Infraestruturas de Portugal

NETWORK STATEMENT

2021

2nd Addenda

July 2021

VERSION CONTROL VERSION	ALTERATIONS	DATE
2020 Network Statement		2017-12-07
2021 Network Statement Project	Altered points: Glossary; 1.2; 1.3; 1.4.1; 1.4.2; 1.6.1; 1.7; 1.8; 1.10; 1.10.1; 1.10.2; 2.3; 2.3.1; 2.3.2; 2.3.3; 3.2.2; 3.3.1.3; 3.4.2; 3.4.5.1; 3.7;.4.1; 4.2.3.2; 4.2.4.1; 4.2.4.3; 4.3.1; 4.3.3.3; 4.4; 4.4.3.3; 4.4.6; 4.5.2; 5.3.1.1; 5.3.1.1.1; 5.3.1.1.2; 6.3.1; 6.3.1.1; 6.3.2.1; 6.3.2.1.2; 6.3.2.1.3; 6.3.4.5; 6.3.5.5; 6.5; 6.6. New points: 4.2.4.2; 4.3.2. Altered Annexes: 1.3; 3.1; 3.3.1.3; 3.3.2.5; 3.6.A; 3.6.B; 3.7; 4.2.3.1; 4.5.2.A; 4.5.2.B; 5.3.1.1; 5.3.1.2; 5.5.2; 6.2; 6.3.4; 6.3.4.1.	2019-10-17
2021 Network Statement	Altered points: :8; 5.2.1.1; 5.2.1.2; 5.3; 6.3.2.1.1; 6.6 Altered Annexes: 1.3; 3.3.2.5; 4.5.2.A; 4.5.2.B; 6.2; 6.3.4.1	2019-12-12
2021 Network Statement 1st Addenda Project	New paragraphs: 5.3.1.10; 6.3.2.10 Paragraphs eliminated: 6.4.3 Paragraphs altered: 4.5.2; 6.3.1; 6.3.2.1.1.; 6.3.2.1.2; 6.3.2.1.4; 6.3.4.4; 6.3.4.5; 6.3.5.5; 6.5.5; 6.6 Paragraphs renumbered: 6.4.4 and 6.4.5 on account of elimination of the previous 6.4.3 paragraph Annexes altered: 3.1; 3.2.1; 3.3.2.2; 3.3.2.5; 4.5.2.A; 4.5.2.B; 5.3.1.1; 6.2; 6.3.4; 6.3.4.1	2020-10-15
2021 Network Statement 1st Addenda	Altered points: 3.3.3.1 Annexes altered: 1.3; 4.5.2.A; 5.3.1.1	2020-12-11
2021 Network Statement 2nd Addenda Project	Annexes altered: 5.3.1.1	2021-06-17
2021 Network Statement 2nd Addenda	Annexes altered: 3.1; 3.3.2.1 A; 3.3.2.1 B	2021-07-29

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Glossary

Term	Definition
Framework agreement	means a legally binding general agreement under public or private law, setting out the rights and obligations of an applicant and the infrastructure manager in relation to the infrastructure capacity to be allocated and the charges to be levied over a period longer than one working timetable period
Cross-border agreement	means any agreement between two or more Member States or between Member States and third countries intended to facilitate the provision of cross-border rail services.
Viable alternative	means access to another service facility which is economically acceptable to the railway undertaking and allows it to operate the freight or passenger service concerned.
Licensing authority	means the body responsible for granting licences within a Member State.
Train path	means the infrastructure capacity needed to run a train between two places over a given period.
Applicant	means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity.
Infrastructure capacity	means the potential to schedule train paths requested for an element of infrastructure for a certain period.
Safety certificate	the document certifying the railway transport company's specific capacity to operate in compliance with all safety rules in a given route and for a given type of service.
Coordination	means the process through which the infrastructure manager and applicants will attempt to resolve situations in which there are conflicting applications for infrastructure capacity
Development of the railway infrastructure	means network planning, financial and investment planning as well as the building and upgrading of the infrastructure.
Network statement	means the statement which sets out in detail the general rules, deadlines, procedures and criteria for charging and capacity-allocation schemes, including such other information as is required to enable applications for infrastructure capacity.
Railway undertaking	means any public or private undertaking licensed according to this Directive, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensure traction; this also includes undertakings which provide traction only;
Operation of the railway infrastructure	means train path allocation, traffic management and infrastructure charging
Marshalling yards	The branch lines exclusively intended for the temporary parking of railway vehicles between two services.
Essential functions	means decision-making concerning train path allocation, including both the definition and the assessment of availability and the allocation of individual train paths, and decision-making concerning infrastructure charging, including determination and collection of charges, in accordance with the charging framework and the capacity allocation framework established by the Member States pursuant to Articles 29 and 39 of the decree-law no. 124-A/2018.
Infrastructure manager	means any body or firm responsible for the operation, maintenance and renewal of railway infrastructure on a network, as well as responsible for participating in its development as determined by the Member State within the framework of its general policy on development and financing of infrastructure;
Working timetable	means the data defining all planned train and rolling-stock movements which will take place on the relevant infrastructure during the period for which it is in force
Commercial timetable	The set of data defining all railway transport services provided by each railway company to the public
Information to the Public	it consists of the provision to the passengers and overall users of railway facilitates of information of a variable and updated nature on the running of trains, namely arrival and departure hours and lines, origin, destination and stops of traffic and delays
Congested infrastructure	means an element of infrastructure for which demand for infrastructure capacity cannot be fully satisfied during certain periods even after coordination of the different requests for capacity;
Railway infrastructure	means the items listed in Annex I of decree-law 124-A/2018.

Term	Definition
Service facilittes	means the installation, including ground area, building and equipment, which has been specially arranged, as a whole or in part, to allow the supply of one or more services referred to in points 2 to 4 of Annex II of the decree-law 124-A/2018.
Alternative route	means another route between the same origin and destination where there is substitutability between the two routes for the operation of the freight or passenger service concerned by the railway undertaking
Licence	means an authorisation issued by a licensing authority to an undertaking, by which its capacity to provide rail transport services as a railway undertaking is recognised; that capacity may be limited to the provision of specific types of services
Shunting	the movement of the railway vehicle(s) carried out within a dependency, either at a given line or from one line to another or others, which can constitute a forward or a backwards movement. General Instruction no. 4 of the IMT (Portuguese Mobility and Land Transport Institute)
Maintenance of the railway infrastructure	means works intended to maintain the condition and capability of existing infrastructure
Heavy maintenance	means work that is not carried out routinely as part of day-to-day operations and requires the vehicle to be removed from service.
upgrade of the railway infrastructure (modernisation)	means major modification works to the infrastructure which improve its overall performance
Operator of service facility	means any public or private entity responsible for managing one or more service facilities or supplying one or more services to railway undertakings referred to in points 2 to 4 of Annex II of decree-law 124-.A/2018
Ad-hoc request	a request for a train path which, on account of impossibility of knowing in advance the reason behind it, could not be taken into account in the regular process of preparation of the annual technical timetable
Capacity-enhancement plan	means a measure or series of measures with a calendar for their implementation which aim to alleviate the capacity constraints which led to the declaration of an element of infrastructure as ·congested infrastructure
Network	means the entire railway infrastructure managed by an infrastructure manager
renewal of the railway infrastructure	means major substitution works on the existing infrastructure which do not change its overall performance.
Allocation	means the allocation of railway infrastructure capacity by an infrastructure manager.
Integrated public services for transport of passengers	The interconnected transport services within a given geographic area, with information service, ticketing service and integrated timetables
Long-distance services	the transport services intended to meet the needs of national scope, between various cities or conurbations, and of super-regional scope
High speed passenger services	means passenger rail services operated without intermediate stops between two places separated at least by a distance of more than 200 km on specially-built high-speed lines equipped for speeds generally equal or greater than 250 km/h and running on average at those speeds.
International freight service	means a transport service where the train crosses at least one border of a Member State; the train may be joined and/or split and the different sections may have different origins and destinations, provided that all wagons cross at least one border
International passenger service	means a passenger service where the train crosses at least one border of a Member State and where the principal purpose of the service is to carry passengers between stations located in different Member States; the train may be joined and/or split, and the different sections may have different origins and destinations, provided that all carriages cross at least one border
Regional services	means transport services whose principal purpose is to meet the transport needs of a region, including a cross-border region
Urban and suburban services	means transport services whose principal purpose is to meet the transport needs of an urban centre or conurbation, including a cross-border conurbation, together with transport needs between such a centre or conurbation and surrounding areas
Safety Management System (SMS)	the organisation and provisions adopted by the infrastructure manager or by a railway transport company in order to ensure the management safety of its operations

1 General Information

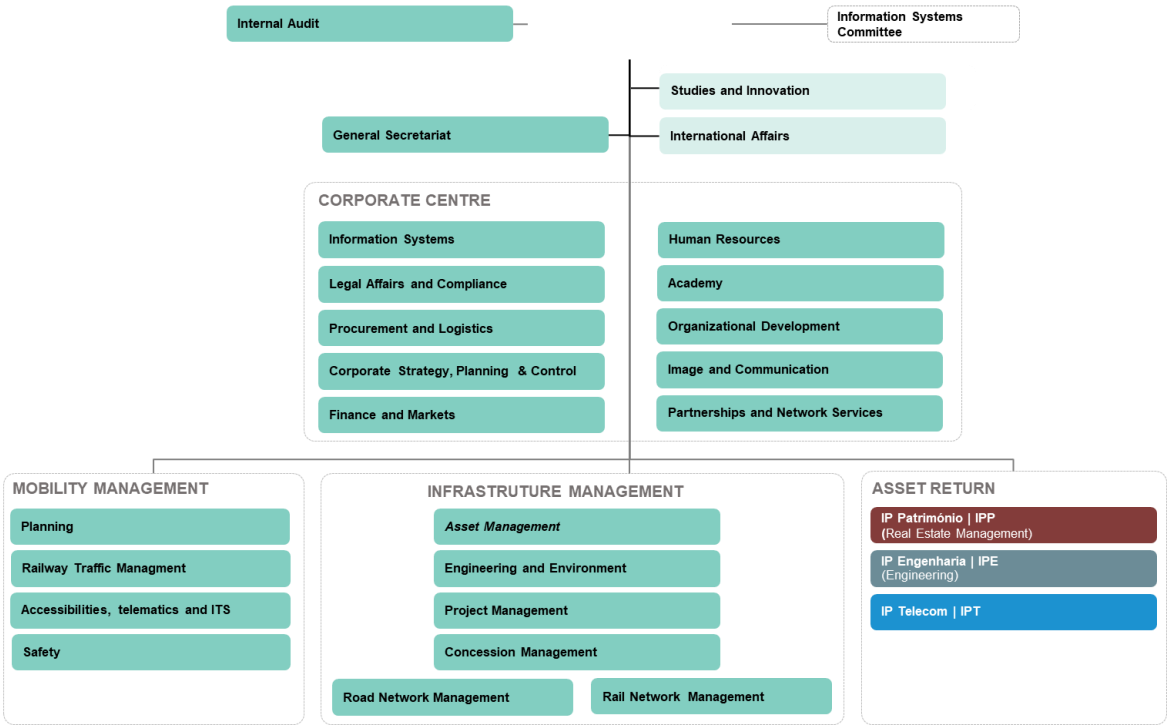
1.1 *INTRODUCTION*

Infrastructure Portugal, S.A. (IP) is a public company whose creation resulted from the merger by incorporation of EP - Estradas de Portugal, SA on REFER - National Railway Network, EPE. IP S.A wishes to contribute to sustainable mobility within the European rail network in order to boost economic and social development in of its network.

As the rail infrastructure manager IP offers its customers, a competitive and qualitative railway infrastructure, adapted to their needs.

According to Decree-Law No. 91/2015 of 29 May, the IP aims at the design, construction, financing, maintenance, operation, rehabilitation, enlargement and modernization of road and rail national networks.

The IP macrostructure is presented below:



The relationship interaction with the railway companies and the regulated market in general is the responsibility of the Strategic Marketing Direction, who forges a core business relationship, offering railway services following fair and impartial criteria.

In this organisational structure, it is the task of the Operations Direction to manage the capacity allocation process and the rail traffic control and command.

The Group of Infraestruturas de Portugal integrates the following companies:

IP Engenharia is aimed at drawing up studies and projects on transportation engineering and manage, cordinate, supervise works.and promoting the international business of the IP Group.

IP Telecom is aimed at ensuring the supply and provision of services of Information and Communication Systems and Technologies, based on innovative solutions focused on Cloud and Safety technologies and on the main national telecommunications infrastructure, built on fibre optics and on the railway technical channel, for the Business Market and Public Entities.

IP Património is aimed at operating within the scope of the acquisition, expropriation, registration update and disposal of immovable property or establishment of rights over them, as well as the profitable use of assets allocated to the granting or autonomous assets of the IP Group, and the management and exploitation of stations and equipment related thereto, including the corresponding operational management.

1.2 *OBJECTIVE*

The Network Statement's objective is to inform Applicants, the authorities and other interested parties about IP infrastructure, and the terms and conditions for allocation of capacity and use.

The Network Statement presents the services that the IP offers, with information regarding where they are accessible, how the allocation of services functions, which charges apply, and the conditions that apply for gaining access to the services.

1.3 *LEGAL FRAMEWORK*

The Network Statement has been produced in accordance with Portuguese law governing rail transport, particularly with Decree-Law no- 217/2015, republished by Decree-Law no. 214-A/2018, arising from the transposition of the Directive (EU) 2016/2370 of the European Parliament and of the Council,and to the compliance of national legislation with Regulation (EU) 2016/2338 of the European Parliament and of the Council, of 14 December 2016 (Regulation 2016/2338).

The main laws in force in Portugal are itemised in Annex 1.3.

Railway undertakings and IP are bound to meet the following standards and rules provided on IMT's website:

- European Standard – "TSI" (Technical Specification for Interoperability).
- National Safety Standards.

RUs can also be subject to obligations of other relevant national or international legislations, which may eventually not be specified in Annex 1.3

1.4 *LEGAL STATUS*

1.4.1 *GENERAL REMARKS*

The contents of the Network Statement must be followed by the RUs that use the Portuguese Rail Network, especially regarding the technical conditions of the operations and their restrictions, capacity allocation and pricing without loss for point 1.4.3.

The publication of the present Network Statement was preceded by consultation to Interested parties, such as RUs that are either operating, or licensed to operate, on Portuguese railway lines at the date this document was prepared.

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

1.4.2 *LIABILITY*

Information concerning the infrastructure contained in this Network Statement is based on facts known at this document publication date, regarding the foreseeable situation for the 2021 working timetable period.

The content of the Network Statement should be subject to updates during his validity period whenever necessary, namely in what concerns reasons the charging occurring from legal impositions.

IP has prepared this Network Statement with the highest degree of thoroughness possible and in accordance with its best knowledge at the time of publication, and cannot be held responsible for changes to the engineering works programme arising from decisions by the government or other public entities.

IP doesn't take into account responsabilitiesto the informations related to the service facilities which aren't maintained by them.

Neither does IP can be held liable for errors in the Network Statement, although it will correct them as soon as they are found.

1.4.3 *APPEALS PROCEDURE*

Under the terms of article 56 of Decree-law 217/2015, applicants can appeal to AMT if they believe that they have been unfairly treated, discriminated against or in any other way aggrieved, and in particular against decisions adopted by the infrastructure manager concerning:

a) The provisional and final versions of the network statement;
b) Criteria contained within it;
c) The allocation process and its results;
d) The charging scheme;
e) Level or structure of infrastructure fees which they are, or may be, required to pay;
f) Provisions concerning access;
g) Access to services and charging.

After lodging a complaint, AMT may, if it decides so, request information which they deem appropriate, consulting all relevant bodies within 30 days of receipt of the complaint.

Following receipt of all information deemed relevant for the analysis of all complaints received, AMT shall adopt measures to solve the situation, informing interested parties of its decision, which must be grounded, within a period that shall not exceed 45 working days.

AMT's decisions shall be binding on all parties covered by these decisions and must not be subject to administrative opposition.

AMT's decisions may, under the law, give rise to proceedings before a court, which will only have a suspensive effect if the decision is likely to bring irreparable losses or manifestly excessive for the applicant.

AMT's decisions are publicised on its website.

1.5 *STRUCTURE OF NETWORK STATEMENT*

The structure of the Network Statement follows the common format adopted by infrastructure managers belonging to the RailNetEurope organisation and the specifications contained in the Network Statement Implementation Guide available at www.rne.eu/network-statement.

The Network Statement is structured in six large chapters and annexes, whose content is as following:

Chapter 1: General Informations – chapter dedicated to general background informations

Chapter 2: Access Conditions – chapter where are defined the legal requirements and access proceedings to the railway network

Chapter 3: The Railway Infrastructure – chapter where are defined the technical and functional characteristics of the railway network

Chapter 4: Capacity Allocation – chapter related to the applicant's capacity assignment process

Chapter 5: Services – chapter which proceeds to the description of the railway services supplied by the infrastructure manager

Chapter 6: Charging – chapter containing the charges to every type of service provided

Annexes – are formed as the information support which appears at the document mainframe. The annexes identification relates directly to the chapters numbering of the Network Statement main body.

The reason for having adopted a common format is to facilitate the consultation process by entities wishing to analyse or conduct international rail services.

1.6 *VALIDITY AND UPDATING PROCESS*

1.6.1 *VALIDITY PERIOD*

The 2021 Network Statement applies to capacity requests and execution of timetabled transport operations during the 2021 Timetable starting on Sunday 13 December 2020 00h00 and ending on Saturday 11 December 2021 24h00.

The present Network Statement comes into force on Sunday 15 December 2019 at 00h00am.

1.6.2 *UPDATING PROCESS*

While this Network Statement is in force, any important changes in information contained therein will be published as addenda to this document following consultation with interested parties, such as the RUs.

The consultation process will last for 15 working days.

1.7 *PUBLISHING*

The Network Statement is drawn in portuguese and published in portuguese and English on the IP website (www.infraestruturasdeportugal.pt/) where it is available free of charge in electronic format.

In the event of inconsistencies or interpretation difficulties between versions, the portuguese version prevails.

1.8 *CONTACTS*

Tema	Contact
Network Statement	**Infraestruturas de Portugal, S.A.** Strategic Planning Direction - Department of Contracts and railway buisness Unit of contractualisation and Regulation Praça da Portagem 2809-013 Almada | Portugal Telephone: +351 211 069 311 Email: diretorio.rede@infraestruturasdeportugal.pt
Network statement Billing Issues	**Infraestruturas de Portugal, S.A.** Strategic Planning Direction - Department of Contracts and railway buisness Rail charging unit Praça da Portagem 2809-013 Almada | Portugal Telephone: +351 211069313 Email: faturacaoDR@infraestruturasdeportugal.pt
Network Statement commercial issues	**Infraestruturas de Portugal, S.A.** Strategic Planning Direction - Unit of Capacity planning Praça da Portagem 2809-013 Almada | Portugal Telefones: +351 211069336; +351 211069337 Email: assuntoscomercias.drede@infraestruturasdeportugal.pt
Capacity allocation	**Infraestruturas de Portugal, S.A.** Railway Operations Direction - Capacity Planning Department Edifício IP, Largo da estação de Campolide 1070-117 Lisboa | Portugal Telephones: +351 211 022 155; +351 211 022 000 (Geral) Fax: +351 211 021 846 Email: planeamentohorario@infraestruturasdeportugal.pt
OSS of IP	**Infraestruturas de Portugal, S.A.** Railway Operations Direction - Capacity Planning Department Edifício IP, Largo da estação de Campolide 1070-117 Lisboa | Portugal Telephones: +351 211 022 211; +351 211 022 000 (Geral) Fax: +351 211 021 846 Email: oss@infraestruturasdeportugal.pt
C-OSS of Atlantic Corridor	**Atlantic Corridor** Administrador de Infraestructuras Ferroviarias (ADIF) Dirección de Planificación y Gestión de Red C/. Hiedra, s/nº,building 23 Estación de Chamartín, 28036 MADRID|SPAIN Telephones: + 34 (91) 7744774 Email: OSS@atlantic-corridor.eu *Website*: www.atlantic-corridor.eu

Tema	Contact
Authorization procedures for rolling stock of RUs	**Infraestruturas de Portugal, S.A.** Security and Sustainability Road and Rail Direction - Security Road and Rail Department – Unit of Rail Security Praça da Portagem 2809-013 Almada | Portugal Telephones: +351 212 879 000 (Geral) Fax: +351 211 021 736 Email: 1_Seguranca_Ferroviaria@infraestruturasdeportugal.pt

1.9 *RAIL FREIGHT CORRIDORS*

IP takes part on the Atlantic Corridor, originally named as the Rail Freight Corridor n.º 4 (CFM4), and is formed by the existing and planned railway infrastructure sections between Sines/Setúbal/Lisboa/Aveiro/Leixões – Algeciras/Madrid/Bilbao – Bordéus/Paris/Le Havre/Metz, crossing the boarders of Vilar Formoso/Fuentes de Oñoro, Elvas /Badajoz and Irún/Hendaya. At the CFM4 are also included the main railway terminals, ports and logistical of these itineraries.

Since 1st January 2016, the Atlantic Corridor was extended to Forbach/Saarbrücken and the connection to the inland waterway port of Strasbourg was incorporated, representing the addition of Germany to Portugal, Spain and France as partner of the AEIE - Atlantic Corridor. The first PaPs for Germany were provided with 2017 schedule.

The corridor extension to Germany is the result of the Regulation (EU) N.º 1316/2013 from the European and Counsil Parliament of 11st December 2013, which reviews the Regulation (EU) N.º 913/2000 of the European and Counsil of 22nd September 2010, on which were defined the rules that govern the creation and organization of the international railway corridors: it establishes selection rules, organization, maintenance and indicative planning of the rail freight corridors investments. This Regulation is mandatory and is directly applied in all the Member States.

The Atlantic Corridor mission is based first of all in the profitability of the existing railway infrastructure, without additional investment, throughout a centralized maintenance of the allocation capacity, traffic management and the clients relationship.

Additionally, the Atlantic Corridor is also a privileged platform for the investments coordination on the railway infrastructure at Portugal, Spain, France, Germany, in a way to overcome the technical and operational barriers, promoting the interoperability and also encouraging a greater competitiveness on the rail freight transport.

All the information of the Corridor is available at http://www.atlantic-corridor.eu

1.10 *RAILNETEUROPE - INTERNATIONAL COOPERATION BETWEEN INFRASTRUCTURE MANAGERS*

IP is a member of RailNetEurope (RNE), which is an umbrella organisation of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs). RNE facilitates international railway business by developing harmonised international business processes in the form of templates, handbooks, and guidelines, as well as IT tools (see chapter 10.1.2).

You can find more information about RNE on http://www.rne.eu/organisation/rne-approach-structure/

1.10.1 *ONE-STOP-SHOP (OSS)*

A network of One-Stop Shops (OSS) represents the IMs in international traffic. They constitute a single point of contact for the entire international route of a rail service, from the initial questions related to network access to international path requests and performance review after a train run. [IM name] also operates an OSS.

A list of OSS contact persons in Europe is available at: http://www.rne.eu/organisation/oss-c-oss/

1.10.2 *RNE TOOLS*

Path Coordination System (PCS)

PCS is an international path request coordination system for Railway undertakings (RUs) and other Applicants, Infrastructure Managers (IMs,) Allocation Bodies (ABs) and Rail Freight Corridors (RFCs). The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Furthermore, PCS is the only tool for publishing the binding PaP and RC offer and for managing international path requests on RFCs.

Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu.

More information can be found on http://pcs.rne.eu.

Charging Information System (CIS)

The CIS is an infrastructure charging information system for Applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems.

Access to CIS is free of charge without user registration. More information can be found on http://cis.rne.eu or can be requested via the RNE CIS Support: support.cis@rne.eu.

Train Information System (TIS)

TIS (Train Information System) is an easy-to-use, web-based application, which visualizes international trains from origin to destination. It supports international train management by delivering data concerning international passenger and freight trains along RNE Corridors and Rail Freight Corridors. Following the request of some internationally active Railway undertakings TIS is now processing a defined amount of national trains as well in order to simplify data exchange and optimise the information process. Additionally, a specific function has been developed for Terminals along the corridors so that they can take advantage of the TIS information exchange as well. TIS delivers real-time train data directly to the users via internet and generates reports based on historical data. The two TIS products are based on the same raw data. The real-time train information overview gathers, centralizes and publishes information on train running on most of the Rail Freight Corridors.

Current participants: ŐBB (Austria), Infrabel (Belgium), NRIC (Bulgaria), HŽ (Croatia), SŽDC (Czech Republic), Banedanmark (Denmark), SNCF Réseau (France), DB Netz (Germany), GYSEV, MÁV (Hungary), RFI (Italy), CFL (Luxembourg), Jernbaneverket (Norway)*, PKP PLK (Poland), IP (Portugal), CFR (Romania)*, ŽSR (Slovakia), SŽ (Slovenia), ADIF (Spain), Trafikverket (Sweden), Switzerland, Prorail (The Netherlands), HS1* (Great Britain). (*Contract signed, implementation in progress).

TIS may be accessed via: http://tis.rne.eu/

The helpdesk may be contacted by email: support.tis@rne.eu

2 Access Conditions

2.1 *INTRODUCTION*

Chapter 2 of this Network Statement describes the terms and conditions related to Railway undertakings' access to the railway infrastructure managed by IP'. These terms and conditions also apply to the Atlantic Corridor.

2.2 *GENERAL ACCESS REQUIREMENTS*

2.2.1 *REQUIREMENTS TO APPLY FOR A TRAIN PATH CONDITIONS FOR APPLYING FOR CAPACITY*

The main requirement for a company to be able to request a train path is to fulfil the conditions laid down for applicants. Applicants may be:

a) licensed Railway undertakings;
b) international groups of rail transport companies and other individuals or companies with a public service or commercial interest in acquiring infrastructure capacity for rail service operations including public authorities under Regulation (EEC) No. 1370/2007 of European Parliament and the Council;
c) shippers, forwarders and combined transport operators using rail services.

2.2.2 *CONDITIONS FOR ACCESS TO THE RAILWAY INFRASTRUCTURE*

Portuguese national RUs have access rights to the national rail infrastructure to operate passenger and freight services within the country.

RUs that have been established in any of the EU member states, have the right of access to the national rail network, just as to all the other Member State networks, to run any type of freight transport service.

The above-mentioned rights depends on the signing of an agreement with IP, as referred to in point 2.3.1 below.

2.2.3 *LICENCES*

Portuguese companies that operate or wish to operate rail transport services must hold an access licence issued by the IMT.

Valid licences issued by other European Union Member States for the rail transport companies are valid in the country just as those issued by the IMT for companies established in Portugal.

2.2.4 *SAFETY CERTIFICATE*

To use the rail infrastructure a safety certificate must be obtained from the IMT to produce evidence of the needed requirements to ensure a safe service on the requested train paths.

The Safety Certificate appears in the Regulation (CE) n.º 653/2007, of 13 June, which adopts a common model of safey certificate and application request. This diploma was amended by Regulation (EU) no. 445/2011, of 10 May, concerning part A of the safety certificate.

As it has been established by the IMT, in order to obtain the Safety Certificate, companies must provide evidence of compliance with several requirements, namely:

- Having a proper Safety Management System for the service/circulation lines, including procedures for emergency situations compatible with those from the infrastructure manager and procedures which ensure compliance with the national applicable standards for service/circulation lines, staff and rolling stock.

- Having a proper management of operations, including particularly:

    - Surveillance of circulating rolling stock;
    - Train formation, their tests and verifications before departure;
    - Driving, follow-up of driving and shunting rolling stock;
    - Transportation of dangerous goods, when applicable.

- Having rolling stock compatible with the infrastructure for the service/circulation lines to be used; having authorisations for circulating in such lines; having a proper maintenance program for the rolling stock and service/circulating lines to be used.

- Having qualified and certified staff, when requested, for performing correctly the relevant Safety functions, namely:

    - Driving, follow-up of driving and shunting of rolling stock;
    - Train formation, their tests and verifications before departure;
    - Inspection of circulating rolling stock;
    - Transportation of dangerous goods.

Within the framework of the railway system and alongside the certification scheme for Railway undertakings, the company in charge of infrastructure management and operation is required to have a safety authorisation.

The issue of this authorisation entails the acceptance of the company's safety management system (part A) and the demonstration of compliance with the specific requirements necessary for safe design, maintenance and operation of the railway infrastructure, and may include the maintenance and operation of the traffic control and signalling system (part B).

Regarding the analysis of the compatibility between the rolling stock and the infrastructure, the corresponding Permission for Traffic in Open Track in the Portuguese Railway Network must be submitted by the Applicant to the Railway Security Unit of IP's Safety Board, and incorporate the vehicle's corresponding technical dossier, which should comply with the requirements defined in the following documents:

- Technical Operations Instruction (IET) no. 74 – Process for assessing the rolling stock's compliance for obtaining permission for traffic in the national railway network – broad track, which can be provided by the *Instituto da Mobilidade e dos Transportes*, I.P, through a properly identified request, addressed to the IMT's *Centro de Documentação* through the e-mail address biblioteca@imtt.pt

- Technical Instruction IT.GER.009 – Rolling stock's compatibility with the broad track's infrastructure. The access requirements are listed on IP's site in the Negócios e Serviços / Fale Connosco, selecting "Informações" and then "Documentos normativos/técnicos/históricos".

2.2.5 *COVER OF LIABILITIES*

Risks involved by the RU activities, particularly those involving accidents causing damages to passengers, rail infrastructure, luggage, freight, mail and third parties, must be covered by civil liability insurance.

The RUs have a responsibility towards IP and/or third parties for losses and damages caused by the rolling stock on the infrastructure regardless of the ownership of the rolling stock, except in the case of normal wear and tear of the infrastructure.

The Insurance policy capital cannot be, in any situation, less than EUR 10.000.000 (ten million euros) while the other conditions, including the current values of the insured capital set by government order as stipulated in article 22, section 2 of Decree-law 217/2015.

2.3 *GENERAL BUSINESS / COMMERCIAL CONDITIONS*

The railway transport companies operating in any Member State of the European Union are entitled to access the national railway infrastructure to operate any type of freight or international passenger railway service, without prejudice to the exceptions and transitional regime established in the national and European Union legal systems.

In the case of national rail passenger services the following provisions apply: Regulation (EC) 1370/2007 of the European Parliament and of the Council of 23 October 2007, amended by Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016, and Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016, transposed to the Decree-Law no. 124-A/2018.

2.3.1 *CONTRACTS WITH RUS*

Access and transit rights over the national railway infrastructure requires an Access Contract with IP, covering administrative, technical and financial aspects and the ruling of traffic safety and control issues.

IP will ensure fair and non-discriminatory conditions whenever it signs a contract.

2.3.2 *CONTRACTS WITH NON-RU APPLICANTS*

The applicants which aren't RUs detaining an access license, must register at IP by signing an acceptance statement of all the terms in the Network Statement, before presenting its first capacity request. IP can ask these applicants for additional information so that their eligibility is confirmed, while respecting the principles of equal treatment and transparency.

The applicants may ask for capacity without previously notifying the Railway Undertaking which will be supplying its traction, however they must notify IP with the identification of the Railway Undertaking, along with its formal acceptance of the service performance, and with a 30 working days of minimum anticipation relating to the circulation day. In the case of this full information won't be presented in time, IP can cancel the assigned train path.

Just after the formal identification of the Applicant, the Railway Undertaking assumes the payment of all the infrastructures user fees.

The applicant will be submitted to the payment of the tariffs relating to the capacity asked and not used, defined at 6.4.1 in the following situations:

- Whenever it has been decided to cancel train paths already assigned for IP, before the formal identification of the railway Undertaking;
- Whenever exceeding the term of 5 working days in advance in the identification of the rail Railway undertaking, leading to IP to cancel the channel.

2.3.3 *FRAMEWORK AGREEMENT*

Framework Agreements may be drawn up between IP and an Applicant, specifying the capacity characteristics of the requested infrastructure by the applicant which IP will supply for a longer period than the length of one timetable. The framework agreement must be drawn up in order to meet the legitimate business needs of the applicant and shall not be such as to preclude the use of the relevant infrastructure by other applicants or services.

A framework agreement normally lasts for a period of five years, renewable for equal periods, with the possibility granted to the infrastructure manager of accepting a longer or shorter period.

Framework Agreements must be previously approved by the AMT after having heard the Competition Authority.

Procedures and criteria pertaining to the allocation of railway infrastructure capacity must be in line with the Implementing Regulation (EU) 2016/545 and with the provisions of the Decree-Law no. 124-A/2018, particularly of its article 42.

2.4 *OPERATIONAL RULES*

In addition to the wording in section 1.3, railway undertakings are bound to meet IP's operating rules released in a timely manner with the knowledge of the National Rail Safety Regulator (Autoridade Nacional de Segurança Ferroviária).

2.5 *EXCEPTIONAL TRANSPORTS*

An exceptional transport corresponds to a situation where at least one operational / regulatory condition is not applied, or one of the infrastructure limit features is not respected by the rolling stock, but which can still be carried out under special conditions to be defined by IP, to be published under a Special Circulation Permit.

2.6 *DANGEROUS GOODS*

Dangerous goods means substances and articles the transport of which is forbidden according to RID (Regulation concerning the International Carriage of Dangerous Goods by Rail) or only authorised under specific conditions.

Rail transport of dangerous goods is regulated by Decree-Law 246-A/2015 of 21 of October, including Annex II "Regulation of the Transport of Dangerous Goods by Rail ". Annex II says which dangerous goods can be carried by rail and the terms under which the goods can be carried.

For details on the process for allocating capacities for the transport of dangerous goods, see section 4.7.and 5.4.3 of this Network Statement.

Safety Advisors

Companies with activities that include railway transportation operations and loading or unloading of hazardous goods connected to the railway must indicate one, or more, Safety Adviser(s) in order to monitor the conditions for carrying out such transportation operations. Safety Advisers shall cooperate in the prevention of risks for people, goods or environment, inherent to the referred operations.

Deliberation 1195/2016, of 22th of June (published in the Diario de República 2nd Series on 27 July), describes the requirements that Safety Advisor training companies, courses, examinations and certification must comply with.

2.7 *ROLLING STOCK ACCEPTANCE PROCESS GUIDELINES*

The responsibility of the IMT to grant authorization for circulation of the rolling stock and other rail structural subsystems, which are implemented or in use at the Portuguese Rail Infrastructure Manager, as they are defined at the Law Decree n. º 27/2011, concerning the interoperability of the railway system in the Community, as amended by Decree-law 182/2012, Decree-law 41/2014, and Decree-law 179/2014.

The entry in to service of the rolling stock is authorized by the IMT if those subsystems have been conceived, constructed and installed so as to observe the requirements which are applied to them.

IMT is also responsible for verifying within the entry in to service and regularly after then, that the subsystems are explored and maintained in accordance with applicable requirements.

2.8 *STAFF ACCEPTANCE PROCESS*

IMT is responsible for certifying the staff assigned to regulated companies and bodies in the cases where such staff begin their operations in relevant activities for the Safety of the National Railway Network Operation. Certification shall be requested by the employer entity. IMT is also responsible for renewing the certificates.

The activities relevant for the Safety of Operation are as follows:

- Driving of motor units;
- Follow-up of trains (at the driver's cabin of the motor units, by another agent rather than the driver);
- Follow-up of the movement of rolling stock in tracks closed to circulation;
- Preparation of trains (including formation and deformation of trains, verification of the load condition in vehicles transporting goods and tests before departure);
- Traffic command and control (including train circulation activities and shunting command activities in lines).

Requirements

IMT certifies individuals that reach a process involving the following steps: medical exams; psychological assessment; training; vocational exams; professional work experience.

3 Infrastructure

3.1 *INTRODUCTION*

The rail network infrastructure has technical and functional characteristics that are essential for the study and planning of rail operations.

In order to present the infrastructure data in a clear manner, the characteristics have been organised according to several functional domains.

The maps given in the annexes related to this chapter and the summary table in Annex 3.1 cover the conditions that IP expects to prevail for the validity period of this Statement, given all due diligence.

The national rail network may, however, be altered as part of a general transport policy which is defined by the government.

Any major alterations to the network characteristics given in this Network Statement will lead to the publication of addenda's. Point 1.4.2 also applies, in what concerns the responsibility matters.

3.2 *EXTENT OF NETWORK*

3.2.1 *LIMITS*

The Network Statement describes the lines, branches and junctions managed by IP, which are shown in Annex 3.2.1.

3.2.2 *CONNECTED RAILWAY NETWORKS*

The infrastructure managed by IP is connected to ADIF rail network at three points as shown in the following table:

International Links				
Line	Limits			
	Portuguese Railway Station	Distance to border (km)	Spanish Railway Station	Distance to border (km)
Beira Alta Line *	Vilar Formoso	0,267	Fuentes de Oñoro	0,935
Minho Line	Valença	1,680	Tuy	2,500
Leste Line *	Elvas	10,715	Badajoz	5,300

* These connections are part of the Atlantic Corridor, whose information can be checked at http://www.atlantic-corridor.eu.

Details about the Spanish rail infrastructure are available at www.adif.es.

3.3 *NETWORK DESCRIPTION*

3.3.1 *GEOGRAPHIC IDENTIFICATION*

3.3.1.1 Track Typologies

Annex 3.3.1.1 has a map showing the different kinds of track and distances (single, double and multiple track sections) and the distances between important points in the network.

3.3.1.2 Track Gauges

The railway infrastructure covered by the Network Statement has Iberian gauge with 1668 mm between the inner faces of the rails, with the exception of the Vouga and Tua lines for which this distance is 1000 mm.

3.3.1.3 Stations and Nodes

Annex 3.3.1.3 can be consulted on http://www.infraestruturasdeportugal.pt/rede/ferroviaria/diretorio-da-rede, providing information on the usable lengths of running and secondary lines of the stations and the electrified extent of each one. This annex constitutes an integral part of the Network Statement and is set apart solely due to a need to improve the quality of its presentation.

This Annex shows the traffic lines in the stations including: the usable length (maximum length of a train) for each one; the lengths of the platforms (passenger trains must respect the given dimensions whenever passengers board or disembark at the stations); and the height of the platforms.

Authorisation to park on secondary railways (not assigned for traffic) depends on approval from traffic management.

3.3.2 *CAPABILITIES*

3.3.2.1 Loading Gauge

Annex 3.3.2.1 A has a map of kinematic contours and Annex 3.3.2.1 B shows the kinematic contours as given in norm EN 1527-3 and the particular specifications the Cascais line.

3.3.2.2 Weight Limits

Annex 3.3.2.2 shows maximum loads over the network according to UIC form 700-0.

3.3.2.3 Line Gradients

The maximum hauled load by the locomotives that are described at IET 51 – Locomotives Load Chart and the restrictions to the Rolling Stock according to the Lines Categories are described at IET 52 – Rolling Stock Circulation Conditions accordingly to the lines categories function (Wide Gauge).

3.3.2.4 Line Speeds

Annex 3.3.2.4 shows qualitative information about the maximum levels of speed available in the main sections of each of the lines.

The maximum speed levels used in the 2018 Timetable, are published in the Maximum Speed Limits Table (TVM – Tabela de Velocidades Máximas) in force when this Network Statement is published. IP does not foresee alterations to the TVM with significant impact in the 2018 Timetable. The TVM can be found on the IP website, through the eViriato app.

3.3.2.5 Maximum train lengths

Annex 3.3.2.5 shows a chart with types and allowed maximum lengths of the freight trains that must be considered in the capacity allocation process.

3.3.2.6 Power supply

Annex 3.3.2.6 A shows a map indicating the electrified network sections and its supply voltages.

Annex 3.3.2.6 B, shows the electrical substations and its interference areas.

3.3.3 *TRAFFIC CONTROL AND COMMUNICATION SYSTEMS*

3.3.3.1 Signalling Systems

Annex 3.3.3.1 contains a map with the traffic control systems in the network.

The Signalling Technical Instructions per section of the network will be supplied against payment of an amount corresponding to the publication cost.

3.3.3.2 Traffic Control Systems

The Operational Control Centres (OCC's) are multidisciplinary centres with a regional coverage, aiming the coordination and supervision of all the functions and activities related to the operational procedures of railway exploitation and traffic management in its area of scope. Annex 3.3.3.2 shows a map with the territorial coverage of each one of the three OCC's (North, Centre and South).

3.3.3.3 Communication Systems

Annex 3.3.3.3 shows a map with the line sections which are covered by the ground train radio link system.

3.3.3.4 ATC Systems

Annex 3.3.3.4 shows the map with sections of line where the speed control systems are installed.

3.4 *TRAFFIC RESTRICTIONS*

The use of the infrastructure can be restricted by regulations imposed to IP or defined by IP.

The major restrictions to consider for timetable production purposes are described below.

3.4.1 *SPECIALISED INFRASTRUCTURE*

No part of the rail network managed by IP is classified as "specialised infrastructure", in accordance with the terms stated in article 49º of Decree-Law 217/2015

3.4.2 *ENVIRONMENTAL RESTRICTIONS*

The operation of the national railway network is subject to compliance with the limit values set in the General Regulation on Noise (RGR – Regulamento Geral do Ruído), published through Decree-Law 9/2007. In certain areas of the network it is necessary to adopt measures to reduce noise levels, which must be implemented, under the provisions in article 19(3) of the RGR, firstly on the source of the noise source and only then on the propagation path.

IP may set restrictions to traffic based on the values verified through noise indicators.

Provisions in Regulation (EU) no. 1304/2014 of the Commission, on the Technical Specification for Interoperability for the subsystem "rolling stock-noise" (TSI Noise) of the Union's railway system also apply, with changes introduced by the Implementing Regulation (EU) no. 2019/774 of the Commission, of 16 May 2019, changing Regulation (EU) no. 1304/2014 with regards to the application of the technical specification of interoperability for the "rolling stock — noise" subsystem to the existing freight wagons.

3.4.3 *DANGEROUS GOODS*

Requests for train paths relating to dangerous goods will be subject to special analyze from IP, aiming either the strict compliance to applicable legislation, or the optimization of this mode of transport, seeking to minimize the contact with the passenger services.

3.4.4 *TUNNEL RESTRICTIONS*

The movement of trains that include open wagons in their composition, i.e. wagons without cover, with bulk cargo (sand, timber, etc.), requires the conditioning of speed when approaching and crossing Tunnels, being mandatory to observe the maximum speed of 45 km/h, unless specific, more demanding conditioning is communicated.

3.4.5 *BRIDGE RESTRICTIONS*

3.4.5.1 "25 de Abril" Bridge

The 25 de Abril bridge has some special freight and length limitations for trains as described in IET 51.

3.4.5.2 Viana do Castelo bridge

The line between Darque and Viana do Castelo is temporarily considered as D2, with a 60 km/h speed limit for motorized trains, motor coaches and light engines, at 30 km/h for trains with light engines and hauled stock trains weighing up to 1200 tons and 10 km/h for higher weighting trains.

3.5 *AVAILABILITY OF THE INFRASTRUCTURE*

Modernisation works and maintenance interventions may impose restrictions on rail traffic. These items are dealt with in Chapter 4 of this document.

3.6 *SERVICE FACILITIES*

Annexes 3.6.A and 3.6.B cover the main service facilities, mentioning their location and managing operator.

3.6.1 *PASSENGER STATIONS*

Passenger stations are described in section 3.3.1.3 of this document.

3.6.2 *FREIGHT TERMINALS*

Annexes 3.6.A and 3.6.B include identification of the major freight terminals, mentioning their location and managing body.

3.6.3 *MARSHALLING YARDS AND TRAIN FORMATION FACILITIES*

IP does not have any station exclusively aimed at marshalling or train formation.

3.6.4 *STORAGE SIDINGS*

IP provides storage sidings for parking in different sites of the network, as described in the Signalling Instructions.

3.6.5 *MAINTENANCE FACILITIES*

Annexes 3.6.A and 3.6.B include identification of existing maintenance facilities in the Portuguese rail network.

3.6.6 *OTHERS TECHINICAL FACILITIES, INCLUDING CLEANING AND WASHING FACILITIES*

IP doesn't have this kind of facilities.

3.6.7 *MARITIME AND INLAND PORT FACILITIES*

Annexes 3.6.A and 3.6.B identify ports with rail connections.

3.6.8 *RELIEF FACILITIES*

The railway relief facilities of IP are provided for in ICET 296 - Specific Emergency Plans and quantified in Annex 1 - Rail Relief.

3.6.9 *REFUELLING FACILITIES*

IP doesn't have this kind of facilities.

3.7 *SERVICES FACILITIES NOT MANEGED BY IP*

Following the publication of Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services, service facilities are obliged to provide the information identified in said regulation.

In order to comply with Implementing Regulation (EU) 2017/2177, RailNetEurope (RNE) developed a common template meant as a reference for managing entities of service facilities to collect and organise the compulsory information stipulated by the aforementioned regulation. The template insures full compliance with regulation requirements, allowing service facility managers to provide an efficient response in the form of a Service Facility Description (SFD). This template can be accessed on:

http://rne.eu/wp-content/uploads/Common_template_for_service_facility_information_clean.pdf

The content of the template is reproduced in Annex 3.7, although its adoption is not compulsory and service facility managers can develop their own solution to compile and organisation the necessary information according to the regulation.

Complementarily, the service facilitates' managers must provide IP with a set of basic information that covers the designation, location, contacts or availability of the Information Service Installation Information Document. For a greater efficiency in managing this process, IP is finalising an application to be made available on its website which will enable the validation of the service facilitates by the interlocutors and the subsequent direct updating of the information for which they are in charge of.

3.8 *INFRESTRUCTURE DEVELOPMENT*

According to the infrastructure investment Plan Railroad 2020, founded on PETI3+, several investments in railway infrastructure have been foreseen, summarised in Annex 3.8.

4 Capacity Allocation

4.1 *INTRODUCTION*

IP designs and allocates train paths in accordance with Decree-Law no. 217/2015, in particular Section III of chapter IV, Annex IV and Annex VII.

4.2 *DESCRIPTION OF PROCESS*

4.2.1 *RELEVANT BODIES*

Entities that take part in the process of capacity allocation:

- IP, which has responsibility in producing the Network Statement, the drawing up and presentation of the working timetable and the coordination of capacity allocation;
- IP One-Stop-Shop (OSS) which is responsible for the reception and processing of passenger and freight international path requests, not covered by Atlantic Corridor.
- One-Stop-Shop (C-OSS) of Atlantic Corridor, which is responsible for the reception and processing of passenger and freight international path requests covering, even if partially, a Pre-arranged Path (PAP);
  Applicants, who are responsible for making capacity requests and taking part in the allocation process. Applicants can also appeal under the terms of article 44 of Decree 217/2015, against any timetable proposal. The applicants, or the RUs who substitute them in terms of access or route, are responsible for publishing all timetables for public use.

4.2.2 *CONTACTS*

The contacts of the IP department responsible for the capacity allocation of, the IP OSS and OSS of Atlantic Corridor are listed in section 1.8 above.

Applicants must provide a list of agents who will represent them in the Capacity Allocation Process.

4.2.3 *DOCUMENT FORMAT*

4.2.3.1 Train Path Requests

Train path requests contain the following:

- Service specification, including frequency regime, service type and relevant information regarding the train path study.
- Details of rolling stock (locomotive and towed rolling stock) to be used including the vehicle serial number and the number of locomotive and towed units;
- Details of train runs including speed type, train tonnage, length, brake type;
- Special conditions, if any, to be considered in programming of paths, whether due to towed material, type of goods transported, or type of service to be performed
- Reference hours of trains departure and/or arrival in the stations or branches significants to the service, train stopping paterns and minimum time of commercial stop, including the possible margins.
- Times for technical stoppages for operational activities by the RU;
- Minimum time of occupation, (for example loading or unloading) before or after the beginning/ending of the service.
- Material follow-up (motor and towed) to ensure
- Transfers to be ensured

Complementarily, the Applicants must send information on train follow-up or locomotive rotation plan, in case it already exists.

Annex 4.2.3.1 presents a model for train path requests. These requests must be presented electronically through the e-Viriato web application available on the IP website or directly https://aplicacoes.refer.pt/extranet/login.aspx.

For international passengers or freight train paths, including the Atlantic Corridor related, the requests should be made through PCS application, available in http://pcs.rne.eu (see section 1.10.2 above).

4.2.3.2 Annual Working timetable

The annual working timetable document contains the following:

- Type of service, type of speed, the towage weight, frequency, the series of the traction unit and type of braking on the train
- Departure and arrival times of trains at origin, destination and intermediate stations

The Technical Schedule includes, apart from the mentioned on the previous points, the following elements:

- Type of train brake
- Passage hours at intermediate stations and at check points
- Regularity Time Margins – added to the running time needed to compensate for the effects of speed restrictions due to maintenance works and random variables of the journey time that may include:
  - Operational technical incidents
  - Restraints imposed by external forces (weather conditions, third parties, etc.)
  - Longer than expected stopping times due to strong influx of passengers
  - Sequential delays or impacts caused by other trains

- Supplementary Time margins – added to the time needed to guarantee punctuality during track modernisation or long term heavy maintenance or the interaction of trains caused namely by the configuration of the infrastructure
  Special indications, particularly overtaking and crossings on single-track, double-track and multiple-track sections

4.2.4 *TYPES OF ALLOCATION PROCESS*

The handling of capacity allocation requests can be divided into five different process types in accordance with their nature and presentation ahead of the track use.

4.2.4.1 Annual Working Timetable

The 2021 working timetable runs from 0h00 on 13 December 2020 to 24h00 on 11 December 2021.

The annual working timetable is fixed once per calendar year. The following stages apply:

a) 11 months prior to the implementation of the annual working timetable at the latest, IP ensures the definition of international train paths to be included in the annual working timetable in collaboration with other relevant allocation bodies, especially in terms of the Atlantic Corridor;
b) Applicants must submit the corresponding applications to IP within 8 months before the implementation of the annual working timetable;
c) 4 months after the closing date for the submission of tenders on the part of Applicants at the latest, IP draws up a annual working timetable project, marking the start of the Consultation process;
d) All stakeholders (all who have submitted requests for capacity, as well as those who wish to comment on the impact of the annual working timetable schedule in their ability to provide rail services during the term of the annual working timetable) may pronounce in writing within 30 days following the disclosure of the Working Timetable Project;

e) IP will adopt appropriate measures to address the observations made during the Hearing Stage and will ensure the best adjustment by coordinating requests.

4.2.4.2 Late requests

The requests or changes submitted after the end date for submission of requests to the Annual Technical Timetable are classified as late requests and will be included in the Technical annual timetable, although with a level of priority lower than the requests referred to in the previous chapter.

For late requests, the following phases apply:

a) From 8 months to 2 months prior to the entry into force of the Technical annual path, the Applicants may submit their requests to IP;
b) The IP's response to late requests will be given after all the requests submitted to the Technical annual path are replied, no later than 1 month from the entry into force of the Annual technical path;
c) The interested parties (those which have submitted late capacity requests) must express their acceptance in writing, within 5 working days from the date of delivery of the respective proposal.

4.2.4.3 Requests during the duration of the timetable

Requests received in the 2 months prior to the entry into force of the Technical annual path and its end date will be studied by IP according to the classification described in the following paragraphs.

4.2.4.3.1 Requests with significant timetable impact

Applicants are allowed to request alterations with significant impact on the working timetable to allow for unforeseen or uncontrollable situations during the original drawing up of the timetable.

Any significant timetable alteration or adjustment after winter will preferably occur at midnight on the last Saturday of June, although other dates can be agreed.

A "significant impact" to the timetable structure means a request or series of requests by an Applicant that directly or indirectly affects more than 100 cadenced train paths or 50 non-cadenced train paths within a 30-day period. An example of significant impact would be a path request beginning June 1st, that affects 30 non-cadenced paths and another request from the same Railway undertaking affecting 30 non-cadenced paths from June 30th.

The principles of the capacity allocation process are the same as those applied to the working timetable, although some stages are omitted and deadlines are shorter leading to a 80-day minimum period for the procedure.

These capacity allocation requests cannot require any alterations to those requests that have already been attributed (including those arising from other capacity allocation requests that occurred after the working timetable was set down), unless agreed to by the Applicant to whom these capacity allocations were attributed.

4.2.4.3.2 Requests with reduced timetable impact

In order to deal with unforeseen and uncontrollable situations having reduced impact on the working timetable, Applicants can present new train path requests.

A "reduced timetable impact" means a request or series of requests by an Applicant that directly or indirectly affects a maximum of 100 cadenced train paths or 50 non-cadenced paths within a 30-day period. An example of reduced impact would be an Applicant requesting a series of paths from June 1st to June 30th, which does not affect more than 50 non-cadenced train paths or 100 cadenced paths.

The principles for the capacity allocation process are the same as for alterations with significant impact, but with a minimum of 30 days for the procedure.

These capacity allocation requests cannot require any alterations to those requests that have already been attributed (including those arising from other capacity allocation requests that occurred after the working timetable was set down), unless agreed to by the Applicant to whom these capacity allocations were attributed.

4.2.4.4 Ad-hoc requests

In accordance with Article 48 of Decree-law 2017/2015, applicants are allowed to submit occasional train path requests, which will be decided by IP within 5 working days.

These capacity allocation requests cannot require any alterations to those requests that have already been attributed (including those arising from other capacity allocation requests that occurred after the working timetable was set down), unless agreed to by the Applicant to whom these capacity allocations were attributed.

4.2.4.5 Requests concerning Atlantic Corridor

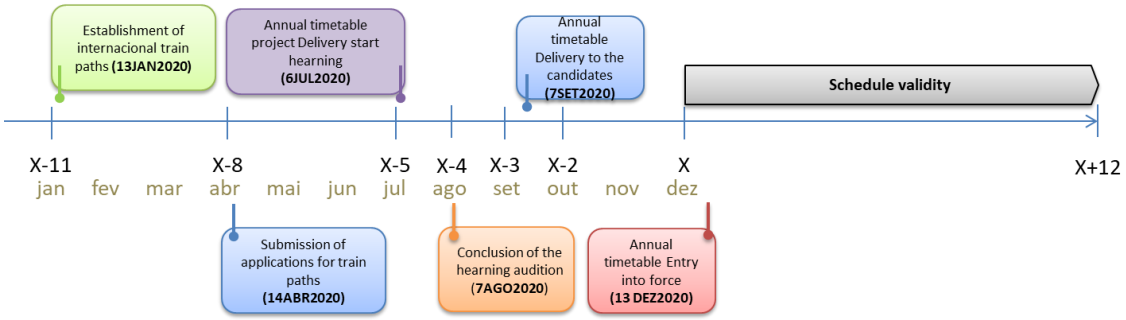
Applicants are allowed to submit capacity requests to C-OSS pertaining to train paths crossing at least one border included in the Atlantic Corridor, and covering at least one Pre-Arranged Path (PAP).

4.3 *SCHEDULE*

4.3.1 *SCHEDULE FOR ANNUAL WORKING TIMETABLE*

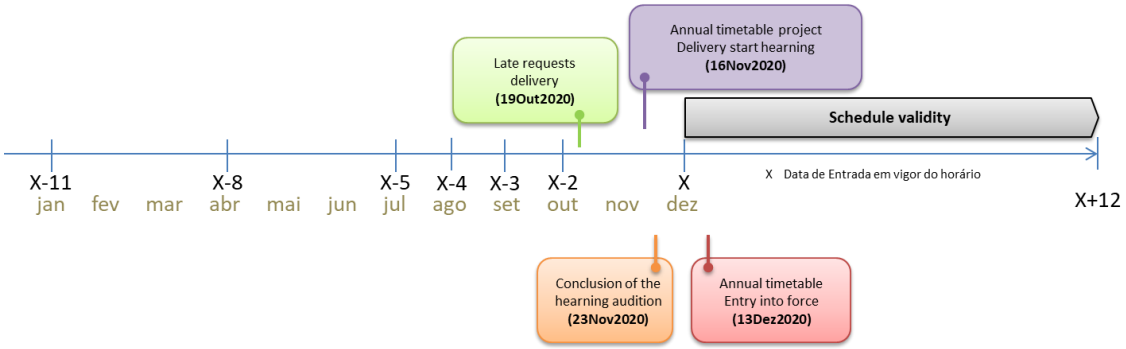
The 2018 working timetable is produced on the following keys stages:

Entity	Stage	Deadline
IP	Establishment of international paths	13 Jan 2020
Applicants	Delivery of train path requests	14 Apr 2020
IP	Preliminary annual timetable study and start of consultation process	06 July 2020
Applicants	Conclusion of consultation process	07 Aug 2020
IP	Delivery of annual working timetable plan to Applicants	07 Sept 2020
IP and Applicants	Annual working timetable comes into force	13 Dec 2020



4.3.2 *SCHEDULE FOR LATE REQUESTS*

Entity	Stage	Time limit *
Applicants	Delivery of late requests	19-Out-2020
IP	Delivery of annual working timetable project	16-Nov-2020
Applicants	Answer to the annual working timetable project	23-Nov-2020
IP and Applicants	Working timetable comes into force	13-Dec-2020



4.3.3 *SCHEDULE FOR TRAIN PATH REQUESTS OUTSIDE THE TIMETABLING PROCESS*

4.3.3.1 Requests with significant timetable impact

The following stages are for updating the working timetable, based on requests with significant timetable impact:

Entity	Stage	Time limit *
Applicants	Delivery of train path requests	80 days
IP	Preliminary timetable study and start of hearing process	50 days
Applicants	Conclusion of hearing process	30 days
IP	Delivery of working timetable plan to Applicants	20 days
IP and Applicants	Working timetable comes into force	Day 0

* minimum days in advance of timetable coming into force

The delivery of train path requests in advance of these limits may lead to an agreement between IP and the Applicant regarding the other stages being brought backward.

4.3.3.2 Requests with reduced timetable impact

The following stages are for updating the working timetable, based on requests with reduced timetable impact:

Entity	Stage	Time limit *
Applicants	Delivery of train path requests	30 days
IP	Preliminary timetable study and start of hearing process	20 days
Applicants	Conclusion of hearing process	12 days
IP	Delivery of working timetable plan to Applicants	7 days
IP and Applicants	Working timetable comes into force	Day 0

* minimum days in advance of timetable coming into force

The delivery of train path requests in advance of these limits may lead to an agreement between IP and the Applicant regarding the other stages being brought backward.

4.3.3.3 Ad-hoc requests

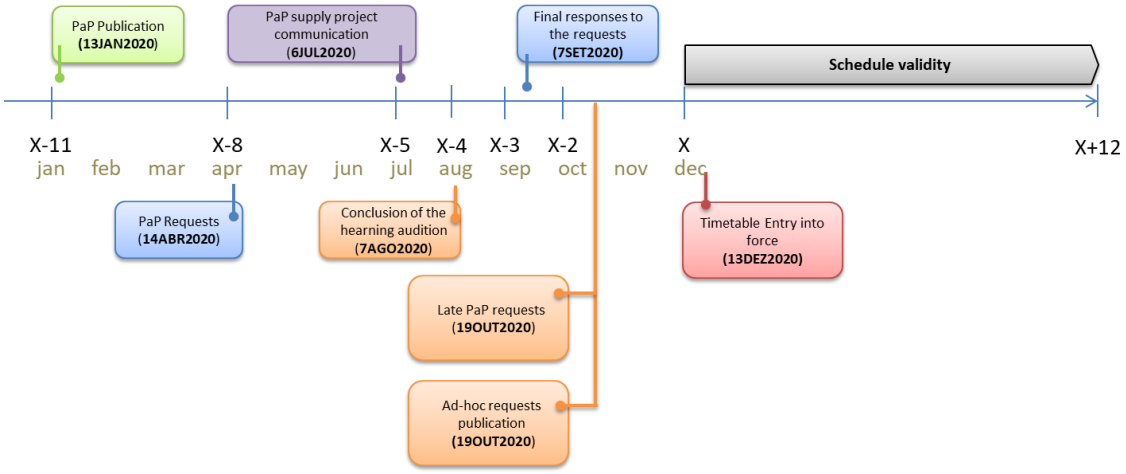
IP will give its decision as to ad-hoc requests within a period of 5 working days.

The ad-hoc requests submitted within less than 5 working days before their date of entry into force might not be accepted by IP.

4.3.4 *REQUEST CONCERNING ATLANTIC CORRIDOR*

The capacity allocation process for Pre-Arranged Paths and Capacity Reserve follow the general timetable below:

Entity	Stage	Deadline
C-OSS	Publication of international paths	13 Jan 2020
Applicants	Train path requests	14 Apr 2020
C-OSS	Report of the path supply project	06 July 2020
Applicants	Conclusion of consultation process	07 Aug 2020
C-OSS	Report of final answers	07 Sept 2020
Applicants	Late Path requests	19 Oct 2020
C-OSS	Publication of capacity reserve	19 Oct 2020
C-OSS and Applicants	Working timetable comes into force	13 Dec 2020



4.4 *ALLOCATION PROCESS*

The allocation process explained here relates to train path requests for theanual working timetable.

The capacity allocation requests made after the anual working timetable has been established cannot require any alterations to those requests that have already been attributed (including those arising from other capacity allocation requests that occurred after the working timetable was set down), unless agreed to by the Applicant to whom these capacity allocations were attributed.

4.4.1 *COORDINATION PROCESS*

After receiving requests for train paths, IP processes the data on all requested paths, as well as restrictions imposed by management and maintenance of the infrastructure.

In the process of timetable modelling and evaluation, various incompatibilities regarding these requests can arise:

- Incompatibility with allocated train paths, including pre-planned train paths
- Incompatibility with other train path requests
- Incompatibility with infrastructure restrictions

These can be firstly resolved through adjustments to timings of requested paths and as a last resort by the partial or total non-acceptance of the train path requests.

IP can also propose adjustments to the timetable structure based upon capacity optimisation criteria that are subject to agreement by the applicants.

In these cases, IP begins a coordination process aimed at establishing a good cooperation between itself and all Applicants. The process aims to resolve and seek better adjustment among requests by maximising the satisfaction of customers' needs through non-discriminatory and transparent principles. This process is administered by IP, which defines the timetable for meetings and prepares the necessary working documents.

Whenever it is not possible to resolve the incompatibilities within the coordination process, IP will apply the "dispute resolutions process" principles explained below in this document, unless it concerns a section of congested track where other rules apply.

The coordination process comes to an end with the delivery of the preliminary annual working timetable to all Applicants, giving the start to the hearing. Interested parties, (all those who have presented path requests as well as those who wish to make observations about the working timetable impact in their capacity as rail service providers during the period in question) must give written notice within the defined deadlines.

IP will take proper measures to respond to the observations during the hearings and deliver the final version of the annual working timetable.

4.4.2 *DISPUTE RESOLUTION PROCESS*

During the coordination process, if the differences are not resolved during the hearings with the applicants, IP will reach a decision based on the following considerations, ranked by importance:

- Overall impact on timetable structure
- Optimisation of capacity use, particularly in terms of quality
- Priority rules applying in congested areas
- Number of used identical paths
- Chronological order in which requests were received

4.4.3 *CONGESTED INFRASTRUCTURE*

4.4.3.1 Definition

If it remains impossible to properly satisfy requests for infrastructure capacity after the coordination process, IP will declare the part of the concerned network a “congested area” and notify the IMT of this.

4.4.3.2 Capacity allocation in congested areas

Whenever there is a need to select paths and reject others the choice is made by IP in accordance with the priority rules established in this document.

Even in congested areas, IP can reserve capacity in the definitive working timetable to respond to foreseeable ad-hoc requests.

4.4.3.3 Priority rules applying in congested areas

Whenever adjustments to train path requests on the basis of priorities are required, IP adopts a set of rules based on three selection levels.

Access to priority resulting from the selection criteria referred to does not confer an exclusive right, as IP can define a maximum percentage of available capacity to be allocated on each line and time period to each type of priority service. This limit can be imposed by IP if priority service requests overload the infrastructure capacity to the detriment of other requests.

1st selection level

The services subject to public service obligations and the services of a greater importance to the community and of a general economic interest, particularly the services for the transport of international goods, take a higher priority.

2nd selection level

If 1st level selection criteria does not permit conclusion of the process, other factors apply based on degrees of priority according to service types and time periods.

The table below shows degrees of priority, being “1” the maximum value and “8” the lowest.

Where services use cadenced timetables, the priority allocated in rush-hour periods (06h00 to 10h00 and 16h30 to 20h45 on working days) is maintained outside of these periods, as long as the paths requested are part of the same timetable system.

Days	Time	Sub1	Sub2	LC	OSP	MI	MN	MV	Others
Weekdays	**00:00-06:00**	5	6	2	4	1	3	7	8
	06:00-10:00	1	3	2	4	5	6	7	8
	10:00-16:30	5	6	1	2	3	4	7	8
	16:30-20:45	1	3	2	4	5	6	7	8
	20:45-24:00	5	6	1	2	3	4	7	8
Saturdays	**00:00-06:00**	5	6	2	4	1	3	7	8
	06:00-10:00	1	3	2	4	5	6	7	8
	10:00-14:00	5	6	1	2	3	4	7	8
	14:00-24:00	5	6	1	2	3	4	7	8
Sundays and Public Holidays	**00:00-24:00**	5	6	1	2	3	4	7	8

Where:

Sub1 – Suburban passenger services with a frequency equal or greater than six trains every hour during rush-hour periods

Sub2 - Suburban passenger services with a frequency lower than six trains every hour during rush-hour periods

LC – Regular high quality national inter-city services and international passenger services

OSP – Other medium to long-distance passenger services

MI- International freight or express services

MN- National freight services

MV – Empty train runs

Others – Other services such as rehearsal runs, crew training or contractors' trains

3rd selection level

If 2nd level criteria do not resolve the selection process, the following apply in decreasing order of priority:

- Requests which cause less relative network impact
- Requests which use the highest number of identical paths
- Requests which use the most train kilometres(TK) on the network

4.4.4 *IMPACT OF FRAMEWORK AGREEMENTS*

Currently, IP does not have framework agreements. In any case, IP will guarantee the allocated capacity within the scope of a framework agreement.

4.4.5 *RESTRICTIONS DUE TO STATION "ECLIPSES"*

In accordance with the principles of efficient network management, IP can at certain times close stations which are not technically necessary for rail operation. These periods are commonly known as "eclipses".

Together with the delivery of the working timetable, IP presents an updated list of stations that are subject to “eclipses”. This list can only be altered as part of an alteration to the Working Timetable or an ad-hoc request accepted by IP under the terms of point 4.3.4. The Table of Eclipsed Stations can be found on the IP website through the eViriato application.

The obligation for IP to man any station that has been eclipsed only exists when the RUs request is soundly based..

4.4.6 *OFFICIAL HOLIDAYS*

For the 2019 timetable, the following days will be considered as official holidays:

Official Holiday	Day
Christmas Day	25-Dez-2020
New Year's Day	1-Jan-2021
Carnival	16-Fev-2021
Holly Friday	02-Apr-2021
Easter Day	04-Apr-2021
Liberdade Day	25-Apr-2021
Labour Day	1-May-2021
Portugal's Day	10-Jun-2021
Corpo de Deus Day	03-Jun-2021
Assunção de Nossa Senhora Day	15-Aug-2021
Republic Implematation Day	5-Oct-2021
All Soul’s Day	1-Nov-2021
Indepence Restauration Day	1-Dez-2021
Imaculada Conceição Day	8-Dez-2021

NOTE: If a day is simultaneously a holiday eve and following an official holiday, for example the Easter Saturday, it will be considered as being only a holiday eve.

4.5 *ALLOCATION OF CAPACITY FOR MAINTENANCE OR ENHANCEMENTS*

To guarantee levels of quality, safety, reliability and development in infrastructure, or to enable projects from external entities IP needs to reserve part of its available capacity for works per time periods or train speed limitations, per lines and sections.

These periods are scaled according to the nature and complexity of the work, by minimizing, wherever possible, the impacts on the paths. For each line section, periods of 4 (four) continuous hours, called "Blue Zones" will be defined. These periods can be found in the Blue Zone Table on the IP website, via the eViriato application.

In the case of major impact interventions in the infrastructure, IP may have to allocate longer time periods than the ones defined in the “Blue Zones”. For said purposes the provisions of the Decree-Law no. 217/2015, Annex VII shall apply.

4.5.1 *ALLOCATION OF CAPACITY FOR WORKS IN “BLUE ZONES”*

In periods concerning the Blue Zones, the track sections to be subjected to restriction of use, are established according to the following rules:

- On single-track lines all traffic is prohibited during this period
- On double-track lines with one line closed, trains can operate on the remaining line during this period
- On multiple-track lines with one or more tracks being closed, traffic can continue on remaining lines

The railway branches and parking spaces when electrically powered from a single section will be affected during the entire period for the section that feeds them.

For the purposes of drawing up the annual timetable, these restrictions should be considered along the following lines:

a) While the annual timetable is being discussed, as long as the Blue Zones are guaranteed, IP will be flexible in altering these periods so as to minimise incompatibilities amongst candidate requests.

b) IP will notify the final schedule of the Blue Zones when it delivers the annual timetable.

Although the Blue Zones are designed for track works, Applicants may make conditional path requests during these times.

These will be called “Conditional Paths” and may be used by IP whenever needed for works. IP will inform the Applicants that it needs to use the “Conditional Paths” in Blue Zones, every Monday of the week n-2, except in the case of emergency when it may not be possible to give such warning.

Until monday of the week n-1, the applicants have the right to make suggestions regarding the way to reprogram or to cancel the affected trains. In case of no any suggestion being presented, the trains will be cancelled.

If IP needs to use the “Conditioned Paths” under the terms given above, Applicants will have no right to compensation since this condition is assumed to have been accepted when a Blue Zone timetable request was presented, without loss for IP being able to demand a clear acceptance.

4.5.2 *ALLOCATION OF CAPACITY FOR WORKS OUTSIDE THE “BLUE ZONES”*

IP is carrying out a widespread program of maintenance and enhancements to the rail network, whose execution is not possible using only the periods of blues zones, with significant implications in the amount of available capacity.

The reduction of capacity availability may result from track prohibition for execution of maintenance, renovation and modernisation works, as well as from speed restrictions, weight per axle, train length, traction or clearance. The temporary capacity restrictions may or not be planned.

The capacity restrictions may vary according to their duration and impact on railway traffic, with the various typologies being presented in the following table according to the conjugated combination of those two factors.

Temporary Capacity Restriction typology	Period of consecutive days	Impact on traffic (channels cancelled, rescheduled or transferred to other means of transport)
Major impact TCR	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
Medium impact TCR	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR	Unspecified	More than 10% of the estimated traffic volume on a railway line per day

Each restriction typology creates, according to Annex VII of Decree-Law no. 217/2015, a need for different actions inherent to their disclosure and consultation on part of the infrastructure manager to the known and potential applicants that are affected by the railway system capacity temporary restrictions, as exhibited in the following table:

<table>
<tr><th colspan="4">Impact of TCR´s</th><th rowspan="2">(months)
Timeline of activities</th></tr>
<tr><th>Minor</th><th>Medium</th><th>High</th><th>Major</th></tr>
<tr><td rowspan="15">Preliminary Consultation</td><td rowspan="6">Consultation</td><td colspan="2">Preliminary consultation of aplicants coordination with neighbouring IM´s</td><td>Before X-24</td></tr>
<tr><td colspan="2">First publication of TCR´s</td><td>X-24</td></tr>
<tr><td rowspan="5">Consultation</td><td rowspan="3">Finalization of provision alternatives; Consultation and Coordination</td><td>X-23</td></tr>
<tr><td>X-22</td></tr>
<tr><td>X-21</td></tr>
<tr><td rowspan="4">Final Consultation</td><td>X-20</td></tr>
<tr><td>X-19</td></tr>
<tr><td>X-18</td></tr>
<tr><td>X-17</td></tr>
<tr><td rowspan="2"></td><td rowspan="3">Final Consultation</td><td>X-16</td></tr>
<tr><td>X-15</td></tr>
<tr><td>X-14</td></tr>
<tr><td>Final Consultation</td><td>X-13</td></tr>
<tr><td>Publication of TCR´s</td><td colspan="2">Second publication of TCR´s</td><td>X-12</td></tr>
<tr><td rowspan="8"></td><td colspan="3" rowspan="8"></td><td>X-11</td></tr>
<tr><td>X-10</td></tr>
<tr><td>X-9</td></tr>
<tr><td>X-8</td></tr>
<tr><td>X-7</td></tr>
<tr><td>First information</td><td>X-6</td></tr>
<tr><td>Consultation</td><td>X-5</td></tr>
<tr><td>Publication of TCR´s</td><td>X-4</td></tr>
</table>

X is the effective date of the timetable

IP will provide information related to the works on the infrastructure, according to the typology of the temporary capacity restrictions, to be consulted by the Applicants as per the previous above.

For the 2021 Technical Timetable, the process from X-12 will be guaranteed, i.e., from December 2019.

Annex 4.5.2 A presents a table with the main works on the infrastructure that are planned during the validity period of the present Network Statement, as per information to be provided on X-12.

Considering the interventions provided for in Annex 4.5.2, Annex 4.5.2. B contains the supplementary time margins to be considered for preparation of the Timetable.

Potential critical situations that take place during the progression of the works contained in Annex 4.5.2 A will be subject to a communication on part of IP with at least 4.5 months' notice.

Where IP needs to use the paths which interfere with the works on the infrastructure, the applicants will be entitled to compensation in accordance with point 4.5.3.

IP may decide not to apply the stipulated deadlines if the capacity restriction is essential to resume safe rail operations, if the restriction schedule is beyond its control, if the enforcement of said deadlines proves cost inefficient or irresponsible in terms of live or infrastructure conditions, or if the applicants in question reach an agreement. In such cases and regarding any other capacity restrictions not subject to consultation, IP shall immediately consult the applicants and the main service facility operators in question.

IP shall communicate the confirmation of the need for intervention with a 42 days' notice.

4.5.3 *CONTRACTING ALTERNATIVE TRANSPORT SERVICES*

In the event of train cancellation as a result of work being carried out in the infrastructure, in the cases defined by point 4.5.1, in which IP does not meet the notification deadline (Monday of week n-2) for works in "Blue Zones", or in the cases defined by point 4.5.2, the Applicants are entitled to financial compensation for the costs associated with alternative transport use, according to the following terms and conditions:

a) In case of use of alternative road services, IP will offer compensation for the procurement costs incurred in Portuguese territory.
b) In case additional railway kilometres are required to enable the alternative transport service set, IP will not charge the usage fee and will cover the cost of energy used in the Portuguese territory.
c) In case of changes to train routes, IP will cover the usage fee differential and the energy consumption differential in the Portuguese territory.
d) The Applicant is responsible for justifying the above-mentioned costs, which will be verified by IP, and can be the object of further clarification or revise, without which IP will not accept to cover them.
e) Where interventions require alternative transport services with a higher impact on the clients, IP will examine the possibility of associating itself with the Applicant in joint public information campaigns.
f) Any other additional costs incurred by the Railway undertakings (particularly public information campaigns carried out on their own initiative or expenses with staff) and lost profits are not eligible.

4.6 *NON-USAGE/ CANCELLATION RULES*

If a path requested by an RU is not used, it will have to pay the tariff as described in Chapter 6 of this document.

4.7 *EXCEPTIONAL TRANSPORTS AND DANGEROUS GOODS*

Path requests for this type of transport must be made within at least 30 working days' notice because of the need to assess and resolve any incompatibilities by IP.

Without prejudice to other prescribed regulatory measures being applied, before a train carrying dangerous goods is dispatched, they shall not be allowed to commence their journey without the Railway undertaking having given prior notice to IP of the routing plan and of the respective safety data sheet, written in Portuguese, detailed composition, and place in which the dangerous merchandise circulates.

4.8 *SPECIAL MEASURES TO BE TAKEN IN TEHE EVENT OF DISTURBANCE*

4.8.1 *PRINCIPLES*

When a disruptive event occurs IP will determine the appropriate actions to restore the working timetable, minimizing the negative impacts, also in accordance with Dispute resolution rules for Congested Infrastructure. Consultation of the affected railway undertakings may be considered.

4.8.2 *OPERATIONAL REGULATION*

For the management of all operational procedures relating to rail operations management and traffic management in area they cover, the Operational Command Centers (CCOs) shall assure the following actions:

- CCO Manager
  Assumes the overall management of the activities and ongoing and planning processes in the CCO

- Head of CCO
  Ensures the practical leadership, to whom the various workers in the control room of the CCO will respond.
- Traffic Management (Supervision)
  Coordinates, supervises, guides and assures, management and traffic command in its area of operation.
- Train Traffic Command and Control
  Controls and manages rolling stock activities
- Collection of incidents
  Monitors the events recording systems and the quality and accuracy of information
- Infraestruture Monitoring
  Centralizes all relevant information about incidents and accidents on infrastructure and triggers the necessary contacts to immediately restore of operation
- Passenger Information and Public Address Systems
  Manages the Passenger Information and Public Address Systems visual and acoustic, by informing arrivals and departures of trains, as well as any unexpected incident or accident and its effects on the normal flow of traffic.
- Video Surveillance (CCTV)
  Manages the information caught from the surveillance carried out through video cameras, either the one related to train traffic (train movements and accesses in stations, platforms and across platforms), both concerning the safety and security.
- Local Command Posts
  Ensure command and control of railway circulation in their area of operations.
- CCO – crisis room
  There is a room, in every CCO where the Railway undertaking Mgr and IP's Train Traffic Mgr meet together, whenever there is an event with strong impact on traffic

4.8.3 *FORESEEN PROBLEMS*

In order to resolve problems that permit scheduling of response measures, IP will inform RUs of the impacts involved with the maximum possible advance notice.

IP will supply the following information to RUs as soon as possible:

- Train paths affected by the undertaking of track works
- Start and finish date of track works
- Predictable restrictions to rail traffic caused by track works
- Expected increase in route timings due to temporary speed restrictions
- The need to cancel train paths and the availability of alternatives

RUs are allowed to reject alternative train paths indicated by IP and in these cases the paths concerned are cancelled.

IP will always try to minimise the operational impacts using, whenever possible, periods that are less detrimental to RUs.

4.8.4 *UNFORESEEN PROBLEMS*

In the case of disturbances to rail traffic due to accidents or technical failures, IP will take all necessary measures to re-establish all normal operating conditions.

In the case of emergencies and technical failures that render the infrastructure temporarily unusable, allocated train paths can be cancelled without notice during the period needed to repair the system.

If the track is blocked by rolling stock, IP will assume the role of coordinating the activities and the necessary resources to clear the blockage.

IP may demand any RU to place at its disposal the resources needed to rapidly resolve the situation even if the RU is not the direct cause of the obstruction. The RUs that put these resources at IP's

disposal to resolve obstructions caused by third parties have the right to be compensated to the amount agreed upon with the entity that caused the obstruction in the first place and which will have to bear the costs.

4.9 *ALLOCATION OF CAPACITY FOR SERVICES FACILITIES*

Capacity requests regarding Terminals managed by IP shall be processed through the contacts mentioned in Annex 5.3.1.2.

5 Services

5.1 *INTRODUCTION*

The services described in this chapter are in accordance with Decree Law n.º 217/2015, as amended and republished by Decree-Law no. 124-A/2018.

5.2 *MINIMIUM ACESS PACHAGE*

The minimium access package contains.

a) handling of requests for railway infrastructure capacity;
b) the right to utilise capacity which is granted;
c) The use of railway infrastructure, in particular railroad switchs and junctions;
d) train control including signalling, regulation, dispatching and the communication and provision of information on train movement;
e) use of electrical supply equipment for traction current, where available;

all other information required to implement or operate the service for which capacity has been granted.

5.2.1 *PROVISION OF RAIL RELIEF*

To the railway relief provision in case of traffic disruption resulting from a technical failure or accident, accordingly to the terms provided on article 54. º of the Decree Law n.º 217/2015, IP will take all the necessary measures and will provide the necessary means in order to restore the normal situation, and for this purpose may use the following resources, as defined in IET 96 – General Emergency Plan and in particular in ICET 296 – Specific Emergency Plans quantified in its Annex 1 – Rail Relief:

a) Rail or road means of assistance which IP ensures under contingency and promptness conditions;
b) Adequated means of railway undertakings which allow a major eficiency at restoring the normal situation

5.2.1.1 IP rail or road means of assistance

IP ensures the provision of means of relief under the contingency and readiness regime.

The mobilisation and operationalisation of these means entail activities of a variable nature which are not encompassed by the contingency and readiness regime, wherefore the respective costs will be allocated to the entity(ies) responsible for the technical fault or accident, after liability is established.

These variable costs are related to the mobilization and use of IP's intervention support and to the infrastructure usage for which the prescribed applicable charge corresponds to the Empty Runs value set out in section 6.3.1 for the used sections.

5.2.1.2 Railway Undertakings means

Whenever IP demands to a railway undertaking the adequate resources to restore the normal situation, this will be financially compensated, apart from allocating responsibilities. In this case the incurred costs have to be justified by the railway undertaking in detail.

The costs incurred by the mobilization and use of IP's intervention support and infrastructure, for which the prescribed applicable charge corresponds to the Empty Runs value set out in section 6.3.1 for the used sections, will be charged to the responsible(s) entity(ies) for the technical failure or accident, after the final account of responsibilities.

5.3 *ACESS TO SERVICES FACILITIES AND SUPPLY OF SERVICES*

In this section, IP shows the service facilities it manages, where services can be provided to all railway undertakings that request it, always complying with the non-discriminatory principle.

In section 3.6 associated with annexes 3.6.A and 3.6.B these service facilities and those managed by other undertakings are identified.

5.3.1 *ACESS TO SERVICE FACILITIES*

5.3.1.1 Passenger stations

IP offers the following services in passenger stations, in its buildings, and in other facilities covering the following activities that are not contemplated in the Minimum Access Package:

a) Use of Train Stations and Halts;

b) Availability of Operational Facilities in Stations Complex;

c) Consumptions of the Railway Undertaking's Equipment in Stations' Common Areas;

d) Provision of Commercial Information.

These service facilities are classified according to 4 levels – A, B, C and D. Such classification, which is similarly applicable to the charging of use of stations and stops and of Provision of Operational Facilities in the Stations' Compound, relies on the following criteria and respective weightings:

- C1 - Passenger Flow, related to the volume of passengers arriving at and departing from the station
- C2 – Railway Service Rendered, associated with the diversity of railway services provided;
- C3 – Intermodality Level, as a measure of availability and conditions of transportation means complementary to the railway service;
- C4 – Relevance, through criteria associated with the coverage and reach of the station.

Annex 5.3.1.1 shows the stations, halts and their classification where presently there are activities of passenger support, by assuring its train access and display of travel information. This Annex also shows the occupied operational facilities.

5.3.1.1.1 Use of Train Stations and Halts

This service includes the use of areas, at train stations or halts, allocated to passenger support, including the display of travel information and access by passengers, as well as areas that contain the technical equipment installed there.

5.3.1.1.2 Operational facilities provision at stations complex

This service covers the provision of facilitates to the railway undertakings within the set of buildings of the passenger stations' compound that the latter might exclusively take for purposes of:

- Ticket selling rooms;
- Customer service offices;
- Support areas for operational staff;

These facilities are available to the railway undertakings without any furniture or equipments.

IP obliges itself to keep the surroundings of the facilities that may be occupied in a good state of maintenance, promptly repairing the deteriorations or malfunctions that may occur, namely in what concerns the operation of infrastructure networks.

Railway Undertakings obligations

Constitute RU obligations:

a) The respect for the access and use rules of the facility which are notified by IP.
b) The costs with the installation and use of telecommunication, water and electricity consumption are the sole responsibility of the RU, except when there is a sharing of the supplies of water and electricity between the RU and IP in which case IP sets the burden sharing
c) Allow IP's access, or its nominees, to the facilities for inspection purposes.
d) To keep the facility in a good state of maintenance and conservation, and the promptly reparation of the occurring deterioration or malfunctions, at their own expenses.
e) Supporting the costs with the carrying out of improvements, repair, renovation and adaptation works, as well as the respective projects which must be previously approved by IP. . The interventions to these areas require the IP's prior authorisation, and the Railway undertaking must submit the processes for change/remodelling for the IP's analysis and opinion. The works will be supervised by IP during their execution in the manner it sees fit.
These works or improvements carried out by the Railway Undertaking, at the occupied facility, might enter the public domain, free of charge, as they are executed, with the the Railway Undertaking not being entitled to any compensation or right of retention;
f) Deliver, at the end of the occupation, the facility in a good state of conservation, without prejudice to the deteriorations resulting from a normal use and vacating within the period indicated by IP.
g) The RU is responsible for all expenses, namely licenses, contributions, taxes and fines which fall upon the exercise of the RU activity in the occupied space, even if they are charged to IP, as well as any other expense connected to its operation.
h) Assuming the responsibility for the cleaning and security services of occupied areas.
i) Perform and maintain valid multi-risk and civil liability insurance policies concerning the occupied facilities and deliver a copy of it to IP.

Contracts signing

The facilities occupation will be governed by a contract to be established between IP and the RU, in which the Network Statement principles will be complemented, with a particular emphasis on the occupation duration. These contracts can be established at any time.

Temporary regime applicable to the occupations with pending contracts

In the cases where a contract is not yet established, corresponding to old occupations, the provisions of the Network Statement continue to fully apply, including payment obligations. In these exceptional situations, the following procedure applies provisionally:

Entity	Phase	Deadline *
Railway Undertakings	Occupation's written request of (the ongoing) occupation	120 days
IP	Written communication on the (ongoing) occupation's acceptance or rejection	90 days

*Counted at least before the date of entry into force of the technical schedule.

In situations where IP decides to reject the facilities occupation's requisition, as referred above, the RU have no right to any compensation.

Whenever there is a serious breach of the obligations of the railwat undertaking, IP may at any time proceed in order to vacate the facilities.

5.3.1.1.3 Consumptions of the Railway undertaking's Equipment in Stations' Common Areas

IP may also permit the installation of equipment of support to the Railway Undertaking's business activity in the stations' common areas, namely:

- Ticket vending machines;
- Access control equipments;
- Information equipments.

Railway undertakings shall require by written form an authorization to the installation of these equipments, mentioning their characteristics and desired location.

The installation is dependent upon IP authorization, which will establish the applicable conditions.

The railway undertaking will be held liable for costs associated with the consumption of the installed equipment.

5.3.1.1.4 Provision of Supplementary Information

Upon railway undertakings request, IP can provide commercial character information to the passengers, in particular:

a) Information on the existence of on-board bar service;
b) Information on the acceptance of certain types of transport tickets;
c) Special information about certain events;
d) Detailed information about intermediate stops;
e) Information about connections and links with other means of transport;

These informations maybe disseminated throughout tele-indicator messages, automated voice-announcements or live speech.

Annex 5.5.2 shows the places where IP is able to provide this service.

The provision of this service will be carried out following the submission of the corresponding requisition (namely through the eServiços app), subject to the available capacity.

Each request will be valid for no more than 30 (thirty) days, following the first dissemination.

5.3.1.2 Freight terminals

IP may provide services in the Terminals it manages, according to the information provided in Annex 5.3.1.2.

5.3.1.3 Marshalling yards and train formation facilities, including shunting facilities

IP does not have any station exclusively aimed at marshalling or train formation, irrespective of providing this kind of services in several network sections, upon request.

5.3.1.4 Storage sidings

IP provides storage sidings by means of the additional parking service defined in section 5.4.5 of this Network Statement.

5.3.1.5 Maintenance facilities

IP doesn´t have these facilities

5.3.1.6 Other technical facilities, including cleaning and washing facilities

IP doesn´t have these facilities

5.3.1.7 Maritime and inland port facilities

IP doesn´t have these facilities

5.3.1.8 Relief facilities

The services of IP's relief facilities are carried out according to the terms of ICET 296 – Annex 1, which includes specific emergency procedures.

5.3.1.9 Refuelling facilities

IP doesn´t have these facilities.

5.3.1.10 Turntables and Water Supply specific installations

IP provides Turntables at the Régua and Tua stations and Water Supply equipment at the Régua, Tua and Pinhão stations for operation of the Historical Steam Train in the Douro Line.

The details of the operational activities associated with this service constitutes an integral part of the regulatory documents, Régua Station Table – Paragraph 6.4 of Part 5 of Annex 3 to IS 2 and Tua Station Turntable – 2nd Amendment to Part 3 of Annex 4 to IS 2, which specify the tasks and procedures related to their use.

The provision of this service to the Railway undertakings shall take place following the submission of the corresponding requisitions (namely through the eServiços application).

5.3.2 *SUPPLY OF SERVICES IN SERVICES FACILITIES*

5.3.2.1 Shunting

IP doesn´t presently provide these services in its own service facilities.

5.4 *ADITIONAL SERVICES*

The additional services to be provided by IP are expressly requested by the RUs. Although IP does not have to supply these services, if there are viable and comparable market alternatives, it is company policy to supply them indiscriminately whenever they are requested by an RU as long as there is available capacity.

5.4.1 *TRACTION CURRENT*

IP transfers to the railway undertakings the direct costs with the acquisition of electric power for traction, as well as the administrative services concerning the assessment of data and distribution of consumptions, according to the consumption distribution method defined in Annex 6.3.4.1 of this Network Statement.

Electric power is available on the railway network through the substations identified in Annex 3.3.2.6 B.

5.4.2 *SERVICES FOR TRAINS*

IP doesn´t provide these services

5.4.3 *SERVICES FOR EXCEPTIONAL TRANSPORTS AND DANGEROUS GOODS*

In the case of exceptional transports (as defined in 2.5), the previous execution of a feasibility study by IP is mandatory. This study will assess the feasibility of that transport, and the identification of implications and adaptations that have to be incorporated either in the operating infrastructure or in the rolling stock.

The feasibility study includes:

- Decision regarding the transport's feasibility;

- Identification of the need for infrastructure adaptations, including submission of budget and a preliminary plan for the execution of the works;
- Identification of the need of adaptations to rolling stock, which should be carried out by the Applicant.
- Identifying possible capacity restrictions.

The feasibility study is provided within a maximum period of 20 (twenty) working days starting on the date the Applicant formalized the request.

After sending the feasibility study, whenever the execution of any interventions in the infrastructure is identified, the following steps must be taken:

a) The Applicant must request a detailed study
b) IP must carry out the detailed study, including final budget and planning, as well as the payment plan.
c) Contract Signing by IP and the Applicant, defining the terms under which the transport will be carried out, including the infrastructure intervention plan and transport dates.

5.4.4 *SHUNTING*

The additional shunting services provision to the RUs transport companies will be carried out after the presentation of the corresponding requisitions (namely throug the IT tool eServiços) and being conditioned to the available man power capacity.

In stations where the services are available but there is no specific crew on site, the service time includes the travelling time from the nearest manned station.

5.4.5 *PARKING OF ROLLING STOCK*

Parking must take place off the circulation lines used for the Minimum Access Package itineraries.

In exceptional cases where IP allows circulation tracks to be used for parking and while the lines are not reclassified, the rate will be the same as for parking.

Annex 3.3.1.3 lists the circulation lines in the railway stations.

5.5 *ANCILLIARY SERVICES*

Auxiliary services to be provided by IP are expressly requested by the Railway Transport Companies, while IP is not obliged to provide them. Although IP is not obliged to provide these services, it is the Company's policy to provide them, in a non-discriminatory manner, whenever requested by any Railway undertaking, provided there is available capacity.

5.5.1 *ACESS TO TELECOMMUNICATION NETWORK*

Alongside the voice communication services associated with traffic command and control (communications between command posts and train drivers), which are covered by the Minimum access package, IP may provide the following ancillary services:

- Voice communications relative to the RUs maintenance and management activities;
- This service enables the establishment of communications between operations and maintenance posts of the RU and the train drivers and crew;
  Communications may be established through dispatcher terminals, cab radios and portable terminals and closed communication groups may be created;
- SMS messaging service;
- GPRS data transmission service between on-board systems and app management servers for the Railway undertaking.

- Other services in concessioned stations

Infraestruturas de Portugal reserves the right to establish limits to the concession of these services in function of the network's available capacity and service prioritization criteria.

5.5.2 *TECHINICAL INSPECTION OF ROLLING STOCK*

IP doesn´t provide these services.

5.5.3 *TICKETING SERVICES IN PASSENGER STATIONS*

IP doesn´t provide these services

5.5.4 *SPECIALIZED HEAVY MAINTENANCE SERVICES*

IP doesn´t provide these services

5.5.5 *SUPPLY OF LABOUR FOR RAILWAY UNDERTAKING OPERATIONAL ACTIVITIES*

The provision of these ancillary services will be carried out after the presentation of the correspondent requests (namely through the IT tool eServiços), being conditioned to the manpower available capacity.

5.5.6 *SUPPORT FOR THE CIRCULATION AUTHORISATION PROCESSES*

IP can support the RUs in the circulation authorisation processes for the rail network, which are issued by the IMT.

5.5.7 *FEASIBILITY CAPACITY STUDIES*

IP can support the applicants in the analyses of diverse options for transport services, by studying theoretical train paths. These studies may or not lead to subsequent capacity requests by the applicants.

6 Charges

6.1 *CHARGING PRINCIPLES*

IP sets the amount of charges in accordance with Decree-law 217/2015, particularly article 31 therein, as well as the Implementing Execution EU 2015/909 in the settlement of the Direct Unit Cost.

Charges for the Minimum Access Package correspond to the costs directly attributable to the operation of the rail service, as set in section 3 of article 31 of Decree-law 217/2015. In addition, the fees for the access minimum package also include the components provided for in article 32 and 33 of Decree-Law no. 217/2015.

Charges for access to service facilities do not surpass the cost of their provision, plus profit established on the basis of Portuguese market values, as set in section 11 of article 31 of Decree-law 217/2015.

Charges on additional and ancillary services meet requirements in section 12 of article 31 of Decree-law 217/2015.

Besides the already conducted adjustment in the charging system, in accordance with Commissioning Regulation (EU) 2015/909, IP fostered a charging revision study with the engagement of the railway undertakings, completed in the first quarter of 2019.

6.2 *CHARGING SYSTEM*

The regulations governing the tariffs for minimum access pachage are given in Annex 6.2.

6.3 *TARIFFS*

6.3.1 *MINIMUM ACESS PACKAGE*

Charges for Minimum Access Package for pathways are calculated as follows:

$$TUI = \sum_{i=1}^{n} T_i \times CK_i$$

Where:

TUI – Charge for providing Minimum Access Package when using a train path for a rail composition.

i – Line in operation

Ti – Base charge defined in the Network Statement for each line, depending in the traction used, use of platforms, train schedule and market sgment

CKi – Distance actually covered by a rail composition in each line in operation.

The collection of the charge that are due for the Minimum Access Package takes into consideration all the capacity actually used by each Railway undertaking in the period covered by the invoice.

The amount each Railway undertaking must pay depends on the traction used, use of platforms, market segment, train schedule and line demand. The total amount is determined by the sum of the product of the length covered of each line by the applicable charge.

VAT will be added to these amounts.

The charges for the Mi-nimum Access Package by train kilometres (CK), in force during the term of Timetable 2021, are those indicated in the table below.

€/ck		Passenger												Freight		Empty runs	
		Urban		Regional		Regular Long Distance		High Quality Long Distance		International		Special					
Schedules	Lines	E	NE	E	NE	E	NE	E	NE	E	NE	E	NE	E	NE	E	NE
Peak	A	2,27	2,00	1,82	1,60	2,27	2,00	2,36	2,08	1,82	1,60	2,27	2,00	1,48	1,30	1,48	1,30
	B	2,04	1,80	1,64	1,44	2,04	1,80	2,13	1,87	1,64	1,44	2,04	1,80	1,33	1,17	1,33	1,17
	C	1,93	1,70	1,54	1,36	1,93	1,70	2,01	1,76	1,54	1,36	1,93	1,70	1,25	1,11	1,25	1,11
Regular	A	2,27	2,00	1,82	1,60	2,27	2,00	2,36	2,08	1,82	1,60	2,27	2,00	1,48	1,30	1,48	1,30
	B	2,04	1,80	1,64	1,44	2,04	1,80	2,13	1,87	1,64	1,44	2,04	1,80	1,33	1,17	1,33	1,17
	C	1,93	1,70	1,54	1,36	1,93	1,70	2,01	1,76	1,54	1,36	1,93	1,70	1,25	1,11	1,25	1,11
Low	A	1,93	1,70	1,54	1,36	1,93	1,70	2,01	1,76	1,54	1,36	1,93	1,70	1,25	1,11	1,25	1,11
	B	1,74	1,53	1,39	1,22	1,74	1,53	1,81	1,59	1,39	1,22	1,74	1,53	1,13	1,00	1,13	1,00
	C	1,64	1,44	1,31	1,15	1,64	1,44	1,71	1,50	1,31	1,15	1,64	1,44	1,07	0,94	1,07	0,94

Legend:
E – Electric.
NE – Non electric

Categories	Lines
Type A Lines - structuring lines of RFN most demanded/valued	Minho Line, Braga Branch Line, Norte Line, Guimarães Line, Lousã Branch Line, Alfarelos Branch Line, Tomar Branch Line, Sintra Line, Cintura Line, Cascais Line, Sul Line, Concordância de Agualva, Concordância de Bombel, Concordância de Sete Rios, Variante de Alcácer
Type B Lines - lines of mixed utilisation between passengers and freight with a traffic complementary to that of Type A lines.	Douro Line, Beira Alta Line, Beira Baixa Line, Vendas Novas Line, Alentejo Line, Sines Line, Algarve Line, Concordância do Poceirão, Concordância de Verride, Concordância Norte do Setil
Type C Lines - lines of residual utilisation mostly used by regional freight or passenger Rus	Remainder

Train timetable departure	Week days	Saturdays, Sundays and Official Holidays
Low Periods	00h00 – 05h59 20h45 – 23h59	00h00 – 05h59 20h45 – 23h59
Regular Periods	10h00 – 16h30	06h00-20h44
Peak Periods	06h00 – 09h59 16h31 – 20h44	NA

6.3.1.1 Reservation Tariff for Adhoc Requests

Ad hoc requests are all capacity requests presented after the annual working timetable comes into force.

These requests are subject to an additional fee that varies with the order formalization in advance, according to the table below:

Adhoc Request Charg	Advance of ad hoc capacity request in relation with the train date
0,00 €/CK	Equal or higher than 14 days
0,04 €/CK	Between 14 days (exclusive) and 7 days (including)
0,08 €/CK	Between 7 days (exclusive) and 4 days (including)
0,15 €/CK	Less than 4 days

The day count is performed as follows:

- the requested channel day is not counted in the count of days;
- the day on which the punctual request for capacity is made is used in the count of days;
- The requested channel time does not interfere with the count of days.

VAT will be added to these values

6.3.2 *TRACK ACESS TO SERVICES FACILITIES*

6.3.2.1 Passenger stations

6.3.2.1.1 Use of passenger stations

The use of stations is charged according to the commercial stops made by each train, according to the typology of station where the commercial stop occurs:

Station Type	Tariff / Commercial Stop (€)
A	0,75
B	0.53
C	0,23
D	0,06

VAT will be added to these values

6.3.2.1.2 Operational facilities provision at stations complex

The operational facilities provision in each station complex is charged accordingly to the occupied areas in line with the station typology, regardless the occupation type.

Station Type	Monthly Tariffs / m2 (€)
A	2,23
B	1,58
C	0,86
D	0,24

VAT will be added to these values.

6.3.2.1.3 Railway undertakings equipment consumptions in common areas within the stations

The charges applicable are calculated on the consumption for each railway undertakings equipment installed in common areas of the service facilities.

6.3.2.1.4 Commercial character information provision

Tele-indicator messages

The services provision corresponds to 20 minutes for the insertion in the system + 20 minutes for its removal, which totals 40 minutes for each requested operation, for a specific train and period, which will be charged accordingly to the man power value of a Infrastructure Command Operator.

The applied tariff to each request of service provision is 19,75 €, to which applies the VAT. Request means all and any request which implies the introduction of a new message, even if an equal content but in a different idiom or an alteration of existing messages in the system.

The entry in force of the new annual technical timetable implies the formalization of new requests which will be the subject to billing.

Each request will be valid for no more than 30 (thirty) days, following the first dissemination.

Voice announcements.

The services provision corresponds to 90 seconds, by announcement/message, which will be charged accordingly to the manpower value of an Infrastructure Command Operator.

The applied tariff to each request of announcement service provision is 0,74 €, to which applies the VAT.

The entry into force of the new annual technical timetable implies the formalization of new requests which will be subject to billing.

Each request will be valid for no more than 30 (thirty) days, following the first dissemination.

6.3.2.2 Freight terminals

The tariffs for the terminals managed by IP are shown in Annex 5.3.1.2.

6.3.2.3 Marshalling yards and train formation facilities, including shunting facilities

Not applicable.

6.3.2.4 Storage sidings

Not applicable.

6.3.2.5 Maintenance facilities

Not applicable.

6.3.2.6 Other technical facilities, including cleaning and washing facilities

Not applicable.

6.3.2.7 Maritime and inland port facilities

Not applicable.

6.3.2.8 Provision of rail relief

The value applicable to the deployment and operationalisation of relief means which are not covered by the Minimum Access Package depends on variable activities whose amount can only be set after the conclusion of the incident.

6.3.2.9 Refuelling facilities

Not applicable.

6.3.2.10 Turntables and Water Supply specific installations

The unit value for utilisation of the historical train specific equipment is €33.47 per train, plus tax added value.

The water consumption is paid by the Railway undertakings and shall be subject to specific collection.

6.3.3 *SUPPLY OF SERVICES REFERRED TO IN 5.3.2*

Not applicable.

6.3.4 *ADITIONAL SERVICES*

6.3.4.1 Traction Power

Annex 6.3.4.1 shows the rules regarding this matter, including tariffs.

6.3.4.2 Services for trains

Not applicable.

6.3.4.3 Special contracts regarding exceptional transports

For the execution of this feasibility study a 500 € fee is charged, plus value added tax. The amount charged for the feasibility study will not be reimbursed under any circumstances.

6.3.4.4 Shunting

Shunting is charged in terms of period duration according to the following table:

Shunting Type	Duration (minutes)	Value (€)
Short duration	Up to 30 inclusive	5.80
Long duration	More than 30	26.19

The “actual minutes” take into account the time from when the resources started to be mobilised until they become available for other activities.

The fees presented take into account the average time necessary for performing the shunting and the IP corresponding workforce value.

VAT will be added to these values.

6.3.4.5 Parking of rolling stock

Parking outside the circulation tracks in stations for periods of over 1 hour is charged according to the formula:

$$Te = 0.0265 \times M$$

Where:

Te – the tariff in Euros, for parking the rolling stock of each railway undertaking in a given line in a Station.

M – number of effective minutes of occupation of a line by parked rolling stock, by railway undertaking.

The technical stop situations foreseen in the timetable or in printed letter, even if for periods over 1 hour, are excluded from the scope of the application of this tariff.

Electricity and water consumptions are not included in the parking services tariff

The tariff calculation is based on the maintenance costs for the infrastructure used, in other words, the lines not used for circulation.

VAT will be added to these values.

6.3.5 *ANCILLARY SERVICES*

6.3.5.1 Provision of access to telecommunications services

6.3.5.1.1 Provision of GSM-R cab radios for to-train communication

The fees that apply to these services will be calculated based on the type of equipment to provide, the time to restore service to retain, the amount of pieces of equipment, the geographic dispersion of corrective and preventive maintenance points, the contract's period of validity, among other factors.

For each request an analysis of equipment requirements and the service provision conditions will be made, and the most adequate terms to achieve intended purposes will be found with the Railway undertaking.

6.3.5.1.2 Provision of GSM-R features and services

These fees will be applied as monthly flat rates, either individually or in clusters. Their cost will be determined individually, according to the number of services to hire the number of terminals, the average traffic for each terminal, the availability requirements and the time to restore service.

6.3.5.1.3 Other telecommunications and telematics services

Given the diversity of the type and requirements of services to be provided, their corresponding fees will be determined after assessing the requests of Railway undertakings.

6.3.5.2 Technical inspection of rolling stock

Not applicable.

6.3.5.3 Ticketing services in passenger stations

Not applicable.

6.3.5.4 Specialized heavy maintenance services

Not applicable.

6.3.5.5 Supply of labour for RU operational activities

These services are charged according to their nature and quantity of benefits.

Nature of the service	Tariff / Provision (€)
Water supply	7.81
Diesel supply	6.72
Commercial treatment of freights	9.26
Weighing	10.84
Other activities	15.99

Tariffs previously presented consider the average time required to operationalize each type of service and the value associated with the typology of labour most frequently applied.

VAT will be added to these values.

6.3.5.6 Support for the circulation authorisation processes

These services are charged according to human means used, taking into account the professional categories mentioned in Annex 6.3.4.

6.3.5.7 Feasibility capacity studies

These services are charged according to human means used, taking into account the professional categories mentioned in Annex 6.3.4.

6.4 *FINANCIAL PENALTIES AND INCENTIVES*

6.4.1 *CHARGES FOR CAPACITY REQUESTED AND NOT USED*

The amount due for unused capacity requested depends on the timeliness with which said cancellation is communicated, and is calculated as a percentage of the amount of the capacity requested, according to the table below:

Percentage of the applicable charge value	Advance cancellation request regarding the date of the train
5 %	Equal or higher than 14 days
10 %	Between 14 days (exclusive) and 4 days (including)
50 %	Less than 4 days

Days are counted as follows:

- the day on which the path is requested does not count;
- the day on which the cancellation is requested counts;
- the hour of the requested path does not matter.

No amounts shall be due for unused capacity requested if the cancellation is communicated before the start of the technical schedule.

In case of partial suppression, only the unused itinerary shall be counted.

Charging for unused capacity requested, for each suppressed path, on the Railway undertaking's responsibility, has a maximum time period of 30 days from the first day of supression.

VAT will be added to these values.

6.4.2 *CANCELLATION FEES*

Cancellation situations are already covered by the charges for capacity requested and not used.

6.4.3 *REDUCTION FEE FOR FRAMEWORK AGREEMENTS*

IP does not apply this kind of discounts.

6.4.4 *ERTMS DISCOUNTS*

IP does not apply this kind of discounts.

6.5 *PERFORMANCE REGIME*

6.5.1 *OBJECTIVE*

The performance regime (PR) aims at reducing disturbances to a minimum and to promote efficiency in the services, allowing for a better operating performance, in line with the standards foreseen in the allocation of capacity.

PR consists of an instrument regulated with the purpose of minimising the constraints to railway running through a mechanism of financial incentives, in the form of bonus and malus.

6.5.2 *MONITORING*

The Operational Command Centres (OCC) record all delays based on a list of cause/responsible pairs provided for in Annex VI of Decree-Law 217/2015.

The recording system also contains the following elements:

a) Date;
b) train number;
c) monitoring point where measurement is made;
d) moment of passage of train at monitoring point;
e) the quantification of the deviation potentially observed;
f) reason for the delay, in case of delay.
g) the imputation of liability for the delay to the various parties involved, in case of delay.

For PR purposes, the following control points (monitoring points associated with the formula for calculating the PR) are allocated:

- Origin of train with time at origin criterion;
- Destination of train with time at destination criterion;

The railway undertakings may choose other additional control points within the universe of monitoring points provided by IP.

The regular performance standards (delay value up to which the train is not accounted for PR purposes) for each control point chosen are:

- Passenger trains: 5 minutes;
- Freight trains: 30 minutes;

With freight trains, the delays at the trains' formation points which result in liability imputed to the owning Railway undertaking are not valued.

6.5.3 *CONTRADITIONAL PROCESS OF MONITORING*

The identification and allocation of delays are carried out as follows:

a) IP sends to the Railway undertakings, by the 2nd working day following the operating day, a daily document with identifying of delays (TIAD). In case there is a holiday close to the weekend, the time period for submission of TIAD will end on the 3rd working day following the operating day;
b) Railway undertakings may submit, until the 2nd working day following the receipt, a founded challenge to the TIAD data;
c) IP assesses the challenges and ascertains the Railway undertaking's responsibilities for the delays, notifying the interest parties within 1 working day;
d) In case of disagreement over the values and reasons behind the delays or their imputation, the Railway undertagkins may file a complaint within 4 working days;
e) an arbitration mechanism (ARMED) will decide, within 10 working days, confirming the TIAD or determining that it be amended by IP.

6.5.4 *IMPUTATION*

The imputation of liabilities is supported by the "Monitorização de Desempenho" computer app, available online, which grants to the railway undertakings, on a daily basis, access to the recording elements and enables them to insert their expressing of disagreement regarding the allocation of the reasons for delays and corresponding liabilities.

$$Delay_{pm} \geq Delay_{pma} \text{ So } Delay_{i,pm} = \left(Delay_{i,pma} + Delay\ increment_{i,pm}\right)$$

$$Delay_{pm} < Delay_{pma} \text{ so } Delay_{i,pm} = Delay_{pm} \times \frac{Delay_{i,pma}}{Delay_{pma}}$$

Where:

$Delay_{i,pm}$ corresponds to the delay allocated to Company i at the pm Monitoring Point;

$Delay_{pm}$ corresponds to the absolute delay value at the pm Monitoring Point;

$Delay_{pma}$ corresponds to the absolute delay value at the Monitoring Point preceding the pm Monitoring Point;

$Delay_{i,pma}$ corresponds to the delay allocated to Company i at the Monitoring Point preceding the pm Monitoring Point.

Delay increment $_{i,pm}$ corresponds to the added delay occurred at the pm Monitoring Point on account of the Company i's liability.

The delay values to be allocated to each of the parties involved (IP and railway undertakings) will correspond to the share of liability of each one, multiplied by the Control Point Weight. In situations of advance, the delay value is always zero.

These values may be adjusted by decision of the CORMED.

6.5.5 *PROCESSING OF CREDITS AND DEBITS OF THE SYSTEM*

For each of the companies involved in the PR, the annual value of incentive in the form of premium or penalty is calculated based on the following formula:

$$Icentive(€) = \sum_{i=1}^{3} \left(Oi - Di \times \frac{Ck(year_0)}{Ck(year_A)} \right) \times FVi \times (1 - PR)$$

Where

Incentive (€): - Amount payable or receivable by each company at the end of the year.

$\sum_{i=1}^{3} = 1$ - Sum of the delays caused in each market segment i (Freight, Medium/Long Distance and Suburban);

Oi – Objective: Limit value of delays at which point premia are converted into penalties. This parameter, variable according to each company, is calculated based on the number of minutes of delay caused to the company's liability system regarding the best of the last 3 known years. The best year is that with a lesser global financial impact (minutes of delay multiplied by the cost of each minute for each market segment). Considering the exceptional nature of 2020, this year shall not be taken into consideration for purposes of establishment of the target;

Di – Weighted Delays: Number of minutes of delay that the company caused to the system during the year per market segment;

ck ($Year_0$) - Number of trains.kilometre carried out by the company in the year concerning the Objective;

ck ($Year_A$) - Number of trains.kilometre carried out by the company in the year being assessed;

FVi: - Financial value to be allocated per minute of delay for each market segment i (€/min);

PR: - Average of the Punctuality Index of the company in the latest three years and of the year being assessed.

6.5.6 *VALUATION*

The reference values to be considered for purposes of valuation of delays in 2021 are:

11.50 € for Suburban passenger trains;
7.00 € for medium and long distance passenger trains;
0.60 € for Freight trains.

6.5.7 *FINANCIAL CEILING*

The annual value of (positive or negative) incentives to be allocated to each company is limited to 2% of the Minimum Access Package billing.

As regards IP, the referred to invoicing value corresponds to the sum of all railway undertakings financially covered by the PR.

6.5.8 *GRADUAL APLLICATION OF THE PR*

The PR will be applied gradually between 2020 and 2023 through the application of the following multiplying factors to the final values to be billed:

- 2020 – 0%
- 2021 – 33%
- 2022 – 66%
- 2023 onwards – 100%

6.5.9 *NEW RAILWAY UNDERTAKINGS*

The new railway undertakings which start operating in the network must complete a full year-long record of activities. During that period, the PR will have no financial effect on the company in question.

6.5.10 *BILLING MECHANISM*

The annual billing process of PR encompasses the following steps:

1. The process starts with the annual ascertainment of financial balances attributable to each of the companies;

2. In case of companies with a negative annual balance, IP will issue a debit note with the value of the balance of the year in question, deducted to the amount in question from possible values owed to the company. The debit note reverts to the PR Fund;

3. In case of companies with a positive annual balance, IP will issue a credit note with the value of the balance of the year, according to the availability of the PR Fund. In case there is no availability of the PR Fund, a credit corresponding to the missing amount is recorded regarding the company;

4. In case of credits awarded to companies in previous years, IP will award credit notes to each company according to the availability of the PR Fund;

5. The allocation of amounts according to the availability of the PR Fund is carried out based on the sum of the positive balances of the year plus the credits awarded in previous years, the distribution subsequently being carried out proportionately to all the credits summed;

6. The PR Fund is created and managed by IP by way of an account exclusively used for the PR.

6.5.11 *PR REPORT*

IP presents the following reports:

1. On a monthly basis (until the last working day of the following month), information concerning delayed running and respective financial accounting;

2. On a quarterly basis (until the last working day of the month following the close of quarter), a performance report containing highly detailed analyses on the reasons behind the delay;

3. On an annual basis (until the last working day of January of the following year), a final report containing:

   a. a summary of the interim reports;
   b. final figures to be billed;
   c. remaining amount in the PR Fund;
   d. recommendations on improving performance (in coordination with CORMED).

6.5.12 *FOLLOW-UP AND DEVELOPMENT OF PR*

The purpose of the PR Committee (CORMED) is the follow-up and development of the Performance Improvement System. CORMED's mission is to:

1. Define the macro-conception of the PR, so as to ensure the fulfilment of DL 217/2015 and the alignment with similar European systems, with emphasis on the Atlantic Corridor;

2. Determine, on an annual basis, the variable parameters of the PR, namely the financial value of the delays, the financial ceiling, the levels of delays or the establishment of objectives;

3. Define the communication channels between IP and the Railway undertakings (who sends and who receives each type of information);

4. Decide regarding the operation of CORMED itself;

5. Define the constitution and operation of Arbitration (ARMED), whose purpose is the settlement of disputes in monitoring;

6. Define the rules for communication dissemination;

7. Suggest performance improvement measures that might require a commitment on part of each company and subsequently assess their implementation and their effects on the improvement of performance.

CORMED is composed as follows:

1. Infrastructure Manager (IP) - it must promote the formation of consensus by way of a negotiating approach that respects the position of the railway undertakings;

2. Railway undertakings - they have the right to be informed in advance of all initiatives and to propose measures that are to be assessed by CORMED;

3. Regulator (AMT) – an observer with the power to obtain all clarifications requested.

CORMED holds at least the following meetings:

1. In March of year N for an assessment of the period of year N-1;

2. In July of year N for a decision on the changes that must be contained in the Network Statement N+2.

6.5.13 *ARBITRATION*

The mission of the Performance Monitoring Arbitration (ARMED) is to decide, in due course, on the disputes of the monitoring contradictory procedure. ARMED shall develop efficient decision criteria in recurring cases.

CORMED is responsible for the constitution and operation of ARMED.

6.6 *CHANGES TO CHARGES*

The evolution of the tariffs of future timetables to be released in Network Statements is subject to the evaluation and validation of AMT.

6.7 *BILLING ARRANGEMENTS*

The amounts for the Minimum Access Package services are monthly charged based on the tariffs published in the Network Statement and the train kilometres used according to the data registed by the IP traffic management.

The amount for acess to the services facilities, additional and ancillary services are charged in accordance with the tariffs published in the Network Statement or the Contracts or Protocols drawn up.

All invoices must be paid within 30 days of their issue.

The railway undertakings may, within 15 days, submit to IP a substantiated and detailed complaint concerning a section or sections of the invoice, in which case IP has 30 days to justifiably revise or keep the invoice presented. The complaint has postponing effects on the payment deadline.

NETWORK STATEMENT

2021

ANNEXES

Annex 1.3 - Relevant Legislation

The main pieces of Portuguese legislation that directly or indirectly influence the contents of this Network statement are given below:

Decree-Law nos. 80/73, from March 2nd, 104/73, from March 13th (altered by Decree-Law nos. 287/73, from June 5th, and 485/88, from December 30th), and 63/83, from February 3rd, all relating to the operation of rail transport by Caminhos de Ferro Portugueses, E.P., and Decree-Law no. 109/77, from March 25th (altered by Decree-Law nos. 406/78, from December 15th, 116/92, from June 20th, 394-A/98, from December 15th, 10/2002, from January 24th), that approve the statutes of Caminhos de Ferro Portugueses, E.P.

Law 10/90, March 17th (altered by Law no. 3-B/2000, from April 4th) – Base law on land transport systems

Decree-Law no. 116/92, from June 20th (altered by Decree-Law no. 274/98, September 5th), which contains the definition of the national rail network.

Law 88-A/97, from July 25th, which prohibits access by the private economic sector to some economic activities, including public service rail transport, with exceptions determined by the state or local authorities.

Decree-Law no. 104/97, from April 29, (altered by Decree-Laws no. 394-A/98, from December 15th, and no. 270/2003, from October 28th), which created REFER.

Decree-Law no. 299-B/98, from September 29th (altered by Decree-Law no. 270/2003, from October 28th), which set up the INTF.

Order no. 1094/98 (2nd series) (published in the Government Gazette, 2nd series, no. 15, from January 19th, 1998) relating to safety conditions in the operation of public transport (applicable to REFER under the terms of Order no. 4344/2000 (2nd series) published in the Government Gazette, 2nd series, no. 46, from February 24th, 2000.

Joint order no. 261/99, from March 5th, relating to the constitution of “concession establishment to CP”.

Level crossing regulations, approved by Decree-Law no. 568/99, from December 23rd, altered by DL 24/2005 from January 26th.

Regulation no. 18/2000, relating to “rolling stock operations authorisation”.

Ruling No. 1455/2001, dated from December 28th, regarding the terms for checking the conformity of wagons built prior to January 1st, 1977.

Decree-Law no. 270/2003, from October 28th (amended by the Declaration of Amendment no. 26/2003, from December 27th and altered by Decree-Law no. 146/2004, from June 17th), which transposed EU Directives 2001/12/EC, 2001/13/EC and 2001/14/EC, laying down conditions for supply of rail transport services and management of railway infrastructures.

Decree-Law no. 276/2003, from November 4th, relating to the public railway domain.

Ruling No. 167/2004, dated from February 18th, regarding the model of safety certificate to be obtained by the rail undertakings.

Decree Law 78/2005, from April 13th, establishing the new basis for the franchise of the North-South link altered and republished by Decree Law 138-B/2010 from december 28.

Decree-Law no. 147/2007, dated from April 27th, defining the mission and allocations for the Mobility and Land Transport Institute, IP (IMT, IP).

Decree-Law no. 177/2007, from May 8th, which partially transposed into the national legal system the Directive no. 2004/50/EC, altering the Directive no. 96/48/EC relative to the interoperability of the high speed transeuropean rail system, and the Directive no. 2001/16/EC regarding the interoperability of the conventional rail system in national territory.

Decree-Law no. 231/2007, from June 14th, which transposed to the national legal system the Directive no. 2004/51/EC, from April 29th, altering Directive no. 91/440/EEC, from July 29th, regarding the development of the community railway and, partially, Directive no. 2004/49/EC, dated from April 29th, regarding the Community railway safety. Alteration and republishing of Decree-Law no. 270/2003, dated from October 28th.

Ruling no. 1543/2007, from December 6th, approving the regulations road and rail transport tankers.

Decree-Law no. 394/2007, from December 31st, which partially transposes to the national legal system Directive no. 2004/49/EC, regarding the Community railway safety, and altering Directive no. 95/18/EC, which relates to

capacity distribution of rail infrastructure, application of tariffs for the use of the railway infrastructure, and safety certification.

Decree-Law 58/2008, from March 26th which establishes the conditions to be complied with when contracting railway transportation for passengers and luggage, hand held volumes, pets, bicycles and other goods.

Decree Law191/2008, of 25 September, containing the third alteration to Decree Law 93/2000, of 23 May and the second alteration to Decree Law 75/2003, of 16 April, transposing Commission Directive 2007/32/CE, of 1 June into national law, which altered annex VI of Council Directive 96/48/CE, regarding the interoperability of the high speed trans-European rail system, and annex VI of Directive 2001/16/CE, of the European Parliament and Council regarding the interoperability of the conventional trans-European rail system.

Instruction 1/URF/08 of 6 November 2008, regarding manoeuvres and their technical regulations.

Decree Law 114/2009, of 18 May, which made the first alteration to Decree Law 394/2007, of 31 December regarding the technical investigation of railway incidents and accidents, clarifying that the concept of rail transport covers other guided systems apart from heavy rail.

Decree Law 137-A/2009, of 12 June, which approves the legal system that applies to CP - Comboios de Portugal, E. P. E., along with the respective articles of association and authorises the spin-off of freight transport activity, revoking Decree Law109/77, of 25 March, which approved the articles of association of Caminhos de Ferro Portugueses, E. P.

URF/IMT recommendation regarding contracts between the infrastructure manager and the railway undertakings, of 10 December 2009

URF/IMT recommendation regarding freight terminal access of 17 December 2009.

URF/IMT recommendation regarding financing and contracting of public passenger rail transport service of 31 December 2009

Regulation 442/2010, of 17 May, which establishes the procedures to issue safety authorisations to companies responsible for rail infrastructure management

Regulation 443/2010, of 17 May, which establishes the procedures to issue safety authorisations to rail transport service provider companies

Regulation 444/2010, of 17 May, which establishes the authorisation procedures to entities established in Portugal – notified bodies – to assess compliance of components and subsystems regarding rail interoperability and cable facilities

Decree Law 20/2010, of 24 March, which liberalizes international rail passenger transport services over the national rail infrastructure and defines the respective access rules, proceeding to transpose Directive 2007/58/CE, of the European Parliament and Council of 23 October 2007 into domestic law.

Decree Law 41-A/2010, of 29 April, rectified by Rectification declaration 18/2010, of 28 June, which regulates terrestrial, rail and road transport of dangerous goods, transposing Directive 2006/90/CE, of the Commission of 3 November and Directive 2008/68/CE, of the European Parliament and Council of 24 September into domestic law

Regulation 473/2010, of 20 May, which establishes the performance improvement system for the national rail network

Decree Law 62/2010, of 9 June, which alters the common safety indicators and the common methods for calculating the costs of rail accidents, proceeding with the second alteration to Decree Law 270/2003, of 28 October and transposes Commission Directive 2009/149/CE, of 27 November

Deliberation 1036/2010, of 16 June, which establishes the conditions to recognise training entities and approves training courses to train safety advisers and drivers of dangerous goods vehicles as well as other requirements to be followed in this training

Instruction 1/URF/2010, of 15 June 2010, that establishes the valuation of the time to apply in the performance improvement system for 2010

Decree Law 138-B/2010, of 28 December, which revises the bases for operating concessions of passenger rail transport on the north-south link, approved in annex to Decree Law78/2005, of 13 April

Dispatch 12772/2010, of 9 August, which sets the rate to applied by the Instituto da Mobilidade e dos Transportes Terrestres, I. P. (Regulator), in 2010, on income from national rail infrastructure usage rates by REFER, E. P. E.

Decree Law 27/2011, of 17 February, which establishes the technical conditions that contribute towards increased safety of the rail system and safe operations with no train interruptions, transposes Directives 2008/57/CE, of the European Parliament and Council of 17 June, 2008/110/CE, of the European Parliament and Council of 16 December and 2009/131/CE, of the Council of 16 October and alters Decree Law 270/2003, of 28 October

Law 16/2011 of 3 May that approves the system to certify train drivers, amended by Decree Law 138/2015, of 30 july and by Decree Law nº 24/2017, of 1 march

Decree-Law no. 182/2012, of August 6, transposing Directive 2011/18/EU, on the interoperability of the railway system within the Community, which introduces the first amendment to Decree-Law no. 27/2011.

Decree-Law No. 206-A/2012, of 31 August, on the Inland Transport of dangerous goods, which introduces several amendments to Decree-Law No. 41-A/2010 of 29 April.

Decision n.º 1/2012, 14 of September of 2012, concerning the issues resulting from the termination of the Concession Contract of Stations Management.

Decree Law n. º 236/2012, 31 of October, which approves the organic of the Transports Mobility Institute, I.P. alterado e republicado pelo Decreto-Lei n.º 77/2014, de 14 de maio, que aprova a orgânica do Instituto da Mobilidade e dos Transportes, I.P.

The implementing Regulation (EU) No. 869/2014 of 11 August 2014, concerning new passenger rail services.

The implementing Regulation (EU) no 870/2014 of 11 August 2014, concerning the criteria applicable to Applicants to railway infrastructure capacity

Decree-Law no. 41/2014, of March 18, transposing Directive 2013/9/EU, on the interoperability of the railway system within the Community, which introduces the second amendment to Decree-Law no. 27/2011.

Decree-Law No. 77/2014, of 14 may, approving the organic of Institute of mobility and transport, i. p.

Decree-Law No. 78/2014, of 14 may, approving the constitution of the mobility and Transport Authority

Decree-Law no. 179/2014, of December 18, amending Decree-Law no. 27/2011, transposing Directive no. 2014/38/EU, on the interoperability of the railway system within the Community regarding noise pollution.

Decree-Law No. 151/2014, from 13 October 1999 transposes to domestic law the directive n° 2004/51/EC of the European Parliament and of the Council of 29 April, amending Directive 91/440 Nr./EEC of the Council of 29 July, concerning the development of the Community's railways, and, partially, Directive 2004/49/EC of the European Parliament and of the Council, of 29 April on the safety on the Community's railways (Railway Safety Directive)[...] . Amends and republishes Decree-Law No. 270/2003, of 28 October.

Commission Regulation (EU) No. 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing Regulation (EC) No. 62/2006.

Decision (EU) 2015/14 of 5 January 2015 amending decision 2012/88/EU on the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system.

Decree-Law no. 91/2015 of May 29, on the merger between Rede Ferroviária Nacional – REFER, E.P.E and Estradas de Portugal, S.A. and the creation of a single company called Infraestruturas de Portugal. This Decree-Law revokes Decree-Law 104/97 of April 29, amended by Decrees-Law no. 394-A/98 of December 15, 270/2003 of October 28, 95/2008 of June 6, and 141/2008 of July 22, with the exception of no. 1 in article 1st as far as the creation of REFER, E.P.E is concerned, and of article 5th.

Decree-Law no. 216/2015 of October 7, which transposes to the internal legal order Directive no. 2014/106/EU, of the Commission, of December 5, 2014, which amends annexes V and VI of Directive no. 2008/57/EC of the European Parliament and of the Council June 17, 2008 on the conditions with which the interoperability of the railway system within the Community must conform, transposed to domestic law by Decree-Law no. 27/2011of February 17, amended by Decrees-Law no. 182/201of August 6, 41/2014 of March 18, and 179/2014 of December 18.

Decree-Law no. 217/2015 of October 7, transposing to the internal legal order the Directive no. 2012/34/EC of the European Parliament and of the Council of November 21 establishing a single European railway area, revoking Directive no. 91/440/EEC of the Council of July 29, 1991 on the development of the Community's railways, Directive no. 95/18/EC of the Council of June 19, 1995 on the licensing of railway transport companies, and Directive no. 2001/14/EC of the European Parliament and of the Council of February 26, 2001 on the allocation of railway infrastructure capacity and the levying of fees for the use of the railway infrastructure and the safety certification, which were transposed to domestic legal order by Decree-Law no. 270/2003 of October 28, which is the major regulatory framework on these issues within the sector of railway transport.

Commission Implementing Regulation (EU) 2015/909, on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service, for the purposes of setting of charges of the Minimum Access Package and infrastructure access charges connecting service facilities.

Commission Regulation (EU) 2015/924 of 8 June 2015, amending Commission Regulation (EU) No. 321/2013 concerning the technical specification for interoperability relating to the 'rolling stock – freight wagons' subsystem of the rail system in the European Union.

Commission Regulation (EU) 2015/995 of 8 June 2015, amending Decision 2012/757/EU, concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system in the European Union.

Commission Implementing Regulation (EU) 2015/1100 of 7 July 2015, on the reporting obligations of the Member States in the framework of rail market monitoring.

Commission Implementing Regulation (EU) 2016/545, on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity.

Decree-Law no. 36/2017, of 27 March: – It creates the Airplane and Railway Accidents Investigation and Prevention Office (Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários - GPIAAF) and defines the respective mission, tasks and internal organisation.

Regulation (EU) 2016/2338 of the European Parliament and of the Council, of 14 December 2016, amending Regulation (EC) no. 1370/2007 concerning the opening of the market for domestic passenger transport services by rail (text relevant for EEA purposes).

Decree-Law no. 124-A/2018, of 31 December (supplement): – It transposes into national law the Directive (EU) 2016/2370, of the European Parliament and of the Council, of 14 December 2016, amending Directive 2012/34/EU concerning the opening of the market for domestic passenger transport and the governance of railway infrastructure.

Implementing Execution (EU) no. 2019/774 of the Commission, of 16 May 2019, changing Regulation (EU) no. 1304/2014 with regards to the application of the technical specification of interoperability for the "rolling stock — noise" subsystem to the wagons of the existing goods.

Regulation 910/2019, of 28 November, from AMT, related to the economical balance in railway public service contracts.

Regulation (EU) 2020/1429 of the European Parliament and of the Council, of 7 October, establishing measures for a sustainable rail market in the context of the COVID-19 pandemic.

Decree-Law no. 85/2020, of 13 October 2020, which partially transposes Directive (EU) 2016/798, on railway safety. Partially revokes Decree-Law No. 270/2003, of October 28.

Annex 3.1 – Summary of Infrastructure Characteristics

Wide Gauge NetWork																																										
Lines, branches and concordances	Extent (kms)	Track typology			Loading gauge				Maximum loads								Operating systems							Speed control systems		CSolo-Train communications				Electrified lines		Highest Speed Levels				
		Single track	Double track	Multiple track	PTb+ (CP B+)	PTb (CP B)	CRC - Cascais	Narrow gauge	D4	D3	D2	C4	C2	B2	B1	A	Automatic block system	Automatic block system*	Block system interposed (RCI)	Automatic block system with advanced signs(RCASA)	Block System telephone (RCT)	Maneuvers	Simplified operating system	Tipo Ericab	Frenagem aut.	RSC with data	GSM-R	GSM-P	RSC without data	25 Kv / 50 Hz	1 500 V	Until 50 km/h	Between 50 and 90 km/h	Between 90 and 120 k	Between 120 and 160 km/h	Between 160 and 220 km/h
Minho	133,6	92,4	38,7	2,4	131,0	2,6			128,7		4,9						41,1				92,4			83,8		41,1				133,6			4,5	6,2	122,9	
S. Gemil	3,8	3,8			3,8				3,8								3,8							3,8		3,8				3,8		3,8				
Braga	15,5		15,5		15,5				15,5								15,5							15,5		15,5				15,5				15,5		
Leixões	18,9	18,9			18,9				18,9										18,9					18,9		18,9				18,9			18,9			
Douro	164,4	126,9	37,6		164,4				37,6		57,3				69,6		37,6				126,9			37,6		37,6				51,5			127,6	36,8		
Norte	336,1		305,6	30,5	336,1				336,1								281,8	54,2						336,1		336,1				336,1				3,7	118,2	214,2
Guimarães	30,5	30,5			30,5				30,5										17,1	13,4				30,5		30,5				30,5				30,5		
Beira Alta	201,9	194,6	7,3		201,9				201,9								8,0		50,2	143,6				201,9		201,9				201,9					201,9	
Lousã	1,7	1,7							1,7								1,7							1,7		1,7				1,7			1,7			
Alfarelos	14,7	14,7				14,7					14,7								7,5		7,1			7,5		14,7				14,7				14,7		
Oeste	197,4	194,9	2,5		46,3	151,1			189,4		8,0						2,5				194,9			2,5		10,5				25,8				197,4		
Tomar	14,8	14,8				14,8			14,8										14,8					14,8		14,8				14,8			14,8			
Beira Baixa	239,1	239,1			160,7	78,4			43,4		195,7								193,3	45,9				239,1		126,2		112,949***		239,1				239,1		
Beiras	1,6	1,6			1,6				1,6										1,6					1,6		1,6				1,6				1,6		
Leste	140,7	140,7				140,7			140,7												140,7														140,7		
Sintra	27,5		16,4	11,1	24,4	3,1			27,5								27,508**							27,5		27,5				27,5			17,3	10,2		
Cintura	11,3	2,4	5,2	3,7	11,3				11,3								8,9		1,4			1,0		10,3		10,3				10,3		1,0	10,3			
Cascais	25,5		25,5			25,5	25,5		25,5									25,5							25,5					25,5				25,5		
Vendas Novas	69,4	69,4			69,4				69,4								5,7		63,6					69,4		69,4				69,4			69,4			
Alentejo	166,3	135,9	30,4		75,0	91,3			166,3								30,4		16,5	54,8	64,6			101,7		68,2	33,6			101,7				91,2	75,1	
Funcheira	2,4	2,4				2,4			2,4								2,4							2,4		2,4				2,4			2,4			
Sul	272,5	202,8	69,7		243,5	29,1			272,5								66,6		185,8	20,1				272,5		272,5				272,5				12,0	121,4	139,1
V. Acácer	28,8	28,8			28,8				28,8											28,8				28,8		28,8				28,8						28,8
L. Sines	50,7	50,7			50,7				50,7										50,7					50,7		50,7				50,7				50,7		
Évora	36,3	36,3			26,0	10,2			26,0							10,2			5,4	20,6	10,2			26,0			26,0			26,0						36,3
Algarve	139,9	139,9			38,1	101,8			69,2					45,3	25,3				139,9					139,9		38,1	139,9			38,1			46,0	45,9	48,0	
Poceirão	8,2	2,8	5,4		8,2				8,2								8,2							8,2		8,2				8,2						8,2
Ermidas	0,9	0,9			0,9				0,9										0,9					0,9		0,9				0,9		0,9				
Verride	2,8	2,8				2,8			2,8												2,8									2,8				2,8		
Agualva	2,0	2,0			2,0				2,0								2,0							2,0		2,0				2,0			2,0			
Aguas Moura	3,7	3,7			3,7				3,7								3,7							3,7		3,7				3,7				3,7		
Bombel	3,1	3,1			3,1				3,1										3,1					3,1		3,1				3,1			3,1			
Xabregas	1,7	1,7				1,7					1,7						1,7							1,7		1,7				1,7		1,7				
Sete Rios	3,1		3,1		3,1				3,1								3,1							3,1		3,1				3,1			3,1			
Louriçal	5,5	5,5				5,5			5,5												5,5									5,5		5,5				
Figueira Foz	1,9	1,9				1,9										1,9					1,9									1,9						
Matinha	2,8	2,8				2,8			2,8													2,8								0,5		2,8				
Norte Setil	1,0	1,0			1,0				1,0										1,0					1,0		1,0				1,0		1,0				
Neves Corvo	31,2	31,2				31,2			31,2														31,2									31,2				
Petrogal/Asf.	3,5	3,5							3,5										3,5							31,2				3,5			3,5			
EDP-Cinzas	1,7	1,7							1,7													1,7								1,7		1,7				
Sado-Sapec	1,3	1,3																				1,3								1,3		1,3				
Siderurgia N.	3,7	3,7							3,7								2,6					1,2		2,6		3,7				3,6			3,7			
T.M. Fundão	0,6	0,6									0,6						0,6													0,6		0,6				
Plataf. Cacia	1,6	1,6							1,6													1,6								1,6		1,6				
Porto Aveiro	8,8	8,8			8,8				8,8										8,8					8,8		8,8				8,8		8,8				
Colpor	0,6	0,6			0,6				0,6													0,6								0,6		0,6				
Celbi	0,5	0,5																				0,5								0,5		0,5				
Soporcel	1,4	1,4																				1,4								1,4		1,4				
Lisconte	0,8	0,8																				0,8								0,8		0,8				
R. P. -Valouro	0,3	0,3				0,3																0,3								0,3		0,3				
TOTAL	2437,7	1827,2	562,8	47,7	1709,1	711,8	25,5	0,0	1998,2	0,0	282,8	0,0	0,0	45,3	94,9	12,2	555,4	79,7	784,1	327,2	647,0	13,1	31,2	1759,4	25,5	1490,0	225,0	155,6	0,0	1770,8	25,5	36,2	385,0	796,0	719,1	501,7

* Non orientable block

** Non orientable block at internal lines A and D in the section Benfica to Monte Abraão

*** Section Castelo Branco to Barracão-Sabugal provisionally equiped with GSM-P

Narrow Gauge NetWork																																						
Lines, branches and concordances	Extent (kms)	Track typology			Loading gauge				Maximum loads								Operating systems							Speed control systems		CSolo-Train communications				Electrified lines		Highest Speed Levels					
		Single track	Double track	Multiple track	PTb+ (CPB+)	PTb (CP B)	CRC- Cascais	Narrow gauge	D4	D3	D2	C4	C2	B2	B1	A	Automatic block system	Automatic block system*	Block system interposed (RCI)	Automatic block system with advanced signs(RCA SA)	Block System telephone (RCT)	Maneuvers	Simplified operating system	Tipo Ericab	Frenagem aut.	RSC with data	GSM-R	GSM-P	RSC without data	25 Kv / 50 Hz	1 500 V	Until 50 km/h	Between 50 and 90 km/h	Between 90 and 120 k	Between 120 and 160 km/h	Between 160 and 220 km/h
Vouga	95,9	95,9						95,9															95,9									95,9					
TOTAL	95,9	95,9						95,9															95,9									95,9					

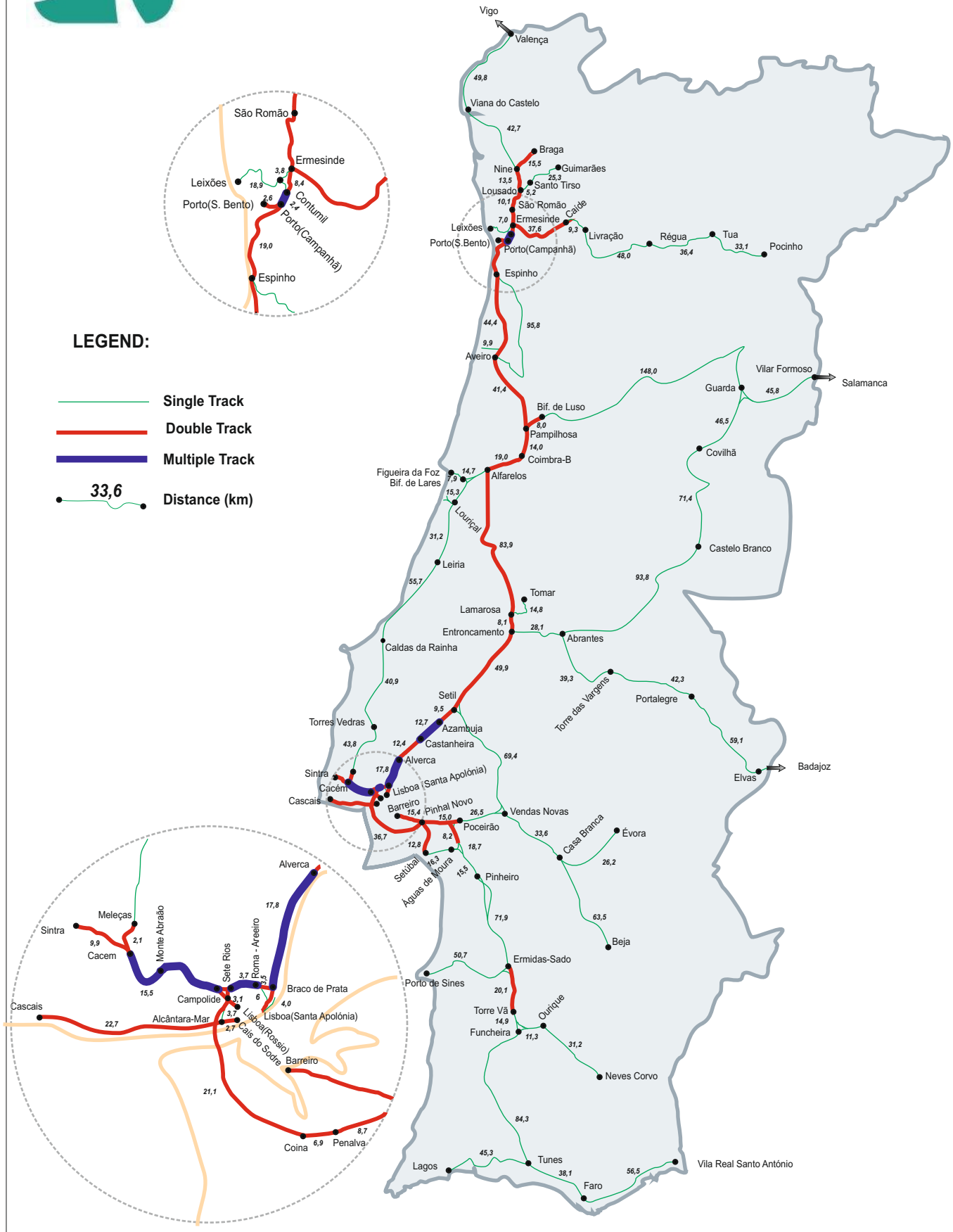
NOTE – This table contains rounded amounts that may correspond to slight variations when compared to the official IP records

Lines and Branches in Operation

LEGEND:

1 Minho Line
3 S. Gemil Conc
4 Braga Brenc
5 Leixões Line
6 Douro Line
8 Norte Line
9 Guimarães Line
16 Vouga Line
20 Beira Alta Line
21 Lousã Brenc
22 Alfarelos Brenc
23 Oeste Line
24 Tomar Brenc
25 Beira Baixa Line
27 Leste Line
28 Sintra Line
29 Cintura Line
32 Cascais Line
33 Vendas Novas Line
34 Alentejo Line
37 Sul Line
38 Sines Line
39 Évora Line
42 Sines Line
45 Algarve Line
46 Poceirão Conc
47 Petrogal/Asfaltos Brenc
48 Funcheira Conc
49 Ermidas Conc
50 EDP-Cinzas Brenc
52 Verride Conc
53 Agualva Conc
54 Aguas de Moura Conc
55 Bombel Conc
56 Xabregas Conc
57 Sete Rios Conc
58 Louriçal Brenc
63 Matinha Line
64 Sado-Sapec Brenc
68 Alcácer Variant
69 Norte Setil Conc
79 Neves Corvo Brenc
82 Siderurgia Nacional Brenc
83 Terminal de Mercadorias do Fundão Brenc
84 Cacia Brenc Plataform
87 Celbi Brenc
88 Soporcel Brenc
90 Porto de Aveiro Brenc
104 Colpor Brenc
148 Amadora-Sorefame Brenc
149 Lisconte Brenc
170 Ramalhal-Valouro Brenc
186 Beiras Conc

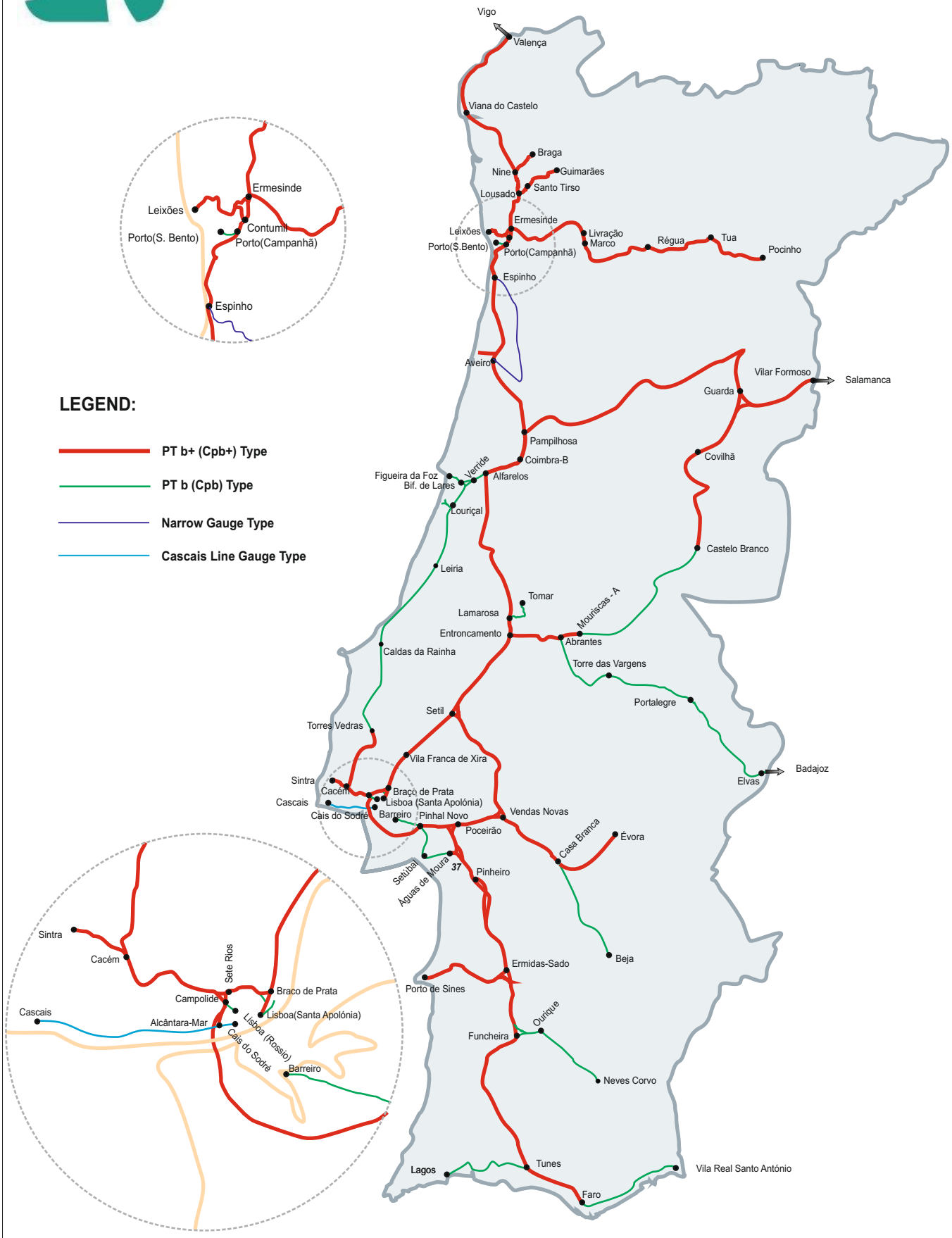
Track Types and Distances



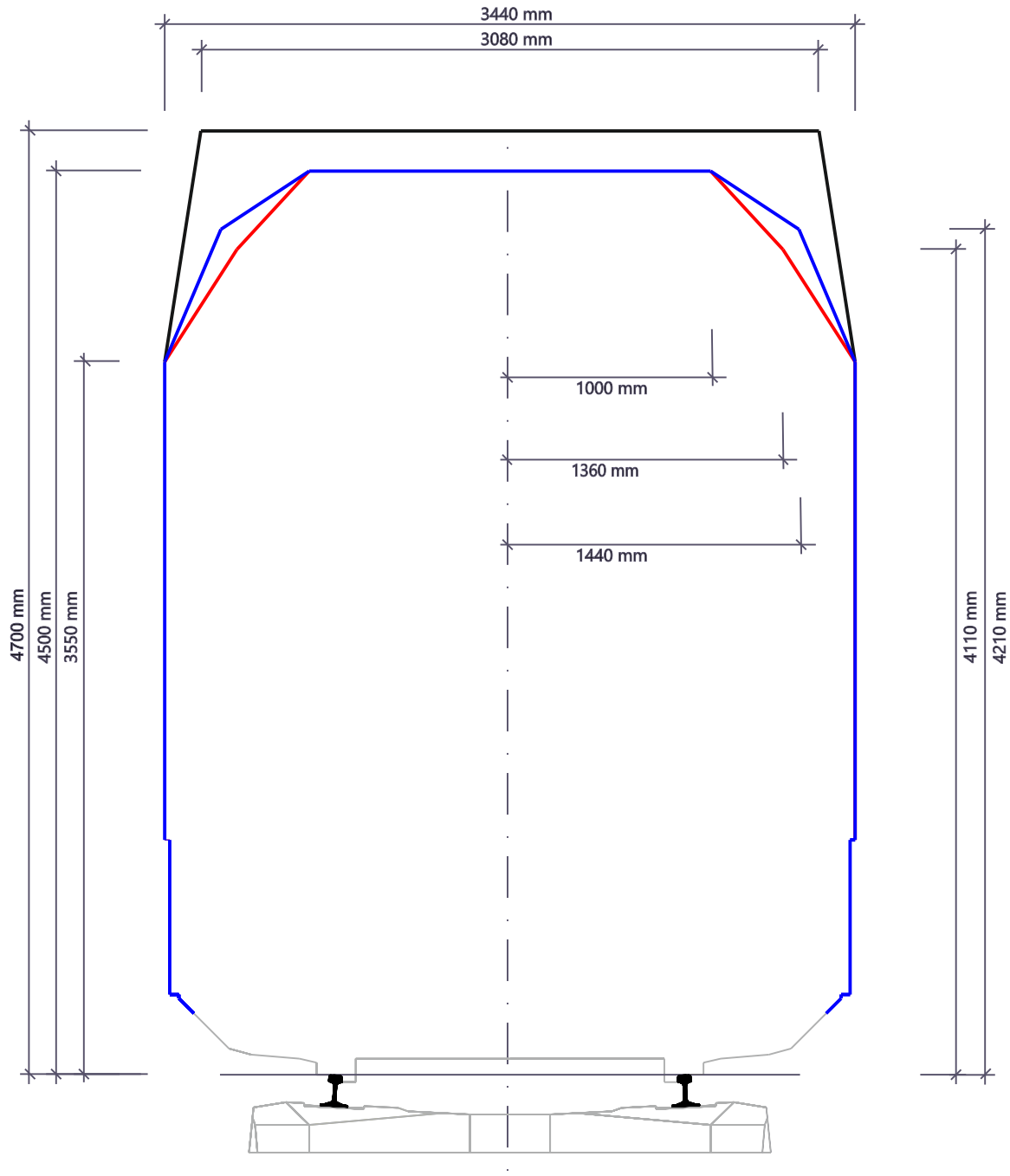
Annex 3.3.1.3 – Circulating Lines and Boarding Platforms

Annex 3.3.1.3 constitutes an integral part of the Network Statement and is available on http://www.infraestruturasdeportugal.pt/rede/ferroviaria/diretorio-da-rede

Loading Gauges



Loading Gauges Types

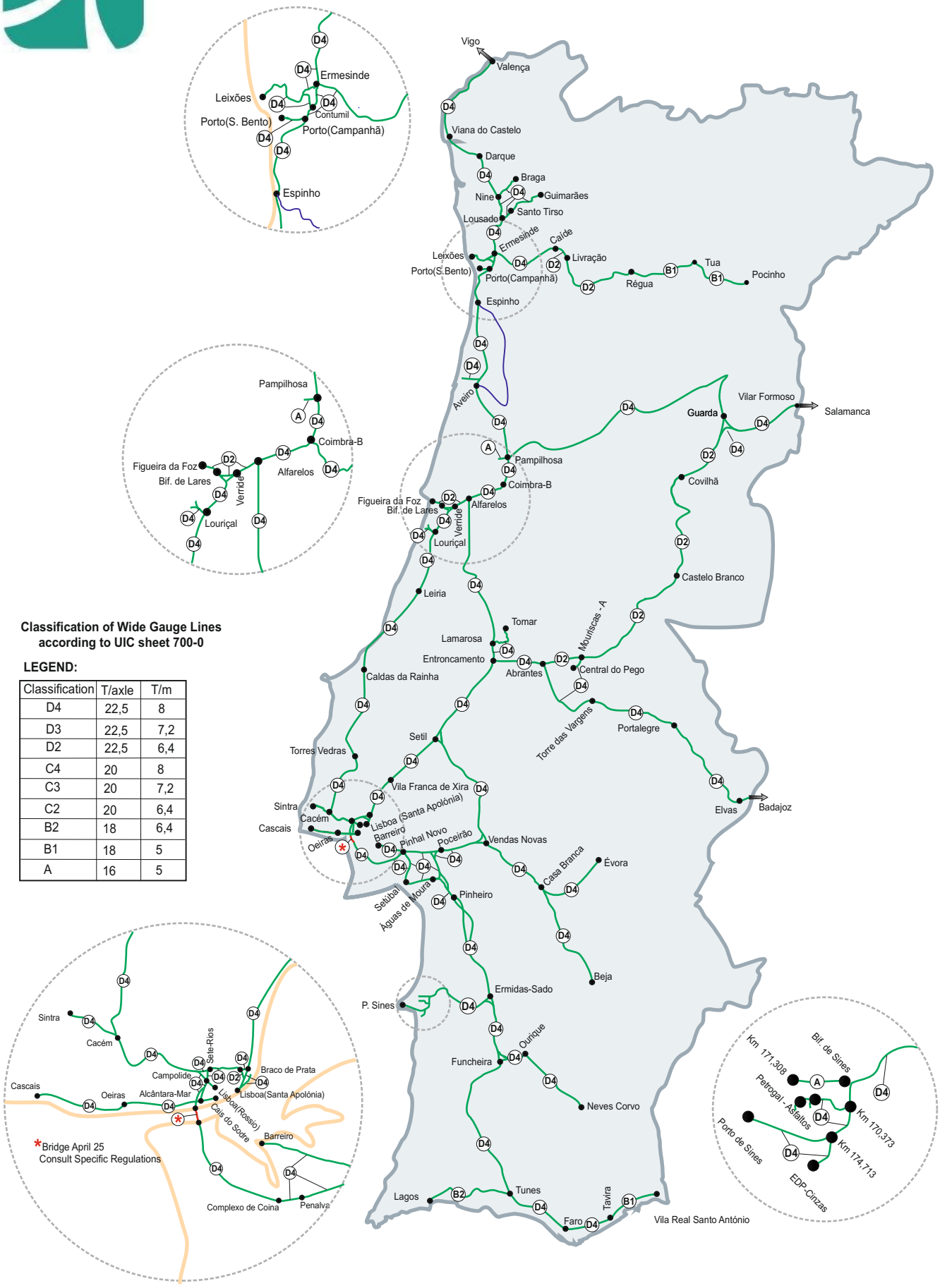


LEGEND:

- Loading Gauge PT c
- Loading Gauge PT b (CPb)
- Loading Gauge PT b+ (CPb+)

Ref. No EN 15273: 2013: E

Maximum Loads



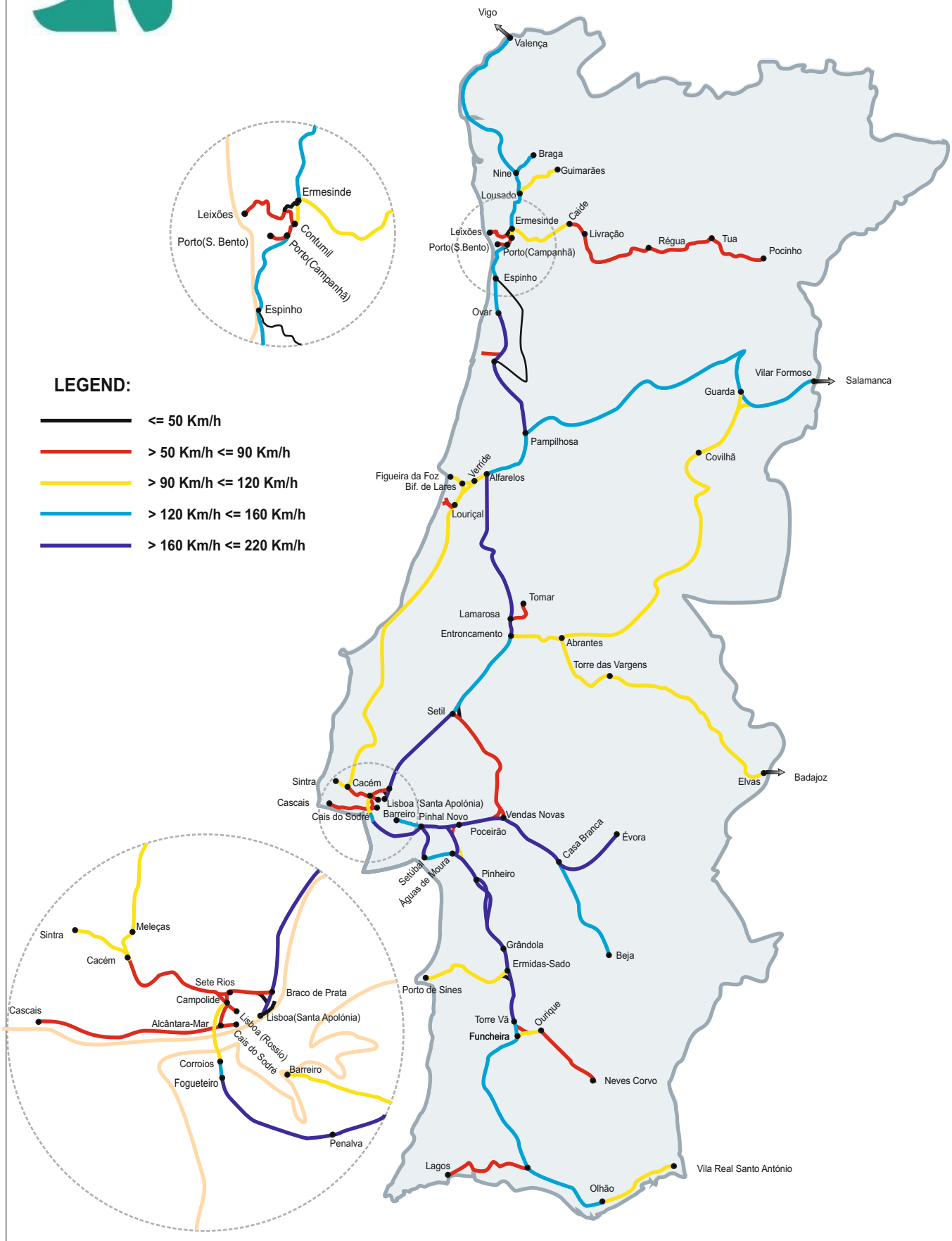
*Bridge April 25
Consult Specific Regulations

Classification of Wide Gauge Lines according to UIC sheet 700-0

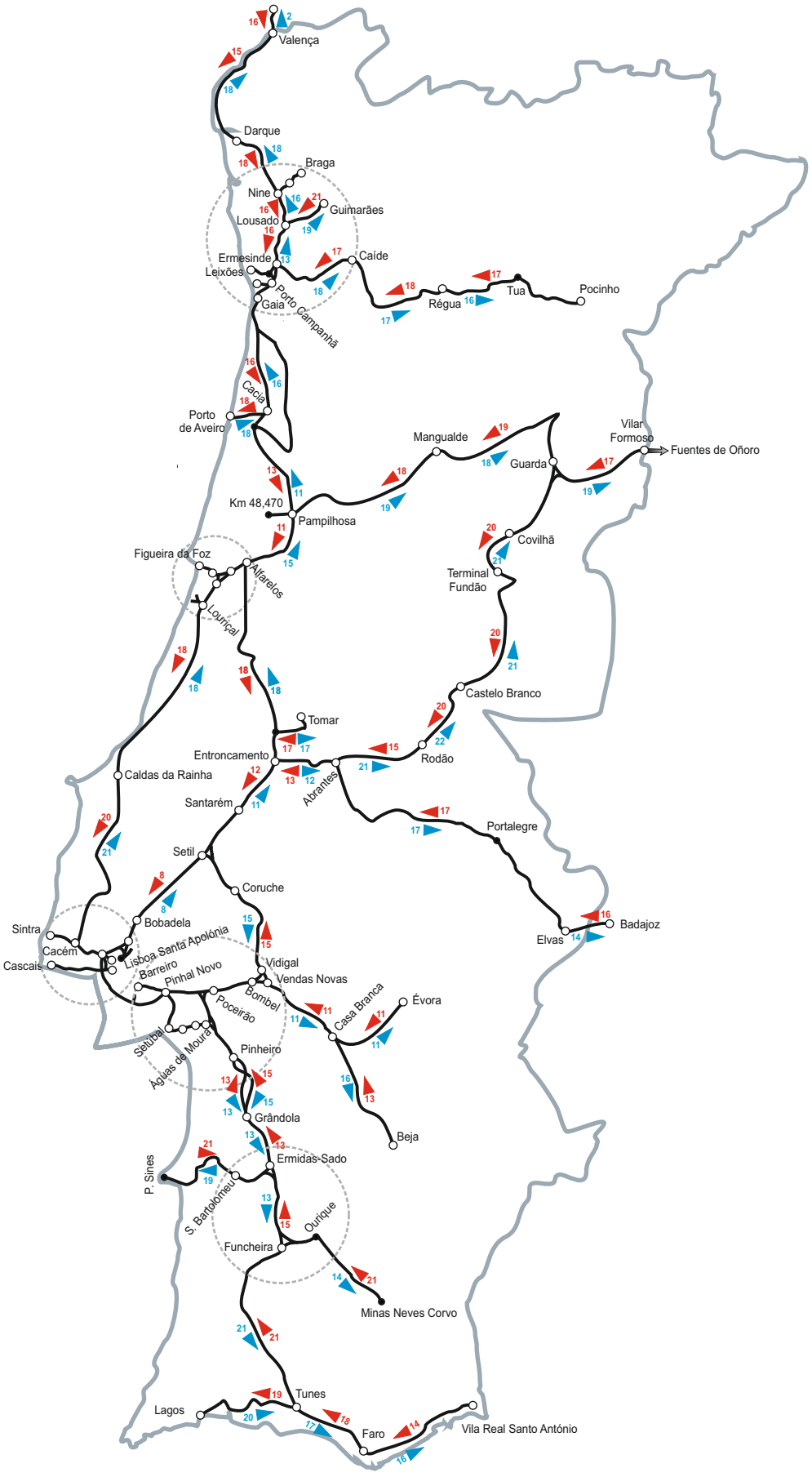
LEGEND:

Classification	T/axle	T/m
D4	22,5	8
D3	22,5	7,2
D2	22,5	6,4
C4	20	8
C3	20	7,2
C2	20	6,4
B2	18	6,4
B1	18	5
A	16	5

Highest speed levels



Value of Characteristic Ramp*

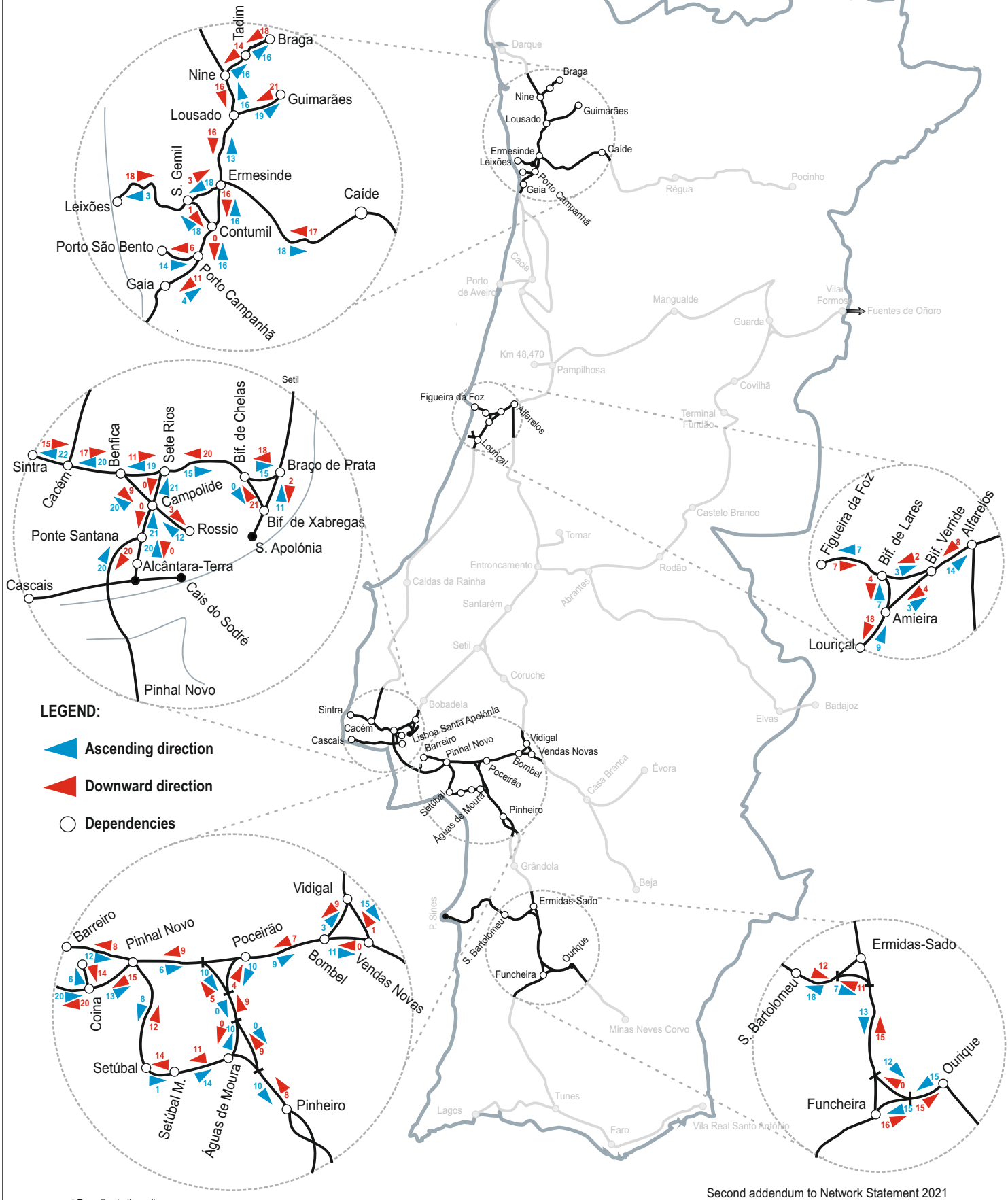


LEGEND:

- Ascending direction
- Downward direction
- Dependencies

* Rounding to the unit.

Value of Characteristic Ramp*



LEGEND:

- **Ascending direction**
- **Downward direction**
- **Dependencies**

* Rounding to the unit.

Annex 3.3.2.5 – Maximum Freight Train Lengths

The permissible length of trains is based on calculation of the usable length of the lines of the stations, the traffic of each line and other particularities of operation.

According to the procedures followed when scheduling the train-paths, for each track, the following maximum lengths for freight trains were defined:

> **Basic length**: length of the train to which the infrastructure offers conditions for crossing in any rail station;
>
> **Maximum length:** It's the length compatible with the infrastructure's capacity;
>
> **Exceptional length:** It's a length that can reach 750m, but which can only be set for occasional traffic under exceptional conditions;

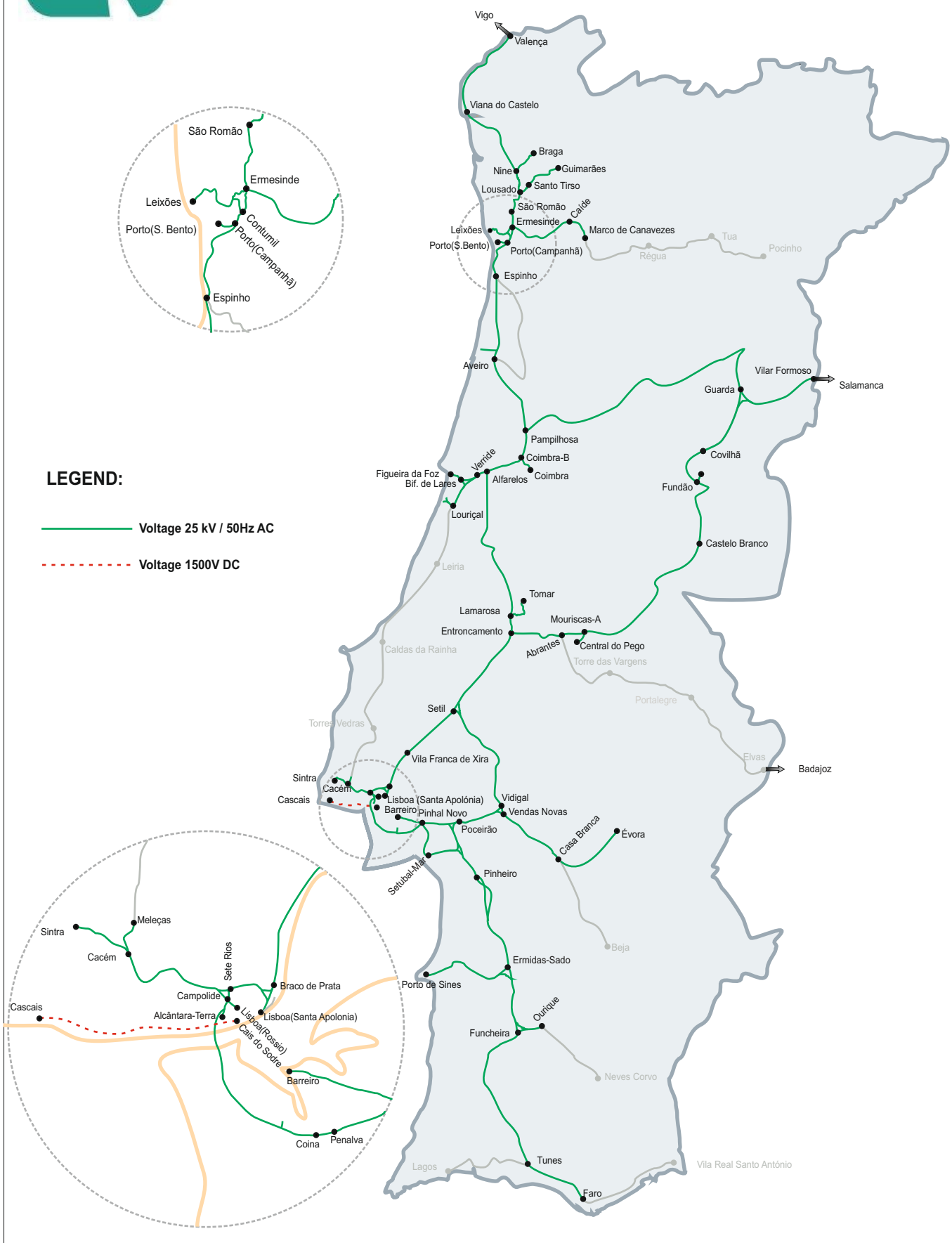
IP may authorize exceptionally requests for train-path for trains exceeding the "maximum length", depending on the Line or track and scheduled traffic. Train-path requests for trains with exceptional length must be submitted at least 30 days before the required date.

MAXIMUM FREIGHT TRAIN LENGTHS			
Path	**Track**	**Length**	
		Basic (m)	**Maximum (m)**
Minho Line	Porto Campanhã - Nine	210	520
	Nine - V. Castelo		405
	V. Castelo - Valença		300
Braga Branch	Nine - Tadim	415	520
Leixões Line	Contumil - Leixões	355	550
Douro Line	Ermesinde - Caíde	297	520
	Caíde - Pocinho		335
Norte Line	Lisbon Sª Apolónia - Entroncamento	340	550
	Entroncamento - Pombal		630
	Pombal - Pampilhosa		500
	Pampilhosa - Cacia		680
	Cacia - Porto Campanhã		750
Beira Alta Line	Pampilhosa - Vilar Formoso	260	515
Alfarelos Branch	Lares - Alfarelos Bifurcation	450	500
Oeste Line	Agualva - Cacém - Torres Vedras	295	385
	Torres Vedras - Fig. da Foz		500
Beira Baixa Line	Entroncamento - Abrantes	390	570
	Abrantes - Fundão		525
	Fundão - Covilhã		480
	Covilhã - Guarda		650
Leste Line	Abrantes - Elvas	355	600
Sintra Line	Campolide - Agualva - Cacém	230	330

MAXIMUM FREIGHT TRAIN LENGTHS			
Path	Track	Length	
		Basic (m)	Maximum (m)
Cintura Line	Braço de Prata – Ponte de Santana	305	550
	Ponte Santana - Alcântara Terra		315
Vendas Novas Line	Setil - Vendas Novas	475	605
Alentejo Line	Barreiro - Pinhal Novo	210	310
	Pinhal Novo - Poceirão		630
	Poceirão - Vendas Novas		595
	Vendas Novas - Casa Branca		750
	Casa Branca - Beja		505
Sul Line	Campolide - Pinheiro	260	630
	Pinheiro - Ermidas-Sado	400	750
	Ermidas-Sado - Tunes	285	490
Sines Line	Ermidas Sado - Porto de Sines	620	620
Évora Line	Casa Branca - Évora	745	750
Algarve Line	Tunes - Faro	395	395
	Faro - Vlª Real Stº António	130	200

Note: the above lengths do not take into account the characteristics of the freight terminals and/or private sidings.

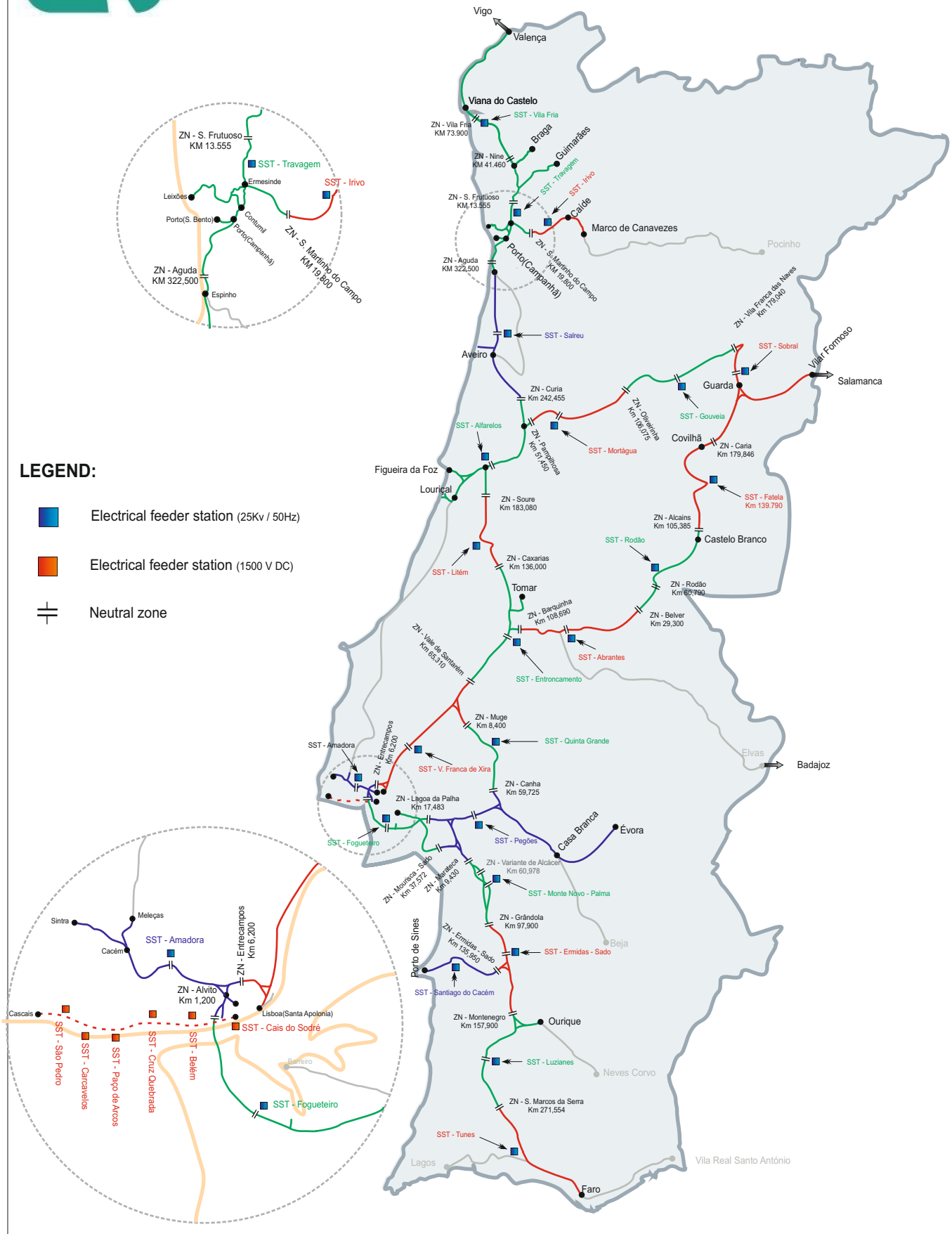
Electrified Lines



Second addendum to Network Statement 2021

Note: Route section: Bombel - Casa Branca - Évora with power limitation available (exclusive to passenger trains).
Route section: Nine - Viana do Castelo with power limitation available (until entry to service of the SST-Vila Fria).

Electrical feeder stations



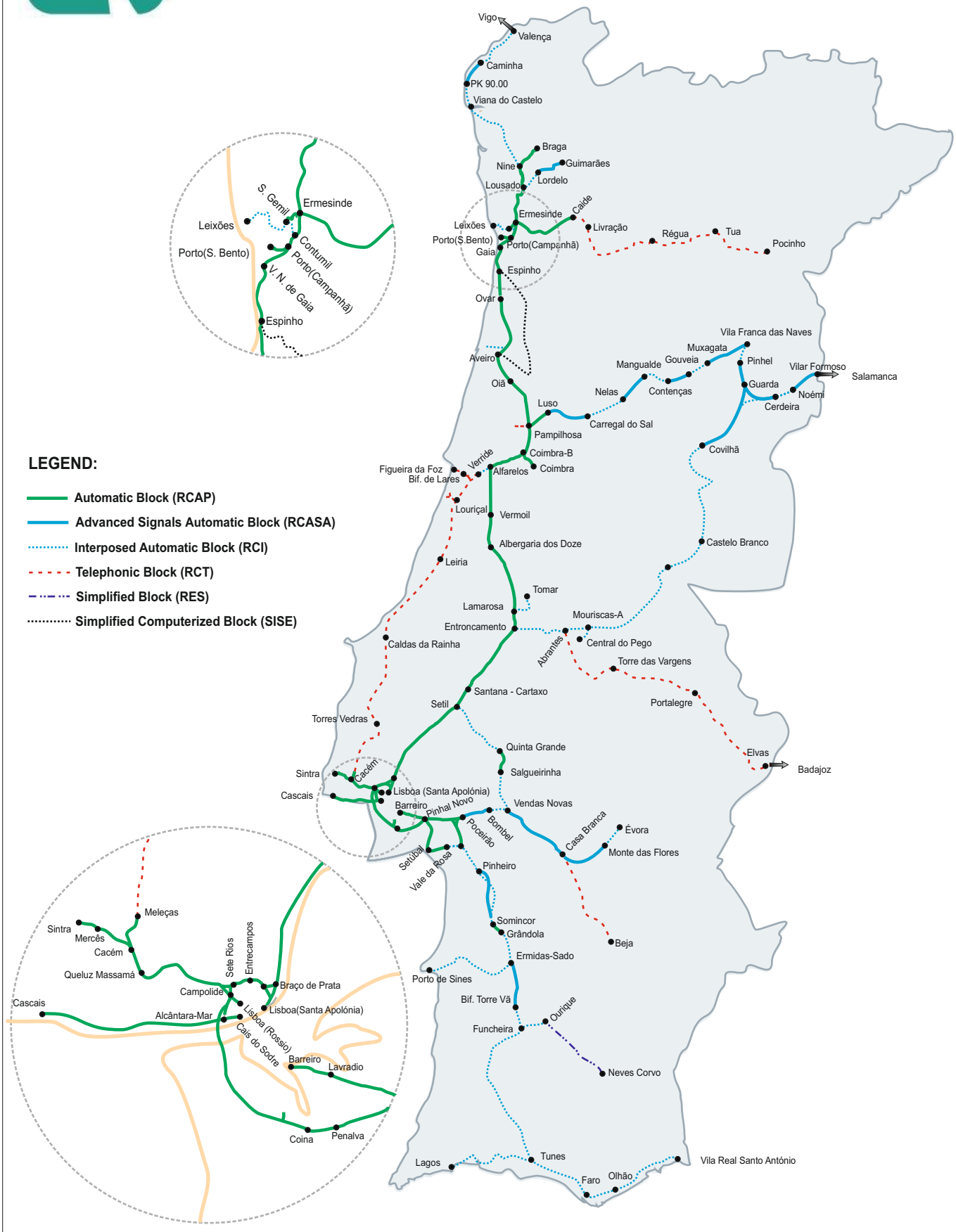
LEGEND:

- Electrical feeder station (25Kv / 50Hz)
- Electrical feeder station (1500 V DC)
- Neutral zone

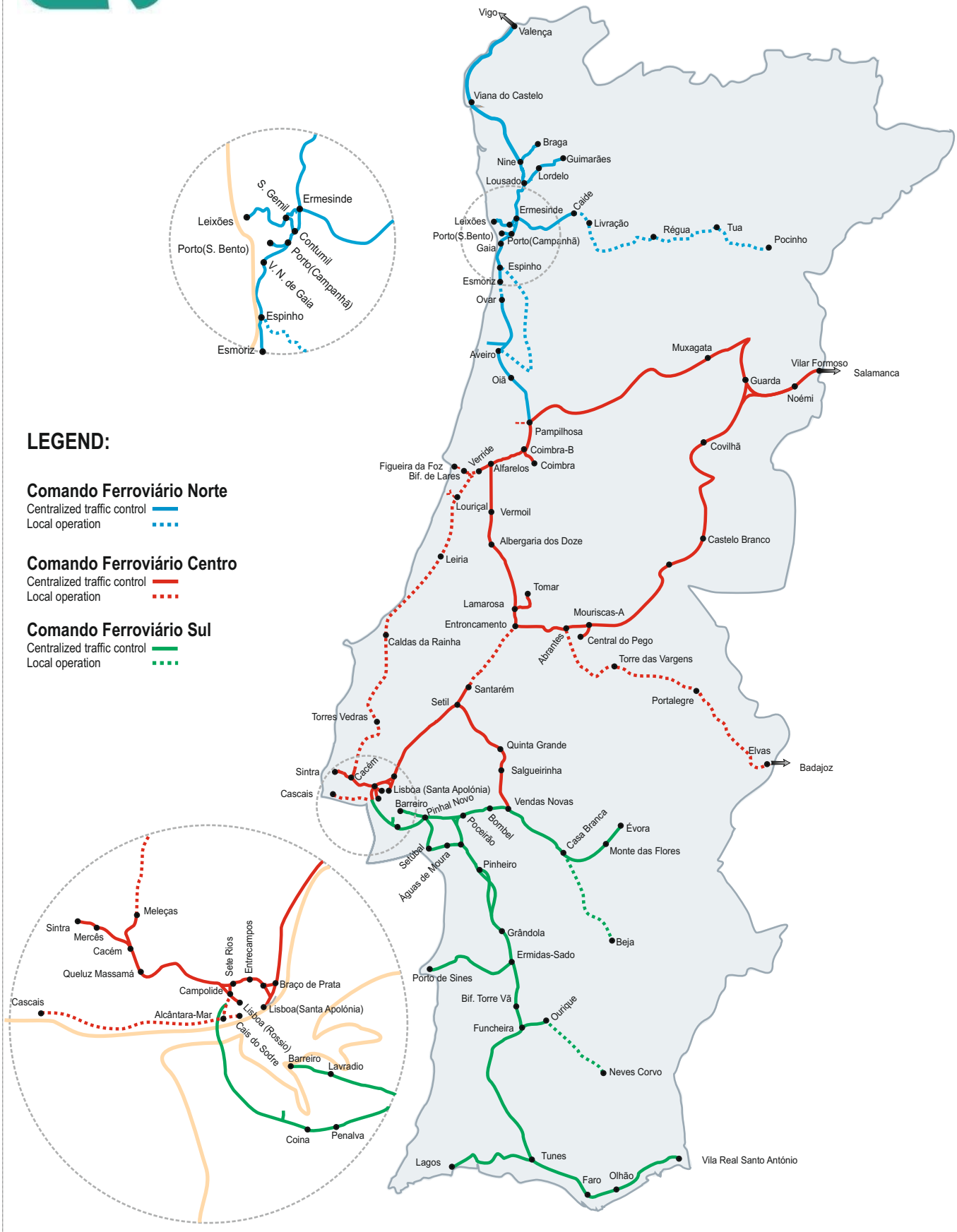
Second addendum to Network Statement 2021

Note: Route section: Bombel - Casa Branca - Évora with power limitation available (exclusive to passenger trains).

Traffic Control Systems



Traffic Command and Control



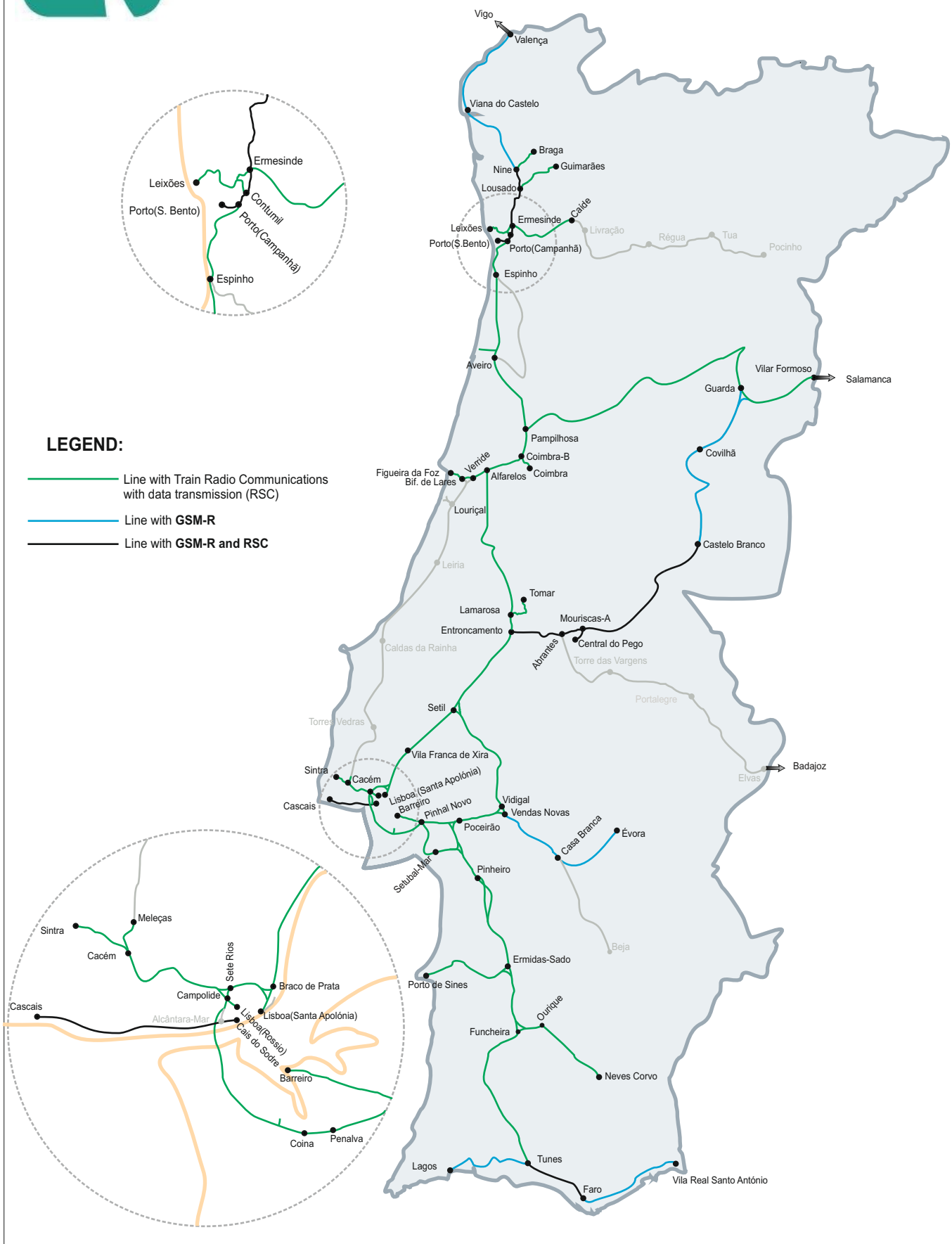
LEGEND:

Comando Ferroviário Norte
Centralized traffic control
Local operation

Comando Ferroviário Centro
Centralized traffic control
Local operation

Comando Ferroviário Sul
Centralized traffic control
Local operation

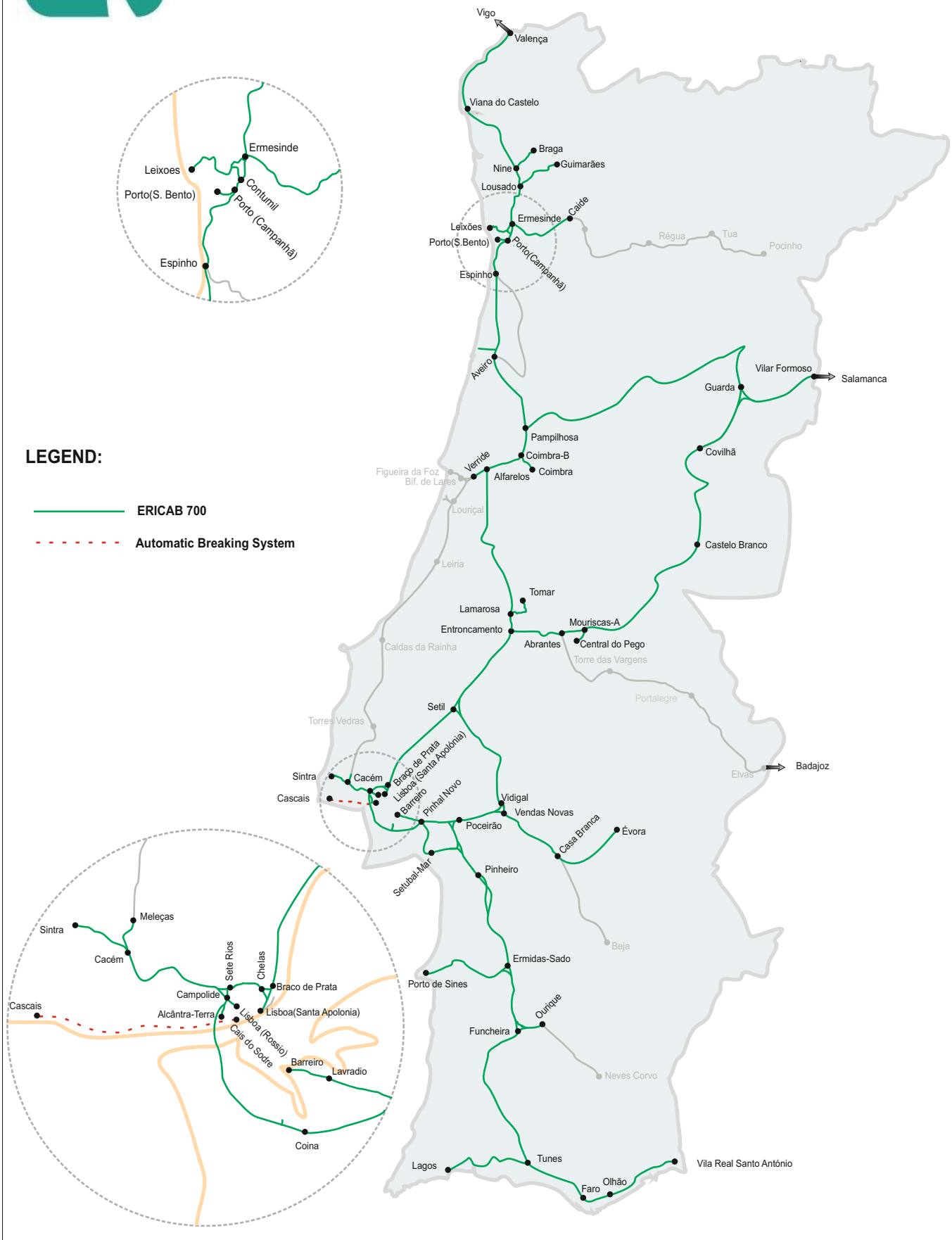
Train Radio Communications



LEGEND:

- Line with Train Radio Communications with data transmission (RSC)
- Line with **GSM-R**
- Line with **GSM-R and RSC**

Automatic Train Control (ATC)

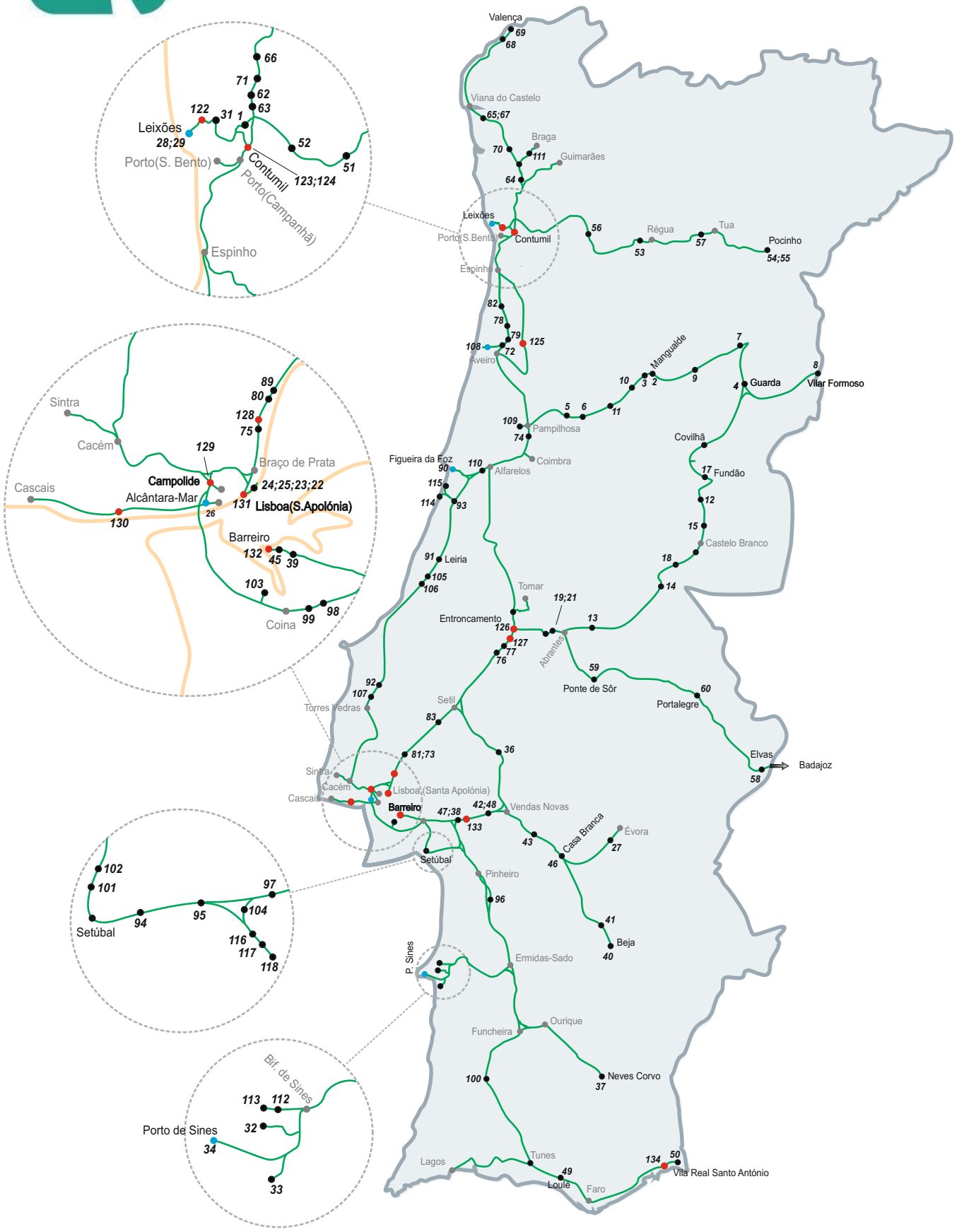


LEGEND:

ERICAB 700

Automatic Breaking System

Service Facilities



Annex 3.6 B – Service Facilities connected to IP Network

Nº	Designation	Reference Line	pk	Management Entity	Typology
1	Lidador	S. Gemil Concordance	2,51	CEOV-Companhia Extração de Óleos Vegetais, Lda.	Freight Terminals
2	Estação de Mangualde	Beira Alta Line	128,51	IP	Service facility to be concessioned
3	SIAF (Ramal Mangualde)	Beira Alta Line	125,90	Sonae Indústria	Private service facility
4	Estação da Guarda	Beira Alta Line	206,34	IP	Service facility to be concessioned
5	Estação de Mortágua	Beira Alta Line	73,55	IP	Service facility to be concessioned
6	Estação de Santa Comba Dão	Beira Alta Line	85,47	IP	Service facility to be concessioned
7	Estação de Vila Franca das Naves	Beira Alta Line	181,83	IP	Service facility to be concessioned
8	Estação de Vilar Formoso	Beira Alta Line	251,98	IP	Service facility to be concessioned
9	Ramal Fornos de Algodres	Beira Alta Line	152,46	IP	Service facility to be concessioned
10	Madibéria - (Ramal Nelas)	Beira Alta Line	120,06	Luso Finsa- Industria e Comércio de Madeiras, SA	Private service facility
11	Ramal Somafel	Beira Alta Line	102,94	Somafel	Private service facility
12	Estação de Castelo Novo	Beira Baixa Line	124,34	IP	Service facility to be concessioned
13	Ramal do Pego	Beira Baixa Line	15,50	Tejo Energia	Private service facility
14	Portucel - (Ramal Ródão)	Beira Baixa Line	63,89	Celtejo	Private service facility
15	Lusitana - (Ramal Alcains)	Beira Baixa Line	106,65	IP	Service facility to be concessioned
17	Terminal de Mercadorias Fundão	Beira Baixa Line	149,51	IP	Freight Terminals
18	Estação de Sarnadas	Beira Baixa Line	79,73	IP	Service facility to be concessioned
19	Estação do Tramagal	Beira Baixa Line	129,50	IP	Service facility to be concessioned
21	Somapre - (Ramal Tramagal)	Beira Baixa Line	129,11	Satepor - Consolis	Private service facility
22	Silopor	Beira Baixa Line	2,94	Silopor	Private service facility
23	Armazém 21	Matinha Line	2,51	TMB-Terminal Multiusos do Beato	Maritime service facility

Nº	Designation	Reference Line	pk	Management Entity	Typology
24	Terminal de Contentores de Santa Apolónia	Matinha Line	0,78	TSA-Terminal de Stª Apolónia	Maritime service facility
25	Sotagus	Matinha Line	1,22	Sotagus	Maritime service facility
26	Liscont	Cascais Line	3,17	Terminal de Contentores de Alcantara	Maritime service facility
27	Pedreira do Sul - Monte das Flores	Évora Line	111,07	Tecnovia	Private service facility
28	Portos de Leixões	Leixões Line	19,84	APDL	Maritime service facility
29	Terminal de Mercadorias de Leixões	Leixões Line	20,98	IP	Freight Terminals
31	Petroquímica - (Ramal Leça do Balio)	Leixões Line	14,80	Petibol	Private service facility
32	Asfaltos - (Ramal da Petrogal)	Sines Line	171,31	Galp Energia	Private service facility
33	EDP/ Cinzas	Sines Line	174,71	EDP	Private service facility
34	Porto Sines - Terminais XXI e Multiusos	Sines Line	177,91	APS	Maritime service facility
35	Raquete	Sines Line	170,05	IP	Service facility to be concessioned
36	DAI - (Ramal Quinta Grande)	Vendas Novas Line	36,61	DAI-Sociedade de Desenvolvimento Agro Industrial	Private service facility
37	Somincor Neves Corvo	Alentejo Line	206,00	Somincor	Private service facility
38	Estação do Poceirão	Alentejo Line	30,41	IP	Service facility to be concessioned
39	Quimigal - (Ramal Barreiro)	Alentejo Line	2,11	Nova AP Fábrica Nitrato de Amónio de Portugal	Private service facility
40	Estação de Beja	Alentejo Line	153,94	IP	Service facility to be concessioned
41	Estação de Cuba	Alentejo Line	137,19	IP	Service facility to be concessioned
42	Estação de Pegões	Alentejo Line	41,89	IP	Service facility to be concessioned
43	Estação de Torre da Gadanha	Alentejo Line	75,22	IP	Service facility to be concessioned
45	Terra - (Ramal Barreiro)	Alentejo Line	1,22	IP	Service facility to be concessioned
46	Ferrovias	Alentejo Line	90,60	Ferrovias-Grupo Mota Engil	Private service facility
47	Maltibérica	Alentejo Line	29,53	Maltibérica	Private service facility
48	Neopul - (Ramal Pegões)	Alentejo Line	41,05	Neopul	Private service facility

Nº	Designation	Reference Line	pk	Management Entity	Typology
49	Terminal de Loulé	Algarve Line	323,93	IP	Freight Terminals
50	Estação de Vila Real de Santo António	Algarve Line	395,98	IP	Service facility to be concessioned
51	Terminal de Mercadorias de Irivo	Douro Line	32,18	Agremor	Freight Terminals
52	Terminal S. Martinho do Campo (SPC)	Douro Line	19,35	SPC	Freight Terminals
53	Estação de Godim	Douro Line	101,82	IP	Service facility to be concessioned
54	Estação do Pocinho	Douro Line	171,52	IP	Service facility to be concessioned
55	Quimigal - (Ramal Pocinho)	Douro Line	171,98	ADP Fertilizantes	Private service facility
56	Estação de Marco de Canaveses	Douro Line	59,95	IP	Service facility to be concessioned
57	Estação de Pinhão	Douro Line	126,83	IP	Service facility to be concessioned
58	Estação de Elvas	Leste Line	264,90	Transitex	Freight Terminals
59	Estação de Ponte de Sôr	Leste Line	163,24	IP	Service facility to be concessioned
60	Estação de Portalegre	Leste Line	216,56	IP	Service facility to be concessioned
62	Siderurgia Nacional - (Ramal Leandro)	Minho Line	12,11	SN Maia – Siderurgia nacional SA	Private service facility
63	Cimpor - (Ramal Leandro)	Minho Line	10,88	Cimpor	Private service facility
64	Lousoareias	Minho Line	27,08	Lousoareias-Materiais de Construção, Lda.	Private service facility
65	Portucel - (Ramal Darque)	Minho Line	76,34	Soporcel	Private service facility
66	Secil Trofa – (Ramal Colpor)	Minho Line	19,84	Secil	Private service facility
67	Terminal de Mercadorias de Darque	Minho Line	76,78	Cimpor	Freight Terminals
68	Estação de São Pedro da Torre	Minho Line	125,51	IP	Service facility to be concessioned
69	Estação de Valença	Minho Line	129,77	IP	Service facility to be concessioned
70	Quimigal - (Ramal Barcelos)	Minho Line	51,61	ADP Fertilizantes	Freight Terminals
71	Ucanorte	Minho Line	12,96	Ucanorte XXI-União Agricola do Norte, CRL	Private service facility
72	Plataforma de Cacia	Norte Line	275,47	APA	Freight Terminals

Nº	Designation	Reference Line	pk	Management Entity	Typology
73	Alhandra - (Ramal Cimpor)	Norte Line	25,17	Cimpor	Private service facility
74	Cimpor - (Ramal Souselas)	Norte Line	225,18	Cimpor	Private service facility
75	IP - (Complexo de Mercadorias da Bobadela)	Norte Line	12,14	IP	Freight Terminals
	SPC - (Complexo de Mercadorias da Bobadela)	Norte Line	12,14	SPC	Freight Terminals
	Conteparque - (Complexo Terminal de Mercadorias da Bobadela)	Norte Line	12,14	Conteparque	Freight Terminals
	Alcont - (Complexo de Mercadorias da Bobadela)	Norte Line	12,14	Alcont	Freight Terminals
76	Terminal de Mercadorias da MSC	Norte Line	104,56	MSC	Freight Terminals
77	Terminal Vale do Tejo (TVT)	Norte Line	106,15	TVT	Freight Terminals
78	Amoníaco - (Ramal Estarreja)	Norte Line	290,62	CUF - Quimicos Industriais	Private service facility
79	Portucel - (Ramal Cacia)	Norte Line	279,09	Portucel	Private service facility
80	Nitratos	Norte Line	20,51	ADP Fertilizantes	Private service facility
81	Iberol 3	Norte Line	25,59	Iberol - Sociedade Ibérica de Biocombustiveis e Oleaginosas	Private service facility
82	Estação de Ovar	Norte Line	300,78	IP	Service facility to be concessioned
83	Ramal da Azambuja	Norte Line	42,39	IP	Service facility to be concessioned
89	TER-TIR	Norte Line	20,84	TERTIR, Concessões Portuárias	Private service facility
90	Porto da Figueira da Foz	Oeste Line	212,35	APFF	Maritime service facility
91	Estação de Leiria	Oeste Line	160,69	IP	Service facility to be concessioned
92	Estação do Outeiro	Oeste Line	78,17	IP	Service facility to be concessioned
93	Estação do Louriçal	Oeste Line	191,80	IP	Service facility to be concessioned
94	Porto de Setúbal	Sul Line	31,34	APSS	Private service facility
95	Somincor - (Ramal Praias do Sado)	Sul Line	32,96	Somincor	Private service facility
96	Vale do Guizo - (Ramal Somincor)	Sul Line	92,09	Somincor	Private service facility
97	Vale da Rosa - (Ramal Renault)	Sul Line	35,25	IP	Service facility to be concessioned

Nº	Designation	Reference Line	pk	Management Entity	Typology
98	Autoeuropa	Sul Line	27,85	Volkswagen	Private service facility
99	Palmetal	Sul Line	27,37	Palmetal	Private service facility
100	Estação de Santa Clara Sabóia	Sul Line	254,77	IP	Service facility to be concessioned
101	Megaço - (Ramal Palmela)	Sul Line	22,95	Megaço-Produtos Siderúrgicos	Private service facility
102	Slem - (Ramal Palmela)	Sul Line	22,18	SLEM-Sociedade Luso Espanhola de Metais	Private service facility
103	Siderurgia Nacional - Seixal	Sul Line	22,60	SN Seixal – Siderurgia nacional SA	Private service facility
104	Ramal Praias do Sado Concordância*	Sul Line	33,56	IP	Service facility to be concessioned
105	Secil - (Ramal Maceira)	Oeste Line	144,80	Secil	Private service facility
106	Secil - (Ramal Pataias)	Oeste Line	139,08	Secil	Private service facility
107	Valouro - (Ramal Ramalhal)	Oeste Line	71,19	Valouro	Private service facility
108	Porto de Aveiro*	Cacia plataform/Norte Line	274,87	APA	Maritime service facility
109	Valouro - (Ramal Pampilhosa)	Figueira da Foz Branch	48,87	Valouro	Private service facility
110	Terminal TMI	Alfarelos Branch	220,72	TMI	Freight Terminals
111	Terminal de Mercadorias de Tadim	Braga Branch	48,11	Agremor	Freight Terminals
112	Metalsines	Sines Branch	170,98	Metalsines	Private service facility
113	Petroquímica	Sines Branch	171,31	Repsol	Private service facility
114	Ramal Celbi	Louriçal Branch	5,51	Grupo Altri, SA	Private service facility
115	Ramal Soporcel	Louriçal Branch	5,51	Soporcel	Private service facility
116	EDP - (Ramal Praias Sado)	Sado - Sapec Branch	33,79	EDP	Private service facility
117	Terminal SPC Setúbal	Sado - Sapec Branch	34,26	SPC	Freight Terminals
118	Portucel - (Ramal Praias Sado)	Sado - Sapec Branch	34,26	Portucel	Private service facility
122	Parque Oficinal Norte - Guifões	Leixões line	16,65	EMEF - Empresa de Manutenção de Equipamento Ferroviário	Mantenance facilities service
123	Parque Oficinal Norte - Contumil	Minho Line	2,24	EMEF - Empresa de Manutenção de	Mantenance facilities service

Nº	Designation	Reference Line	pk	Management Entity	Typology
				Equipamento Ferroviário	
124	Unidade de Manutenção de Alta velocidade	Minho/Douro Line	3,10	EMEF - Empresa de Manutenção de Equipamento Ferroviário	Mantenance facilities service
125	ParqueOficinal Norte - Sernada	Vouga Line	61,65	EMEF - Empresa de Manutenção de Equipamento Ferroviário	Mantenance facilities service
126	Parque Oficinal Centro - Entrocamento	Norte Line	106,30	EMEF - Empresa de Manutenção de Equipamento Ferroviário	Mantenance facilities service
127	Oficina TVT	Norte Line	106,14	GMF - Gestión de Maquinaria Ferroviaria	Mantenance facilities service
128	Oficina Bobadela	Norte Line	12,14	GMF - Gestión de Maquinaria Ferroviaria	Mantenance facilities service
129	Parque Oficinal Sul - Campolide	Sintra Line	2,90	EMEF - Empresa de Manutenção de Equipamento Ferroviário	Mantenance facilities service
130	Parque Oficinal Sul - Oeiras	Cascais Line	16,30	EMEF - Empresa de Manutenção de Equipamento Ferroviário	Mantenance facilities service
131	Parque Oficinal Sul - Santa Apolónia	Norte Line	1,20	EMEF - Empresa de Manutenção de Equipamento Ferroviário	Mantenance facilities service
132	Parque Oficinal Sul - Barreiro	Alentejo Line	0,60	EMEF - Empresa de Manutenção de Equipamento Ferroviário	Mantenance facilities service
133	Parque Oficinal Sul -Poceirão	Alentejo Line	31,00	EMEF - Empresa de Manutenção de Equipamento Ferroviário	Mantenance facilities service
134	Parque Oficinal Sul -Vila Real de Santo António	Algarve Line	395,00	EMEF - Empresa de Manutenção de Equipamento Ferroviário	Mantenance facilities service

Annex 3.7 – Model of the Services Facilities Information Document

1. General Information			
1.1	Introduction	• Explain the purpose of this document. • Identify the SF name and type according to Directive 2012/34 Annex II • Give a brief presentation of the SF. • State where the document is published	[SF name] produced this SF document in respect of EC Implementing Regulation 2017/2177. [SF name] is a (choose one or more categories from a) to i) from Directive 2012/34 Annex II) [SF name] is a company dedicated to … (give a brief presentation of the SF) This SF document is published at www.xxxxxx.xx
1.2	Service facility operator	• Name, address and contact details for all SF operators (b) • If the SF is operated by more than one operator or where rail-related services are provided by more than one operator, an indication as to whether separate requests for access to the facilities and for those services need to be submitted. (g)*	
1.3	Validity period and updating process	• State the dates of the period of validity of the SF document • Describe how the SF document is updated	*Examples:* • *This document is updated yearly at the time of the Network Statement publication, unless changes in its content require extraordinary updates* • *This document is updated yearly at XX of XXXXX, unless changes in its content require extraordinary updates* • *This document is updated when necessary*
2. Services			
2.X	Name of service	• Description of all rail-related services, which are supplied in the SF, and of their type (basic, additional or ancillary) (d). See also Annex II of Directive 2012/34/EU • *Alternatively publish a link to a website which provides all relevant information* • X refers to the number of provided services	

3. Service Facility description			
3.1	List of all installations	• Where relevant, the list of all installations in which rail related services are supplied (a) [Note; If it's possible to integrate all information of the 3.X subchapters in a single table inside 3.1 (each line corresponding to a installation and the diverse columns referring to Location, Opening hours, Technical characteristics and Planned changes in technical characteristics), then the subchapters 3.X shall not be necessary]	In the case of SF with just one installation: • This SF consists of only one installation. In the case of highly complex SF that have already published information for their SF meeting the requirements of IR 2017/2177: • The list of installations is published at www.xxxxxxxxxxx • The description of these installations is published at www.xxxxxxxxx [in this case chapters 3.2 to 3.X may not be used]
3.X	Name of installation X	• X refers to a SF with more than one installation. • If the SF has only one installation, then X goes just to 2.	
3.X.1	Location	• Installation location	Examples: • GPS coordinates of the Installation • How to find the Installation • Road Access • Location of the Connection to main railway infrastructure, including, where relevant, the name of connecting railway station
3.X.2	Opening Hours	• Installation Opening hours	Examples: • Ordinary opening regime - Monday – Friday - Saturday – Sunday • Extra ordinary opening regime - Festive period, bank holidays • Operating times of particular services (a) • Ordinary opening regime - Monday – Friday - Saturday – Sunday • Extra ordinary opening regime • Festive period, bank holidays

3.X.3	Technical characteristics	• Where relevant, a description of the technical characteristics of the Installation	Examples: • Technical Parameters • Private branch line - Number and length of tracks (TEN-T parameters) • Sidings - Number and length of tracks (TEN-T parameters) • Shunting and marshalling tracks - Number and length of tracks (TEN-T parameters) • Technical equipment for loading and unloading - Equipment (cranes, ramps, stackers) • Technical equipment for washing • Technical equipment for maintenance • Storage area (m2)

3.X.4	Planned changes in technical characteristics	• Information on changes in technical characteristics and temporary capacity restrictions of the service facility, which could have a major impact on the service facility's operation, including planned works (l)*	Examples:
			• Details of indicative Investments
			  ○ List of projects
			  ○ Location
			  ○ Nature of Project
			  ○ Start/End date of the works

4. Charges			
4.1	Information on charges	• Information on charges for getting access to SFs and charges for the use of each rail-related service supplied therein (m)	
4.2	Information on discounts	• Information on principles of discount schemes offered to applicants, while respecting commercial confidentiality requirements (n)*	
5. Access conditions			
5.1	*Legal requirements*	• *Information if a contract, certificates or insurance are necessary* • Model access contracts and general terms and conditions (at least in the case of SFs operated and rail-related services provided by operators under the direct or indirect control of a controlling entity), (i)*	

5.2	*Technical conditions*	• *Where relevant, description of technical conditions to be satisfied by the rolling stock entering the SF*	*Examples:* • *Rolling stock type* • *Maximum train length, gauge, weight*
5.3	Self-supply of rail-related services	• Information on the possibility for self-supply of rail-related services and conditions applying thereto (e)*	
5.4	IT systems	• Where relevant, information on the terms of use of the operator's IT systems, if applicants are required to use such systems, and the rules concerning the protection of sensitive and commercial data (j)*	
6. Capacity allocation			
6.1	Requests for Access or Services	• Information on procedures for requesting access to the SF or services supplied in the SF or both, including deadlines for submitting requests, and time limits for handling those requests (f)* and (Article 8)* • In SFs operated by more than one operator or where rail-related services are provided by more than one operator, an indication as to whether separate requests for access to the facilities and for those services need to be submitted (g)* • Information on the minimum content and format of a request for access to the SF and rail-related services, or a template for such a request (h)*	
6.2	Response to requests	• Description of the response to requests (Article 9)* • A description of the coordination procedure and regulatory measures referred to in Article 10 and priority criteria referred to in Article 11 (k)*	
6.3	Information on available capacity and temporary capacity restrictions	• Information on temporary capacity restrictions of the SF, which could have a major impact on the SF's operation, including planned works (l)*	

Annex 3.8 – Network Upgrading

According to the infrastructure investment Plan (railroad 2020) founded on PETI 3 +) The investments in railway infrastructure are shown in the table below:

Enterprise	Description	Expected calendar
South International Corridor - Sines / Setúbal / Lisbon - Caia	It is aimed at reinforcing the railway connection to the port of Sines with a view to increasing appeal thereof, as a point of entry to Europe, particularly to the Iberian Peninsula, broadening their hinterland and coordinating itself with other links to the ports of Lisbon and Setúbal. The purpose of executing this international railway connection includes providing a more efficient solution for rail freight transport, both between a departure point and a final destination as well as part of an intermodal logistics chain, so as to promote the national economy's competitiveness. It will also promote mobility of people between the regions of Alentejo and Lisbon and Vale do Tejo and consolidate the territory's external connectivity. The project comprises the construction of a new Évora / Caia section, as well as the modernization of existing sections, in a corridor that will ensure railway interoperability conditions at national, Iberian and European levels.	Work to be completed in 2021.
South International Corridor - Porto Setúbal + Praias do Sado	The project is aimed at reinforcing the railway connection to the Port of Setúbal and existing branches, in order to facilitate an effective rail freight transport, thus promoting the Portuguese economy's competitiveness. The project includes the removal of constraints in the area of the Praias do Sado station and in the connections to the branches and to Porto, electrification of the reception /dispatch marshalling yard of the lines of Porto, the construction of required lines, and the electrification of the private Branch of Somincor in Praias do Sado.	Development of the enterprise will depend on the ability to capture community funds..
South International Corridor - Line of Vendas Novas	The project aims at the conclusion of the Connection Sines-Setúbal-Lisbon / Évora / Elvas-Caia / Madrid. It includes altering the station layouts for crossing of 750m trains, LC removal, and implementation of RCT + TP definitive measures.	Development of the enterprise will depend on the ability to capture community funds.
South International Corridor - Line of Alentejo	Modernization of the Poceirão-Bombel section on the Alentejo Line, and the Águas de Moura South Bifurcation aims at removing capacity constraints and enhancing operating conditions, in a context of improved safety conditions and enhanced viability of the railway system. Its main objective is to enable the crossing of trains with a service length of 750 m in the stations of Pegões and Bombel, as well as to create a new Technical Station in the Águas de Moura-South Bifurcation.	Development of the enterprise will depend on the ability to capture community funds.

Enterprise	Description	Expected calendar
North International Corridor – Leixões Line	The project comprises interventions to optimize the Leixões line, to ensure the crossing of 750 m trains.	Development of the enterprise will depend on the ability to capture community funds.
North International Corridor – Beira Alta Line	The project is aimed at reinforcing the railway connection between the north and central areas of Portugal and Europe, in order to facilitate an effective rail freight transport, thus promoting the Portuguese economy's competitiveness. Works will be carried out for the following purposes: • To ensure railway corridor interoperability at national, Iberian, and European level; • To remove constraints on the infrastructure of the Beira Alta line; • To allow the movement of freight trains with a length of 750 m.	Work to be completed in 2023.
Corredor Norte/Sul – Norte Line	The project aims to improve the rail link between the Atlantic axis of Portugal and Europe. These investment project includes: • Installation/modernization of signalling, suppression of level crossing and construction of unevenness, increase capacity for freight trains in order to allow the movement of freight trains of length up to 750m; • Construction of new parking guards / overpasses on Francelos, Ovar- freight, Entroncamento, Mato de Miranda and Bobadela stations; • Renewing the infrastructure lifecycle and increasing the security and flexibility of the operation, with the installation of a new signaling system on the following sections: Ovar-Gaia, and Santarém-Entroncamento.	Completion dates for the following track section: Ovar/Gaia 2022. Bobadela 2021 Entroncamento 2021
Complementary Corridor – Douro Line	The project covers the electrification, the installation of electronic signaling, speed control and telecommunications between Marco – Régua section.	Work to be concluded in 2022.

Enterprise	Description	Expected calendar
Complementary Corridor – Oeste Line and Alfarelos Branch	The project will enable a significant improvement in the transit of goods and people across the West region, reinforcing its inclusion in the national railway network, thus improving connections to the remaining national territory and to Spain, to the ports of Lisbon and Figueira da Foz, to the major industries and to Lisbon's metropolitan area. • The project includes the electrification between Meleças and Caldas as well as intervention on signaling and telecommunications systems • Creation of active diversions and crossing points in the Oeste Line and Alfarelos branch, in order to ensure freight traffic of 750-meter long trains; • Remodelling of the Louriçal station layout and Alfarelos branch duplication on the Verride - Marujal section.	Works in the track section Meleças/Caldas da Rainha, to be finished in the 2021. Development of the Alfarelos Branch enterprise will depend on the ability to capture community funds
Complementary Corridor – Algarve Line	The Algarve Line constitutes a structuring axis for mobility in the major tourist attracting region in Portugal and of the latter with the remaining national, Iberian and European territories. Its modernisation is aimed at boosting both the regional and the national economy, meeting the growing mobility needs of people and goods across the whole region, particularly in a strategic business sector which generates significant revenues for the Portuguese economy. The project covers the electrification between Faro / Vila Real de Santo António section and Tunes / Lagos in order to allow the use of electric traction by the regional services in these sections.	Work to be concluded in 2021

Annex 4.2.3.1 - Format of Path Allocation Requests

Date of Request:_____

Reference: _____

Railway Undertaking: _____

Type of request: _____

Type of rolling stock: _____

Serial Number: _____

Number of units per series: _____

Total train length: _____

Type of speed: _____

Towed weight: _____

Frequency: _____

Stop	Departure time	Commercial stopping time	Technical stopping time	Transfer	Observations
From					
...					
...					
To					

Annex 4.5.2 A – Main Planned Engineering Works

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	TCR* TYPOLOGY	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	KP Start	KP End				Beginning	Completion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Minho	Contumil	Ermesinde	5,050	7,750	Track superstructure rehabilitation	Low or Medium	Maintenance	3º T 2021	4º T 2021	30	500	3	66	5	UT
	Nine	Valença Fronteira	39,003	131,449	Signalling Commissioning (Nine - Valença)	Low or Medium	Modernisation	1º T 2018	1º T 2022				800	5	
	Nine	Viana do Castelo	39,003	83,840	Signalling Commissioning (Nine - Viana)	Low or Medium	Modernisation	2º T 2021	2º T 2021				10 1	4 (wk) 12 (wd)	Signalling Commissioning
	Nine	Barcelos	49,450	49,590	Reinforcement / Protection of the foundations of the Cávado Bridge	Low or Medium	Maintenance	3º T 2021	3º T 2021	60	140,000	2			
	Darque	Viana do Castelo	79,718	80,396	Full replacement of sleepers at Rio Lima Bridge	Low or Medium	Maintenance	3º T 2021	1º T 2022	30	678	6	66	4	
Douro	Ermesinde	Valongo	11,905	11,905	Stabilisation of excavation slopes - LD	Low or Medium	Maintenance	3º T 2020	1º T 2021				270	5	
	Régua	Pinhão	103,900	117,300	Conclusion of the Stabilisation of 10 excavation slopes between km 103,900 and 117,300 (Lot of 3 Slopes Douro)	Low or Medium	Renovation	1º T 2021	1º T 2022	30	2 x 200	14	260	8	Slopes on which works are to be done: • 100,900-104,100 (LS) • 110,800-110,970 (LS) • 113,120-113,300 (LS) • 113,640-113,940 (LS) • 114,410-114,760 (LS) • 115,380-115,650 (LS) • 116,450-116,650 (LS) • 117,130-117,350 (LS) • 117,400-117,650 (LS) • 117,750-117,93
	Vargelas	Pocinho	163,500	169,700	Stabilisation of 3 excavation slopes	Low or Medium	Renovation	4º T 2020	2º T 2021	30	1000	8	240	6	The extent of the speed restriction encompasses the Saião Tunnel length (752 metres)

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	TCR* TYPOLOGY	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	KP Start	KP End				Beginning	Completion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Norte	Lisboa Santa Apolónia	Lisboa Santa Apolónia	0,000	1,600	Installation of signalling equipment at Lisbon Sta Apolónia	Low or Medium	Renovation	4º T 2020	2º T 2022				540	4	Prohibitions at the Lisbon Santa Apolónia station, including Parks
	Santa Apolónia	Braço de Prata	1,580	1,620	Rehabilitation of the PI of Xabregas and Marquês de Nisa	Low or Medium	Maintenance	3º T 2021	4º T 2021	60	40,000	3			Deceleration one work at a time
	Lisboa Santa Apolónia	Lisboa Oriente	2,040	3,900	Improvement of track superstructure and infrastructure	Low or Medium	Renovation	4º T 2020	2º T 2021	30	800	9	270	4 A ou D + 2 A+D(wk) 4 A ou D + 3,5 A+D (saturday) 4 A ou D + 4 vA+D (sunday)	
	Bobadela Sul	Bobadela Norte	12,540	13,750	Rehabilitation of the Póvoa Flyover and the Bobadela Flyover	Low or Medium	Maintenance	2º T 2021	4º T 2021	60	150	3			Deceleration one work at a time
	Bobadela norte	Alverca	18,480	19,820	Rehabilitation of the Póvoa Flyover and the Bobadela Flyover	Low or Medium	Maintenance	2º T 2021	4º T 2021	60	150	3			Deceleration one work at a time
	Bobadela Sul	Bobadela Norte	10,746	14,000	Modernisation of Bobadela Terminal layout	Low or Medium	Modernisation	4º T 2021	4º T 2022				365	5,5 (wk) 8 (saturday) 24 (sundat)	
	Setil	Entroncamento	56,400	106,302	Commissioning of Signalling Service (Vale de Santarém - Entroncamento)	Low or Medium	Modernisation	4º T 2021	4º T 2021				5 1	4 general int.(wk) 12 general int.(wd)	Signalling Commissioning
	Setil	Entroncamento	56,400	106,302	Installation of signalling equipment (Vale de Santarém - Entroncamento)	Low or Medium	Modernisation	2º T 2019	1º T 2021				381 52 52 5	4 (wk) 6 (saturday) 6 (sunday) 4 general int.	
	Mato Miranda	Entroncamento	93,661	107,400	Installation of Electronic Signalling at Entroncamento Station and Mato Mirando ET	Low or Medium	Modernisation	1º T 2021	4º T 2023				900	4 6	UT or DT LMR and Workshops (week days and weekends)

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	TCR* TYPOLOGY	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	KP Start	KP End				Beginning	Completion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Norte	Mato Miranda	Riachos - Torres Novas - Golegã	98,580	98,650	Repair of masonry and construction of walls at PH at pk 98,613	Low or Medium	Maintenance	3º T 2021	4º T 2021	30	70,000	1,5			
	Caxarias	Albergaria dos Doze	147,100	147,400	Stabilisation of excavation slopes (LS+RS)	Low or Medium	Renovation	4º T 2020	1º T 2021	80	300	9	270	4	
	Coimbra - B	Coimbra - B	216,600	218,500	Redesign of the Coimbra-B station layout for installation of SMM	Low or Medium	Modernisation	3º T 2021	4º T 2023	30	600	30	Variável	6 (wk) 20 (wd)	
	Souselas	Mealhada Norte	224,971	236,086	Modernisation of Pampilhosa station	Low or Medium	Modernisation	4º T 2021	4º T 2023	80	100 + 100	6	730	6 (wk) 8 (wd)	Decommissioning of lines III and IV
	Souselas	Pampilhosa	227,350	227,500	Treatment of slope and drains	Low or Medium	Renovation	2º T 2021	4º T 2021	120	100	5	120	4	UT
	Souselas	Mealhada Norte	230,800	231,100	Replacement of DSS 5II at Pampilhosa	Low or Medium	Renovation	4º T 2020	1º T 2021				10 1	4 (wk) 8 (wd)	Cdt in Beira Lines
	Pampilhosa	Mealhada Norte	231,300	236,086	Construction of Mealhada Connection	Low or Medium	Modernisation	4º T 2020	1º T 2023	60	100	1	4 1	8 (wd) 8 general int.(wd)	(also mentioned for Beira Alta Line)
	Pampilhosa	Válega	232,500	296,700	Replacement of single-block sleepers UT and DT - PHASE 2	Low or Medium	Maintenance	3º T 2020	1º T 2021	30 80	180 1000	6	132	5	
	Válega	Esmoriz	296,973	311,900	Installation of signalling equipment (Ovar - Gaia)	Low or Medium	Modernisation	4º T 2020	4º T 2021				4 160	4 general int.(wd) 5 (wk)	Interruption periods do not coincide with Espinho / Gaia section FTR
	Válega	Esmoriz	296,973	311,900	Signalling Commissioning (Ovar - Gaia)	Low or Medium	Modernisation	4º T 2021	4º T 2021				5 1	4 general int.(wk) 12 general int.(wd)	
	Espinho	Gaia	318,700	332,780	FTR at section Espinho / Gaia	Low or Medium	Renovation	3º T 2020	3º T 2022	30 60 80	1000 2000 1000	22	660	6 (wk) 5 general int. (fds) or 2VUT+8 general int.+2VUT (fds)	
	Granja	Gaia	331,750	331,850	Treatment of surface erosion of slopes	Low or Medium	Renovation	3º T 2020	1º T 2021	60	100	6	100	4	UT

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	TCR* TYPOLOGY	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	KP Start	KP End				Beginning	Completion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Beira Alta	Pampilhosa	Bifurcação do Luso	50,400	58,389	Modernisation of Pampilhosa station	Low or Medium	Modernisation	4º T 2021	4º T 2023	80	100 + 100	6	730	6 (semana) 8 (fds)	Decommissioning of Lines III and IV (also mentioned for the Norte Line)
	Pampilhosa	Bifurcação do Luso	50,400	58,389	Construction of Mealhada Connection	Low or Medium	Modernisation	4º T 2020	1º T 2023	60	100	1	2	8 (wd)	(also mentioned for the Norte Line)
	Pampilhosa	Santa Comba	51,120	84,848	Modernisation of the Beira Alta Line	Very High	Modernisation	4º T 2020	2º T 2023	30 50 80	100 500 1000	18	570	8 (wk) 48 (wd)	Closure of Pampilhosa / Guarda section from 4ºT 2021 to 1ºS 2022
	Santa Comba	Mangualde	84,848	123,900	Modernisation of the Beira Alta Line	Very High	Modernisation	2º T 2021	2º T 2023	30 50 80	100 500 1000	15	460	8 (wk) 48 (wd)	Closure of Pampilhosa / Guarda section from 4ºT 2021 to 1ºS 2022
	Mangualde	Celorico da Beira	123,900	163,400	Modernisation of the Beira Alta Line	Very High	Modernisation	2º T 2021	2º T 2023	30 50 80	100 500 1000	15	460	8 (wk) 48 (wd)	Closure of Pampilhosa / Guarda section from 4ºT 2021 to 1ºS 2022
	Celorico da Beira	Guarda	163,400	209,425	Modernisation of the Beira Alta Line	Very High	Modernisation	1º T 2021	2º T 2023	30 50 80	100 500 1000	15	460	8 (wk) 48 (wd)	Closure of Pampilhosa / Guarda section from 4ºT 2021 to 1ºS 2022
	Cerdeira	Vilar Formoso	209,425	252,000	Modernisation of the Beira Alta Line	Low or Medium	Modernisation	1º T 2021	1º T 2023	30 80	300 1000	11	730	8 (wk) 13 (saturday) 13 (sunday)	
Ramal de Alfarelos	Bifurcação de Lares	Alfarelos	207,342	221,380	Installation of signalling (Oeste and R. de Alfarelos)	Low or Medium	Modernisation	1º T 2021	3º T 2022				580	4	(also mentioned for the Oeste Line)
	Bifurcação de Lares	Alfarelos	216,800	218,100	Slope and drains stabilisation- PK 216,800 to 218,100	Low or Medium	Renovation	4º T 2020	1º T 2021	60	100	5	80	4	
Oeste	Mira Sintra - Meleças	Caldas da Rainha	20,320	105,011	Installation of Signalling (Mira Sintra/Meleças - Caldas da Rainha)	Low or Medium	Modernisation	4º T 2020	1º T 2022				730	8	
	Mira Sintra - Meleças	Torres Vedras	20,320	63,500	Electrification and modernisation of the Meleças / Torres Vedras section	Low or Medium	Modernisation	1º T 2021	1º T 2023	80 30 30 30	1000 100 100 100	24	732	8	

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	TCR* TYPOLOGY	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	KP Start	KP End				Beginning	Completion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Oeste	Torres Vedras	Caldas da Rainha	63,500	107,740	Electrification and modernisation of the track section Torres Vedras / Caldas da Rainha	Low or Medium	Modernisation	2º T 2021	3º T 2023	30 80 30	100 1000 100	22	670 8	8 (wk) 57 (wd)	
	Louriçal	Figueira da Foz	191,918	215,185	Installation of signalling (Oeste and R. de Alfarelos)	Low or Medium	Modernisation	1º T 2021	3º T 2022				560	4	(also mentioned for the Alfarelos Branch Line)
Ramal de Tomar	Lamarosa	Tomar	0,000	1,800	Replacement of WS with DCS and shift from SR to LWR - Phase 3	Low or Medium	Renovation	4º T 2020	2º T 2021	30	648	3	90	6 (wk) 6 (saturday) 6,5 (sunday)	
	Lamarosa	Tomar	8,730	9,985	Replacement of WS with DCS and shift from SR to LWR - Phase 4	Low or Medium	Renovation	2º T 2021	3º T 2021	30	648	3	90	6 (wk) 6 (saturday) 6,5 (sunday)	-
Beira Baixa	Entroncamento	Abrantes	107,000	135,000	Installation of Traction Current Return and Protective Earthing system (TCR+PE)	Low or Medium	Modernisation	1º T 2021	3º T 2021	60	150	12	210	4	
	Praia do Ribatejo	Santa Margarida	118,611	119,109	Strengthening of pillars P4 and P5 of the Praia Bridge	Low or Medium	Renovation	2º T 2019	2º T 2021	10 30	520 520	2 15	4	6	LV is not performed simultaneously with that of Praia Bridge
	Abrantes	Mouriscas-A	0,000	16,500	Installation of Traction Current Return and Protective Earthing system (TCR+PE)	Low or Medium	Modernisation	2º T 2020	4º T 2021	60	150	12	90	4	
	Abrantes	Alferrarede	2,731	3,150	Protection of the foundations of the Bridge of Tejo	Low or Medium	Renovation	3º T 2021	3º T 2023	10 30	450	3 10	16	4	LV is not performed simultaneously with that of Praia Bridge
	Barca da Amieira - Envendos	Fratel	52,018	52,070	Anti-corrosion protection for Steel Bridges - Phase 3 – Foz do Açucar Bridge	Low or Medium	Maintenance	1º T 2021	4º T 2021	60	112	4	25	4	Beira Baixa L. Steel Bridges - max. 2 simultaneous work fronts
	Barca da Amieira - Envendos	Fratel	55,635	55,675	Anti-corrosion protection for Steel Bridges - Phase 3 –Nave das Oliveiras Bridge	Low or Medium	Maintenance	1º T 2021	4º T 2021	60	100	4	25	4	Beira Baixa L. Steel Bridges - max. 2 simultaneous work fronts
	Fratel	Ródão	57,612	57,666	Anti-corrosion protection for Steel Bridges - Phase 3 – Ribeira das Olvieras/Ulmeiros Bridge	Low or Medium	Maintenance	1º T 2021	4º T 2021	60	114	4	25	4	Beira Baixa L. Steel Bridges - max. 2 simultaneous work fronts

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	TCR* TYPOLOGY	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	KP Start	KP End				Beginning	Completion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Beira Baixa	Fratel	Ródão	59,963	60,013	Anti-corrosion protection for Steel Bridges - Phase 3 – Vila da Ruiva Bridge	Low or Medium	Maintenance	1º T 2021	4º T 2021	60	110	4	25	4	Beira Baixa L. Steel Bridges - max. 2 simultaneous work fronts
	Covilhã	Guarda	165,194	211,694	Modernisation of the Beira Baixa Line - Covilhã – Guarda Section	Low or Medium	Modernisation	1º T 2018	1º T 2021				30	7	Covilhã station
Leste	Torre	Portalegre	197,000	199,850	Shift from wooden sleepers to concrete and shift from SR to LWR	Low or Medium	Renovation	3º T 2021	4º T 2021	30	648	4	120	4	
Sintra	Mercês	Sintra	21,312	27,265	Replacement of contact wire	Low or Medium	Renovation	2º T 2021	2º T 2021				2	6 (wd)	
Cascais	Cais do Sodré	Cascais	0,000	25,450	Installation of Signalling and ETCS	Low or Medium	Modernisation	1º T 2021	3º T 2023				990	4 (wk) 5 (saturday) 5 (sunday)	
	Cais do Sodré	Cascais	0,000	25,450	Modernisation of the Cascais Line	Low or Medium	Modernisation	4º T 2021	4º T 2023	30	500	24	730	6 general int. (wk) 14 general int. (sat./sun.) 9 general int. (sun./mon.)	
	Carcavelos	Cascais	24,900	25,450	Renovation of catenary at Cascais station	Low or Medium	Modernisation	3º T 2020	1º T 2021				270	5 (wk) 4 general int.(wd)	
Vendas Novas	Setil	Vidigal	0,000	65,000	Modernisation of Vendas Novas Line	Low or Medium	Modernisation	4º T 2021	3º T 2024	30+30	500+500	24	1080 154 43	8 (wk) 12 (wd) 48 (wd)	
Alentejo	Barreiro	Pinhal Novo	0,000	15,439	Maintenance of overhead line infrastructure	Low or Medium	Maintenance	4º T 2021	4º T 2021				10	4 general int. (sunday)	
Sul	Alvito	Pragal	2,300	5,500	25 de Abril Bridge - Repair and conservation works	Low or Medium	Maintenance	1º T 2019	4º T 2021	60	150	20	400 80 80	2,5 A ou D+2,5 A+D(wk) 3,5 A ou D+3,5 A+D (saturday) 2,5 A ou D+4,5 A+D (sunday)	

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	TCR* TYPOLOGY	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	KP Start	KP End				Beginning	Completion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
	Vale da Rosa	Águas de Moura	38,348	38,418	Anti-corrosion protection for Steel Bridges - Phase 2 – PH of Montinho	Low or Medium	Maintenance	2º T 2021	4º T 2021	30	70	1	20	4	Sul L. Steel Bridges - max. 2 simultaneous work fronts
	Vale da Rosa	Águas de Moura	38,852	38,922	Anti-corrosion protection for Steel Bridges - Phase 2 – PH of Bem Gordo	Low or Medium	Maintenance	2º T 2021	4º T 2021	30	70	1	20	4	Sul L. Steel Bridges - max. 2 simultaneous work fronts
	Monte Novo - Palma	Alcácer	64,683	64,761	Anti-corrosion protection for Steel Bridges - Phase 2 – Ribeira de São Martinho Bridge	Low or Medium	Maintenance	2º T 2021	4º T 2021	30	78	1,5	30	4	Sul L. Steel Bridges - max. 2 simultaneous work fronts
	Monte Novo - Palma	Alcácer	64,899	64,975	Anti-corrosion protection for Steel Bridges - Phase 2 – Vala de São Martinho Bridge	Low or Medium	Maintenance	2º T 2021	4º T 2021	30	76	1	25	4	Sul L. Steel Bridges - max. 2 simultaneous work fronts
	Alcácer	Vale do Guizo	78,605	78,675	Anti-corrosion protection for Steel Bridges - Phase 2 – PI of Alcácer	Low or Medium	Maintenance	2º T 2021	4º T 2021	30	70	1,5	25	4	Sul L. Steel Bridges - max. 2 simultaneous work fronts
	Alcácer do Sal	Alcácer do Sal	77,643	78,504	Replacement of WS with CS and shift from SR to LWR at Alcácer do Sal station	Low or Medium	Maintenance	3º T 2020	1º T 2021	30	900	3	180	8	LV in Line I
	Vale do Guizo	Vale do Guizo	87,456	88,162	Replacement of WS with CS and shift from SR to LWR at Vale do Guizo station	Low or Medium	Maintenance	3º T 2020	1º T 2021	30	700	3	180	8	LV in Line II
	Canal Caveira	Azinheira dos Barros	112,273	112,377	Anti-corrosion protection for Steel Bridges - Phase 2 – Padrões Bridge	Low or Medium	Maintenance	2º T 2021	4º T 2021	30	104	2	40	4	Sul L. Steel Bridges - max. 2 simultaneous work fronts
	Canal Caveira	Lousal	113,500	116,002	Technical Blocks and Landfills	Low or Medium	Maintenance	2º T 2021	2º T 2022	30	750	8	32	11 (saturday) 11 (sunday)	
	Ermidas - Sado	Bifurcação de Torre Vã	139,993	149,760	Maintenance of overhead line infrastructure	Low or Medium	Maintenance	4º T 2021	4º T 2021				30	4 general int.	
	Bifurcação de Torre Vã	Bifurcação da Funcheira Sul	160,769	160,861	Anti-corrosion protection for Steel Bridges - Phase 2 – Garvão I Bridge	Low or Medium	Maintenance	2º T 2021	4º T 2021	30	92	3	25	4	Sul L. Steel Bridges - max. 2 simultaneous work fronts
	Messines-Alte	Tunes	301,600	301,600	Execution of FB at kp 301.600 (Sul L.), for suppression of LCs at kp 302.145 (Algarve L.) and 301.619 (Sul L.).	Low or Medium	Modernisation	3º T 2021	1º T 2022	30	100	3	2	6 general int. (wd)	

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	TCR* TYPOLOGY	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	KP Start	KP End				Beginning	Completion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Sines	Ermidas - Sado	Raquete	129,631	170,047	Modernisation of the Sines Line	Low or Medium	Modernisation	4º T 2021	4º T 2023	30 + 30	500 + 500	24	708 12 12	8 (wk) 12 (sunday) 48 (wd)	
Algarve	Tunes	Lagos	301,889	347,210	Electrification of the Tunes / Lagos section	Low or Medium	Modernisation	4º T 2021	4º T 2023	30	500	23	700 2	7 (wk) 54 (wd)	
	Faro	Vila Real de Sto António	340,008	396,050	Electrification of the Faro / V. R. S.to António section	Low or Medium	Modernisation	4º T 2021	4º T 2023	30 + 30	500 + 500	23	610 90 1	7 (wk) 8 (wk) 53 (wd)	
Vouga	Espinho	Feira	0,600	19,400	Track superstructure rehabilitation	Low or Medium	Maintenance	3º T 2021	2º T 2022	10 30	300 800	6	132	7	
	Feira	Oliveira de Azeméis	19,400	32,800	Track superstructure rehabilitation	Low or Medium	Maintenance	2º T 2021	4º T 2021	10 30	300 800	6	132	7	

*TCR - Temporary Capacity Restriction

Annex 4.5.2.B - Additional Margins

ADDITIONAL MARGINS The additional margin is applied to all trains which cross the section with ongoing works or parts of it				
Line/ Branch	**Section**	**Type of work**	**Up trains (min)**	**Down trains (min)**
Douro Line	Régua Pocinho	Intervention in slopes	3	3
Norte Line	Coimbra B	Layout redesign	1	1
	Pampilhosa	Layout redesign	1	1
	Pampilhosa Válega	Replacement of sleepers	3	3
	Esmoriz Gaia	Full Track Renewal	14	14
Beira Alta Line	Pampilhosa Stª Comba Dão	Modernisation	3	3
	Stª Comba Dão Mangualde	Modernisation	7	7
	Mangualde Celorico da Beira	Modernisation	5	5
	Celorico da Beira Guarda	Modernisation	5	5
	Guarda Vilar Formoso	Modernisation	5	5
Beira Baixa Line	Praia do Ribatejo Alferrarede	Intervention in bridges	2	2
Oeste Line	Mira Sintra/Meleças Torres Vedras	Electrification and modernisation	4	4
	Torres Vedras Caldas da Rainha	Electrification and modernisation	2	2
Sul Line	Canal Caveira Lousal	Technical blocks and embankments	2.5	2.5
Sines Line	Ermidas-Sado Raquete	Modernisation	2	2

Annex 5.3.1.1 – Typology of stations and halts

Line	Station	Typology	Support room	Ticket office
Alentejo	Barreiro	B	X	X
	Barreiro - A	C		
	Lavradio	C		
	Baixa da Banheira	C		
	Alhos Vedros	C		
	Moita	C		
	Penteado	C		
	Poceirão	D		
	Pegões	D		
	Vendas Novas	C		
	Casa Branca	C		
	V N Baronia	D		
	Cuba	D		
	Beja	C	X	X
Algarve	Alcantarilha	D		
	Silves	C		
	Estombar	D		
	Portimão	C	X	X
	Mexilh Gr	D		
	Lagos	C	X	X
	Faro	B	X	X
	Tunes	C	X	X
	Albufeira	C	X	X
	Boliqueime	D		
	Loulé	C	X	X
	Parque das Cidades	D		
	Bom João	C		
	Olhão	C	X	X
	Fuseta - A	C		X
	Fuseta	D		
	Tavira	C	X	X
	Porta Nova	C		
	Conceição	C		
	Cacela	C		
	Vila Real de Sto. António	C		X
Beira Alta	Quinta do Valongo - Vacariça	D		
	Mortágua	D		
	Santa Comba Dão	C	X	X
	Carregal do Sal	C		
	Oliveirinha-Cabanas	D		
	Canas - Felgueira	D		
	Nelas	C	X	X
	Mangualde	C		X
	Gouveia	D		
	Fornos de Algodres	D		
	Celorico da Beira	C	X	X

Line	Station	Typology	Support room	Ticket office
Beira Alta	V Fr Naves	C		
	Guarda	C	X	X
	Rochoso	D		
	Cerdeira	D		
	Vilar Formoso	C	X	X
Beira Baixa	Barquinha	D		
	Almourol	D		
	Praia Ribatejo	D		
	Santa Margarida	D		
	Tramagal	D		
	Abrantes	C	X	X
	Alferrarede	D		
	Mouriscas-A	D		
	Belver	D		
	Barca Amieira	D		
	Fratel	D		
	Ródão	C		
	Sarnadas	D		
	Retaxo	D		
	Castelo Branco	C	X	X
	Alcains	D		
	Lardosa	D		
	Cast Novo	D		
	V Prazeres	D		
	Fundão	C	X	X
	Tortosendo	D		
	Covilhã	C	X	X
	Caria	D		
	Belmonte-Manteigas	D		
	Maçainhas	D		
	Benespera	D		
	Sabugal	D		
Cascais	Cais do Sodré	A	X	X
	Santos	C		X
	Alcântara - Mar	B		
	Belém	B	X	X
	Algés	B	X	X
	Cruz Quebrada	C	X	X
	Caxias	C	X	X
	Paço de Arcos	B	X	X
	Santo Amaro	C	X	X
	Oeiras	B	X	X
	Carcavelos	B	X	X
	Parede	B	X	X
	S. Pedro do Estoril	C	X	X
	S. João do Estoril	B	X	X

Line	Station	Typology	Support room	Ticket office
Cascais	Estoril	B	X	X
	Monte Estoril	C	X	X
	Cascais	A	X	X
Cintura	Alcântara - Terra	B	X	
	Sete Rios	A	X	X
	Campolide - A	B		
	Entrecampos	A	X	X
	Entrecampos - Poente	A		
	Roma - Areeiro	A	X	X
Douro	Suzão	C		
	Valongo	C		
	São Martinho do Campo	C		
	Terronhas	C		
	Recarei-Sobreira	B	X	X
	Parada	C		
	Cête	B		X
	Irivo	C		
	Oleiros	C		
	Paredes	B	X	X
	Penafiel	B	X	X
	Bustelo	D		
	Meinedo	C		
	Caíde	B		X
	Vila Meã	D		
	Recesinhos	D		
	Livração	C		
	Marco Canavezes	C		X
	Juncal	D		
	Mosteirô	C		X
	Aregos	C		
	Ermida	C		X
	Rede	C		
	Godim	D		
	Régua	B	X	X
	Covelinhas	D		
	Pinhão	C		X
	Tua	C		X
	Vargelas	D		
	Freixo de Numão	D		
	Pocinho	C	X	X
	Cabêda	C		
Évora	Évora	C	X	X
Guimarães	Guimarães	B	X	X
	Santo Tirso	C	X	
	Caniços	C		
	Vila das Aves	C		

Line	Station	Typology	Support room	Ticket office
Guimarães	Giesteira	D		
	Lordelo	C		
	Vizela	C		
Leste	Ponte Sor	D		
	T Vargens	D		
	Portalegre	D		
	Elvas	D		
Minho	Porto - São Bento	A	X	X
	Porto - Campanhã	A	X	X
	Contumil	C		
	Rio Tinto	C		
	Águas Santas	C		
	Palmilheira	C		
	Ermesinde	B	X	X
	Travagem	C		
	Leandro	D		
	São Frutuoso	C		
	Louro	D		
	Durrães	D		
	Alvarães	C		
	São Romão	C		
	Trofa	B	X	X
	Lousado	C		
	Famalicão	B	X	X
	Nine	B	X	X
	Barcelos	C		X
	Tamel	C		
	Barroselas	C		
	Darque	C		
	Viana do Castelo	B	X	X
	Âncora-Pr	C		
	Caminha	C		
	Valença	C		X
	Vila Nova de Cerveira	C		
	S Pedro Tor	D		
Norte	Lisboa-Sta. Apolónia	A	X	X
	Braço de Prata	C		
	Lisboa - Oriente	A	X	X
	Moscavide	B		
	Sacavém	C		
	Bobadela	C		
	Santa Iria	C		
	Póvoa	B	X	X
	Alverca	B	X	X
	Alhandra	C	X	X
	Vila Franca de Xira	B	X	X

Line	Station	Typology	Support room	Ticket office
Norte	Castanheira do Ribatejo	C	X	
	Carregado	C		
	Vila Nova da Rainha	D		
	Azambuja	B	X	X
	Setil	C		
	Reguengo	C		
	Santana Cartaxo	D		
	Vale de Santarém	C		
	Santarém	B		X
	Vale de Figueira	D		
	Mato Miranda	D		
	Riachos	C	X	X
	Entroncamento	B	X	X
	Lamarosa	C		
	Chão de Maçãs - Fátima	C	X	X
	Caxarias	C	X	X
	Albergaria dos Doze	D		
	Vermoil	D		
	Pombal	C	X	X
	Soure	D		
	V. Nova Anços	D		
	Granja do Ulmeiro - Alfarelos	C	X	X
	Formoselha	D		
	Taveiro	D		
	Coimbra - B	A		X
	Souselas	C	X	
	Pampilhosa	C	X	X
	Mealhada	C	X	X
	Curia	C		
	Mogofores	C		
	Paraimo	D		
	Oliv Bair	C		
	Oiã	C		
	Quintans	D		
	Aveiro	A	X	X
	Cacia	C		
	Salreu	D		
	Estarreja	B	X	X
	Avanca	C		
	Válega	C		
	Ovar	B	X	X
	Carvalheira - Maceda	C		
	Cortegaça	C		
	Esmoriz	B	X	X
	Paramos	C		
	Espinho	B	X	X

Line	Station	Typology	Support room	Ticket office
Norte	Granja	C		
	Aguda	C		
	Miramar	C		
	Francelos	C		
	Valadares	C		X
	Madalena	C		
	Coimbrões	C		
	Gaia	B	X	X
	General Torres	C		
	Bencanta	C		
Oeste	Mira Sintra-Meleças	C	X	X
	Sabugo	D		
	Mafra	D		
	Malveira	D		
	Pero Negro	D		
	Dois Portos	D		
	Runa	D		
	Torres Vedras	C	X	X
	Ramalhal	D		
	Outeiro	D		
	Bombarral	D	X	X
	Óbidos	D		
	Caldas Rainha	C	X	X
	Salir do Porto	D		
	S Martinho Porto	C		
	Valado	C		
	Pataias	D		
	Martingança	D		
	Marinha Grande	D		
	Leiria	C	X	X
	Mte Real	D		
	Monte Redondo	D		
	Guia	D		
	Louriçal	D	X	
	Bif Lares	D		
	Fontela	D		
	Figueira da Foz	C	X	X
R. Alfarelos	Montemor	C		
	Verride	C		
	Reveles	D		
R. Tomar	Santa Cita	D		
	Tomar	C	X	X
R. Lousã	Coimbra	B	X	X
Ramal de Braga	Couto de Cambeses	C		
	Arentim	D		
	Ruílhe	D		

Line	Station	Typology	Support room	Ticket office
Ramal de Braga	Tadim	D		
	Braga	A	X	X
Sintra	Lisboa - Rossio	A	X	X
	Campolide	B	X	X
	Benfica	B	X	X
	Santa Cruz - Damaia	B	X	X
	Amadora	A	X	X
	Reboleira	B	X	X
	Queluz - Belas	B		X
	Monte Abraão	B	X	X
	Massamá - Barcarena	B	X	X
	Agualva - Cacém	A	X	X
	Rio de Mouro	B	X	X
	Mercês	B	X	X
	Algueirão - Mem Martins	B	X	X
	Portela de Sintra	B	X	X
	Sintra	A	X	X
Sul	Pinhal Novo	B	X	X
	Venda do Alcaide	C		
	Palmela - A	C		
	Setúbal	B	X	X
	Praça do Quebedo	C	X	X
	Praias - Sado - A	C		
	Grândola	C		
	Ermidas - Sado	D		
	Funcheira	C		
	Amoreiras-Odemira	C		
	Santa Clara - Sabóia	C		
	Messines - Alte	D		
Vouga	Espinho Vouga	C		
	Paços Brandão	D		
	Vila Feira	D		
	S. João da Madeira	C		
	Oliv Azeméis	C	X	
	Sernada Vouga	D	X	
	Eixo	D		
	Eirol	D		
	Águeda	C		
	Macinhata	D		
	Aveiro Vouga	A		

Annex 5.3.1.2 – IP Freight Terminals

Terminals	Typology	Insertion Line	Services provided by IP	Contract	Address	Telephone	email	Link
Bobadela	Intermodal freight terminal / Customs	Norte Line	Services provided are those included in the Access Regulation and Fee of Intermodal Transport Units available at http://www.infraestruturasdeportugal.pt/rede/ferroviaria/terminais-de-mercadorias	Carlos Lameira	Rua Estação de Mercadorias, 2695-038 Bobadela	211028812	tm.bobadela@infraestruturasdeportugal.pt	http://www.infraestruturasdeportugal.pt/rede/ferroviaria/terminais-de-mercadorias
Leixões	Intermodal freight terminal / Customs	Leixões Line	Services provided are those included in the Access Regulation and Fee of Intermodal Transport Units available at http://www.infraestruturasdeportugal.pt/rede/ferroviaria/terminais-de-mercadorias	Paula Rocha	Av. Eng. Duarte Pacheco, 4450-110 Matosinhos	221052978	tm.leixoes@infraestruturasdeportugal.pt	http://www.infraestruturasdeportugal.pt/rede/ferroviaria/terminais-de-mercadorias
Poceirão	service facility to be concessioned	Alentejo Line	Availability of services subject to prior analysis.	Carlos Lameira	Largo da Estação do Poceirão, 2965-308 Poceirão	212879784	carlos.lameira@infraestruturasdeportugal.pt	Not applicable
Vale da Rosa	service facility to be concessioned	Sul Line	Availability of services subject to prior analysis.	João Silva	Pinhal Novo - Águas de Moura Bifurcation	212879434	joao.rsilva@infraestruturasdeportugal.pt	Not applicable
Fundão	service facility to be concessioned	Beira Baixa Line	Availability of services subject to prior analysis.	Paula Rocha	Estação do Fundão, Linha da Beira Baixa, pk 147,300	221052978	paula.rocha@infraestruturasdeportugal.pt	Not applicable
Mangualde	service facility to be concessioned	Beira Alta Line	Availability of services subject to prior analysis.	Paula Rocha	Estação de Mangualde, Linha da Beira Alta, PK128,500	221052978	paula.rocha@infraestruturasdeportugal.pt	Not applicable
Guarda	service facility to be concessioned	Linha da Beira Alta	Availability of services subject to prior analysis.	Paula Rocha	Estação da Guarda, Linha da Beira Alta PK 206,300	221052978	paula.rocha@infraestruturasdeportugal.pt	Not applicable
Darque	service facility to be concessioned	Minho Line	Availability of services subject to prior analysis.	Paula Rocha	Estação de Darque, Linha do Minho, PK76,800	221052978	paula.rocha@infraestruturasdeportugal.pt	Not applicable
Leiria	service facility to be concessioned	Oeste Line	Availability of services subject to prior analysis.	Carlos Lameira	Largo da Estação, 2425-625 Leiria	212879784	carlos.lameira@infraestruturasdeportugal.pt	Not applicable
Praias do Sado	service facility to be concessioned	Sul Line	Availability of services subject to prior analysis	Carlos Lameira	Estação de Praias do Sado - Rua Principal 2910-857 Setúbal	212879784	carlos.lameira@infraestruturasdeportugal.pt	Not applicable

Annex 5.5.2 – Provision of commercial nature information

Region	Line / Branch	Station / Halt	Information to the public									
			Sound Information				Tele-indication					
			Local	Remote		Place of operation	Local		Remote		Place of operation	Obs.
			Speaker phone	Speaker phone	Automatic.		Manual	Automatic	Automatic			
			Local microphone	Seletive Sound	Local unit of sound			Temporized	Follow-up	Temporized		
NORTE	Minho Line	Porto S. Bento			X	CCO Porto			X		CCO Porto	
		Porto Campanhã			X	CCO Porto			X		CCO Porto	
		Contumil			X	CCO Porto			X		CCO Porto	
		Rio Tinto			X	CCO Porto			X		CCO Porto	
		Águas Santas			X	CCO Porto			X		CCO Porto	
		Palmilheira			X	CCO Porto			X		CCO Porto	
		Ermesinde			X	CCO Porto			X		CCO Porto	
		Travagem			X	CCO Porto			X		CCO Porto	
		Leandro			X	CCO Porto			X		CCO Porto	
		São Frutuoso			X	CCO Porto			X		CCO Porto	
		São Romão			X	CCO Porto			X		CCO Porto	
		Portela			X	CCO Porto			X		CCO Porto	
		Trofa			X	CCO Porto			X		CCO Porto	
		Lousado			X	CCO Porto			X		CCO Porto	
		Esmeriz			X	CCO Porto			X		CCO Porto	
		Barrimau			X	CCO Porto			X		CCO Porto	
		Famalicão			X	CCO Porto			X		CCO Porto	
		Mouquim			X	CCO Porto			X		CCO Porto	
		Louro			X	CCO Porto			X		CCO Porto	
		Nine			X	CCO Porto			X		CCO Porto	
		Barcelos	X			Circ. office.						When staffed
		Barroselas	X			Circ. office.						When staffed
		Viana do Castelo	X			Circ. office.						When staffed
		Caminha	X			Circ. office						When staffed
		Valença	X			Circ. office.						
	Braga Branch	Couto Cambeses			X	CCO Porto			X		CCO Porto	
		Arentim			X	CCO Porto			X		CCO Porto	
		Ruílhe			X	CCO Porto			X		CCO Porto	
		Tadim			X	CCO Porto			X		CCO Porto	
		Aveleda			X	CCO Porto			X		CCO Porto	
		Mazagão			X	CCO Porto			X		CCO Porto	
		Ferreiros			X	CCO Porto			X		CCO Porto	
		Braga			X	CCO Porto			X		CCO Porto	
	Douro Line	Cabêda			X	CCO Porto			X		CCO Porto	
		Suzão			X	CCO Porto			X		CCO Porto	
		Valongo			X	CCO Porto			X		CCO Porto	
NORTE	Douro Line	São Martinho do Campo			X	CCO Porto			X		CCO Porto	
		Terronhas			X	CCO Porto			X		CCO Porto	
		Trancoso			X	CCO Porto			X		CCO Porto	
		Recarei - Sobreira			X	CCO Porto			X		CCO Porto	
		Parada			X	CCO Porto			X		CCO Porto	
		Cête			X	CCO Porto			X		CCO Porto	
NORTE	Douro Line	Irivo			X	CCO Porto			X		CCO Porto	
		Oleiros			X	CCO Porto			X		CCO Porto	
		Paredes			X	CCO Porto			X		CCO Porto	
		Penafiel			X	CCO Porto			X		CCO Porto	
		Bustelo			X	CCO Porto			X		CCO Porto	
		Meinedo			X	CCO Porto			X		CCO Porto	
		Caíde			X	CCO Porto			X		CCO Porto	
		Livração	X			Circ. office						When staffed
		Marco de Canaveses	X			Circ. office						When staffed
		Mosteirô	X			Circ. office						When staffed
		Ermida	X			Circ. officeo						When staffed
		Régua	X			Circ. office						When staffed

Region	Line / Branch	Station / Halt	Information to the public									
			Sound Information				Tele-indication					Obs.
			Local	Remote		Place of operation	Local		Remote		Place of operation	
			Speaker phone	Speaker phone	Automatic.		Manual	Automatic	Automatic			
			Local microphone	Seletive Sound	Local unit of sound			Temporized	Follow-up	Temporized		
NORTE	Douro Line	Pinhão	X			Circ. office						When staffed
		Tua	X			Circ. office						When staffed
		Pocinho	X			Circ. office						
CENTRO	Norte Line	Lisboa Santa Apolónia			X	CCO Lisboa				X	CCO Lisboa	
		Braço de Prata			X	CCO Lisboa			X		CCO Lisboa	
		Lisboa Oriente			X	CCO Lisboa			X		CCO Lisboa	
		Moscavide			X	CCO Lisboa			X		CCO Lisboa	
		Sacavém			X	CCO Lisboa			X		CCO Lisboa	
		Bobadela			X	CCO Lisboa			X		CCO Lisboa	
		Santa Iria			X	CCO Lisboa			X		CCO Lisboa	
		Póvoa			X	CCO Lisboa			X		CCO Lisboa	
		Alverca			X	CCO Lisboa			X		CCO Lisboa	
		Alhandra			X	CCO Lisboa			X		CCO Lisboa	
		Vila Franca de Xira			X	CCO Lisboa			X		CCO Lisboa	
		Castanheira do Ribatejo			X	CCO Lisboa			X		CCO Lisboa	
		Carregado			X	CCO Lisboa			X		CCO Lisboa	
		Vila Nova da Raínha			X	CCO Lisboa			X		CCO Lisboa	
		Espadanal da Azambuja			X	CCO Lisboa			X		CCO Lisboa	
		Azambuja			X	CCO Lisboa			X		CCO Lisboa	
		Virtudes			X	CCO Lisboa			X		CCO Lisboa	
		Reguengo - Vale da Pedra			X	CCO Lisboa			X		CCO Lisboa	
		Setil			X	CCO Lisboa			X		CCO Lisboa	
		Santana Cartaxo			X	CCO Lisboa			X		CCO Lisboa	
		Vale de Santarém			X	CCO Lisboa						
		Santarém	X			Telephone office						
		Entroncamento	X			Signaling cabinet						
		Lamarosa			X	CCO Lisboa			X		CCO Lisboa	
		Paialvo			X	CCO Lisboa						
		Fungalvaz			X	CCO Lisboa						
		Chão de Maçãs-Fátima			X	CCO Lisboa			X		CCO Lisboa	
		Seiça-Ourém			X	CCO Lisboa						
		Caxarias			X	CCO Lisboa			X		CCO Lisboa	
		Albergaria dos Doze			X	CCO Lisboa						
CENTRO		Litém			X	CCO Lisboa						
		Vermoil			X	CCO Lisboa						
		Pombal			X	CCO Lisboa			X		CCO Lisboa	
		Pelariga			X	CCO Lisboa						
NORTE		Simões			X	CCO Lisboa						
		Soure			X	CCO Lisboa						
		Vila Nova de Ancos			X	CCO Lisboa						
		Alfarelos			X	CCO Lisboa						
		Formoselha / Santo Varão			X	CCO Lisboa						
		Pereira			X	CCO Lisboa						
		Amial			X	CCO Lisboa						
		Vila Pouca do Campo			X	CCO Lisboa						
		Taveiro			X	CCO Lisboa						
		Casais			X	CCO Lisboa						
		Espadaneira			X	CCO Lisboa						
		Bencanta			X	CCO Lisboa						
		Coimbra B			X	CCO Lisboa			X		CCO Lisboa	
		Adémia			X	CCO Lisboa						
		Vilela - Fornos			X	CCO Lisboa						
		Souselas			X	CCO Lisboa						
		Pampilhosa	X			Signaling cabineti						
		Mealhada			X	CCO Porto			X		CCO Porto	
		Aguim			X	CCO Porto						

Region	Line / Branch	Station / Halt	Information to the public									
			Sound Information				Tele-indication					
			Local	Remote		Place of operation	Local		Remote		Place of operation	Obs.
			Speaker phone	Speaker phone	Automatic.		Manual	Automatic	Automatic			
			Local microphone	Seletive Sound	Local unit of sound			Temporized	Follow-up	Temporized		
NORTE	Norte Line	Curia			X	CCO Porto						
		Mogofores			X	CCO Porto						
		Paraimo			X	CCO Porto						
		Oliveira do Bairro			X	CCO Porto						
		Oiã			X	CCO Porto						
		Quintans			X	CCO Porto						
		Aveiro			X	CCO Porto			X		CCO Porto	
		Cacia			X	CCO Porto			X		CCO Porto	
		Canelas			X	CCO Porto			X		CCO Porto	
		Salreu			X	CCO Porto						
		Estarreja			X	CCO Porto			X		CCO Porto	
		Avanca			X	CCO Porto			X		CCO Porto	
		Válega			X	CCO Porto						
		Ovar	X			Circ. office						
		Esmoriz	X			Circ. office						When staffed
		Espinho								X	CCO Porto	
		Granja	X			Circ. office						When staffed
		Gaia	X			Signaling cabinet						
		General Torres			X	CCO Porto			X		CCO Porto	
	Guimarães Line	Santo Tirso			X	CCO Porto			X		CCO Porto	
		Caniços			X	CCO Porto			X		CCO Porto	
		Vila das Aves			X	CCO Porto			X		CCO Porto	
NORTE	Guimarães Line	Giesteira			X	CCO Porto			X		CCO Porto	
		Lordelo			X	CCO Porto			X		CCO Porto	
		Cuca			X	CCO Porto			X		CCO Porto	
		Pereirinhas			X	CCO Porto			X		CCO Porto	
		Vizela			X	CCO Porto			X		CCO Porto	
		Nespereira			X	CCO Porto			X		CCO Porto	
		Covas			X	CCO Porto			X		CCO Porto	
		Guimarães			X	CCO Porto			X		CCO Porto	
	Vouga L.	Aveiro - Vouga			X	CCO Porto						
CENTRO	Beira Alta Line	Luso - Buçaco			X	CCO Lisboa						
		Mortágua			X	CCO Lisboa			X		CCO Lisboa	
		St.ª Comba Dão			X	CCO Lisboa			X		CCO Lisboa	
		Carregal do Sal			X	CCO Lisboa			X		CCO Lisboa	
		Oliveirinha - Cabanas			X	CCO Lisboa						
		Canas - Felgueira			X	CCO Lisboa						
	Beira Alta Line	Nelas			X	CCO Lisboa			X		CCO Lisboa	
		Mangualde			X	CCO Lisboa			X		CCO Lisboa	
		Nortetenças			X	CCO Lisboa						
		Gouveia			X	CCO Lisboa						
		Fornos de Algodores			X	CCO Lisboa			X		CCO Lisboa	
		Celorico da Beira			X	CCO Lisboa			X		CCO Lisboa	
	Beira Alta Line	Vila Franca das Naves			X	CCO Lisboa			X		CCO Lisboa	
		Guarda			X	CCO Lisboa			X		CCO Lisboa	
		Cerdeira			X	CCO Lisboa						
		Vilar Formoso			X	CCO Lisboa						
	Lousã B.	Coimbra			X	CCO Lisboa			X		CCO Lisboa	
	Alfarelos B.	Verride	X			Circ. office						
	Oeste Line	Mira Sintra - Meleças			X	CCO Lisboa			X		CCO Lisboa	
		Mafra	X			Circ. office						When staffed
		Malveira	X			Circ. office						When staffed
		Dois Portos	X			Circ. office						When staffed
		Torres Vedras	X			Circ. office						When staffed
		Bombarral	X			Circ. office						When staffed
		Caldas da Rainha	X			Circ. office						

Region	Line / Branch	Station / Halt	Information to the public									
			Sound Information				Tele-indication					Obs.
			Local	Remote		Place of operation	Local		Remote		Place of operation	
			Speaker phone	Speaker phone	Automatic.		Manual	Automatic	Automatic			
			Local microphone	Seletive Sound	Local unit of sound			Temporized	Follow-up	Temporized		
CENTRO	Oeste Line	Pataias	X			Circ. office						When staffed
		Leiria	X			Circ. office						When staffed
		Bifurcação de Lares	X			Circ. office						When staffed
		Figueira da Foz	X			Circ. office						
	Tomar Branch	Soudos - Vila Nova			X	CCO Lisboa						
		Carrascal-Delongo			X	CCO Lisboa						
		Curvaceiras			X	CCO Lisboa						
		St.ª Cita			X	CCO Lisboa						
		Carvalhos de Figueiredo			X	CCO Lisboa						
		Tomar			X	CCO Lisboa			X		CCO Lisboa	
	Beira Baixa Line	Barquinha			X	CCO Lisboa						
		Almourol			X	CCO Lisboa						
CENTRO	Baixa Lin	Praia do Ribatejo			X	CCO Lisboa						
		Santa Margarida			X	CCO Lisboa						
		Tramagal			X	CCO Lisboa						
		Abrantes			X	CCO Lisboa			X		CCO Lisboa	
		Alferrarede			X	CCO Lisboa			X		CCO Lisboa	
		Mouriscas-A			X	CCO Lisboa						
	Beira Baixa Line	Belver			X	CCO Lisboa						
		Barca da Amieira -			X	CCO Lisboa						
		Fratel			X	CCO Lisboa						
		Ródão			X	CCO Lisboa			X		CCO Lisboa	
		Sarnadas			X	CCO Lisboa						
		Castelo Branco			X	CCO Lisboa			X		CCO Lisboa	
		Fundão			X	CCO Lisboa			X		CCO Lisboa	
		Covilhã			X	CCO Lisboa			X		CCO Lisboa	
	Sintra Line	Lisboa Rossio			X	CCO Lisboa			X		CCO Lisboa	
		Campolide			X	CCO Lisboa			X		CCO Lisboa	
		Benfica			X	CCO Lisboa			X		CCO Lisboa	
		Santa Cruz/Damaia			X	CCO Lisboa			X		CCO Lisboa	
		Reboleira			X	CCO Lisboa			X		CCO Lisboa	
		Amadora			X	CCO Lisboa			X		CCO Lisboa	
		Queluz-Belas			X	CCO Lisboa			X		CCO Lisboa	
		Monte Abraão			X	CCO Lisboa			X		CCO Lisboa	
		Massamá-Barcarena			X	CCO Lisboa			X		CCO Lisboa	
		Agualva-Cacém			X	CCO Lisboa			X		CCO Lisboa	
		Rio de Mouro			X	CCO Lisboa			X		CCO Lisboa	
		Mercês			X	CCO Lisboa			X		CCO Lisboa	
		Algueirão-Mem Martins			X	CCO Lisboa			X		CCO Lisboa	
		Portela de Sintra			X	CCO Lisboa			X		CCO Lisboa	
		Sintra			X	CCO Lisboa			X		CCO Lisboa	
	Cintura Line	Alcântara-Terra			X	CCO Lisboa				X	CCO Lisboa	
		Campolide-A			X	CCO Lisboa			X		CCO Lisboa	
		Sete Rios			X	CCO Lisboa			X		CCO Lisboa	
		Entrecampos - Poente			X	CCO Lisboa			X		CCO Lisboa	
		Entrecampos			X	CCO Lisboa			X		CCO Lisboa	
		Roma - Areeiro			X	CCO Lisboa			X		CCO Lisboa	
		Braço de Prata (Norte)			X	CCO Lisboa			X		CCO Lisboa	
	Cascais Line a)	Cais do Sodré			X	Circ. office		X			Circ. office.	also Lx CCO
		Oeiras	X			Circ. office						
		Carcavelos				When staffed						
		Cascais			X	Circ. office		X			Circ. office	* also Lx CCO
	Sul Line	Campolide A (Cintura)			X	CCO Lisboa			X		CCO Lisboa	
SUL		Pragal			X	CCO Lisboa			X		CCO Lisboa	
		Corroios			X	CCO Lisboa			X		CCO Lisboa	
		Foros de Amora			X	CCO Lisboa			X		CCO Lisboa	

Region	Line / Branch	Station / Halt	Information to the public									
			Sound Information				Tele-indication					
			Local	Remote			Local		Remote			
			Speaker phone	Speaker phone	Automatic.	Place of operation	Manual	Automatic	Automatic		Place of operation	Obs.
			Local microphone	Seletive Sound	Local unit of sound			Temporized	Follow-up	Temporized		
SUL	Sul Line	Fogueteiro			X	CCO Lisboa			X		CCO Lisboa	
		Coina			X	CCO Lisboa			X		CCO Lisboa	
		Penalva			X	CCO Lisboa			X		CCO Lisboa	
		Pinhal Novo			X	CCO Lisboa			X		CCO Lisboa	
		Venda do Alcaide			X	CCO Lisboa			X		CCO Lisboa	
		Palmela			X	CCO Lisboa			X		CCO Lisboa	
		Setúbal			X	CCO Lisboa			X		CCO Lisboa	
		Praça do Quebedo			X	CCO Lisboa			X		CCO Lisboa	
		Grândola		X		CCO Setúbal						
		Ermidas Sado		X		CCO Setúbal						
		Funcheira		X		CCO Setúbal						
		Amoreiras - Odemira		X		CCO Setúbal						
		Luzianes		X		CCO Setúbal						
		St.ª Clara - Sabóia		X		CCO Setúbal						
		S. Marcos		X		CCO Setúbal						
		Messines - Alte		X		CCO Setúbal						
	Alentejo Line	Barreiro			X	CCO Lisboa			X		CCO Lisboa	
		Barreiro-A			X	CCO Lisboa			X		CCO Lisboa	
		Lavradio			X	CCO Lisboa			X		CCO Lisboa	
		Baixa da Banheira			X	CCO Lisboa			X		CCO Lisboa	
		Alhos Vedros			X	CCO Lisboa			X		CCO Lisboa	
		Moita			X	CCO Lisboa			X		CCO Lisboa	
		Penteado			X	CCO Lisboa			X		CCO Lisboa	
		Pinhal Novo (Sul)			X	CCO Lisboa			X		CCO Lisboa	
		Poceirão		X		CCO Setúbal						
		Vendas Novas		X		CCO Setúbal						
		Casa Branca	X			Circ. office						Also Setúbal CCO
		Beja	X			Circ. office						
	Évora a L.	Évora		X		CCO Setúbal						
	Algarve Line	Lagos		X		CCO Set. (Faro)						
		Portimão		X		CCO Set. (Faro)						
		Tunes		X		CCO Set. (Faro)						
		Albufeira - Ferreiras		X		CCO Set. (Faro)						
		Boliqueime		X		CCO Set. (Faro)						
		Loulé		X		CCO Set. (Faro)						
		Parque das Cidades		X		CCO Set. (Faro)						
		Faro		X		CCO Set. (Faro)						
		Bom João		X		CCO Set. (Faro)						
		Olhão		X		CCO Set. (Faro)						
		Tavira		X		CCO Set. (Faro)						
		Vila Real de St.º António		X		CCO Set. (Faro)						

Annex 6.2 - Rules for the calculation of minimum access package tariffs

1. Regulations

Decree-Law 95/2015, from May 29th, appointed the public service management of the national rail network to IP and its right to charge tariffs for the use of the infrastructure.

IP undertakes three main activities within the scope of managing the infrastructure: maintenance management, traffic command, control and safety management and the management of the rail infrastructure capacity.

The conditions regarding the rail transport service and the management of the infrastructure are contained in Decree-Law No. 217/2015.

2. General Guidelines for tariff calculation

In the first year (2020), the fees concerning the access minimum package are determined considering the costs directly attributable to the provision of railway transport services (calculation of DUC), combined with the market components. In that context, the reference year for calculating the costs and used capacity is 2017 (date of the last closed period).

From the second (2021) to the fifth year (2024) of the period in which this price list is in effect, the fees concerning the access minimum package are updated according to the application of a factor corresponding to 90% of the value of the Consumer Price Index, related to the Timetable year. As regards the infrastructure utilisation fee, the factor of implementation is additionally applied to the segments of freight and empty runs.

For application in the Network Statement of 2025, the price list shall be revised based on a costing updating as well as on the reassessment of adequacy of the components to the Portuguese railway and transports market.

3. Fee calculation formula

The fee due for the provision of the Minimum Access Package associated with the use of a train path is set as follows:

$$TUI = \sum_{i=1}^{n} \mathrm{T_i} \times \mathrm{CK_i}$$

Where:

TUI – Charge for providing Minimum Access Package when using a train path for a rail composition;
i – Line in operation;
Ti – Base charge defined in the Network Statement for each line, depending in the traction used, market segment and train schedule;
CKi – Distance actually covered by a rail composition in each line in operation.

The collection of the charge that are due for the Minimum Access Package taking into consideration all the capacity actually used by each Railway undertaking in the period covered by the invoice

3.1. Tariff calculation formula

The calculation to set Minimum Access Package tariffs is as follows:

$$Ti = CUD \times P_1 \times C_{2i} \times C_3 \times C_4 \times F$$

Ti – Base charge defined in the Network Statement for each line, depending in the traction used, market segment and train schedule;

CUD – Direct Unit Cost;

P_1 – Utilisation of Overhead line Infrastructure and Platforms Component;

C_{2i} –Search for Line Component;

C_3 – Train Schedule component;

C_4 – Market Segment Component;

F – Implementation Factor.

The Direct Unit Cost, or DUC, is calculated by dividing the costs directly attributable by the capacity effectively used, within the scope of the network, thus representing the average applicable value. The directly attributable costs are described in paragraph 4 of the present Annex. In this context, DUC translates the additional cost of each ck produced.

Considering the calculation based on the real costs and used capacity of the reference period, as regards Implementing Regulation (EU) 2015/909, DUC is equal to 1,77 €/ck.

The component – Utilisation of overhead line infrastructure and platforms (P_1) – translates the difference in the allocation of costs to the cks carried out by trains with or without electric traction, using or not the platforms at the stations. The costs considered in this parameter are those directly attributable to the utilisation of the overhead line and platforms, in other words, the costs that are deem to vary according to the passage of a train:

P_1	Differentiation
Electric with use of platforms	Allocation to the average DUC of the costs directly attributable to the use of overhead line and platforms
Electric traction without use of platforms	Allocation to the average DUC of the costs directly attributable to the use of overhead line and Deduction from the average DUC of the costs directly attributable to the use of platforms
Diesel traction with use of platforms	Deduction from the average DUC of the costs directly attributable to the use of overhead line
Diesel traction without use of platforms	Deduction from the average DUC of the costs directly attributable to the use of overhead line and platforms

The component – Search for Line (C_{2i}) – is organised into three categories related to the volume of traffic in cks and the extension of tracks in each line, which results in the following distribution:

Categories	Lines
Type A Lines - structuring lines of RFN most demanded/valued	Minho Line, Braga Branch Line, Norte Line, Guimarães Line, Lousã Branch Line, Alfarelos Branch Line, Tomar Branch Line, Sintra Line, Cintura Line, Cascais Line, Sul Line, Concordância de Agualva, Concordância de Bombel, Concordância de Sete Rios, Variante de Alcácer
Type B Lines - lines of mixed utilisation between passengers and freight with a traffic complementary to that of Type A lines.	Douro Line, Beira Alta Line, Beira Baixa Line, Vendas Novas Line, Alentejo Line, Sines Line, Algarve Line, Concordância do Poceirão, Concordância de Verride, Concordância Norte do Setil
Type C Lines - lines of residual utilisation mostly used by regional freight or passenger Rus	Remainder

The component – Train Schedule (C_3) – is in line with the priority table contained in the Paragraph 4.4.3.3 of this Network Statement. For charging purposes, the considered period takes into account the scheduled departure.

Train timetable departure	Week days	Saturdays, Sundays and Official Holidays
Low Periods	00h00 – 05h59 20h45 – 23h59	00h00 – 05h59 20h45 – 23h59
Regular Periods	10h00 – 16h30	06h00-20h44
Peak Periods	06h00 – 09h59 16h31 – 20h44	NA

The component – Market Segment (C_4) – classifies the existing offer based on the type of provided path. The segments currently considered for charging purposes can be seen in the table below:

Market Segment	Definition for charging purposes
Regional	Regional trains make up all regular passenger services. The trains that meet the characteristics indicated for the types of service below are not regarded as regional trains: ▪ Urban and suburban, ▪ Regular Long Distance, ▪ High Quality Long Distance
Urban	The urban trains make up all regular service serving commuting flows of passengers in urban centres and between those centres and the respective suburbs. In addition to that, urban trains undertake routes up to 80km with an average distance between stops of up to 10 km inclusive. The average distance between stops corresponds to the number of km on average run between stops for a given train and route.
Regular Long Distance	The regular long distance trains are regular trains providing a distinct service with market seats.
High Quality Long Distance	The high quality long distance trains are regular trains providing a distinct service with market seats. Additionally, the high quality long distance trains undertake routes with distances of more than 300km and with average distances between stops of more than 30km.
International	Regular service passenger trains which cross at least one border and run beyond the first station of the neighbouring network
Special	Special trains are passenger services intended for responding to the request for additional capacity associated with events or services of a tourist nature. The request for services of this nature can be made by an agent external to the railway undertaking or by the railway undertaking itself.
Freight	Trains dedicated to the freight transport.
Empty Runs	The trains running empty, that is, without any commercial objective, for example, for training purposes.

The following table presents the parameterisations applied to the fees contained in this Network Statement.

Fee Components		Allocation parameters	Parameter Value
Direct Unit Cost	DUC	Single value	1.77
Utilisation of infrastructures overhead line and platforms	P_1	Electric Traction with Platforms	1.03
		Electric Traction without Platforms	1.02
		Diesel Traction with Platforms	0.90
		Diesel Traction without Platforms	0.89
Search for Line	C_{2i}	Type A Lines	1.00
		Type B Lines	0.90
		Type C Lines	0.85
Train Schedule	C_3	Peak Schedule	1.00
		Regular Schedule	1.00
		Low Schedule	0.85
Market Segment*	C_4	Empty Runs	1.00
		Freight	1.00
		Urban	1.25
		Regional	1.00
		Regular Long Distance	1.25
		High Quality Long Distance	1.30
		International	1.00
		Special	1.25
Implementation Factor	F	Applicable to the market segment goods and runnings	Table below

*The present price list provides for the possibility of distinguishing the passenger segments according to whether or not there is a provision of public service. The current Network Statement does not establish a differentiated price list due to the fact it does not find any grounds for such distinction.

The Implementation Factor (F) - involves the progressive introduction of the fees for infrastructure use, the value of which significantly increases as a result of the revision for application of the calculation method, considering the DUC adjusted to Implementing Regulation (2015/909), in compliance with the provisions in Recital 18 of said Regulation. The application of this factor mitigates the introduction of the new price list, thus ensuring a progressive transition to such list

The Implementation Factor is applied to the final value of the fee and solely to the freight and empty runs segments, since these are the segments in which the new price list is deemed to bring about larger changes, wherefore the intention is to introduce it progressively, as presented in the below table.

The table below presents the Implementation Factor defined for the 10-year period. In 2025, the price list shall be revised so as to assess the costing model and the adequacy of the components to the existing reality. Starting with 2025, the factor of implementation may undergo changes.

Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Factor applied to the tariff	**81,0%**	**82,0%**	**83,0%**	**84,0%**	**85,0%**	86,5%	88,5%	91,0%	94,5%	99%

The fee table published in paragraph 6.3.1 already integrates the Implementation Factor.

4. Directly attributable costs

The direct costs that are attributed are related with the upkeep and maintenance of the infrastructure and the equipment and facilities used to provide the services, staff, facilities, security, cleaning, water and electricity, equipment systems and telecommunications.

Concerning all costs considered, there is a direct link between these and the provision of the following services:

a) handling of requests for railway infrastructure capacity;
b) the right to utilise capacity which is granted;
c) use of the railway infrastructure, including track points and junctions;
d) train control including signalling, regulation;
e) use of electrical supply equipment for traction current, where available;
f) all other information required to implement or operate the service for which capacity has been granted.

As regards the costs that are directly attributable to the use of the track, points and junctions, IP only considers those that arise directly from activities destined to guarantee the management and supervision of the track and bridges and tunnels, the maintenance and upkeep of the track includes the track itself, points, walls and fences, the maintenance of bridges and tunnels, including aqueducts.

As regards the costs that are directly attributable to traffic control, IP only considers those that arise directly from activities to maintain an upkeep control systems such as signalling, CONVEL and train to ground radio and traffic control, particularly regarding resources in the central traffic control post, the other control posts and in the parts of the stations used to this effect.

As regards costs that are directly attributable to providing information to the railway undertakings, these include costs regarding the information needed for the service, for which the capacity was granted, and does not include information regarding traffic command or commercial information provided to the railway undertakings and passengers in the stations.

The only costs directly attributable to the passenger stations regarded are those which directly arise from management activity and supervision of maintenance and conservation of platforms and their accesses, including roofs, lifts and escalators and respective energy consumptions.

As regards costs that are directly attributable to the use of equipment and infrastructures to provide, transform and distribute electric energy for traction, IP only considers those arising directly from the management and supervision of the maintenance and upkeep and the maintenance and upkeep itself.

In that context, some of the costs arising from activities allocated to the minimum access package were excluded from the costs eligible for DUC calculation.

- Communication and transmission of data concerning train movements
- Ground-to-train radio;
- Activities of command, supervision and management of substations, sectioning points and transformers;
- Security of facilitates at the station, including video surveillance equipment;
- Cleaning and water consumptions in passenger station;
- Fencing.

The costs indicated below were not included since they are not covered by the access minimum package:

- Railway relief;
  Hourly timetables and sound warnings with information concerning arrivals and departures, with indication of the respective platforms and boarding and disembarkation tracks.

Annex 6.3.4 – Labour costs

Professional Status	Labour costs [€/hour]
Shunting Operator	**23,13**
Circulation Operator	**25,10**
Circulation Controller	**29,62**
Circulation Inspector	**36,47**
Infrastructure Command Operator	**29,86**
Infrastructure Command Supervisor	**40,49**
Infrastructure Operator	**20,31**
Head of Infrastructure	**22,90**
Infrastructure Supervisor	**32,83**
General Support Operator	**17,39**
Technician Operational	**19,70**
Technician of exploration and Infrastructure	**30,65**
Management Assistant	**20,76**
Technician Support Management	**28,07**
Superior Technician I	**21,06**
Superior Technician II	**36,33**
Superior Technician III	**52,50**

VAT will be added to these values.

Annex 6.3.4.1 - Methodology for calculating the monthly traction power consumption by the RUs

The present Annex uses the following abbreviations and acronyms:

CP	Comboios de Portugal
RU	National or International Railway Undertaking
FIET	Fixed Installations for Electrical Traction
IP	Infraestruturas de Portugal
NRN	National Railway Network
PMSC	Power Measurement System in Compliance with ETI-ENE and the standard EN 50463
DCS	Ground Power Data Collection System
SST	Traction Substation
HEC	Holder of the Power Contract

1. General scope and rules

The present Annex establishes the general principles according to which electrical energy is provided for traction purposes through the Fixed Installations for Electrical Power (FIET) of the National Railway Network (NRN) to the Railway undertakings (RU).

Electrical energy for traction is regarded as all energy that is supplied to the rolling stock, irrespective of its use for traction systems or for the respective ancillary equipment, as lighting systems, air-conditioning system or other.

This document also lays down rules related to the determination of costs and consumptions to be attributed to each of the RU.

As a result of the obligation imposed by Community legislation, contained in Article 1, paragraph 3 of Implementing Regulation (EU) no. 2018/868, amending Regulation (EU) no. 1301/2014 on the Technical Specification for Interoperability for the Energy Subsystem (TSI ENE), the State Members must ensure the implementation of a settlement system able to receive the DCS data and to accept them for billing purposes by 04/07/2020 (Article 9). This obligation is already encompassed by the rules and methodologies defined in the present annex. By 1 January 2022, the State Members shall also have to ensure the implementation of a ground energy data collection system (DCS) capable of carrying out energy billing data transfers (paragraph 7.2.4.).

2. Compensations for supply of energy failure

2.1 Resulting from IP maintenance actions or event of force majeure

There is no obligation to compensate on part of IP on account of lack of energy for traction when such is due to scheduled maintenance operations or events of force majeure.

2.2 Liability of Railway undertakings

In case of lack of energy due to interruption or failure in supply attributable to one or more RUs, the compensation payable to the affected RUs shall be credited to these by the RUs liable in proportion to the responsibilities that are imputed to them, the ascertainment of such compensations being incumbent upon IP.

2.3 Liability of the energy supplier or distributor

In case of lack of energy due to interruption or failure in supply attributable to the respective energy supplier or distributor, the compensation payable and effectively paid shall be credited to the RUs in proportion to the consumptions that are imputed to the affected traction substation (SST), the ascertainment of such compensations being incumbent upon IP.

3. Holders of Contracts (HEC) for Electrical Energy for traction at the NRN substations

The list of the energy supply contracts, considering the situation at the date of edition of the present Network Statement, is as follows:

Traction Substation	Holder of Contract
Vila Fria	IP
Irivo	IP
Fogueteiro	IP
Monte Novo - Palma	IP
Ermidas - Sado	IP
Santiago do Cacém	IP
Luzianes	IP
Tunes	IP
Ródão	IP
Fatela	IP
Travagem	CP
Salreu	CP
Alfarelos	CP
Litém	CP
Entroncamento	CP
Sobral	CP
Gouveia	CP
Mortágua	CP
Abrantes	CP
Vila Franca de Xira	CP
Amadora	CP
Quinta Grande	CP
Pegões	CP
Cais do Sodré	CP
Belém	CP
Cruz Quebrada	CP
Paço de Arcos	CP
Carcavelos	CP
São Pedro	CP

4. Acquisition of electrical energy for traction

4.1 Acquisition from IP

In case of interest on part of the RUs, IP may supply electrical energy for traction, through a written request with the express acceptance of all rules of the Network Statement on such subject.

Even when there is an agreement as to the supply of electrical energy for traction, IP is not responsible in case, according to the law or other instrument of mandatory observance, of the supervening impossibility of full or partial compliance with

the agreement, in which case the agreement shall be terminated or reduced pursuant to the law, without prejudice to the application of the general principles of force majeure.

4.2 Acquisition from third parties

Any RU may express its interest in becoming a holder of any contracts for supplying energy to the SSTs, the granting of such contract requiring a written agreement between the RUs that exist in the sections supplied by the respective SSTs and IP.

If agreement among operators cannot be reached by all RUs, the contract under discussion will be held by IP.

5. Access to the electrical infrastructure

IP grants to the RUs access to the means under its management for reception of the electrical energy for traction that they acquire from third parties and that they need for their activities.

6. Administrative services

6.1 Typology of administrative services

There are two levels of administrative services resulting from the use of each SST:

- Simple Service – assessment of data at SST, the HEC of which is IP, and in which there is one single RU or when all RUs agree to a consumption allocation key;
- Complex Service - assessment of data and consumption allocation at SST, regardless of HEC, and in which there is no agreement between all RUs in the application of a consumption allocation key, or when the consumption key does not contemplate all RUs.

IP shall provide to the RUs:

a) on a monthly basis, the copies of the energy invoices of the substations in which it is the HEC.

b) the result of the calculation of consumption distribution and costs, on a monthly basis.

The list of SSTs, considering the situation at the date of edition of the present Network Statement, is as follows:

Type of Service	Substations
Simple Service	Vila Fria(*); Irivo; Monte Novo-Palma; Ermidas do Sado; Santiago do Cacém; Luzianes; Tunes; Ródão; Fatela
Complex Service	Fogueteiro; Amadora; Vila Franca de Xira

(*) SST to integrate the consumption allocation key

Any change of context that leads to the revision of the 2 typologies referred to above shall be communicated in writing by IP to the RUs.

6.2 Tariffs of administrative services

The monthly tariffs for provision of these services are as follows, by typology:

- Simple Service – 150.00 € per installation and per RU;
- Complex Service – 450.00 € per installation and per RU;

Value added tax is added to the amounts ascertained.

7. Meters and supply of data

7.1 Characteristics of the meters

The installation of PMSC is mandatory for new, adapted or renewed vehicles, according to article 3, paragraph 4 of Commission Regulation (EU) No. 1302/2014 of 18 November 2014, concerning a technical specification for interoperability relating to the 'rolling stock — locomotives and passenger rolling stock' subsystem of the rail system in the European Union. The characteristics and specifications to be observed by these systems are those indicated in the standard EN 50463 3 – Energy measurement on board trains, including:

a) Energy measurement function (EMF);

b) Data management system (DMS);

c) Location function;

d) Internal clock;

e) Communication system.

7.2 Communication of data

7.2.1. Motive power equipped with PMSC

The RUs shall communicate to IP by the third working day of each month, in relation to the preceding month, the monthly record of the data of the trains carried out. This data must contain the specifications of standard N 50463 and be sent as per the reference integration period, including:

a) Date and hour generated by an internal clock, with the following structure: year, month, day, hour, minute and second. The resolution must be 1s;

b) Energy data: It must be broken down in consumed and generated active energy (Wh) and consumed and generated reactive energy (vArh), and may be sent in the following formats:

- Energy total values;
- Energy variations between each submission of data;
- Both.

c) Geographic position of the motive unit expressed in latitude and longitude;

d) Identification code for each certified meter (ICCM);

e) Quality Codes. The codes are generated according to the degree of trust on the certainty of the energy, geographic and temporal data ascertained;

f) Traction System Code. Attribution of a code related to the nature of the electrification system in which the traction unit runs.

7.2.2. Motive power not equipped with PMSC

RUs must also report to IP, by the last working day of each month, in relation to the preceding month:

a) Energy data:

- As for traction units not equipped with meters, the estimated specific consumption;

- As for traction units equipped with energy and distance totalising meters, the monthly consumption and the distance run;
- As for traction units equipped with energy and distance partial meters, the monthly consumptions and the distance run per integration period;

b) For the separation of consumptions per SST:

- Monthly list of all trains which run in the csv format, composed of the following data:
  - Train number;
  - Date;
  - Identification of the number(s) of electrical traction unit(s) used;
    - In case the traction is altered during running, the alteration dependency and the new traction used;
  - For freight trains, the gross ton-kilometre hauled (TKBR):
    - In case the load is altered during running, the alteration dependency and the new load hauled.

Additionally, the RUs shall send to IP, on a monthly basis, the copies of the energy invoices of the SSTs in which they are HEC and in which there is no agreement between all the RUs as to the allocation of consumptions.

IP and the RUs are entitled to check the electrical power data and collect them at any time.

7.2.3. Communication of data resulting from a DCS

In case of a RU that communicates its consumptions directly to a ground energy data collection system (DCS), that same data must be subsequently communicated by the respective DCS to IP's settlement system, in compliance with the following requirements:

a) The data sent on a monthly basis to the webserver (address to be provided by IP)

b) The format of the files may be csv.

8. Consumption Allocation Process

8.1 Substations used by one single Railway undertakings

In these substations, the total invoicing of the energy sales company is reflected in the single RU that uses electrical traction.

8.2 Substations used by various Railway undertakings

8.2.1. Simplified Method

At the SSTs regarding which there is an agreement between all RUs as to the allocation of energy for traction and for which an allocation key, to be provided by the RUs, is established, IP shall proceed to apply, on a monthly basis, the referred to allocation key to the invoices it holds. Potential invoice adjustments subsequently made between the RUs are unrelated to IP.

The remaining HEC shall proceed similarly.

8.2.2. Full Method

In SSTs in which there are various RUs and regarding which paragraph 8.2.1 does not apply, the following procedure shall be adopted:

- The RUs send the data to IP, on a monthly basis, according to paragraph 7.2:
- IP calculates the costs/consumptions in each SST for each RU, considering the trains running in the SST area of influence and the information submitted by the RUs;
- IP carries out the allocation of the invoice costs regarding each SST among the various RUs;
- In the absence of all data necessary for calculating the consumptions, IP shall resort to estimated or theoretical data, which shall be updated in the month following the receipt of the missing data.

The method above indicated shall be adjusted according to the data available.

8.2.3. Allocation Keys

The allocation keys mentioned in paragraphs 6.1 and 8.2.1 in force at the date of edition of the present Network Parameter for the SSTs whose HEC is IP are as follows:

	RU	
Substation	**Medway**	**CP**
Ermidas - Sado	61%	39%
Fatela	2%	98%
Fogueteiro	8%	92%
Irivo	2%	98%
Luzianes	5%	95%
Monte Novo - Palma	77%	23%
Ródão	13%	87%
Santiago do Cacém	100%	0%
Tunes	4%	96%

Whenever the intervening RUs change them, such changes shall be communicated to IP in writing.

9. Payment

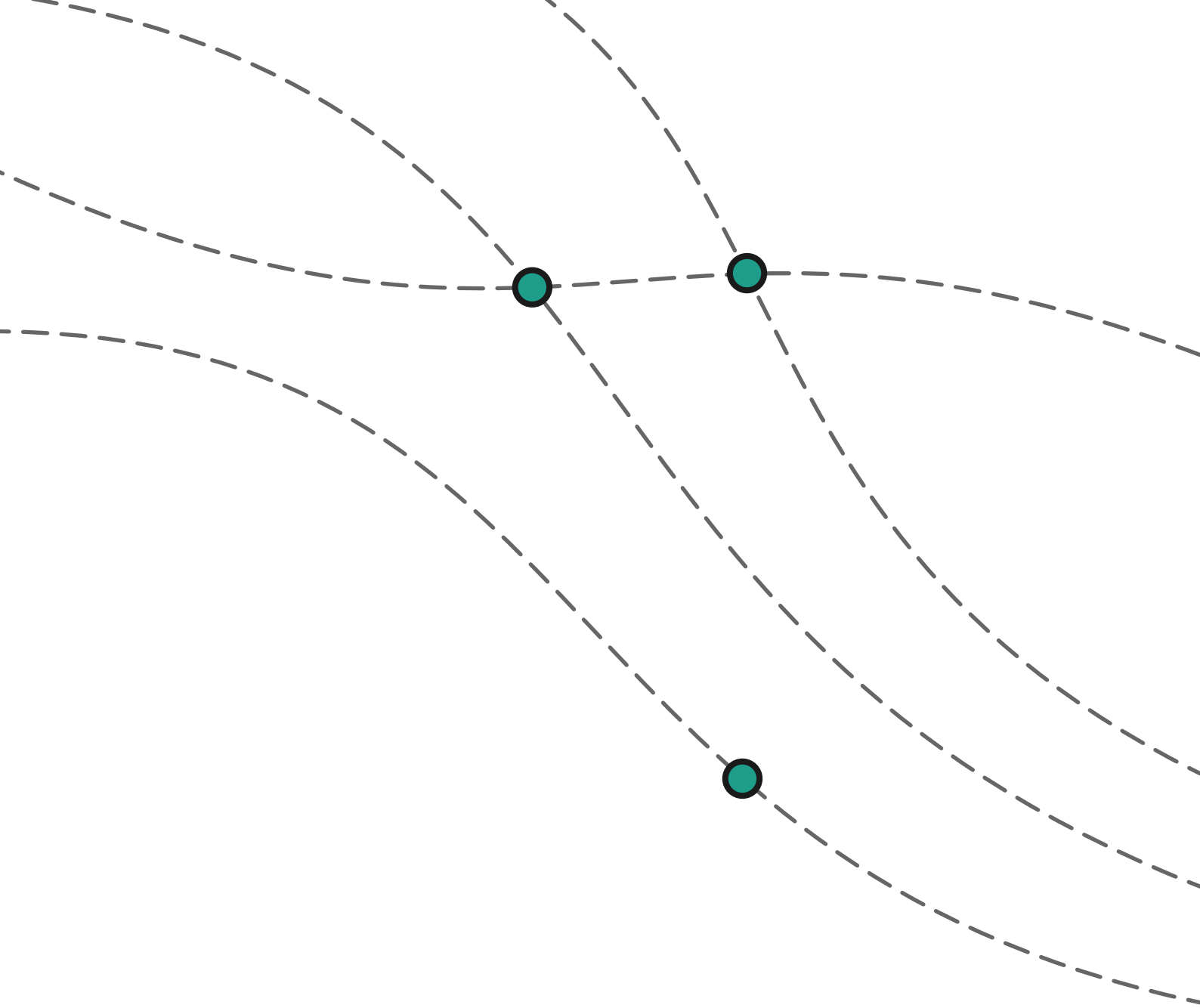
9.1 Payment of administrative services

The provision of administrative services is ensured through payment to IP of the monthly sums defined in paragraph 6.2.

9.2 Payment of consumptions of electrical energy for traction

IP shall invoice the amounts of electrical energy for traction consumed in each month by each RU, according to the allocation process described in this Annex.

In case of delay in the provision of data to the RUs and so that IP proceeds to pay the invoice of the month under analysis, an invoice shall be generated for the amount corresponding to the monthly average sum of the consumption of the preceding six months, the adjustments being made in the month following that of the receipt of the missing data.



Infraestruturas de Portugal

Infraestruturas de Portugal, SA
Campus do Pragal · Praça da Portagem
2809-013 ALMADA · Portugal

T +(351) 212 879 000
ip@infraestruturasdeportugal.pt
Share Capital 8 673 215 000,00 €
VAT 503 933 813

www.infraestruturasdeportugal.pt

Infraestruturas de Portugal, SA
Direção de Planeamento Estratégico *[Strategic Planning Direction]*
Campus do Pragal · Praça da Portagem
2809-013 ALMADA · Portugal

T +(351) 212 879 250
diretorio.rede@infraestruturasdeportugal.pt