 1150 Wien Phone: +43 664 6177103 E-Mail: franz.eckhardt@oebb.at

For access to refuelling facilities together with refuelling data calculations and billing, a contractual agreement must be concluded with the operations manager responsible for the refuelling station (see “*Tankanlagen*” annex 2 to the Network Statement). The GTC (AGB) of ÖBB-Produktion GmbH form a major part of the contract for the provision of diesel fuel for traction purposes (see [ÖBB-Produktion GmbH website](#)).

3.8.5 Technical equipment

Location listings for technical equipment and peripheral facilities can be found in the annexes to the Network Statement 2012.

3.8.6 Electronic shunting path request system EVA

From 2011 an electronic system for requesting shunting paths (*EVA - elektronische Vershubstrassenanforderung*) will be progressively introduced at ÖBB-Infrastruktur AG for electronic support of shunting path requests.

RUs will be informed in good time at which stations and stops EVA has been introduced, and from where the corresponding user devices should be obtained.

3.9 Infrastructure development

An overview of the main infrastructure construction projects for the coming year can be found on the ÖBB-Infrastruktur AG website at “*Informationen über Infrastrukturprojekte*”.

4 Allocation of train paths

4.1 Introduction

According to Paragraph 63 (1) of the Federal Railways Act the train path allocation agency of ÖBB-Infrastruktur AG shall undertake the allocation of train paths to those entitled to access according to the principles of equality and an efficient use of the railway infrastructure.

4.2 Ordering

The following options are available for ordering train paths:

- Online via the M-AMA System (*Modulares Auftragsmanagement*),
- Via the M-AMA System data interface. For details see [here](#):
- PCS system (formerly Pathfinder) for international train path ordering (see the PCS website www.pfndr.org)
- Click & Ride (international train path ordering for Ad-hoc traffic on Corridors 4 and 7). For details see the following links: [RailNetEurope](#) and [ÖBB-Infrastruktur AG](#)
- Path order form (see annexes to the Network Statement*)

**) For orders placed by order form, an administration fee will be charged in accordance with the "Train Path" Product Catalogue.*

A different procedure is provided for ad-hoc traffic (see Point 4.3.2).

4.3 Schedule for path requests and allocation process

4.3.1 Deadlines for the annual timetable (starting from mid-December of each year)

4.3.1.1 Ordering deadlines for the 2013 annual timetable

Information on deadlines for the annual timetable can be found [here](#).

On this website a diagram shows the process of train path ordering including deadlines which are listed in the following table.

Main order:

Train path orders for changes to regular interval services / system traffic	10 April 2012 It is recommended to notify train path orders if possible by 1 March 2012.
Train path orders for individual train paths	10 April 2012
Start of draft timetable consultation phase	by 2 July 2012
Possibility for applicants whose wishes are not fulfilled by the draft timetable to comment	by 3 August 2012
Train path offers to customers, check and decision by customers, start of train path allocation	from 21 August 2012

4.3.1.2 Ordering deadlines for the 2014 annual timetable

Note for train path orders for the annual timetable 2014:

It is recommended to notify changes to regular interval services if possible by 1 December 2012.

Orders for freight train paths for the annual timetable and permanent interim changes

Helmut Fruhmann
 Wilhelm Campagna
 ÖBB-Infrastruktur AG
 Network Access – Marketing & Sales
 Key Account Management
 Nordbahnstraße 50, 1020 Wien
 Tel.: +43 1 93000 33950 or 36193
 Fax: +43 1 93000 25480
 E-Mail: wilhelm.campagna@oebb.at or
helmut.fruhmann@oebb.at

Orders for passenger train paths for the annual timetable and permanent interim changes

Andreas Zeiler
 ÖBB-Infrastruktur AG
 Network Access – Marketing & Sales
 Key Account Management
 Nordbahnstraße 50, 1020 Wien
 Tel.: +43 1 93000 32188
 Fax: +43 1 93000 25480
 E-Mail: andreas.zeiler@oebb.at

4.3.1.3 Submission of data for traveller information systems and timetable bulletins

Train-related data for updating passenger information in the course of timetable changes must be submitted electronically by Monday 24 September 2012.

In detail the following data is required:

- train numbers
- train names
- train classes
- train paths
- operating days

RU-specific data for timetable bulletins (e.g. information on bicycle transportation, restaurant car etc.) must be submitted by 22 October 2012.

4.3.2 Deadlines for short-term trains, short-term special trains and ad-hoc trains

Ordering deadlines for interim traffic taking into account changes in the annual time-table by means of change book

(always valid in a monthly cycle from each 1st Monday, if a working day, of the month):

- Ordering period around 7 weeks before coming into effect from 1st Monday, if a working day, of a month
 - Ordering of interim passenger traffic:
Network Access / Marketing & Sales / Key Account Management for passenger traffic:
Andreas Zeiler (Tel.: +43 1 93000 32188, E-Mail: andreas.zeiler@oebb.at)
 - Ordering of interim freight traffic:
Network Access / Marketing & Sales / Key Account Management for freight traffic:
Wilhelm Campagna or Helmut Fruhmann (Tel. +43 1 93000 33950 or 36193, E-Mail: wilhelm.campagna@oebb.at or helmut.fruhmann@oebb.at)

Ordering periods for interim special traffic (commissioning by means of traffic advice)

- Ordering period 2 months before running if possible
- At the latest 2 weeks before running as standard
- In exceptional circumstances up to 1 working day before running
 - Ordering of interim special train traffic:
Network Access / Train Path Management / Interim Passenger Traffic team
(Tel.: +43 1 93000 34916, E-Mail: infra-nz-tm-up@oebb.at)
 - Ordering of interim special freight traffic:
Network Access / Train Path Management / Interim Freight Traffic team
(Tel.: +43 1 93000 50503, E-Mail: infra-nz-tm-g-ah@oebb.at)

Ordering periods for ad-hoc traffic (PA 722.41)

- Due to the short notice the following responsibilities exist:
- For traffic for the same day 00:00 – 23:59 – ordering from the responsible Regional Traffic Control (*Betriebsführungszentrale*) (BFZ)
- For traffic after unforeseen route closures for the current day and for a maximum of the next three office days from network access - ordering from the responsible Betriebsführungszentrale (BFZ)
 - BFZ Wien Tel.: +43 1 93000 38131
 - BFZ Linz Tel.: +43 732 93000 3603
 - BFZ Salzburg Tel.: +43 662 93000 3603
 - BFZ Villach Tel.: +43 4242 93000 3603
 - BFZ Innsbruck Tel.: +43 512 93000 4510

- For traffic from the next day during office hours *
 - Ordering of ad-hoc passenger traffic:
Network Access / Train Path Management / Interim Passenger Traffic team
(Tel.: +43 1 93000 34916)
 - Ordering of ad-hoc freight traffic:
Network Access / Train Path Management / Interim Freight Traffic team
(Tel.: +43 1 93000 50503)
E-Mail: infra-nz-tm-g-ah@oebb.at, display: "INFRA-NZ-TM-G (Adhoc)"
- For traffic from the next day onwards, outside office hours*, ordering is from the responsible BFZ (Linz, Villach, Vienna, Salzburg or Innsbruck).

* Office hours at network access are Monday to Friday from 08.00 to 15.00 with the exception of public holidays and 24th and 31st December.

Train path orders that are received by ÖBB-Infrastruktur AG complete and on time form the basis for the drawing up of the timetable and the allocation of train paths. If the RU wholly or partially changes its train path order after the order deadline, the RU runs the risk of the train path not being realisable. The RU shall reimburse ÖBB-Infrastruktur AG for any additional costs incurred as a result of such a change.

The RU shall send any missing information upon the request of ÖBB-Infrastruktur AG within three working days at the latest, otherwise the train path order shall be deemed to have not been made within the deadline.

4.4 Procedure (ordering train paths)

4.4.1 Path allocation regulations

4.4.1.1 Legal conditions

In accordance with §63 (1) of the Railway Act (EisbG), the allocation body must carry out the allocation of train paths to entities qualifying for access, and must do so according to the principles of non-discrimination and an efficient use of the rail infrastructure.

To ensure efficient use of the rail infrastructure, the following internationally recognised and established principles may be applied as necessary:

- Flighting (grouping together in a time period) of trains with similar speeds and/or stopping patterns in order to maximise line capacity.
- Harmonisation of running speeds in order to maximise line capacity. This harmonisation may be achieved by accumulating run-time reserves and/or by sequencing together traffic with complementary stopping patterns.

Pursuant to Paragraph 57b of the current version of the Railways Act an RU's right to use Austrian stations or stops, associated with the right to access the principal rail infrastructure and neighbouring linked railways in order to provide cross-border passenger railway services, is subject to the following exceptions and restrictions:

The use of stations or stops "which are located between the origin and end destination of cross-border passenger traffic and which lie on railways or parts of railways, in which contractually-based not-for-profit social passenger services are carried out, is excepted or restricted insofar as it has been proven and documented by an appraisal process that the economical balance of such a contract would be otherwise endangered". (Paragraph 57b, Extract 1, Railway Act).

Pursuant to Paragraph 57b (2) of the Railway Act, the responsibility for this appraisal lies with the *Schiene-Control Kommission (SCK)* (the Austrian rail regulator). “Each and all parties to the contract to operate not-for-profit social services, and the Railway Infrastructure Manager, have the right to apply for an appraisal process to be carried out. The contract party must include with the application all documents necessary for the decision on the application. Those with access rights are granted the right to be party to the appraisal process”. (Paragraph 57b, Extract 2, Railway Act).

The general criteria employed in accordance with Paragraph 57b, Extract 3, Railway Act have been published via the link of [SCK](#).

4.4.1.2 Priorities in path allocation

As rail network infrastructure operator, ÖBB-Infrastruktur AG determines non-discriminatory train path allocation according to the following regulations/principles:

Timely path orders (that is, orders received before the main ordering deadline) will always be given priority in allocation over orders received after the deadline.

For orders received after the deadline, allocation is carried out according to the order of receipt, and based on remaining capacity. When conflicting requests are received simultaneously, remaining capacity is allocated according to the priority regulations

a) Priority regulations for path requests on rail infrastructure which is not designated as congested according to *EisbG* § 65c (Railway Act), in the following order:

1. Priority for a path based on a framework agreement (see Chap. 4.4.4), where this path is necessary to fulfil the commercial conditions laid out in the framework agreement (e.g. regularity/frequency, journey duration, connections)
2. Paths for fixed-cycle traffic and paths crossing a national border in accordance with *EisbG* § 65b (2) (Railway Act)
3. Other paths

b) Priority regulations for path requests on rail infrastructure which is designated as congested according to *EisbG* § 65c (Railway Act), in the following order:

1. Priority for a path based on a framework agreement (see Chap. 4.4.4), where this path is necessary to fulfil the commercial conditions laid out in the framework agreement (e.g. regularity/frequency, journey duration, connections)
2. Train paths for not-for-profit social services during peak traffic times in accordance with *EisbG* § 65c (3) (Railway Act)
3. Other path requests are prioritised in accordance with *EisbG* § 65c (3) (Railway ACT) corresponding to the social value of their traffic services; freight traffic, in particular freight traffic crossing a national border, will be prioritised over passenger traffic

Route sections which have been designated as congested in accordance with *EisbG* § 65c (Railway ACT) are listed under Point 4.4.3. **Determination of peak traffic times:**

Where conflicts arise in timetable planning, the allocation body must, in accordance with *EisbG* § 65c (3) (Railway Act), give priority to any request for train paths for not-for-profit social services during peak traffic times.

Regarding the above, the following time periods have been designated as peak traffic times:
05h00 – 09h00; 15h00 – 19h00

**c) Specific routes for which special allocation regulations apply:
Newly-constructed routes and parallel existing routes**

In accordance with Directive 2001/14/EG Article 24, the following routes are specified as subject to special allocation regulations:

1) Unterinntal

- Newly-constructed route Unterinntal ($v_{max} \geq 200$ km/h): Abzw. Kundl/Radfeld – Abzw. Baumkirchen
- Parallel existing route: Abzw. Kundl/Radfeld – Abzw. Baumkirchen

On the newly-constructed Unterinntal route, path requests for long-distance freight trains with $v_{max} \geq 100$ km/h and for passenger trains with $v_{max} \geq 160$ km/h have priority over other path requests. On the parallel existing route shown above, path requests for local and suburban passenger trains have priority in allocation.

2) Wien – St. Pölten

- Newly-constructed route Wien – St. Pölten ($v_{max} \geq 200$ km/h): Knoten Hadersdorf – Knoten Wagram
- Parallel existing route: Knoten Hadersdorf – Knoten Wagram (Westbahn)

On the newly-constructed Wien – St. Pölten route, path requests for high-speed traffic with $v_{max} \geq 200$ km/h have priority during the following times:

- Western direction (from Wien towards St. Pölten): from 05h00 to 22h00
- Eastern direction (from St. Pölten towards Wien): from 05h00 to 24h00

On the newly-constructed Wien – St. Pölten route, path requests for long-distance freight trains have priority during the following times:

- Western direction (from Wien towards St. Pölten): from 22h00 to 05h00
- Eastern direction (from St. Pölten towards Wien): from 00h00 to 05h00

On the parallel existing route shown above, path requests for local and suburban passenger trains and freight trains have priority in allocation over long-distance passenger trains.

3) Lainzer Tunnel / connection route

- Newly-constructed route Lainzer Tunnel ($v_{max} = 160$ km/h): Knoten Hadersdorf – Meidling
- Parallel existing route: Knoten Hadersdorf – Meidling (connection route)

On the newly-constructed Lainzer Tunnel route, path requests for long-distance freight trains have priority in allocation.

On the parallel existing route shown above, path requests for long-distance and local/suburban passenger trains and freight trains have priority in allocation.

**d) Specific routes for which special allocation regulations apply:
Existing routes with special operational value in the Vienna area**

On the following existing routes, which are designated “special routes” in accordance with Directive 2001/14/EG Article 24, the following path allocation prioritisation regulations apply:

- Wien Meidling – Wien Floridsdorf (S-Bahn trunk route): path requests for passenger trains have priority
- Wien Zentralverschiebebahnhof – Oberlaa – Maching (connection Lainzer Tunnel): path requests for freight trains have priority

Further prioritisation (within the prioritisation regulations) for the previous Points a) to d) is as follows:

1. Train path orders with a higher train-km quotient before orders with a lower train-km quotient within a timetable period
2. Train paths for longer routes before orders for shorter routes

Train path orders which represent a more efficient use of infrastructure

4.4.1.3 Timeframes for path allocation

Annual timetable (beginning on the second Sunday of every December)

- the submission of quotations takes place from the 2th July 2012 = start of consultation/comments period
- The acceptance of quotations shall take place within a month after the submission of quotations = end of consultation/comments period in accordance with the Railway Act Paragraph 65 (7) up to 3 August 2012
- Train path allocation takes place from 21 August 2012
- For orders received late the acceptance of quotations shall take place at the latest five days after the submission of quotations, unless agreed separately in the quotation. In this case the train path allocation takes place after the acceptance of quotations, but not earlier than 21 August 2012.

Interim traffic:

- acceptance of quotations must take place within five working days after the quotation is made and at least five weeks before the change book comes into effect
- Train path allocation takes place after the acceptance of the quotation

Interim special traffic (putting into service by means of instructions concerning operation and timings – FAPLO)

- If the train path is ordered two months earlier the submission of the quotation takes place at the latest three weeks before commencement of traffic
- The acceptance of the quotation shall take place within five working days from the submission of the quotation (in exceptional cases up to one working day before commencement of traffic)
- Train path allocation takes place after the acceptance of the quotation

Ad-hoc traffic (daily deviations, weekly deviations)

- Submission of quotation = acceptance of quotation = train path allocation

The allocation of definite train paths is subject to the conclusion of an Access Agreement (*Infrastrukturnutzungsvertrag*) between ÖBB-Infrastruktur AG and the RU requesting the path.

4.4.2 Dispute resolution process

If any incompatibilities are identified, ÖBB-Infrastruktur AG will convene a meeting with the RU concerned in order to arrive at a mutually acceptable solution. If it is not possible to arrive at a mutually acceptable solution, the final decision will be taken by ÖBB-Infrastruktur AG. If ÖBB-Infrastruktur AG declines the request, it will notify the RU in writing, stating the reasons for declining the request.

If the RU feels that it has been treated on a discriminatory basis, it is entitled to lodge a complaint with the Rail Control Commission (*Schiene-Control-Kommission*).

4.4.3 Congested infrastructure – bottleneck surcharges

The following route have been declared as congested in accordance with the Railways Act (EisbG § 65c (1)), whereby under § 67 (2) of the Railways Act (EisbG) supplementary fees will be charged during the following time periods:

- Mödling – Wien Meidling 05:00 – 09:00; 15:00 – 19:00

4.4.4 Ordering of capacity via Framework Agreement (*Rahmenregelung*)

In accordance with § 57 Railway Act (*Eisenbahngesetz*) ÖBB-Infrastruktur AG may arrange Framework Agreements with authorised applicants, according to which track capacity is allocated for longer than one timetable period. In accordance with § 64 (5) Framework Agreements may not exceed five years.

Framework Agreements may be concluded as from the annual timetable 2012 for passenger traffic

- fixed cycle traffic / "Basic Interval" traffic (trains with identical characteristics, running at constant intervals) and
- subsidised public interest traffic

on the following principal routes:

- Wien Westbahnhof – Salzburg Hbf
- Wien Meidling – Liesing – Graz Hbf
- Wien Meidling – Liesing – Villach Hbf

The length of the time window in which alternative train paths will be offered to the customer is defined within the Framework Agreement. A time window represents the acceptable deviation from any arrival or departure time forming the basis of the track capacity Framework Agreement. The time window is +/- 10 minutes (minimum) for passenger traffic.

Applications for paths based on a Framework Agreement must relate to network capacity which has been contractually agreed within the Framework Agreement (in accordance with Framework Agreement point 2.1). This will allow their correct inclusion within the timetable.

In the case of conflicting train paths, paths are allocated in favour of capacity which has been contractually agreed within a Framework Agreement. In their turn, on conclusion of a Framework Agreement the customer agrees, when making a relevant path application, to accept any resulting path offer from ÖBB-Infrastruktur AG which conforms to the contract.

The allocation of single paths is still made for one timetable period ("annuality principle").

Track capacity:

The track capacity contractually agreed within Framework Agreements must not exceed 75% of available track capacity. In accordance with UIC Bulletin 406, available capacity is calculated to be 85% of theoretical capacity.

Duration:

Framework Agreements have been offered since the 2012 timetable period. Proposals may be made immediately. In principle, the duration is limited to five (5) years. Deadlines for application, for offers and for acceptance of Framework Agreements will be notified in good time and published in the Annexes to the Network Statement.

Compensation fee:

If the RU does not use the track capacity allocated for a given timetable period (e.g. by cancelling orders for track capacity, not ordering train paths, not using allocated paths), the RU pays a compensation fee (hereinafter also abbreviated to “fee”), except in the cases stated in Points 2.5, 3.3, 3.4 and 3.5 of the Framework Agreement. The calculation criteria for the fee per track capacity is the usage fee for the relevant timetable period (consisting of “train path”, “station fee” and “facilities fee”) multiplied by the number of traffic operating days.

- a) Should no train path order in accordance with Framework Agreement Point 2.1 be placed by the RU within the ordering timeframe for “Single Path Orders” stated in the current Network Statement, or should the RU cancel at this time an order for track capacity, the RU pays ÖBB-Infrastruktur AG for each track capacity concerned a fee of 25% for that timetable period, 20% for the following timetable period, and 15% for the subsequent timetable period. The track capacity then no longer forms part of the Framework Agreement.
- b) Should train paths ordered in a timely fashion in accordance with Addendum 1 (*Anlage 1*, for sample see Network Statement) be cancelled by the RU after the ordering deadline for single paths and before the annual timetable comes into effect, or should train path offers from ÖBB-Infrastruktur AG be rejected by the RU, or should orders for already allocated train paths be cancelled by the RU, the RU pays for each track capacity or train path concerned a fee of 50% for that timetable period, 20% for the following timetable period, and 15% for the subsequent timetable period. The track capacity then no longer forms part of the Framework Agreement.
- c) Should fewer than 75% of allocated paths be used in the period between the coming into effect of the annual timetable and the 31st of May of the running timetable period, the RU pays ÖBB-Infrastruktur AG for each unused train path a fee of 100% for the running timetable period, 25% for the following timetable period, 20% for the next following timetable period, and 15% for the subsequent timetable period. The track capacity then no longer forms part of the Framework Agreement, and any train path orders already received for the following timetable period will be rejected. However, should more than 75% of allocated train paths be used by the RU during the time period defined above, the RU pays ÖBB-Infrastruktur AG for each unused train path during the running timetable a fee of 50%. In this case the track capacity continues to form part of the Framework Agreement.
- d) In the case of withdrawal of allocated paths during the timetable period due to their being unused (§ 60 Railway Act (*Eisenbahngesetz*), Point c) applies analogously.
- e) Should the RU not use track capacity allocated for sections of a route for a timetable period, points a) to d) above apply analogously.

Specimen Framework Agreement:

A specimen Framework Agreement for the allocation of track capacity, which also includes the rights and duties of the parties to the contract, can be found in the Annexes to the Network Statement.

4.4.5 Principles of proposal planning

When planning proposals, RUs must respect the following planning parameters.

4.4.5.1 Run-time reserves

The following run-time reserves are supplements to the technical run-time and are applied to each train path:

- Special supplement (to cover infrastructure restrictions of longer duration due to construction works, such as e.g. station reconstruction) and
- Standard supplements as a percentage of run-time (to build quality into the timetable)

Due to major construction works the following speed restrictions will be factored into the transit time calculations for the 2013 annual timetable:

Westbahn:

Wien Westbf – Staatsgrenze nach Lieferung

from stop	to stop	from km point	to km point	speed
Blindenmarkt	Amstetten	121,7	124,7	160 → 60
Linz Kleinmünchen	Linz Hbf.	183,9	187,6	110 → 60
Bf. Attnang-Puchheim		240,3	244,2	110 → 60
Seekirchen	Üst Hallwang 2	303,0	304,3	95 → 60
Salzburg Hbf.	Staatsgrenze nach Lieferung	86,5	82,7	120 → 60

Amstetten – St. Valentin:

from stop	to stop	from km point	to km point	speed
Bf. St. Peter-Seitenstetten		142,9	145,1	140 → 60

Bludenz – Bregenz:

from stop	to stop	from km point	to km point	speed
Bf. Rankweil		41,4	43,3	140 → 80
Bf. Hohenems		29,4	31,1	160 → 80

Lauterach – St. Margarethen:

from stop	to stop	from km point	to km point	speed
Lauterach	St. Margrethen	2,5	8,5	90 → 60

Südbahn:

Wien – Spielfeld-Straß

from stop	to stop	from km point	to km point	speed
Eichberg	Breitenstein	88,9	96,6	65 → 50
Bf. Graz Hbf.		208,2	209,9	110 → 60
Bf. Graz Hbf.		212,2	213,5	100 → 60

Graz Hbf.	Graz Puntigam	213,5	214,9	140 → 80
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Bruck an der Mur – Klagenfurt

from stop	to stop	from km point	to km point	speed
Bf. Zeltweg		228,4	231,9	130 → 60

Nordbahn:

Wien Praterstern – Breclav:

from stop	to stop	from km point	to km point	speed
Bf. Deutsch-Wagram		17,1	19,1	120 → 50

Nordwestbahn:

Floridsdorf – Retz:

von Bst.	bis Bst.	von km	nach km	Geschwindigkeit
Bf. Korneuburg		15,0	18,4	120 → 80

Along with additional transit times necessitated by the infrastructure, for path construction a standard supplement of at least 7% is stipulated for the following high-speed train connections, which largely determine the entire timetable structure:

Westbahn:

- Wien Westbf – St.Pölten Hbf
- St. Pölten Hbf – Linz Hbf
- Linz Hbf – Salzburg Hbf
- Linz Hbf / Wels Hbf – Passau Hbf
- Kufstein – Innsbruck Hbf
- Innsbruck Hbf – Bludenz
- Bludenz – Lindau Hbf
- Bludenz – Buchs SG
- Innsbruck Hbf – Brennero/Brenner

Ostbahn:

- Hegyeshalom – Wien Westbf / Wien Meidling

Südbahn:

- Wien Meidling – Wiener Neustadt
- Wiener Neustadt – Bruck an der Mur
- Bruck an der Mur – Graz Hbf / Spielfeld-Straß
- Bruck an der Mur – Leoben Hbf
- Leoben Hbf – Klagenfurt Hbf / Villach Hbf
- Villach Hbf – Tarvisio-B. / Jesenice

Nordbahn:

- Wien Meidling – Breclav

Tauernbahn:

- Salzburg Hbf – Schwarzach-St. Veit
- Schwarzach-St. Veit – Villach Hbf

Sonstige Strecken:

- Leoben Hbf – Selzthal
- Selzthal – Bischofshofen
- Selzthal – Linz Hbf
- Selzthal – St. Valentin / Amstetten

4.4.5.2 Minimum stay times

Observance of stay times has a major impact on the stability and thus on the punctuality of train services. Therefore, service planning should be based on the following minimum stay times:

	Long-distance passenger services	Short-distance passenger services
Large stations	3 Min	2 Min
Railway junctions	2 Min	2 Min
Intermediate stations	1 Min	1 Min
Stops	1 Min	0,5 Min
Optional stop	1 Min	0,2 Min

- Subject to the door closure process and the dimensions of entry and exit areas (depending on the rolling stock used), dwell times which differ from those listed above may be stipulated or mandatorily agreed by the path allocation office (e.g. minimum 2 minutes for an ICE trainset).

4.4.5.3 Minimum turnaround times

- Minimum turnaround times create the conditions allowing a train that arrives on time to depart on time with the same trainset. For railcars, railcar trains and push-pull trains the following turnaround times are necessary:

Train length in m	Turnaround time
up to 30 m	4 Min
> 30 to 80 m	5 Min
> 80 to 145 m	6 Min
> 145 to 400 m	7 Min
> 400 m	12 Min

- Alternative turnaround times require an evaluation of the RU on the part of the path allocation office.

4.4.5.4 Times for performing operational activities

Activity	Freight traffic	Passenger traffic
Replacement of locomotive driver	3 Min	3 Min
Train/locomotive change	10 Min	10 Min
Attaching assisting loco at front	6 Min	6 Min
Parking of locomotive assisting at front	8 Min	8 Min
Attaching pusher locomotive	4 Min	4 Min
Parking pusher locomotive	5 Min	5 Min
Formation of tandem-locomotive	8 Min	8 Min
Breaking up tandem-locomotive	8 Min	8 Min
Reversing train without change of locomotive	25 Min	20 Min
Reversing train incl. change of locomotive	20 Min	15 Min
Attaching wagon at front end	15 Min	15 Min
Attaching wagon at rear end	10 Min	10 Min
Parking wagon, front end	15 Min	15 Min
Parking wagon, rear end	5 Min	5 Min
Attaching railcar (staffed)	-	4 Min
Separation of railcar (staffed)	-	3 Min

Other times which are necessary for performing operational activities and which are not listed here (such as inclusion or detaching intermediate locomotive) shall be agreed separately depending on the local particularities and equipment.

The timings laid out in the table above are based on optimum conditions (e.g. free track capacity at the station, availability of necessary personnel etc.). When several processes occur together the timings in the above table cannot be accumulated; rather they should be mutually agreed between the path allocation office and the RU.

Depending on time slots, experience gained from previous timetable periods, evaluation of actual timetables, RU's service concepts, expected frequency, earmarking of train paths, the deployment of personnel (activity, number) for works, and agreement of separate working procedures, differing handling times may be specified by the allocation office.

4.4.5.5 Minimum transfer times

The minimum transfer time is that required by passengers to transfer between trains on the same platform or on platforms on the same level (neighbouring platforms), or to change to a remote platform via an underpass or bridge.

Trains which arrive in and depart from a station in less than the minimum transfer time are not considered to be connecting trains. More details on minimum transfer times can be found in the annexes to the Network Statement.

4.4.5.6 Special service concepts

Should an RU plan to introduce a special service concept (e.g. extending, combining or separating trains during a train run), the RU must notify the path allocation office of ÖBB-Infrastruktur AG before the ordering deadline (for regular traffic), or before the one-off path ordering deadline (for one-off train runs). The path allocation office will assess the feasibility, whereby prioritisation will take place in accordance with Point 4.4.1.2., and the possibilities with regard to the applicant will be notified.

4.4.6 Specific characteristics of offer planning in connection with construction works at Vienna main station

Following the closure of Vienna's South Station (Wien Südbahnhof) in December 2009, the relocation to the Wien Meidling station and the continuing construction of Vienna Main Station (Wien Hauptbahnhof), the following special conditions are necessary for proposal planning and operations in the area between Wien Meidling and Grillgasse for the duration of the construction works:

- Traction-unit drivers driving trains towards Wien Meidling must have route knowledge of the relevant diversion routes in the Vienna area.
- On the platforms in Wien Meidling station, staff changeovers and traction unit/wagon manoeuvres are not possible.
- In Wien Meidling station, connections cannot be guaranteed.
- On the platforms in Wien Meidling station, trains without a traction unit or power unit cannot be provided.
- Ad hoc train services in the area of Wien Meidling – Grillgasse may only be permitted subject to feasibility study.
- The use of steam locomotives for traction is not permitted in the area of Wien Hbf (Grillgasse – Wien Matzleinsdorf) due to the risk of flying embers igniting the wooden boarding erected to protect the building site.

From the 2012/2013 timetable change Wien Hbf will enter into service and take over all traffic from Wien Südbf Ostseite (east side), which will close at that time. The Wien Hbf platform edges made available as from the 2012/2013 timetable change are for passenger traffic use only.

Further line-specific information about restricted availability of infrastructure is given in Point 3.5.

4.4.7 Specific features of service planning in connection with capacity bottlenecks in stations

Vehicle manoeuvres (e.g. of through carriages, motorail wagons, traction units of push-pull trains) tie up infrastructure capacity, impede operations and are thus a source of delays. For this reason they are strictly no longer provided for as of the 2011/2012 timetable change. This affects particularly Wien West, Linz, Salzburg, Schwarzach-St.Veit and Villach stations.

When compiling the draft network timetable for the implementation of service concepts, the path allocation office may specify production-related requirements which will be binding on the RU upon acceptance of the path offer (path allocation).

4.5 Allocation of Capacity for Maintenance, Renewal and Enhancement

For this the rules of Point 3.5.1.1 apply.

4.6 Non-usage/ Cancellation Rules

4.6.1 Cancellation Rules

- Non-usage of track capacity must be notified in good time
- Non-usage will not attract a cancellation charge

4.6.2 Reservation Fee

In cases where the RU is solely responsible, ÖBB-Infrastruktur AG will apply a reservation fee for train path orders for system traffic or non-commercial public passenger traffic within the framework of the network timetable creation process for which:

- no allocation is made, or
- the allocation is not used, or is insufficiently used

Further information can be found in the "Train Path, Train Run and other Services 2013" section of the Network Access Product Catalogue at:

http://www.oebb.at/infrastruktur/en/p_Network_Access/Product_services_prices/index.jsp

4.7 Exceptional Transports and Dangerous Goods

The RU shall ascertain under its own responsibility whether a transport operation relates to a special consignment or a consignment of dangerous goods and must state this in the order.

4.8 Special measures to be taken in the event of disturbance

4.8.1 Rules for the return to normal operating conditions

The procedures to be followed in the event of a service disruption are laid out in the Diversion Management Guide (see Network Statement annex). The procedures deal with operations and their related measures in the event of disruption to rail traffic.

The procedures include provisions for both the IM and the RUs using the ÖBB-Infrastruktur AG network.

4.8.2 Operating incidents plan - Deviations from daily target

Rules for rail traffic operation during periods of disrupted service are summarised in the Diversion Management Guide (see Network Statement annex).

The procedures are broken down into the following chapters:

- General provisions (IM and RU tasks)
- Dispatching rules
- Ensuring connections
- Infrastructure restrictions
- Service disruption plans
- Rail traffic replacement services
- Notification procedures ÖBB-Infrastruktur AG – RU
- Communication BFZ – Loco drivers
- Coding

4.8.3 Foreseen problems

The sequence of the foreseeable problems (restricted availability of infrastructure) takes place according to the construction planning (see Point 3.5).

4.8.4 Train dispatching

The sequence of train dispatching is in accordance with operations management (see Point 4.8.2).

4.8.5 Procedures in the event of infrastructure restrictions

4.8.5.1 Infrastructure restrictions which can be planned/foreseen

Restrictions due to planned track works are published in the Network Statement (see Point 3.5 and annex). Path orders during these infrastructure restrictions will not be allocated in the Annual Timetable (see sample train path agreement in Network Statement annex).

If train paths allocated in the Annual Timetable cannot be used by the RU due to planned track works, ÖBB-Infrastruktur AG will, for the period of the diversion or route block,

a) for freight traffic, offer an alternative route whereby the IUC for the original route allocated will apply (see AGB Point 13.4).

and

b) for passenger traffic, due to its specific function, organise the necessary rail traffic replacement service if no diversion is possible. ÖBB-Infrastruktur AG will assume the decision-making process, the operation and the costs of the service.

4.8.5.2 Unforeseen infrastructure restrictions

In the event of unforeseen infrastructure restrictions ÖBB-Infrastruktur AG will organise “ad hoc” rail traffic replacement services for passenger rail services. The resulting costs will be passed on according to the principle of causation. ÖBB-Infrastruktur AG will thus assume the costs for rail traffic replacement services if responsible for the restriction. In the case of force majeure, weather-related route closure or closure by the authorities, ÖBB-Infrastruktur AG has no obligation to assume the costs for rail traffic replacement services.

5 Services

5.1 Legal Basis

Concerning the legal basis see the GTB as well as the explanations in Point 2 (Access Conditions).

5.2 Access to the Facilities

See the AGB, Point 2 for the requirements to exercise the right to access the rail infrastructure of ÖBB-Infrastruktur AG.

5.3 Description of services

Die ÖBB-Infrastruktur AG offers all the products listed in the [product catalogue for network access 2013](#) (use of infrastructure and other services provided by ÖBB-Infrastruktur AG) to RUs for the purposes of carrying out their transport services in accordance with the GTB of ÖBB-Infrastruktur AG, insofar as they are available. Services that are not listed in the 2013 Network Access product catalogue, such as issuing Safety Certificates, may be agreed and charged separately.

ÖBB-Infrastruktur AG Network Access have set up an Infrastructure Service Office (named ISS - Infrastruktur Service Stelle). Here, RUs and connecting network operators can notify their infrastructure requirements. The service is free of charge. Further information on the related customer service system (named IADB - Infrastrukturanforderungsdatenbank) can be found [here](#).

Connecting tracks allow RUs direct access to the international rail network. General information on connecting tracks can be found [here](#).

6 Prices and fees

6.1 Charging principles and legal basis

Concerning the legal basis see the GTB as well as the explanation in Point 2 (Access Conditions). Concerning the charging principles the provisions of directive 2001/14/EG are applied, which have been implemented in national law (EisbG). Accordingly, charges for the minimum access package shall be set at cost that is directly incurred as a result of operating the train service. The track access charges have been fixed according to these principles (see § 67 EisbG).

Concerning track access charges (for train run) the following components are applied (see accounting schema in Product Catalogue „Train Path and other Services 2012“):

- Usage-dependent fee component: train km
- The train km-related fee component is based on operational costs (costs, which directly result from the use by train operation). These costs include cost for signalling and control (operation management), costs for Network Access, safety and quality, maintenance (inspection, servicing/repair and winter services), other costs.
- Market orientation (consideration of the route and of the significance to traffic, as well as the readiness to pay relating to traffic type): price differentiation according to route categories and traffic type.

- Weight-dependent fee component: Gross tonne-km
To cover the costs for maintenance and renewal of the infrastructure, which arise from wear and tear. The operation of heavy trains result in increased wear and tear, which is therefore more expensive.

- Wear-dependent fee component: Traction unit factor
Traction units are classified according to the wear and tear they place on the track infrastructure. Traction units causing high abrasion are therefore more expensive (fee surcharge), traction units causing less abrasion are less expensive (fee reduction).

- Congestion-related fee component: Supplement for congested infrastructure
This fee component reflects the shortage of capacity on a certain route section in times of congestion (EisbG § 65c (1), § 67 (2)).

- Infrastructure-optimisation incentive
Incentive system aimed at flattening out loading peaks in order to optimise the use of the rail network and improve service quality on congested routes.

- Performance-related fee component: Performance Regime
Incentive scheme to improve punctuality, therefore no or negligible effect on revenues

Concerning the general conditions for revenues and product development, the long-term goal of ÖBB-Infrastruktur AG is to generate as a minimum the revenue required to cover the interest payments on its assets (at the return of investment level).

6.2 Accounting

Details on calculating prices and fees can be found in the AGB, point 34. Charges will be calculated and issued in EURO, unless other specific agreements are made.

6.3 Prices

All products relating to use of infrastructure capacity and their prices are listed in the current Product Catalogue.

The Network Access Product Catalogue 2012 comprises the following sections:

- Train Path and other Services (Chapters 1 and 2)
- Stations (Chapter 3)
- Facilities (Chapters 4 and 5)
- Shunting (Chapter 6)

and is published in the internet:

http://www.oebb.at/infrastruktur/en/_p_Network_Access/Product_services_prices/index.jsp

As regards the categorisation of stations into the station categories described in the Product Catalogue, ÖBB-Infrastruktur AG plans to evaluate the stations within the following timeframes:

- Every five years an evaluation is carried out and, if necessary, stations are newly categorised on the basis of the average passenger numbers over the five years preceding the current timetable year. The next evaluation will be carried out in 2014. Should passenger numbers change in the future (either increasing or decreasing) against the year 2008, a re-categorisation will be made only when the increase or decrease is greater than 10%.
- Every three years a station evaluation is carried out according to the category-specific Standard Services and Additional Services. The next evaluation will be in 2012.
- When offering or including new services, ÖBB-Infrastruktur AG reserves the right to alter station prices accordingly.

In accordance with the Product Catalogue Stations 2013, the RU must provide relevant data, in particular typical passenger frequencies (per day and station), at least once per year with the annual timetable change, and/or on request from ÖBB-Infrastruktur AG. This information must be provided free of charge. Passenger frequency data may be submitted either in detail, or based on frequency classes. Frequency classes are listed in the annexes to the Network Statement. ÖBB-Infrastruktur AG will treat all submitted data in confidence.

6.4 Performance Regime

The Performance Regime (hereinafter also abbreviated to "PR") is a incentive scheme in order to minimise disruption and improve the performance of the railway network according to § 67 (7) EISbG (implementation of directive 2001/14/EG, Article 11). The PR-system is based on delay minutes and delay reasons (delay codes), which are recorded the operating systems of ÖBB Infrastruktur AG.

The calculation of delay minutes in the PR System is explained in the following diagram (see next page):

1) Selection of delayed trains	Applicable to regular passenger and freight trains (excl. loco trains, shunting and service runs)
Type of delay?	Final delay
Threshold value (excl. delay minutes at border)	<div style="display: flex; justify-content: space-around;"> <div style="background-color: #92d050; padding: 2px;">Passenger trains: 10 min</div> <div style="background-color: #92d050; padding: 2px;">Freight trains: 60 min</div> </div>
2) Disruption cause code	UIC Leaflet 450-2
3) Attribution to causer	Each delay minute is attributed to the causer: INFRA, RU, NEUTRAL (secondary delays, external causes...)
4) Measurement	Total delay per train in ÖBB network minus threshold value, Minor delays (under 90 sec.) are not calculated, Ceiling for singular delays > 120 min = 120 min
5) Billing	Balance of PR minutes INFRA – RU multiplied by price
	Ceiling control: max. 0.5 % of trainkm charges (train path)

Re 1) Selection of delayed trains:

- Regular passenger and regular freight trains are monitored in the PR System. Occasional trains (special trains), as well as loco trains (train classes LP, LZ, PROB...), shunting freight trains (VG - Verschubgüterzüge), and service runs (BED – Bedienungsfahrten) are excluded. Diverted traffic is considered as a special train and is also excluded from the PR System.
- For each regular passenger and freight train, a check is made whether the final delay at the destination station (minus any frontier handover delays for trains coming onto the ÖBB network from abroad or from another domestic infrastructure operator) exceeds the threshold value.
- Threshold values are fixed at 10 min for passenger traffic and 60 min for freight traffic. Since train delays are rounded up to the nearest minute, passenger and freight trains with delays of ≥ 11 min and ≥ 61 min respectively (minus any frontier handover delays) are recorded in the PR System.

Re 2) Delay cause codes:

- Coding of delay causes is carried out in accordance with UIC Leaflet 450-2 "Delay coding and delay cause attribution process".

Re 3) Attribution to causer:

- The allocation of delay codes to causers (ÖBB-Infrastruktur AG, RU or external / other reasons including secondary delays) is carried out according to the quality management system of ÖBB-Infrastruktur AG network operations.
- Details of the attribution procedure for the PR System can be found in the Annex to the Network Statement.

Re 4) Measuring of delay minutes:

- Delay minutes accumulated during transit are allocated to the relevant causers on a train-by-train basis. Minor delays of under 90 sec are not taken into account. Individual delays of over 120 min are limited to 120 min.
- Delay minutes which are not clearly the sole responsibility of either ÖBB-Infrastruktur AG or of an RU (in particular external causes, secondary delays) are given a neutral code and are thus not taken into account as relevant delay minutes.
- Subsequently the allotment per causer (INFRA, RU, NEUTRAL) is calculated for each train which falls within the PR System, on the basis of the transit delay minutes. According to established practice the PR delay minutes are allocated per causer by subtracting the threshold value, as well as any frontier handover delays, from the transit delay minutes total, which is then multiplied by the aforementioned allotment per causer.
- According to the modification procedure laid out in the Diversion Management Guide (see password-protected Infrastructure area of Network Statement annexes) the RU may lodge an appeal against delay cause codes attributed to it. If no claim is made then the coded delay minutes and their allocation to the causer are assumed to have been accepted.

Re 5) Billing:

- At the end of each month the totalled PR delay minutes are netted for each causer and are then multiplied by the price notified in the List of Charges (see "Train Path, Train Run and other Services 2013" of the Product Catalogue). At the end of each month each RU receives a list of PR trains with data relevant to billing (train number, date, origin and destination station, final delay, handover delay, delta value of delay minutes INFRA - RU, PR payment / credit).
- In order to assure planning certainty and price system stability for all parties, monthly balances calculated in the PR System between ÖBB-Infrastruktur AG and the relevant RU are capped at +/- 0.5% of the trainkm IUC (Infrastructure Use Charges, base fee according to route category)