Infraestruturas de Portugal

NETWORK STATEMENT 2023

DECEMBER 2021

VERSION CONTROL VERSION	ALTERATIONS	DATE
2022 Network Statement	Altered points: 2.3.10 Altered Annexes: 1.3; 4.5.2.A; 7.3.2.A	2020-12-11
2022 Network Statement 1st Addenda	Altered Annexes: 2.1; 2.3.4 A; 2.3.4. B	2021-07-29
2023 Network Statement Project	Altered points: 1.5.1:1.7.1; 3.2.4; 4.2; 4.5.1; 4.5.2; 4.5.6; 5.3; 5.4.4; 5.4.5; 5.5.5; 5.7.3; 5.9; 7.3.2.4; 7.3.11.4. Altered Annexes: 1.3; 2.3.3; 2.6; 5.4.1; 5.4.4; 7.2.B.; 7.3.2.A	2021-10-21
2023 Network Statement	Altered points: 5.7.3; 5.9; 7.3.2.4; 7.3.11 Altered Annexes: 7.3.2.A	2021-12-10

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GLOSSARY

Term	Definition
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
Allocation	means the allocation of railway infrastructure capacity by an infrastructure manager.
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
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.
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
Commercial timetable	The set of data defining all railway transport services provided by each railway company to the public
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;
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
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.
Development of the railway infrastructure	means network planning, financial and investment planning as well as the building and upgrading of the infrastructure.
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.
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
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.
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.
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
Infrastructure capacity	means the potential to schedule train paths requested for an element of infrastructure for a certain period.
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;
Integrated public services for transport of passengers	The interconnected transport services within a given geographic area, with information service, ticketing service and integrated timetables

Term	Definition
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
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
Licensing authority	means the body responsible for granting licences within a Member State.
Long-distance services	the transport services intended to meet the needs of national scope, between various cities or conurbations, and of super-regional scope
Maintenance of the railway infrastructure	means works intended to maintain the condition and capability of existing infrastructure
Marshalling yards	The branch lines exclusively intended for the temporary parking of railway vehicles between two services.
Network	means the entire railway infrastructure managed by an infrastructure manager
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.
Operation of the railway infrastructure	means train path allocation, traffic management and infrastructure charging
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
Railway infrastructure	means the items listed in Annex I of decree-law 124-A/2018.
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;
Regional services	means transport services whose principal purpose is to meet the transport needs of a region, including a cross-border region
Renewal of the railway infrastructure	means major substitution works on the existing infrastructure which do not change its overall performance.
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.
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
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.
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)
Upgrade of the railway infrastructure (modernisation)	means major modification works to the infrastructure which improve its overall performance
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

Term	Definition
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.
Train path	means the infrastructure capacity needed to run a train between two places over a given period.
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

1. GENERAL INFORMATION

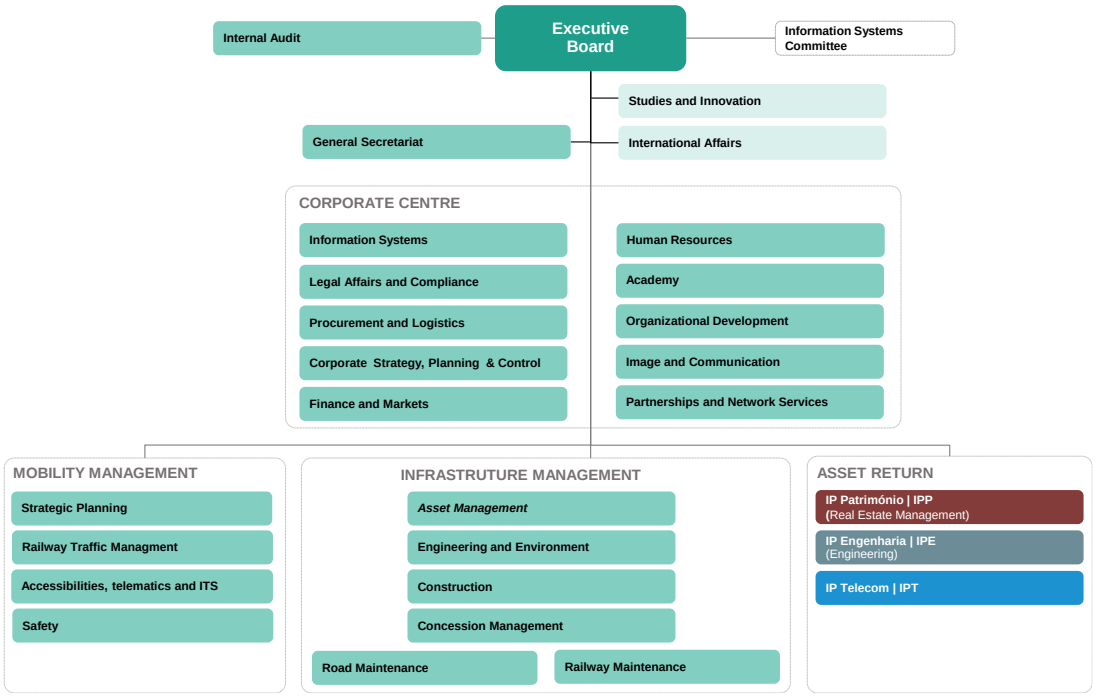
1.1 INTRODUCTION

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 RUs 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 PURPOSE OF THE NETWORK STATEMENT

The scope of the Network Statement is to inform the applicants, authorities and all stakeholders of the general terms and conditions for acquiring capacity and the inherent services regarding the national railway network, as well as the corresponding charged fees.

The Network Statement is produced according to article 27 and its Annex IV of Directive 2012/34UE, transposed to Decree/Law no. 217/2015.

1.3 LEGAL ASPECTS

1.3.1 Legal Framework

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

1.3.2 Legal Status and Liability

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 1.3.3.

IP doesn’t take into account responsibilities to 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.

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.

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 2023 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.

1.3.3 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.

1.4 STRUCTURE OF THE NETWORK STATEMENT

The structure of this NS follows the Network Statement Common Structure and Implementation Guide, adopted by European Infrastructure Managers belonging to RailNetEurope (RNE), on the basis of the applicable European legal framework. The document is revised when needed and the most recent version is available on the RNE website (http://www.rne.eu/organisation/network-statements/).

The goal of the Common Structure and Implementation Guide is that all applicants and interested parties can find the same information at the same place in each NS.

The NS is thus structured in 7 sections constituting the main body of the document and appendixes giving further details:

- Section 1 provides general information about the NS and contacts.
- Section 2 describes the main technical and functional characteristics of the IM's network.
- Section 3 defines the legal requirements and access conditions to the IM's network.
- Section 4 sets the procedure for the allocation of the train paths.
- Section 5 gives an overview of the services provided by [IM company], as well as the charges for these services. The incentive schemes are also described in this section.
- Section 6 describes the traffic management procedures, including the procedures to be followed in the event of incidents.
- Section 7 provides an overview of the service facilities connected to the IM's network.

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.

1.5 VALIDITY PERIOD, UPDATING AND PUBLISHING

1.5.1 Validity Period

The 2023 Network Statement applies to capacity requests and execution of timetabled transport operations during the 2023 Timetable starting on Sunday 11 December 2022 00h00 and ending on Saturday 09 December 2023 24h00.

The present Network Statement comes into force on Sunday 12 December 2021 at 00h00am.

1.5.2 Updating

The publication of each Network Statement is preceded by consultation to Interested parties

While the 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 lasts 15 working days.

1.5.3 Publishing

The Network Statement is drawn and published 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.

1.6 CONTACTS

Subject	Contact
Network Statement Issues	**Infraestruturas de Portugal, S.A.** Departamento de Contratualização e Negócio Ferroviário Unidade de Contratualização e Regulação Praça da Portagem 2809-013 Almada | Portugal Telefones: +351 211069311 Correio eletrónico: diretorio.rede@infraestruturasdeportugal.pt
Network statement Billing Issues	**Infraestruturas de Portugal, S.A.** Departamento de Contratualização e Negócio Ferroviário Unidade de Tarifação Ferroviária Praça da Portagem 2809-013 Almada | Portugal Telefones: +351 211069313 Correio eletrónico: faturacaoDR@infraestruturasdeportugal.pt

Subject	Contact
Network Statement commercial issues	**Infraestruturas de Portugal, S.A.** Departamento de Contratualização e Negócio Ferroviário Unidade de Planeamento da Capacidade Praça da Portagem 2809-013 Almada | Portugal Telefones+351 211069336; +351 211069337 Correio eletrónico:assuntoscomerciais.drede@infraestruturasdeportugal.pt
Capacity allocation	**Infraestruturas de Portugal, S.A.** Direção de Circulação Ferroviária Unidade de Horários Edifício IP, Largo da estação de Campolide 1070-117 Lisboa | Portugal Telefones: +351 211 022 155; +351 211 022 000 (Geral) Fax: +351 211 021 846 Correio eletrónico: planeamentohorario@infraestruturasdeportugal.pt
OSS of IP	**Infraestruturas de Portugal, S.A.** Direção de Circulação Ferroviária Unidade de Horários Edifício IP, Largo da estação de Campolide 1070-117Lisboa | Portugal Telefones: +351 211 022 373; +351 211 022 000 (Geral) Fax: +351 211 021 846 Correio eletrónico: 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, Edificio 23, Estación de Chamartín, 28036 Madrid | Espanha Telefones: + 34 (91) 7744774 Correio eletrónico: OSS@atlantic-corridor.eu *Website*: www.atlantic-corridor.eu
Authorization procedures for rolling stock of RUs	**Infraestruturas de Portugal, S.A.** Direção de Segurança Departamento de Segurança Rodoviária e Ferroviária Unidade de Segurança Ferroviária Praça da Portagem 2809-013 Almada | Portugal Telefones: +351 212 879 589; +351 212 879 000 (Geral); Correio eletrónico: 1_Seguranca_Ferroviaria@infraestruturasdeportugal.pt

1.7 COOPERATION BETWEEN EUROPEAN IMS/ABS

1.7.1 Rail Freight Corridors

Regulation (EU) No. 913/2010 concerning a European rail network for competitive freight required Member States to establish international market-oriented Rail Freight Corridors (RFCs) in order to meet the following goals:

- strengthening co-operation between IMs/ABs on key aspects such as the allocation of paths, deployment of interoperable systems and infrastructure development,
- finding the right balance between freight and passenger traffic along the RFCs, giving adequate capacity for freight in line with market needs and ensuring that common punctuality targets for freight trains are met,
- promoting intermodality between rail and other transport modes by integrating terminals into the corridor management process.

IP integrates the Atlantic Corridor, originally designated Rail Freight Corridor no. 4 (RFC4), which is composed of the existing and projected railway infrastructure sections between Sines/Setúbal/ Lisbon/Aveiro/Leixões – Algeciras/Madrid/Bilbao – Bordeaux/Paris/Le Havre/Metz, crossing the Vilar Formoso/Fuentes de Oñoro, Elvas/Badajoz, Irún/Hendaya and Forbach/Saarbrücken borders.

The mission of the Atlantic Corridor is based on making the most of the existing railway infrastructure and on promoting articulation between the Infrastructure Managers and the Railway Operators, through centralised management of capacity allocation, traffic management and the relationship with rail freight clients.

In addition, the Atlantic Corridor is also a privileged platform for harmonising processes and coordinating investments in the railway infrastructure in Portugal, Spain, France and Germany, fostering greater competitiveness in rail freight transport.

All relevant Corridor-related information is available on http://www.atlantic-corridor.eu

1.7.2 RailNetEurope

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.

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

1.7.3 Other International Cooperation

Within the scope of the international cooperation in the railway sector, the following organisations, of which IP is a member, are worthy of note:

- **UIC - Union Internationale des Chemins de Fer**

  It was founded in 1922 with the goal of establishing consistent conditions for the railway activity. The scope of its action is comprehensive, with a strong focus on the technical element, benefitting both Railway Undertakings, public or private, and infrastructure managers, integrated companies and other entities connected to the railway field. UIC currently includes aroundt 200 members from all continents, and addresses the most varied topics related to the railway activity, from safety to logistics, signalling and transport of passengers and cargo, with special focus on the area of standardisation.

  More information can be found on: http://www.uic.org/

- **EIM - European Rail Infrastructure Managers**

  This lobby association, created in 2002, integrates independent managers of railway infrastructures and constitutes the sole association that exclusively represents the interests of these entities with the Community institutions.

  The association intends to contribute to the development of the European Transport Policy and ensure that Community legislation provides for an efficient use of the existing infrastructure and the development of new infrastructures; the efficient, cost-effective and appropriate implementation of the interoperability process; the management of railway safety; as well as the meeting of the needs of the current and future railway operators.

  The association was mandated by the European Commission to provide, since 2005, experts to the Work Groups of the European Railway Agency, in charge of the technical interoperability and safety of the railway sector in Europe.

  More information can be found on: http://www.eimrail.org/

- **PRIME - Platform of Rail Infrastructure Managers in Europe**

  An European platform allowing for a direct interaction between the European Commission, encompassing various Infrastructure Managers, and the Directorate-General for Mobility and Transport of the European Commission (DG-MOVE). It was created in order to promote the cooperation in key areas for the development of a European railway network that is safe, sustainable, high-performance and generator of added value.

  PRIME constitutes the sole platform allowing for a direct interaction between the European Commission and the managers of railways infrastructures, enhancing a timely discussion of the legislative initiatives and a closer cooperation between railways companies. The companies integrating PRIME are encouraged to discuss the great challenges of the railway

infrastructure management in Europe, namely the funding of infrastructures, railway safety, digitalisation, as well as intermodality and co-modality.

More information can be found on:

https://webgate.ec.europa.eu/multisite/primeinfrastructure/prime-news_en

- **CHRISTINE - CHarging of Rail InfraSTructure IN Europe**

  Work Group created in 2007 and devoted to study railways infrastructure pricing. It assumes a technical and informal nature and is composed of experts from the financial, pricing, planning and strategic areas, mostly representing the European infrastructures managers but also regulators. These experts meet on an annual basis to present and discuss the developments of the sector and promote the exchange of ideas and the identification of solutions.

2. INFRASTRUCTURE

2.1 INTRODUCTION

This chapter contains a description of the functional and technical characteristics of the railway infrastructure managed by IP. It is formulated for the purpose of meeting existing and new Railway Undertakings' information needs in connection with their planning of railway traffic.

The maps presented in the Annexes related to this chapter and the summary table contained in Annex 2.1 concern the conditions that IP, resorting to criteria of reasonable diligence, predicts to take place during the validity of the present Statement.

2.2 EXTENT OF NETWORK

2.2.1 Limits

The Network Statement describes the lines, branches and junctions managed by IP, which are shown in Annex 2.2.1.

2.2.2 Connecting 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.

2.3 NETWORK DESCRIPTION

2.3.1 Track Typologies

Annex 2.3.1. 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.

2.3.2 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 line for which this distance is 1000 mm.

2.3.3 Stations and Nodes

Annex 2.3.3 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 useful 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.

IET 50 contains information on the distance between each station and halt of the railway network lines.

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

2.3.4 Loading Gauge

The reference kinematic profile (RKP) is defined as a reference line that represents a cross section perpendicular to the axis of the track, regarding which a set of rules of rolling stock sizing and obstacles distancing applies.

The fulfilment of the rules ensures traffic safety, since it prevents the vehicles from interfering with the fixed installations or interfering with one another in adjacent tracks.

Annex 2.3.4 A presents the map representing the kinetic profiles of the railway network, the PTb, the PTb+, the PTc and that of the Cascais Line, the latter being specific of this line.

Annex 2.3.4 B indicates the size of the RKP PTb, the PTb+, the PTc and that of the Cascais Line, as stated in standard EN 1527-3.

2.3.5 Weight Limits

The Annex 2.3.5 shows maximum loads over the network according to UIC form 700-0.

2.3.6 Line Gradients

Characteristic ramps

The figures of the characteristic ramps stated in Annexes 2.3.6 A and 2.3.6 B correspond to the most restrictive compensated profile of the itinerary in question (between dependencies), taking into account the corrections for the non-significant ramps. They result from the calculation of the characteristic ramp, for each itinerary, rounded down to the unit.

Locomotive loads

The maximum loads hauled by the locomotives are described in IET 51 – Annex 1 – Maximum Hauled Loads, and the restrictions imposed by the Infrastructure are described in IET 51 Annex 2 – Traction Conditions Imposed by the Infrastructure.

2.3.7 Maximum Line Speeds

Annex 2.3.7 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 2023 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 2023 Timetable. The TVM can be found on the IP website, through the eViriato app.

2.3.8 MaximumTrain Lenghts

Annex 2.3.8 shows a chart with types and allowed maximum lengths of the freight trains that must be considered in the capacity allocation process.

2.3.9 Power Supply

Annex 2.3.9 A shows a map indicating the electrified network sections and its supply voltages.

Annex 2.3.9 B, shows the electrical substations and its interference areas.

2.3.10 Signalling Systems

Overall there are three signalling systems in the network:

- Mechanical;
- Electrical;
- Electronic;

The mechanical systems are composed of interlockings and mechanical signals and manually commanded points.

The electrical systems are composed of interlockings and local panels, electrical signals and electrically commanded points.

The electronic systems are composed of electronic interlockings, electrical signals and electrically commanded points, normally have a centralised command from the Operational Command Centres (OCC) and are associated with a set of features, namely provision of information through graphics and an automatic follow-up and computer programming of itineraries.

Each of these systems is associated with operation schemes in the network, indicated in Annex 2.3.10.

The Signalling Technical Instructions by network sections are provided to the stakeholders, upon request, against payment of an amount corresponding to the publication cost.

2.3.11Traffic Control Systems

The traffic control at IP is carried out in the Operational Control Centres (OCC's), which also include the traffic command function.The 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 2.3.11 shows a map with the territorial coverage of each one of the two OCC's (North and South).

2.3.12Communication Systems

Annex 2.3.12 shows a map with the line sections which are covered by the ground train radio link system.

2.3.13Train Control Systems

The system for controlling the speed of trains, named CONVEL, is installed in the railway network, and its implementation map can be found in Annex 2.3.13.

Exceptionally, there is a different system, named automatic braking system, installed in the Cascais Line.

2.4 TRAFFIC RESTRICTIONS

2.4.1 Specialized Infraestructure

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.

2.4.2 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.

2.4.3 Dangerous Goods

The transport of dangerous goods is governed by Decree-Law no. 24-B/2020 of 8 June.

2.4.4 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.

2.4.5 Bridge Restrictions

Bridge restrictions are listed in IET 51.

2.5 AVAILABILITY OF THE INSFRASTRUCTURE

The rail network managed by IP is available every day of the year, 24 hours a day. However modernisation works and maintenance interventions may impose restrictions on rail traffic. These items are dealt with in Chapter 4 of this document.

2.6 INSFRASTRUCTURE DEVELOPMENT

According to the infrastructure investment plan “Ferrovia 2020”, several investments in railway infrastructure have been foreseen, summarised in Annex 2.6..

3. ACCESS CONDITIONS

3.1 INTRODUCTION

Section 3 of this Network Statement describes the terms and conditions related to access to the railway infrastructure.

These terms and conditions also apply to the Atlantic Corridor.

3.2 GENERAL ACCESS REQUIREMENTS

3.2.1 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.

3.2.2 Conditions For Access To The Railway Infrastructure

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.

The above-mentioned rights depends on the signing of an agreement with IP, as referred to in point 3.3.2 below.

3.2.3 Licences

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

The issue of licence by the IMT depends upon the compliance with the requirements as to good reputation, financial capacity and professional competence and generally the fulfilment of applicable legal and regulatory rules.

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.

3.2.4 Safety Certificate

Companies interested in operating on the National Railway Network, in addition to the requirement of having the appropriate licensing, must hold a Single Safety Certificate.

It is the responsibility of IMT, as the National Railway Safety Authority, to issue the safety authorisations, under the terms of article 12 of Decree-Law 85/2020 of 13 October.

The issuing of the Single Safety Certificate is the responsibility of IMT or the European Union Railway Agency (Agency), as applicable, under article 10 of Decree-Law 85/2020 of 13 October.

Commission Delegated Regulation (EU) 2018/762 of 8 March sets out the common safety methods relating to the requirements of the company safety management system necessary to obtain a railway safety certificate. Commission Delegated Regulation (EU) 2018/763 of 9 April sets out the procedures for issuing Safety Certificates to Undertakings providing rail transport services.

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.

3.2.5 Insurance

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.

3.3 CONTRACTUAL ARRANGEMENTS

3.3.1 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.

3.3.2 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.

3.3.3 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 5.6.3 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 30 working days in advance in the identification of the rail Railway Undertaking, leading to IP to cancel the channel.

3.3.4 General Terms And Conditions

IP does not have a General Terms and Conditions document.

3.4 SPECIFIC ACCESS REQUIREMENTS

3.4.1 Rolling Stock Acceptance

The procedure for accepting the rolling stock is governed by Implementing Regulation (UE)2018/545 of 4 April 2018.

As regards the National Railway Network specific cases, whose technical rules were communicated to the European Railway Agency, the compliance shall be necessarily checked by entity to be appointed by IMT. The national technical rules are listed in IP's standard GR.IT.GER.009.

Technical Instruction GR.IT.GER.009 – Compatibility of rolling stock with the broad track gauge infrastructure may be accessed through IP institutional webpage.

3.4.2 Staff Acceptance

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, as per Law 16/2011;
- 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, as per Decrees 213/2020 and 2014/2020.

3.4.3 Exceptional Consignments

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.

3.4.4 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 41-A/2010, of 29 of April, amended by Decree-Law 24-B/2020, of 8 of june, 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.

3.4.5 Test Trains And Other Special Trains Comboios

Special runnings destined for rolling stock testing are subject to the issue of a Traffic Special Authorisation by IP. This requirement does not cover all special runnings intended for rolling stock testing, and should only be applied to cases where the operational, regulatory or technical conditions are not obeyed.

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 GENERAL DESCRIPTION OF THE PROCESS

Relevant bodies

Entities that take part in the process of capacity allocation:

- Applicants, who are responsible for making capacity requests and taking part in the allocation process. Applicants can also appeal 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;
- IP, which has responsibility in producing the Network Statement, the drawing up and presentation of the working timetable and the coordination of capacity allocation;
- 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).

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 1.6 above.

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

Documents format

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. 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://eviriato.refer.pt/eviriato/.

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.

PCS is an international system for coordinating requests for capacity for Railway Undertakings, Applicants, Infrastructure Managers, Capacity Allocation Entities and Rail Freight Corridors. PCS is an IT application that optimises the coordination of the international requests, ensuring that the respective applications and offers are standardised across all stakeholders.

PCS is the sole tool allowing for the request for capacity of PaP and the Capacity Reservation regarding the management of the Rail Freight Corridors' international capacity.

Access to PCS is free of charge and may be requested through RNE PCS: support.pcs@rne.eu.

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

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
- Time granted – programmed itinerary time elapsed between two points identified in the schedule, which includes the regularity margins and supplementary margins
- 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

Holidays

Official Holiday	Day
Christmas Day	25-Dec-2022
New Year's Day	01-Jan-2023
Carnival	21-Feb-2023
Holly Friday	07-Apr-2023
Easter Day	09-Apr-2023
Liberdade Day	25-Apr-2023
Labour Day	1-May-2023
Portugal's Day	10-Jun-2023
Corpo de Deus Day	08-Jun-2023
Assunção de Nossa Senhora Day	15-Aug-2023
Republic Implementation Day	5-Oct-2023
All Soul's Day	1-Nov-2023
Independence Restoration Day	1-Dec-2023
Imaculada Conceição Day	8-Dec-2023

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.

4.3 RESERVING CAPACITY FOR TEMPORARY CAPACITY RESTRICTIONS

4.3.1 General Principles

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.

Where IP needs to use the paths which interfere with the works on the infrastructure, the applicants will be entitled to compensation as described below.

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".

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 beginning of the interruption period is defined from the passage of the last train(s) not to be affected, with a maximum delay of 30 (thirty) minutes at the start of the interruption period being permitted. The end of the interruption period is not affected by potential delays to its beginning.

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 applicant 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.

4.3.2 Deadlines And Information Provided To Applicants

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 Attachment VII of Decree-Law no. 22015, 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="19">Preliminary Consultation</td><td rowspan="8">Consultation</td><td colspan="2">Preliminary consultation of applicants 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="6">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>X-20</td><td>X-19</td></tr>
<tr><td></td><td>X-18</td></tr>
<tr><td rowspan="5">Final Consultation</td><td>X-17</td></tr>
<tr><td>X-16</td></tr>
<tr><td>X-15</td></tr>
<tr><td></td><td>X-14</td></tr>
<tr><td colspan="2">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="6"></td><td rowspan="6"></td><td rowspan="6"></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></td><td></td><td>X-5</td></tr>
<tr><td>Publication of TCR´s</td><td></td><td></td><td>X-4</td></tr>
</table>

X is the effective date of the timetable

Annex 4.3.2 A presents a table with the main works on the infrastructure that are planned during the validity period of the present Network Statement (X-12), as well as with the main interventions of high and very high impact (X-24).

Considering the interventions provided for in Annex 4.3.2 A for X-12, 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 4.3.2 A will be subject to a communication on part of IP with at least 4.5 months' notice.

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.

4.4 IMPACTS OF FRAMEWORK AGREEMENTS

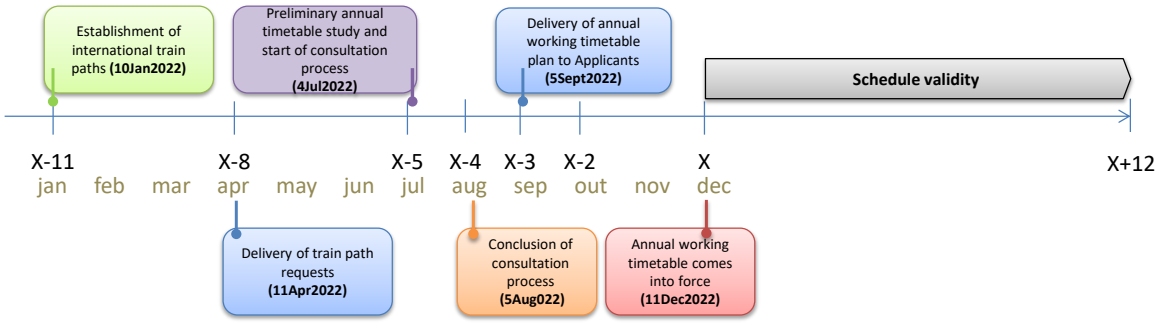
IP does not have framework agreements.

4.5 PATH ALLOCATION PROCESS

4.5.1 Annual Timetable Path Requests

The 2023 working timetable runs from 0h00 on 11 December 2022 to 24h00 on 09 December 2023.

The working timetable is produced on the following keys stages:



Entity	Stage	Deadline
IP	Establishment of international paths. 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	10-Jan-2022
Applicants	Delivery of train path requests Applicants must submit the corresponding applications to IP within 8 months before the implementation of the annual working timetable	11-Apr-2022
IP	Preliminary annual timetable study and start of consultation process No later than 4 months after the closing date for the submission of tenders on the part of Applicants, IP draws up a annual working timetable project, marking the start of the Consultation process.	4-Jul-2022
Applicants	Conclusion of consultation process 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.	5-Aug-2022
IP	Delivery of annual working timetable plan to Applicants	5-Sep-2022
IP and Applicants	Annual working timetable comes into force	11-Dec-2022

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 4.5.3. The Table of Eclipsed Stations can be found on the IP website through the eViriato application.

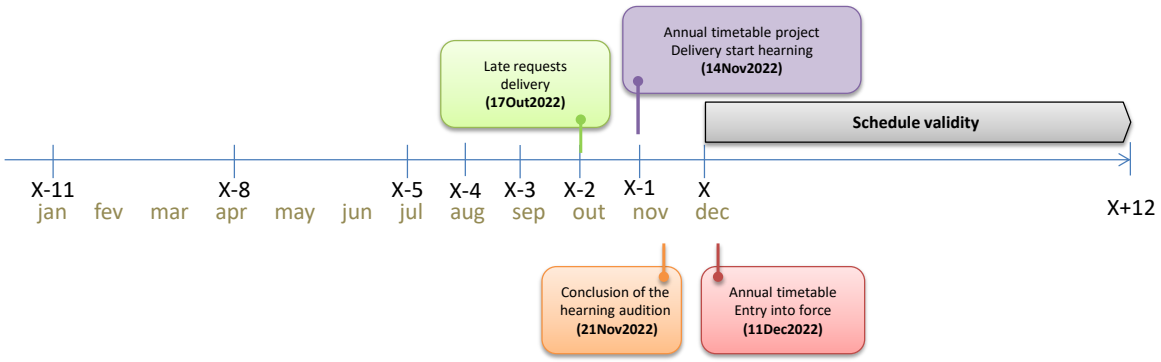
The obligation for IP to man any station that has been eclipsed only exists when the RUs request is soundly based.

4.5.2 Late Annual Timetable Path 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.

These requests for train paths may not entail changes to Paths already allocated, unless in case of consent on part of the Applicant to which those Paths were already granted.

For late requests, the following phases apply:



Entity	Stage	Time limit
Applicants	Delivery of late requests 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	17-Oct-2022
IP	Delivery of annual working timetable project. 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	14-Nov-2022
Applicants	Answer to the annual working timetable project. 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	21-Nov-2022
IP and Applicants	Working timetable comes into force	11-Dec-2022

4.5.3 Requests during the duration of the Timetable (Ad-Hoc)

The requests received from 18 October 2022 until the final date of the final annual Technical Timetable will be studied by IP according to the classification described in the following paragraphs.

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.

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.

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.

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.

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.

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.

4.5.4 Coordination Process

The Capacity Allocation Process mentioned in the present paragraph concerns the requests for train paths used with regard to the period of the annual Technical Schedule.

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.

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.

4.5.5 Dispute Resolution Process

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

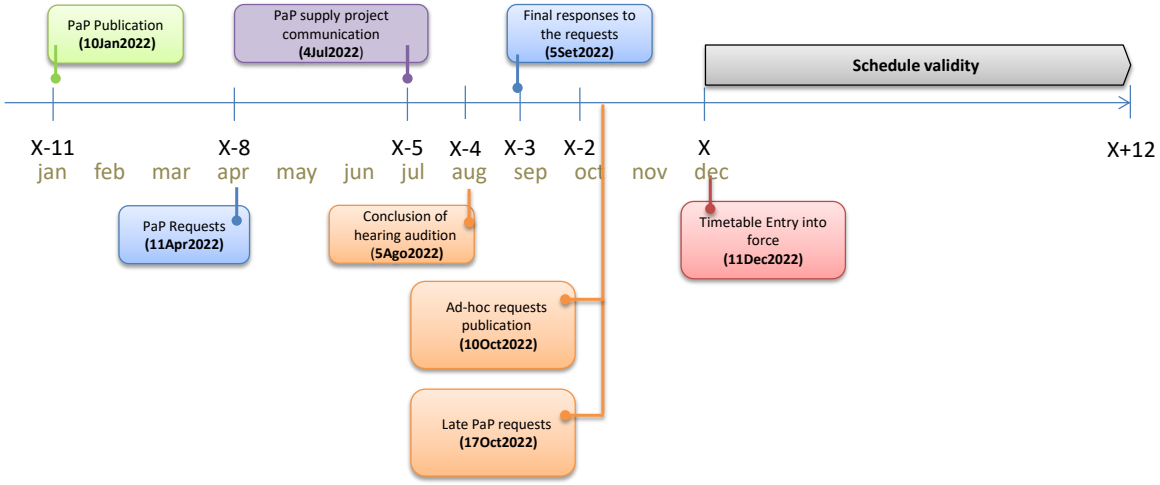
If incompatibilities subsist, IP will reach a decision based on the following considerations, ranked by importance:

- 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

4.5.6 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).

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	10 Jan 2022
Applicants	Train path requests	11 Apr 2022
C-OSS	Report of the path supply project	4 July 2022
Applicants	Conclusion of consultation process	5 Aug 2022
C-OSS	Report of final answers	5 Sept 2022
Applicants	Publication of capacity reserve	10 Oct 2022
C-OSS	Late Path requests	17 Oct 2022
C-OSS and Applicants	Working timetable comes into force	11 Dec 2022

4.6 CONGESTED INFRAESTRUTUCTURE

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 AMT of this.

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.

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 & 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.

4.7 EXCEPTIONAL TRANSPORT 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 RULES AFTER PATH ALLOCATION

4.8.1 Rules for Path Modification by Applicants

A request for path modification submitted by the Applicant following the beginning of the annual Technical Schedule entails the formalisation of a new request for capacity and the cancelation of a previous request, with application of the rules defined in the respective requests.

4.8.2 Path Alteration Rules Promoted by the Infrastructure Manager

The path alteration rules established and promoted by IP are described in paragraph 4.3 of the present network statement.

4.8.3 Non-Usage Rules

If a path requested by an RU is not used, it will have to pay the penalty as described in point 5.6.3 of this document.

4.8.4 Rules For Cancellation

Cancellation situations are covered by those applied to the non-usage capacity.

4.9 REDESIGN OF THE INTERNATIONAL TIMETABLING PROCESS (TTR)

The objective of TTR is to harmonise and improve the European rail timetabling system to significantly increase the competitiveness of railway transports, to better serve all market needs and achieve an optimised use of existing infrastructure capacity. In particular for passenger traffic it will mean earlier availability of the final timetable allowing earlier and more reliable ticket purchasing for passengers. For the majority of freight traffic, it will mean more possibilities for short-term path requests and thus more flexibility to better meet customers' needs.

TTR consists of different components, including in particular an improved planning of the distribution of infrastructure capacity (including temporary capacity restrictions) and the introduction of new capacity allocation processes.

Detailed information on the project can be found on ttr.rne.eu.

TTR is planned to be fully implemented for the timetable 2025 provided that it is supported by the European and national legal framework.

5. SERVICES AND CHARGES

5.1 INTRODUCTION

The services described in this chapter are in accordance with Decree Law n.º 217/2015 in particular 13º article and Annex II.

5.2 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 ascertaining of Direct Unit Cost.

Charges for using 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 use of the minimum access 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.

The regulations governing the tariffs for minimum access package are given in Annex 5.2.

5.3 MINIMUM ACCESS PACKAGE AND CHARGES

The minimum 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;
f) all other information required to implement or operate the service for which capacity has been granted.

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 segment.
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 the traction used, market segment, train schedule, train length 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 Minimum Access Package by train kilometres (CK), in force during the term of Timetable 2023, are those indicated in the table below.

€/ck		Passengers												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	2,32	2,04	1,86	1,64	2,32	2,04	2,42	2,12	1,86	1,64	2,32	2,04	1,55	1,37	1,55	1,37
	B	2,08	1,84	1,68	1,48	2,08	1,84	2,17	1,91	1,68	1,48	2,08	1,84	1,39	1,23	1,39	1,23
	C	1,97	1,74	1,58	1,39	1,97	1,74	2,05	1,80	1,58	1,39	1,97	1,74	1,32	1,15	1,32	1,15
Regular	A	2,32	2,04	1,86	1,64	2,32	2,04	2,42	2,12	1,86	1,64	2,32	2,04	1,55	1,37	1,55	1,37
	B	2,08	1,84	1,68	1,48	2,08	1,84	2,17	1,91	1,68	1,48	2,08	1,84	1,39	1,23	1,39	1,23
	C	1,97	1,74	1,58	1,39	1,97	1,74	2,05	1,80	1,58	1,39	1,97	1,74	1,32	1,15	1,32	1,15
Low	A	1,97	1,74	1,58	1,39	1,97	1,74	2,05	1,80	1,58	1,39	1,97	1,74	1,32	1,15	1,32	1,15
	B	1,78	1,57	1,43	1,24	1,78	1,57	1,85	1,63	1,43	1,24	1,78	1,57	1,19	1,04	1,19	1,04
	C	1,68	1,48	1,33	1,17	1,68	1,48	1,75	1,54	1,33	1,17	1,68	1,48	1,11	0,98	1,11	0,98

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

Tariff for Ad-hoc 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 train path day is not counted in the count of days;
- the day on which the Ad-hoc request for capacity is made is used in the count of days;
- The requested train path time does not interfere with the count of days.

VAT will be added to these values.

5.4 ADITIONAL SERVICES AND CHARGES

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 Electrical energy for traction

IP transfers to the Railway Transport Companies 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 5.4.1 of this Network Statement.

Electric power is available on the railway network through the substations identified in Annex 2.3.9 B.

Annex 5.4.1 shows the rules regarding this matter, including tariffs.

5.4.2 Services to Trains

IP doesn´t provide these services.

5.4.3 Exceptional Transports and Dangerous Goods

In the case of exceptional transports (as defined in 3.4.3), 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 shall 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.

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.

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 through 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.

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

Shunting Type	Duration (minutes)	Value (€)
Short duration	Up to 30 inclusive	5,93
Long duration	More than 30	26,80

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, as per Annex 5.4.4.

VAT will be added to these values.

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 2.3.3 lists the circulation lines in the railway stations.

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

$$Te = 0.0271 \times M$$

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.

When IP exceptionally permits the permanence in running lines, a tariff equivalent to the parking tariff applies.

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.

5.5 ANCILLARY SERVICES AND CHARGES

Ancillary services to be provided by IP are expressly requested by the RUs, 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 company, provided there is available capacity.

5.5.1 Access 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/EDGE data transmission service;
- 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.

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.

5.5.2 Technical 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.

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

Nature of the service	Tariff / Provision (€)
Water supply	8,00
Diesel supply	6,88
Commercial treatment of freights	9,48
Weighing	11,09
Other activities	16,36

Tariffs previously presented consider the average time required to operationalise each type of service and the value associated with the typology of labour most frequently applied according Annex 5.4.4.

VAT will be added to these values.

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.

These services are charged according to human means used, taking into account the professional categories mentioned in Annex 5.4.4.

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.

These services are charged according to human means used, taking into account the professional categories mentioned in Annex 5.4.4.

5.6 FINANCIAL PENALTIES AND INCENTIVES

5.6.1 Penalties for Path Modification

IP applies no penalty associated with the path modification made by the Applicants apart from the tariffs associated with the path requested and not used and the submission of new path requests.

5.6.2 Penalties for Path Alteration

Whenever there is a need to change the path already allocated, IP shall favour an alternative solution equivalent to that initially allocated to be carried out jointly with the Applicant, in which case no right to compensation shall exist.

Following the beginning of the annual Technical Schedule, in situations of cancellation of train paths on account of the realisation of works in the infrastructure and in which IP fails to meet the notification deadline on Monday of week n-2 for works in “blue areas”, or in cases in which IP uses periods outside the “blue areas”, the Applicants are entitled to a financial compensation for the costs associated with alternative transports, in 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.

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.

5.6.3 Penalties for Non-usage

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 7 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 responsibility, has a maximum time period of 30 days from the first day of suppression.

VAT will be added to these values.

5.6.4 Penalties for Path Cancellation

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

5.6.5 Incentives/Discounts

IP applies no incentive schemes beyond those contemplated in the Minimum Access Package.

5.7 PERFORMANCE SCHEME

5.7.1 General Principles And Objectives

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.

5.7.2 Performance 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.

Monitoring contradictory procedure

The traffic monitoring process provides for a contradictory procedure which grants to all parties the right to give preliminary comments regarding the allocation of causes for delay, the responsibility and delay times which are registered into the system.

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 Undertakings 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.

Imputation

The imputation of liabilities is supported by the "Monitorização de Desempenho" computer app, available online, which grants to the RUs, 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.

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

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

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'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.

5.7.3 Financial Model

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 years, unless otherwise defined by the CORMED committee. 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);

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

ck (Year0) - Number of trains. Kilometre carried out by the company in the year concerning the Objective;

ck (YearA) - 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.

The reference values to be considered for purposes of valuation of delays in 2023 are:

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

Financial ceiling and gradual application of the PR

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 RUs financially covered by PR.

The PR was applied gradually between 2020 and 2022, presenting a full valuation for 2023.

New RUs

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

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.

PR report

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).

5.7.4 Governance and Dispute Resolution System

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.

The mission of the Performance Monitoring Arbitration (Arbitragem da Monitorização de Desempenho - ARMED) is to decide, in due course (maximum 10 working days), 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.

5.8 CHANGES TO CHARGES

The evolution of the tariffs to be published in the Network Statement is subject to the appreciation and validation of AMT.

5.9 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 registered by the IP traffic management.

The amount for access 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.

In case of failure to pay the invoices, IP will apply late payment interest, calculated at the legal rate in force as at the date of non-compliance with the payment of invoices, according to the time limit previously defined.

The Railway Undertaking may, within 20 days from the date of issue of the invoice, 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.

6. OPERATIONS

6.1 INTRODUCTION

The RUs are obliged to comply with the Railway Safety Technical Regulations, which correspond to the set of normative documents used in railway operation, and whose application and fulfilment supports and guarantees the safety of traffic in the national railway network.

Instruction of IMT, I.P. 1/2015 concerning Railway Safety Technical Standards, contained in Annex I to the referred to Instruction, remains under the management of referred Institute.

The regulatory documents contained in the referred Annex I which still remain in force may be provided by way of a request duly identified and sent to the Documentation Centre of IMT to the email address biblioteca@imt-ip.pt.

The documents contained in Annex II, Section I – Rules, Procedures and Instructions under the Management of the Infrastructure Manager - may be request at ped-ext-reg@infraestruturasdeportugal.pt.

6.2 OPERATIONAL RULES

The regulatory documents concerning Railway Traffic Management (operation) are divided into three separate categories:

- European Union Normative System
  - The EU normative system concerning Railway Traffic Management is contained in Implementing Regulation (EU) 2019/773 of the Commission of 16 May 2019 on the Technical Specification for Interoperability (TSI) regarding the “traffic operation and management” subsystem and the respective Application Guides.
- National Normative System
  - The national normative system concerning Railway Traffic Management is divided into two subcategories:
    - National Legislation (a mention of the most relevant Decrees-Laws)
    - IMT Regulations
- Normative System of the Infrastructure Manager
  - The normative system of the Infrastructure Manager concerning Railway Traffic Management is divided into two subcategories:
    - Regulations of the Infrastructure Manager
    - Operation supporting documents

RUs may also be subject to obligations arising from other relevant national or international legislation that might not be mentioned in Annex 1.3.

6.3 OPERATIONAL MEASURES

6.3.1 Principles

IP is governed by the principles contained in the Railway Safety Technical Regulations with regard to traffic management activities.

6.3.2 Operation Regulation

The “operational” language of IP is Portuguese, and it is in such language that IP draws up and distributes among the RUs all the documents regarding traffic operation and management. In case the RUs do not adopt the same “operational” language as the one of the information initially provided,

it is up to the Railway Company to obtain the necessary translations or provide explanatory notes in another language.

For management of all operational processes related to railway operations and traffic management, the Railway Safety Technical Regulations (and other supplementary standards) provide the basis that enables IP to ensure the management of the infrastructure capacity as well as of the command and control of railway traffic.

All this set of regulations is listed and updated on a weekly basis through the release of a “Index of the regulatory texts in force” (a comprehensive listing of all the standards), which ensures that the information on the standards to be complied with at any given moment is correct. This index is sent to all players of the railway system (IM and RUs operating in NRN), including IMT and GPIAAF (Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários - Agency for the Prevention and Investigation of Accidents with Aircraft and Railway Accidents).

As regards cross-border operations, they are regulated between IP and ADIF, with recourse to the provisions of IET 14 of 2020.

6.3.3 Disturbances

In case of disturbance of railway traffic as a result of technical failure or accident, IP, in compliance with the legal provisions, takes all necessary measures in order to restore the normal situation, activating all contingency plans in force, and informing all the relevant public entities in case of serious incidents or aggravated disturbance of the railway traffic.

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.

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.

6.4 TOOLS FOR TRAIN INFORMATION AND MONITORING OF TRAINS

TIS is the application that enables to easily view, via Internet and in real time, the international freight trains along their itinerary.

All relevant data, as well as all information regarding the various Infrastructure Managers, belonging to an international train from its point of departure to its final destination, is obtained through the IP system, thus enabling a train to be monitored.

RUs and Terminal operators may also have access to TIS and may integrate the Advisory Board of RNE TIS. All members of this Board shall have access to all TIS data of their trains; any other requires agreements to be made.

The access to the TIS is free of charge and may be requested via RNE TIS Support.

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

7. SERVICES FACILITIES

7.1 INTRODUCTION

The Service Facilities described in this chapter and managed by IP concern the provisions of Decree-Law 217/2015, particularly its articles 13 and 27 and its Annex IV.

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 Information Document (SFID). 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 7.1, 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 Service Facility 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.

7.2 SERVICE FACILITIES OVERVIEW

Annexes 7.2.A and 7.2.B include identification of existing maintenance facilities in the Portuguese rail network, with indication of their location and managing entity.

7.3 SERVICE FACILITIES MANAGED BY IP

7.3.1 Common Provisions

IP does not have general provisions applicable to its facilities.

7.3.2 Passenger Stations

7.3.2.1 General Information

IP manages all stations and halts of the National Railway Network.

Annex 2.3.3 can be consulted on https://servicos.infraestruturasdeportugal.pt/pt-pt/parceiros/operacao-ferroviaria/os-nossos-servicos/diretorio-da-rede-ips, providing information on the characteristics of the stations and halts.

7.3.2.2 Services

According to paragraph 2 of Annex II to the Decree-Law 217/2015, IP offers the following services in passenger stations:

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.

a) Use of Train Stations and Halts

This service, provided in stations and halts, encompasses, among others, the use of areas assigned to waiting rooms, the viewing of travel-related information and the areas where the technical equipment is installed.

Annex 7.3.2 A shows the stations, halts and their classification. This Annex also shows the occupied operational facilities.

b) 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 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 Railway Undertaking, IP may at any time proceed in order to vacate the facilities.

c) 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.

d) 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 7.3.2 D 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.

7.3.2.3 Description of Passenger Stations

The service facility defined in Network Statement as passenger station corresponds exclusively to the areas assigned to the infrastructure management public service.

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.

7.3.2.4 Tariffs

a) 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/Halt Type	Tariff / Commercial Stop (€)
A	0,77
B	0.55
C	0,23
D*	0,06*

*In case of being an Halt type D, no tariff will be applied.

VAT will be added to these values

b) 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	2,27
B	1,62
C	0,88
D	0,24

VAT will be added to these values.

c) 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.

d) 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 manpower value of an Infrastructure Command Operator.

The applied tariff to each request of service provision is 22,49 €, 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 a Infrastructure Command Operator.

The applied tariff to each request of announcement service provision is 0,84 €, 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.

7.3.2.5 Access Conditions

The right of access to these facilities is limited to RUs.

7.3.2.6 Path Allocation

The requests for services submitted by RUs shall be responded in a non-discriminatory manner.

7.3.3 Freight Terminals

IP ensures the management of the freight railway terminals of Bobadela and Leixões, where a set of services enabling the modal transfer between Rail and Road of goods packaged in Intermodal Transport Units is provided.

The services provided in these terminals are listed in the Service Facility Information Document for the Freight Railway Terminals of Bobadela and Leixões on https://servicos.infraestruturasdeportugal.pt/pt-pt/parceiros/operacao-ferroviaria/os-nossos-servicos/terminais-de-mercadorias-ips.

7.3.4 Marshalling yards and train formation facilities, including shunting facilities

IP does not have any station exclusively aimed at marshalling or train formation, including shunting facilities.

7.3.5 Storage Sidings

IP has no service facility exclusively intended for storage sidings.

7.3.6 Maintenance Facilities

IP has no facility intended for rolling stock maintenance.

7.3.7 Other technical facilities, including cleaning and washing facilities

IP has no other Technical Facilities.

7.3.8 Maritime and inland port facilities

IP has no sea or river port facility.

7.3.9 Provision of Rail Relief

7.3.9.1 General Information

The railway relief provision are defined in ICET 296 – Specific Emergency Procedures quantified in its Annex 1 – Rail Relief.

7.3.9.2 Services

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 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 Procedures quantified in its Annex 1 – Rail Relief:

a) Rail or road means of assistance which IP ensures under contingency and promptness conditions;
b) Adequate means of Railway Undertakings which allow a major efficiency at restoring the normal situation.

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.

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.

7.3.9.3 Description of Railway Rescue Service Facility

The means of railway rescue are described in Annex 1 to ICET 296.

7.3.9.4 Tariffs

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.

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 according to the table of paragraph 5.3.

In case the provision of railway rescue service is ensured by a Railway Company, the costs incurred with the rescue operation and the utilisation of the infrastructure, to which the Running tariff in each section travelled applies, shall be allocated to the entity(ies) responsible for the technical failure or accident, after establishing accountability.

7.3.9.5 Access Conditions

The right of access is limited to RUs.

7.3.9.6 Path Allocation

IP ensures that the means of rescue are provided promptly and in a non-discriminatory manner.

7.3.10 Refuelling facilities

IP has no station exclusively intended for refuelling.

7.3.11 Turntables and Water Supply

7.3.11.1 General Information

The goal of these IP facilities is to establish the necessary and sufficient conditions for the seasonal operation of the historical train in the Douro Line.

7.3.11.2 Services

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.

7.3.11.3 Description Turntables and Water Supply

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.

7.3.11.4 Tariffs

The unit value for utilisation of the historical train specific equipment is 34,83 € per train, plus tax added value.

The water consumption of the flood discharge equipment are paid by the RUs and shall be subject to specific collection.

7.3.11.5 Access Conditions

The right of access is limited to RUs.

7.3.11.6 Path Allocation

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

NETWORK STATEMENT 2023

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:

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.

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, revoked by DL 91/2015 with the exception of article 1, paragraph 1 and article 5.

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".

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 amended and republished by Decree-Law no. 151/2014 of 13 October), in the part kept in force by Decree-Law no. 124-A/2018.

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 174-A/2019 de 18 de Dezembro.

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 - Regime Applicable to Technical Investigation of Accidents and Incidents in Rail Transport (amended and republished by Decree-Law no. 101-C/2020, of 7 December), 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 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 Law 109/77, of 25 March, which approved the articles of association of Caminhos de Ferro Portugueses, E. P.

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 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 and amended by Decree-Law 24-B/2020, of 8 June and Decree-Law 9/2021, of 29 January.

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.

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 n. º 236/2012, 31 of October, which approves the organic of the Transports Mobility Institute, I.P. amended and republished by Decree Law no. 77/2014, of 14 May approving the functioning of 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. 78/2014, of 14 may, approving the constitution of the mobility and Transport Authority

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. 138/2015 of 30 June transposing to the internal legal system Directive no. 2014/82/EU, which concerns general professional knowledge, medical requirements and requirements related to the train driver's license.

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 28 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).

Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and services in the rail sector (Text with EEA relevance).

Commission Delegated Regulation (EU) 2018/762 of 8 March sets out the common safety methods concerning requirements on the enterprise safety management system necessary to obtain a railway safety authorisation or certificate.

Commission Implementing Regulation (EU) 2018/763 of 9 April sets out procedures for issuing safety certificates to undertakings providing rail transport services.

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.

Commission Implementing Regulation (EU) 2020/424 of 19 March 2020 on the submission of information to the Commission on the non-application of technical specifications for interoperability in accordance with Directive (EU) 2016/797.

Commission Implementing Decision (EU) 2020/453 of 27 March 2020 on harmonised standards for rail products, prepared in support of Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community.

Rectification of Commission Implementing Regulation (EU) 2020/572 of 24 April 2020 on the reporting structure to be respected in railway accident and incident investigation reports.

Order 213/2020, of 7 September - Under the provisions of paragraphs 2 and 4 of Article 25 of Law 16/2011, establishes the requirements and procedures for the certification of training entities and initial and continuing training courses, aimed at obtaining and renewing the licence of locomotive and train driver of the railway system.

Order 214/2020 of 7 September - Under the provisions of paragraphs 2 and 4 of Article 25 of Law 16/20211, establishes the requirements and procedures for the recognition of entities providing services in the area of medicine and in the area of psychology that intend to carry out medical examinations and psychological assessments of candidates for train drivers and train drivers of locomotives and trains in the railway system.

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.

Decree-Law 91/2020 of 20 October which transposes Directive (EU) 2016/797 on the interoperability of the railway system within the European Union.

Commission Implementing Decision (EU) 2021/701 of 27 April 2021, correcting Implementing Decision 2011/665/EU on the European register of authorised types of railway vehicles.

Commission Delegated Regulation (EU) 2021/1061 of 28 June 2021, extending the reference period of Regulation (EU) 2020/1429 of the European Parliament and of the Council of 7 October 2020, which establishes measures for a sustainable railway market having regard to the outbreak of COVID-19.

Directive (EU) 2021/1187 of the European Parliament and of the Council of 7 July 2021, which lays down measures to facilitate the completion of the Trans-European Transport Network (TEN-T).

Annex 2.1 – 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+ (CPB+)	PTb (CP B)	CRC- Cascais	PTc	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 km/h	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		77,8	14,7				133,6		41,1	92,4			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								336,1							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				43,9				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	117,3			239,1				239,1		
Beiras	1,6	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			16,4	11,1		
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			11,3			
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							31,2			
Petrogal/Asf.	3,5	3,5								3,5										3,5											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				
Soporcel	1,4	1,4																					1,4										1,4				
Liscont	0,8	0,8																					0,8										0,8				
R. P. -Valouro	0,3	0,3				0,3																	0,3										0,3				
TOTAL	2437,7	1827,2	562,8	47,7	1709,1	686,4	25,5	0,0	0,0	1998,2	0,0	282,8	0,0	0,0	45,3	94,9	12,2	609,6	25,5	861,8	341,9	554,6	13,1	31,2	1809,2	25,5	1490,0	436,3	155,6	0,0	1788,9	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 Nine to Viana do Castelo 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	PTc	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 km/h	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	0,0	0,0	0,0	0,0			95,9	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0					0,0	95,9	0	0	0	0	0	0	0	0	95,9				

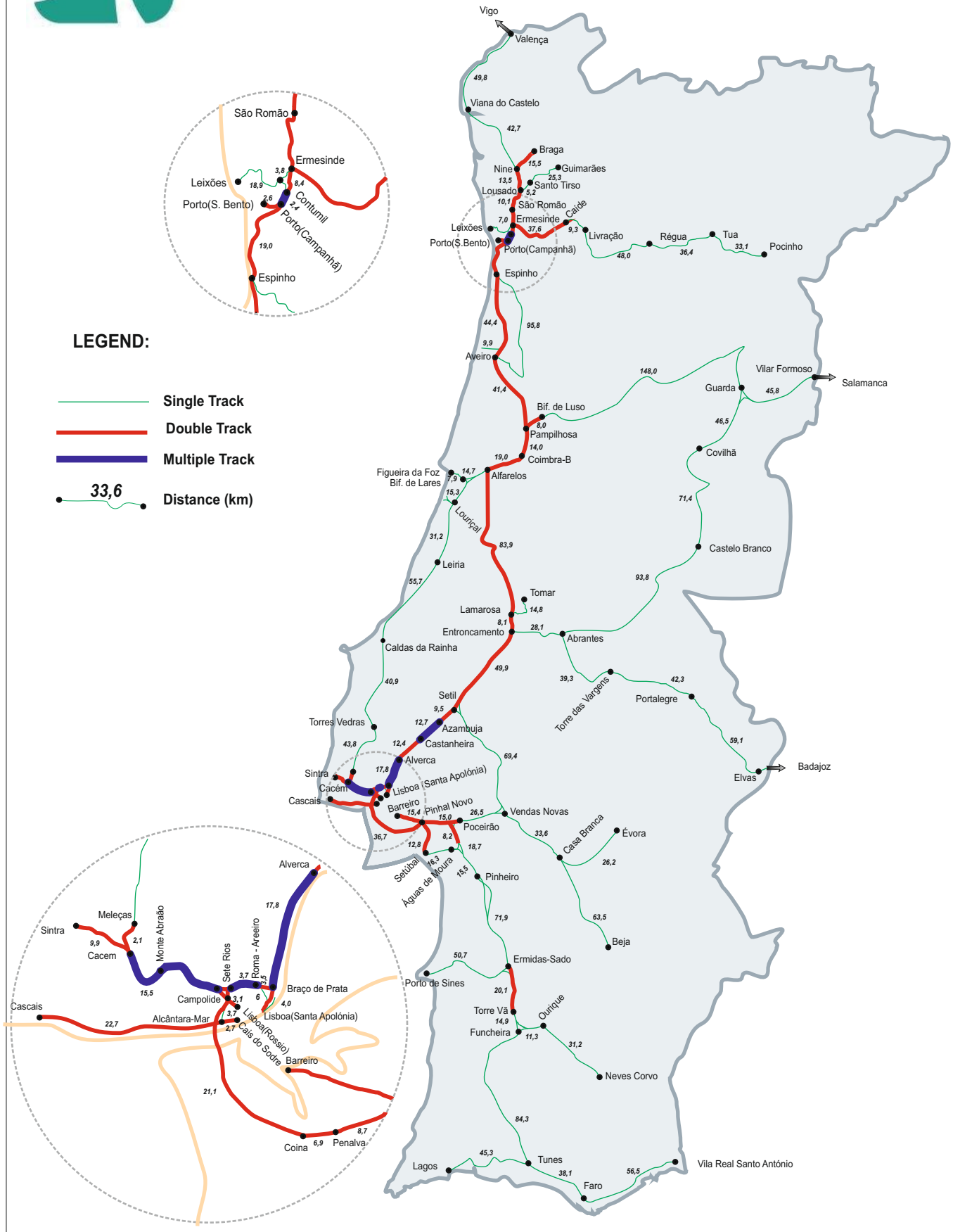
NOTE – This table contains rounded amounts that may correspond to slight variations when compared to the official IP records

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
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

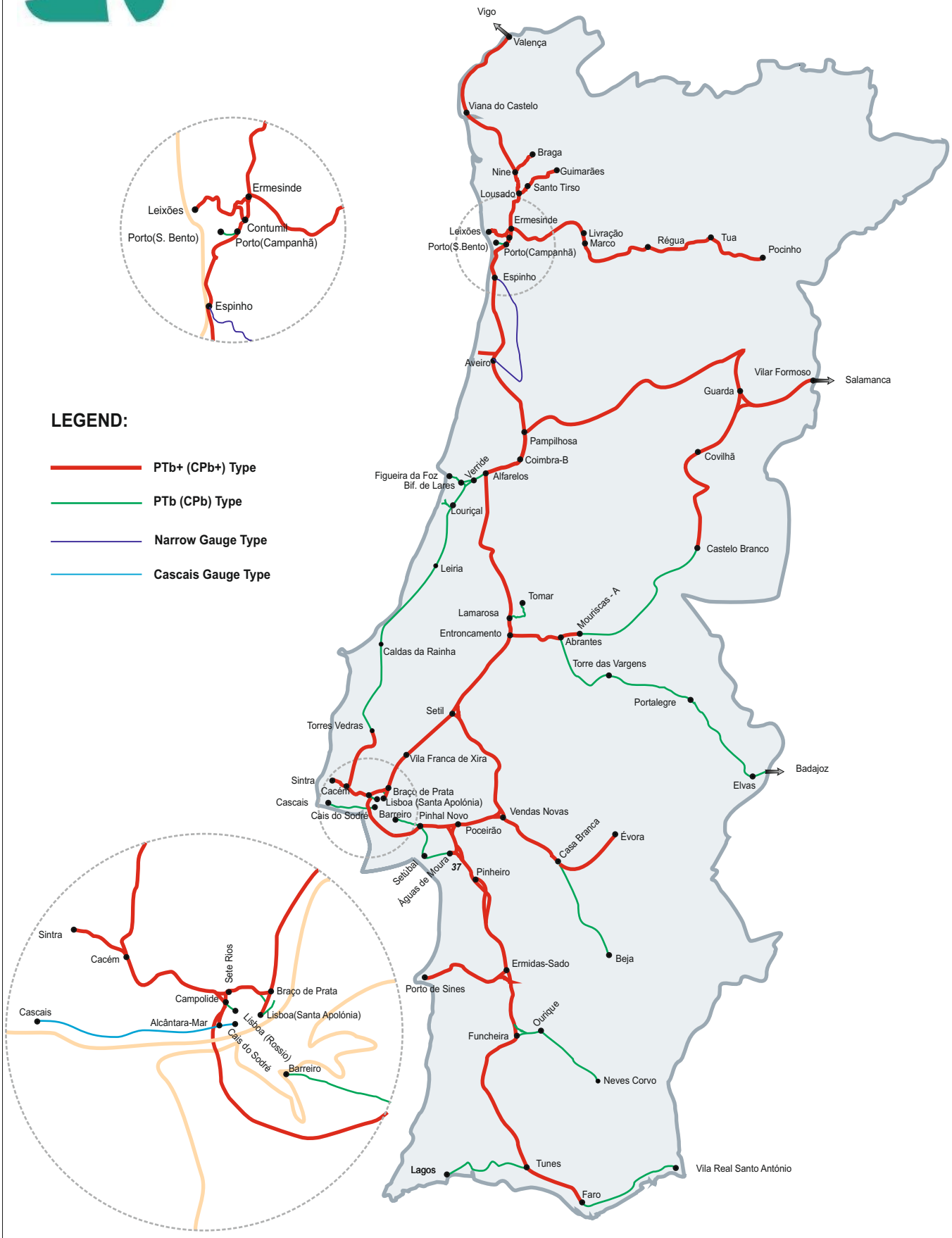
Track Types and Distances



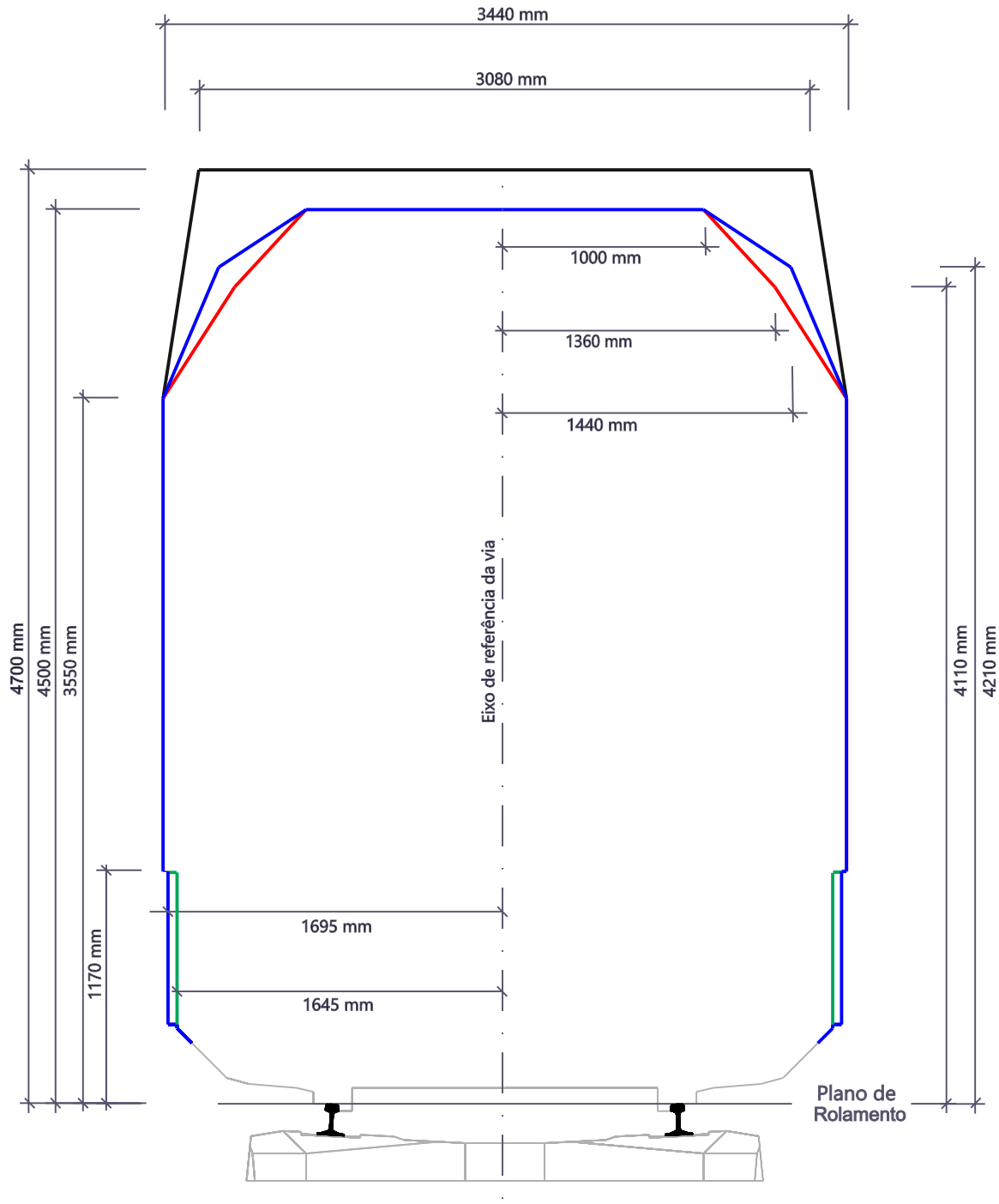
Annex 2.3.3 – Circulating Lines and Boarding Platforms

Attachment 2.3.3 constitutes an integral part of the Network Statement and is available on https://servicos.infraestruturasdeportugal.pt/pt-pt/parceiros/operacao-ferroviaria/os-nossos-servicos/diretorio-da-rede-ips.

Loading Gauges



Loading Gauges Types



LEGENDA:

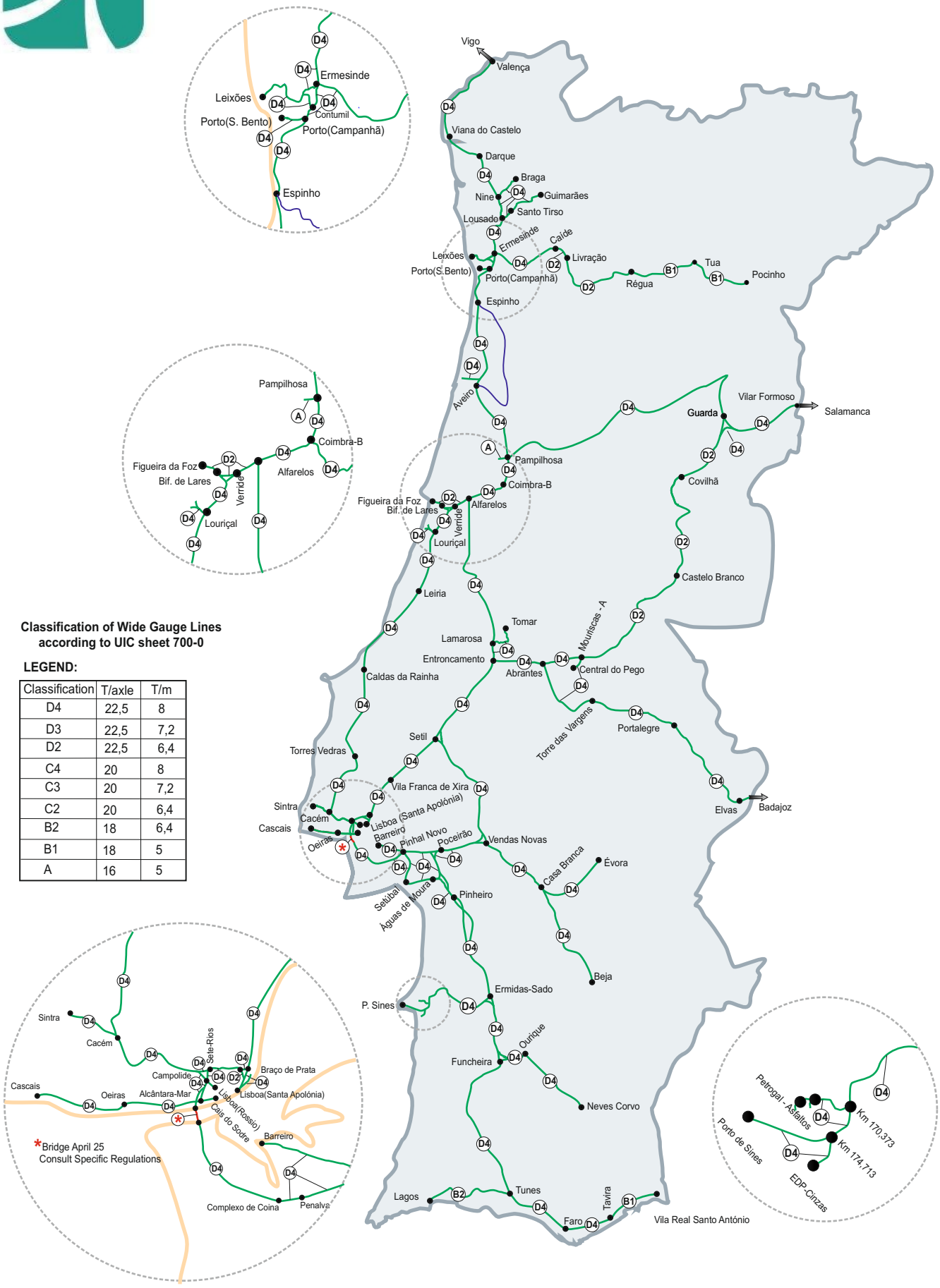
- Loading Gauge PT b (CPb)
- Loading Gauge PT b+ (CPb+)
- Loading Gauge PT c

Ref. No EN 15273: 2013: E

- Cascais Loading Gauge

Ref. DMS 10002054476

Maximum Loads

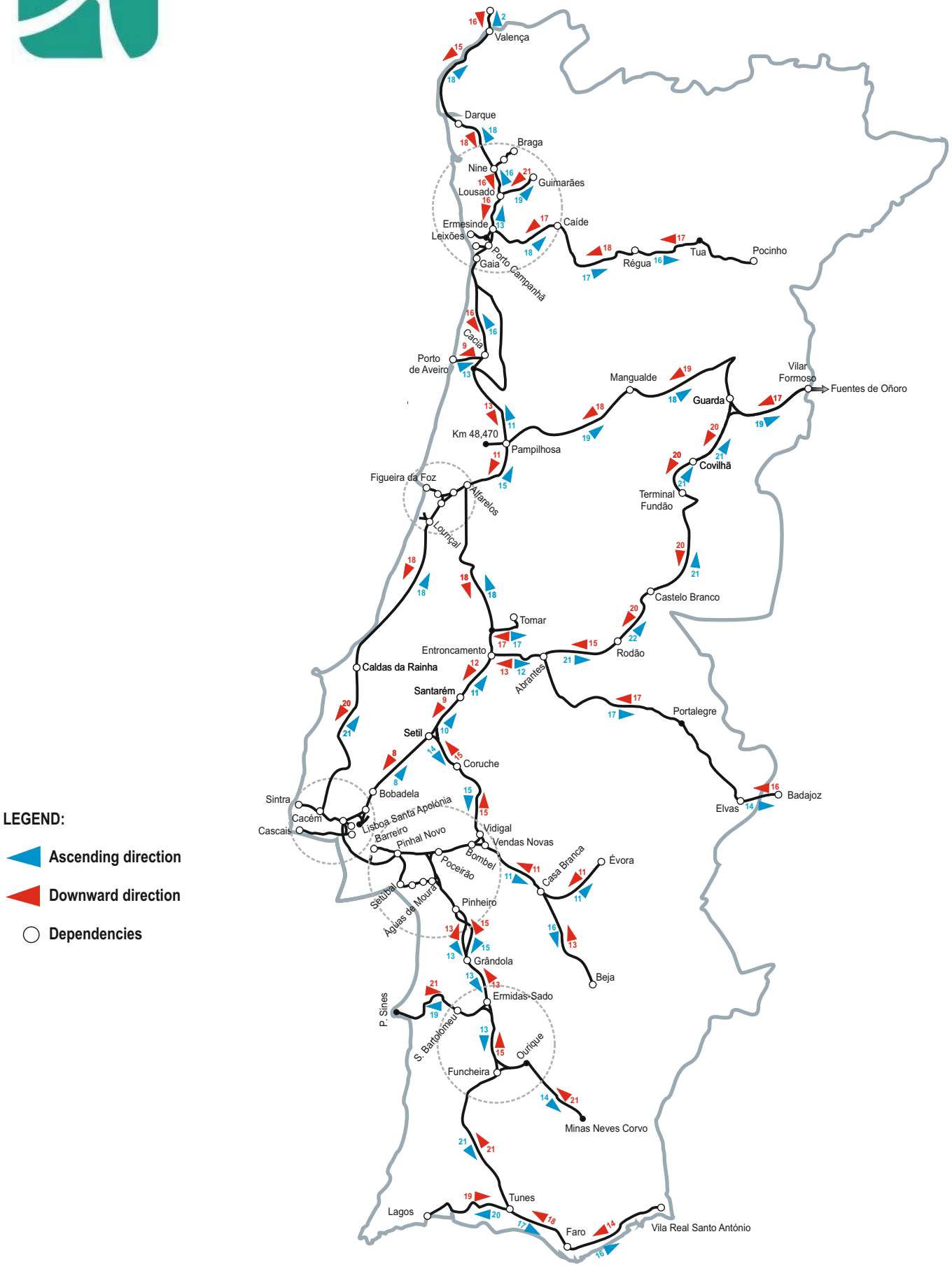


Classification of Wide Gauge Lines according to UIC sheet 700-0

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

Value of Characteristic Ramp*

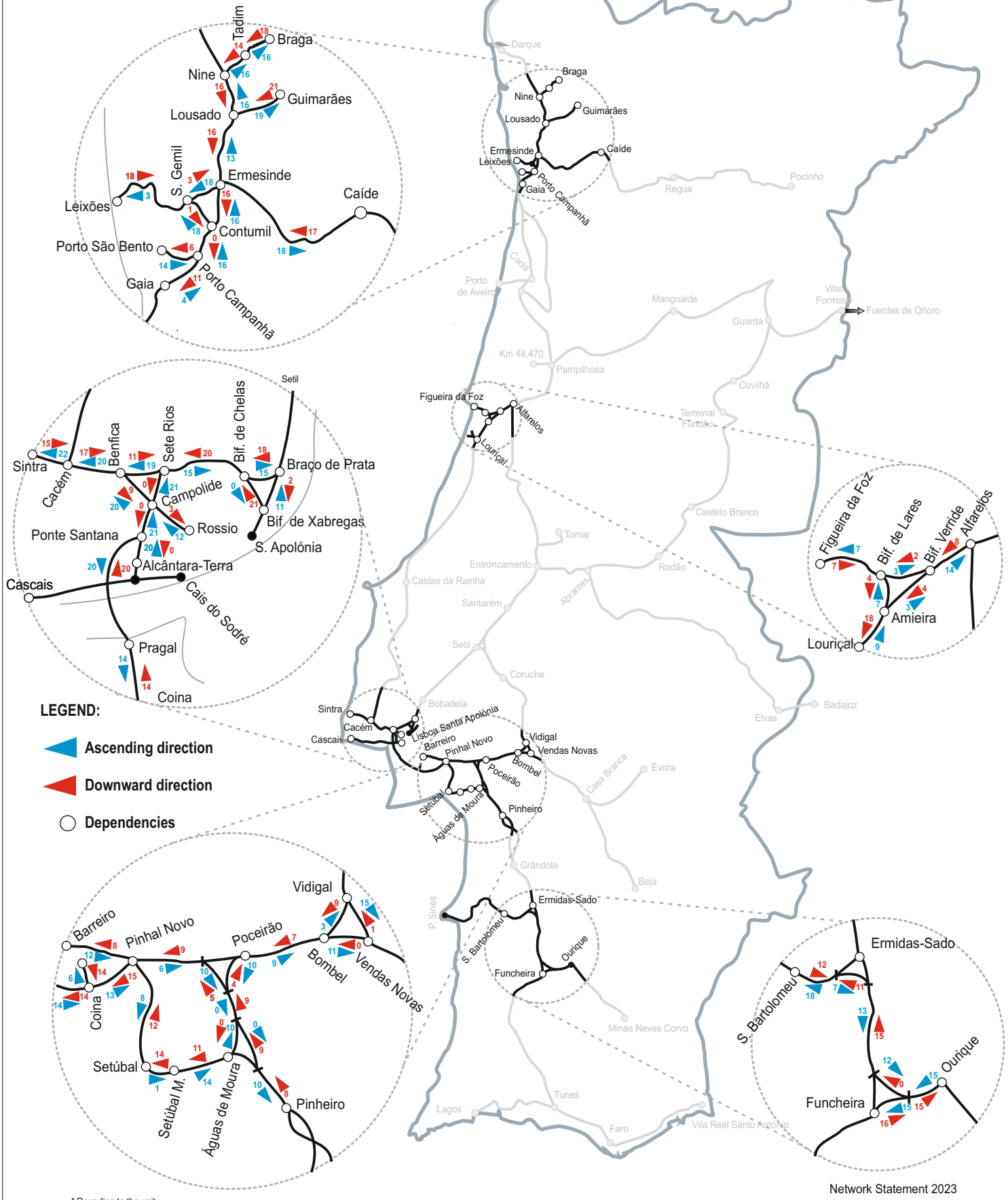


LEGEND:

- Ascending direction
- Downward direction
- Dependencies

* Rounding to the unit.

Value of Characteristic Ramp*

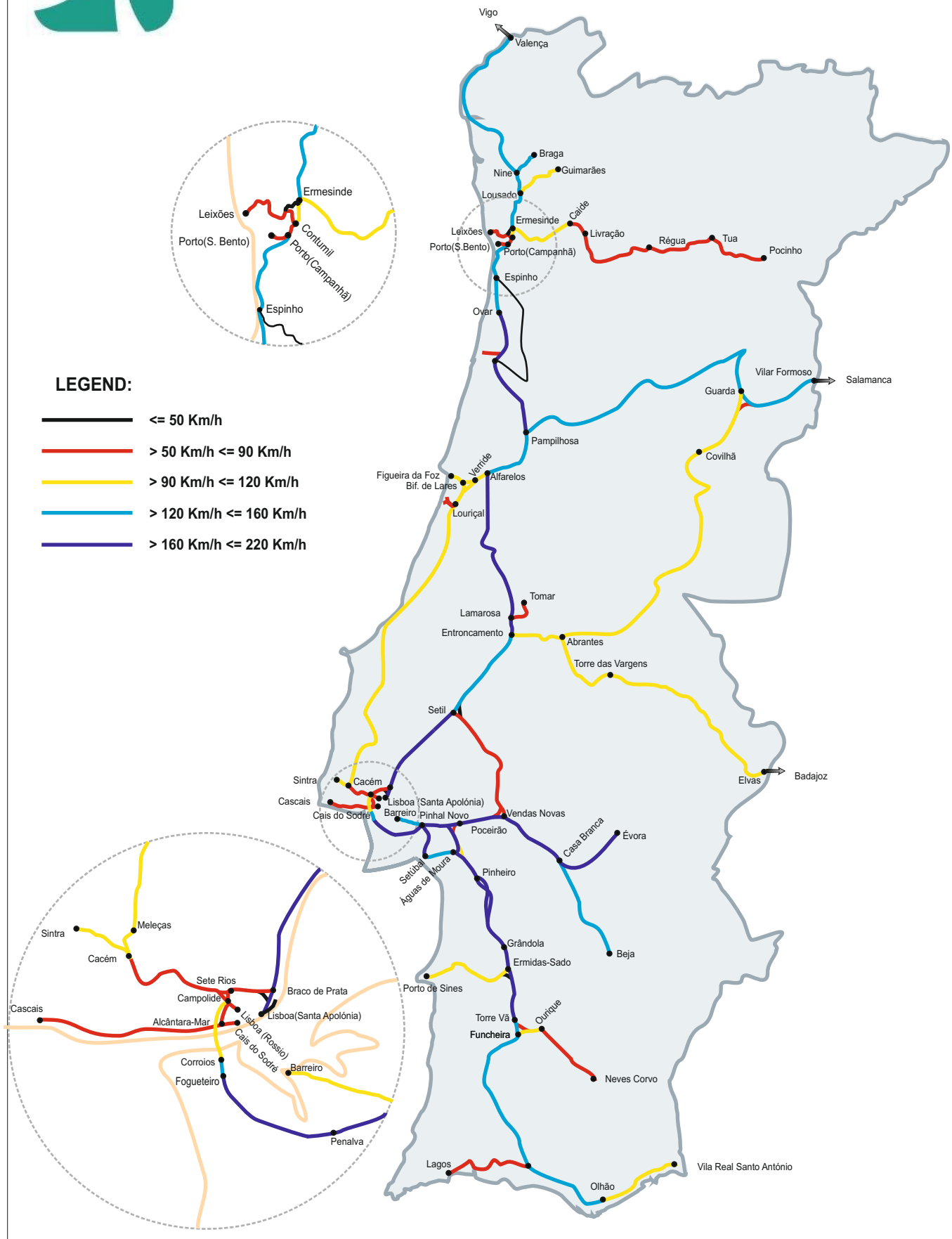


LEGEND:

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

* Rounding to the unit.

Highest speed levels



Annex 2.3.8 – Maximum Freight Train Lengths

Maximum length: It's the length compatible with the infrastructure's capacity;

Exceptional length: It's a length that can reach 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;
>
> 750m, but which can only be set for occasional traffic under exceptional conditions;

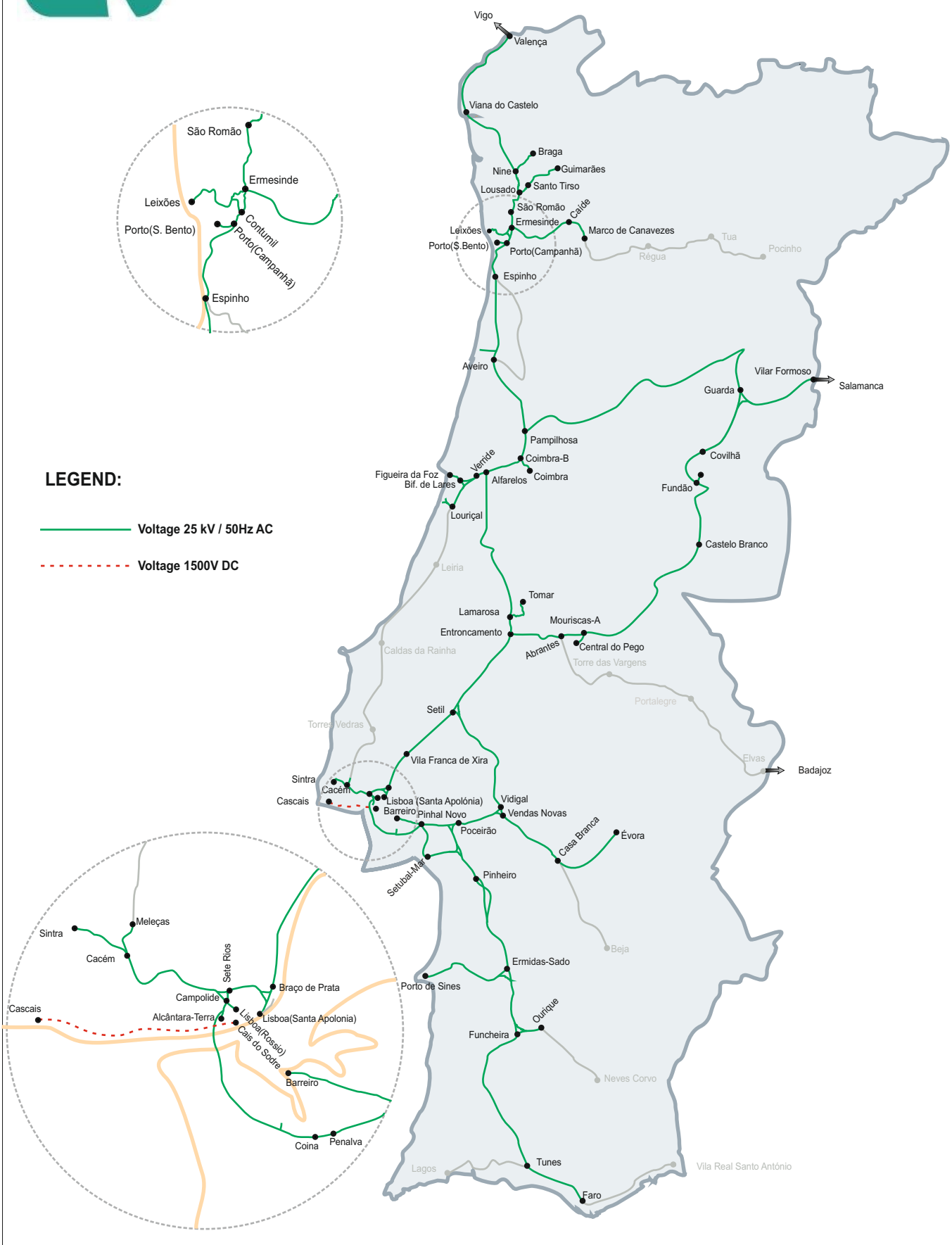
IP may authorize exceptionally requests for train-path for trains exceeding the "maximum length", depending on the Line or track and scheduled traffic. Train-path requests for trains with exceptional length must be submitted at least 30 days before the required date.

MAXIMUM FREIGHT TRAIN LENGTHS			
Line / Branch	**Track**	**Length**	
		Basic (m)	**Maximum (m)**
Minho Line	Porto Campanhã - Nine	210	520
	Nine - V. Castelo		750
	V. Castelo - Valença		750
Braga Branch	Nine - Tadim	415	520
Leixões Line	Contumil - Leixões	355	550
Douro Line	Ermesinde - Caíde	297	520
	Caíde - Pocinho		335
Norte Line	Lisboa Sta 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	Bifurcação de Lares - Alfarelos	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

MAXIMUM FREIGHT TRAIN LENGTHS			
Line / Branch	**Track**	**Length**	
		Basic (m)	**Maximum (m)**
Sintra Line	Campolide - Agualva-Cacém	230	330
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 – V. Real Stº António	130	200

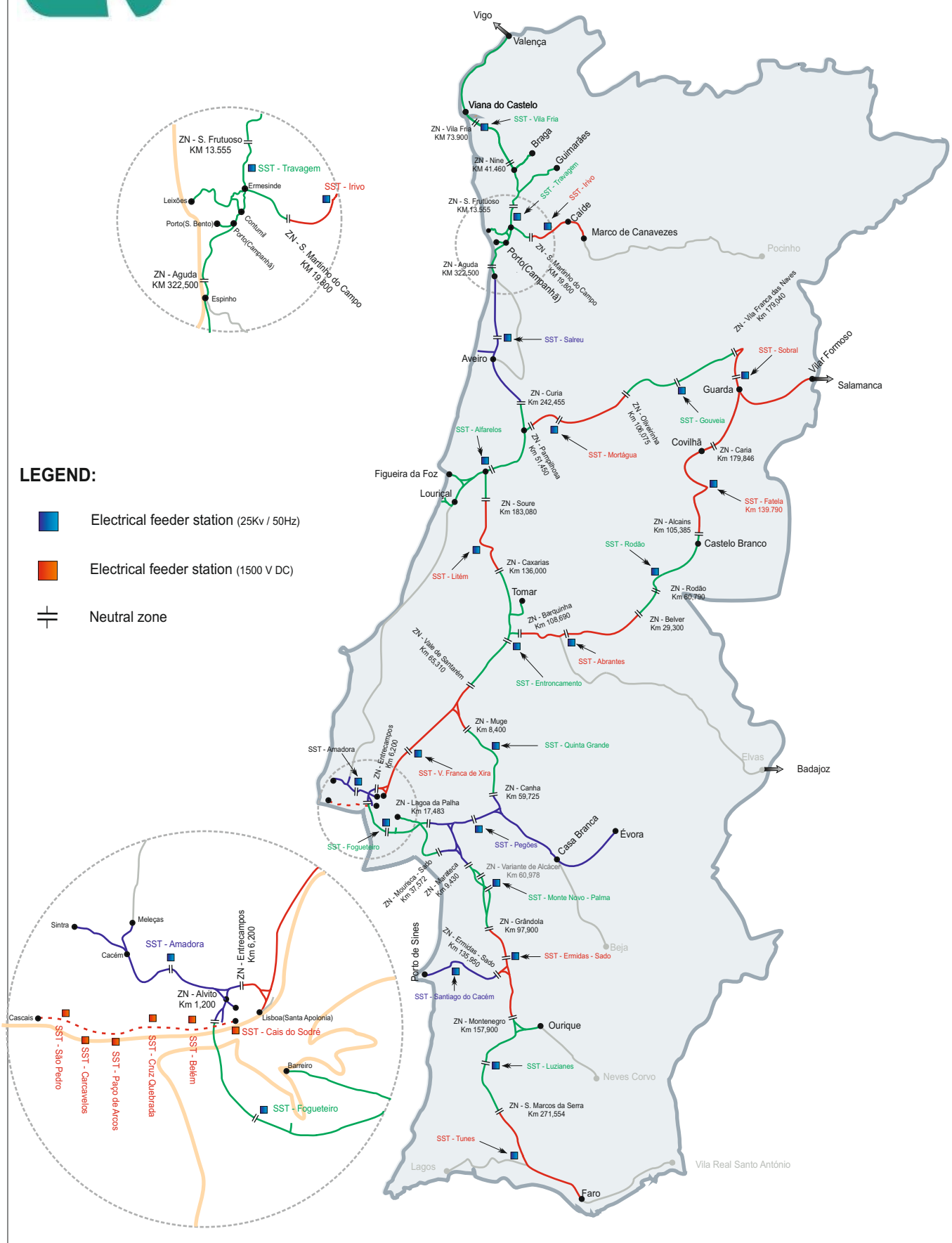
Note: the above lengths do not take into account the characteristics of the freight terminals and/or private sidings.

Electrified Lines



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

Electrical feeder stations



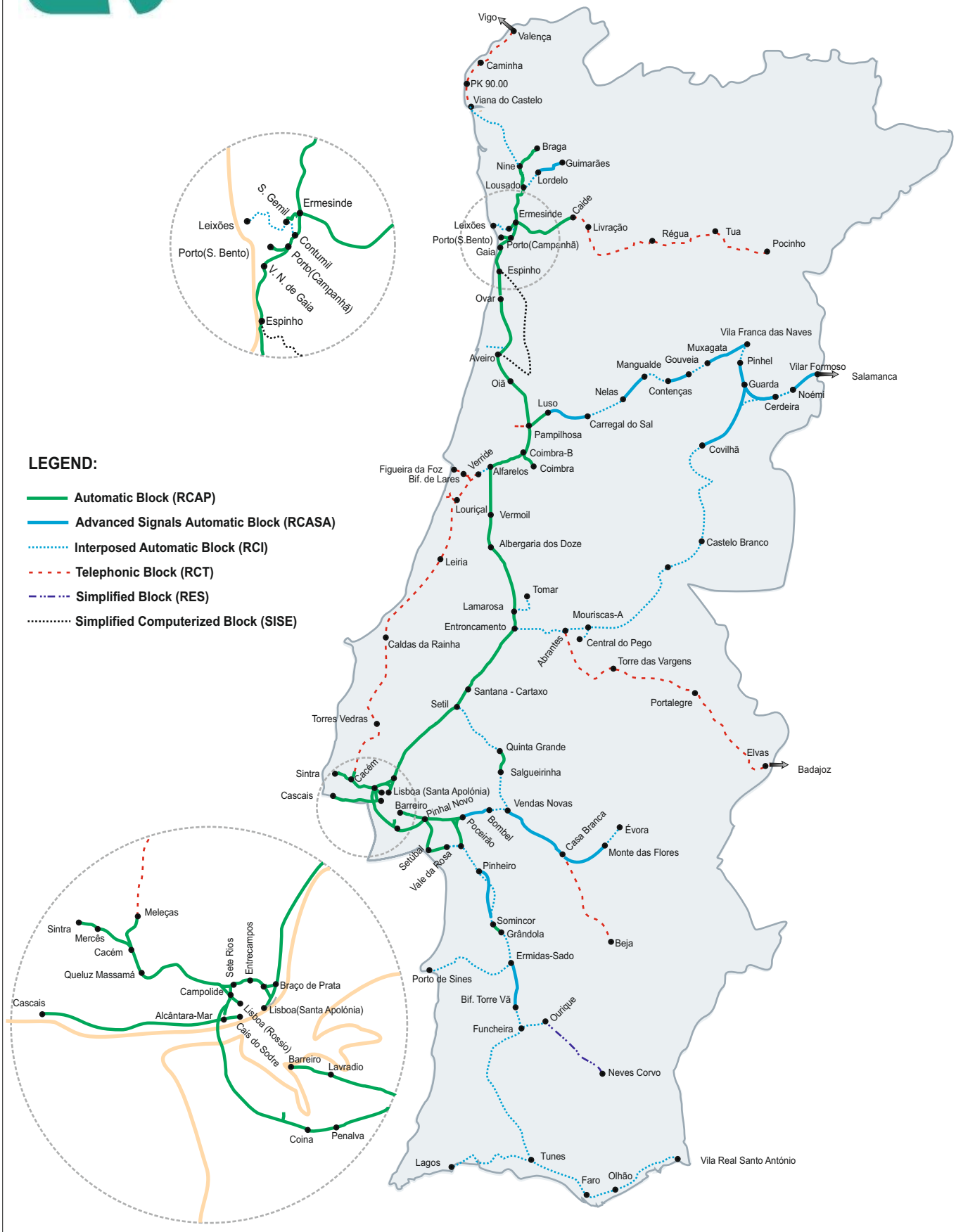
LEGEND:

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

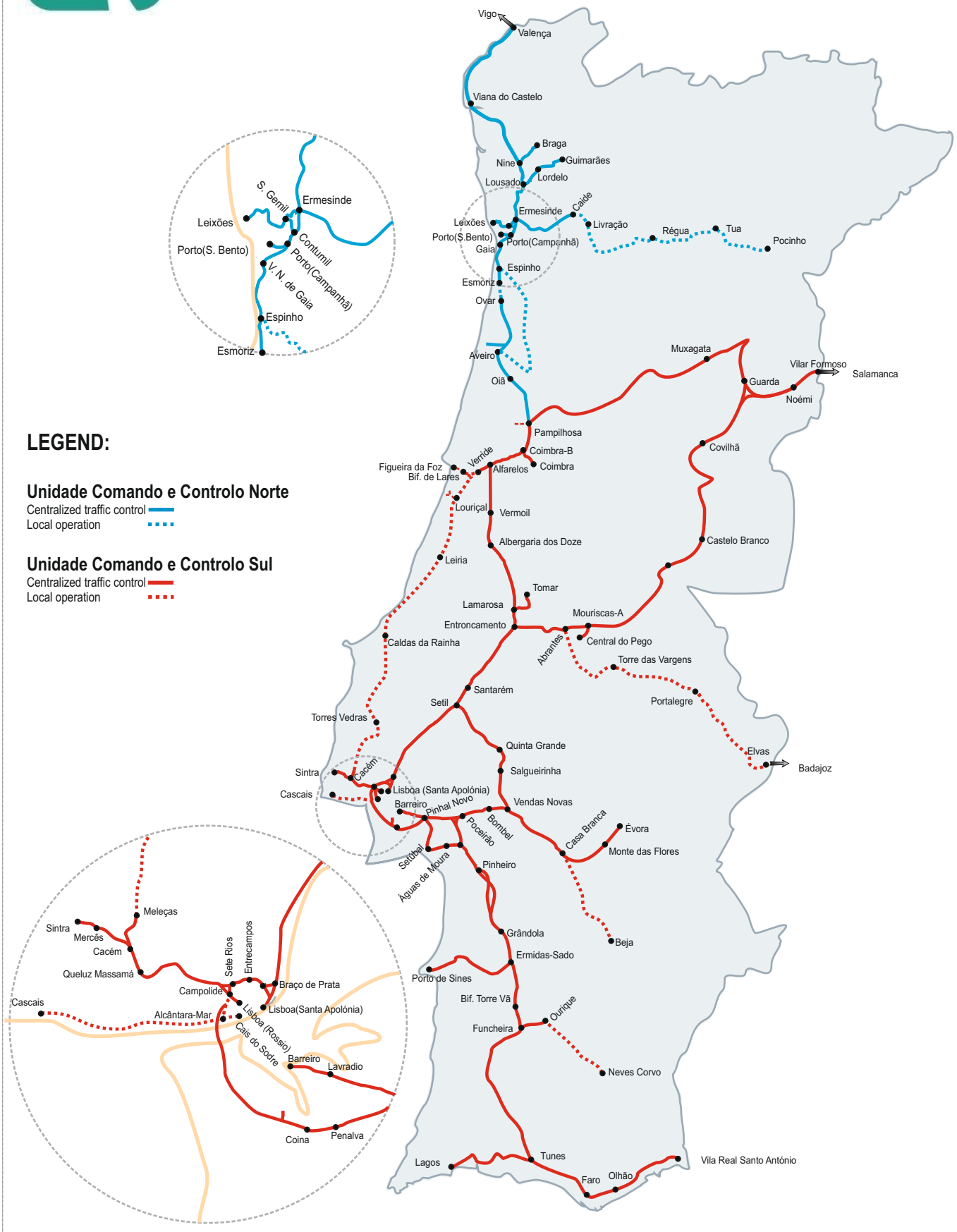
Network Statement 2023

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

Traffic Control Systems



Traffic Command and Control

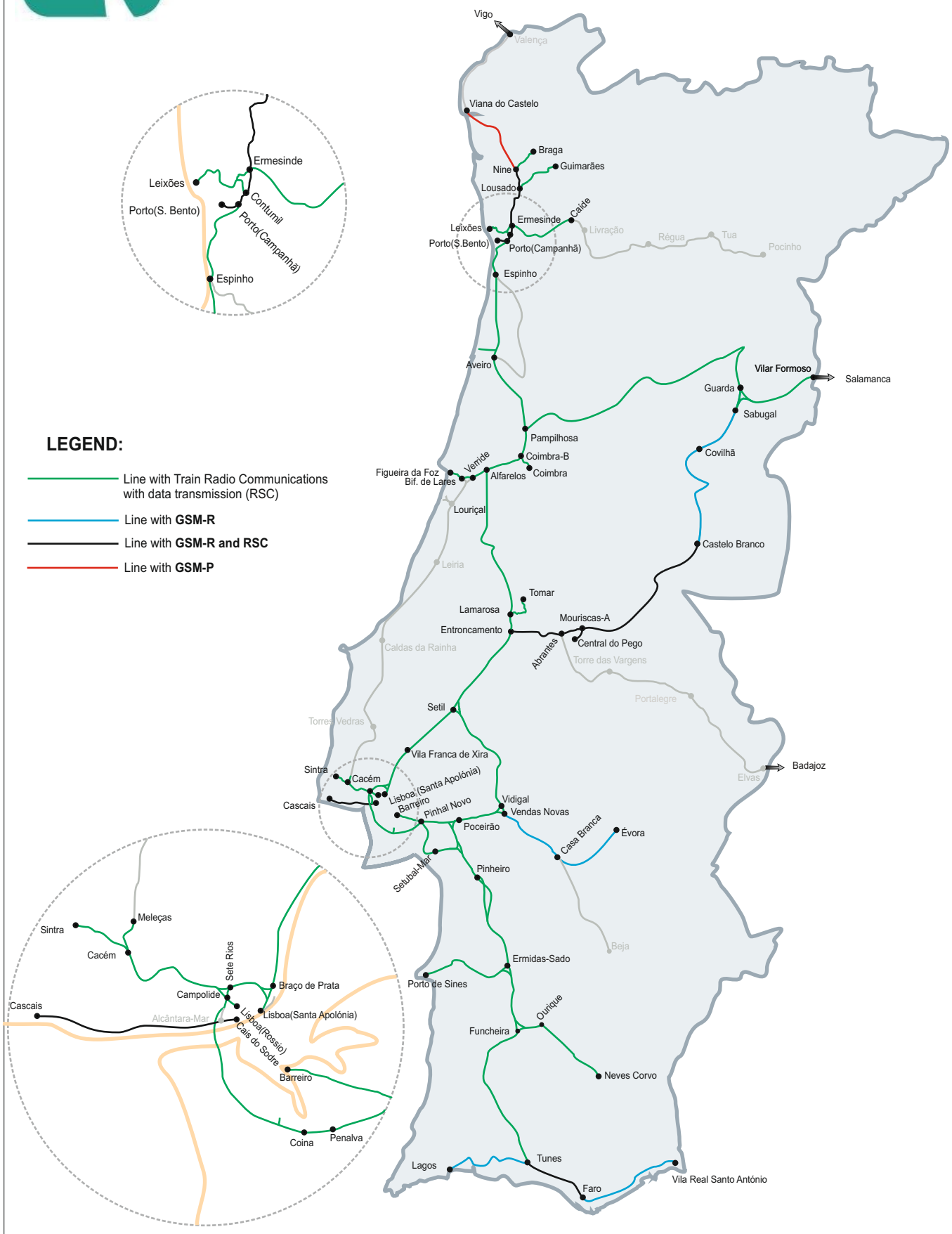


LEGEND:

Unidade Comando e Controlo Norte
Centralized traffic control
Local operation

Unidade Comando e Controlo Sul
Centralized traffic control
Local operation

Train Radio Communications

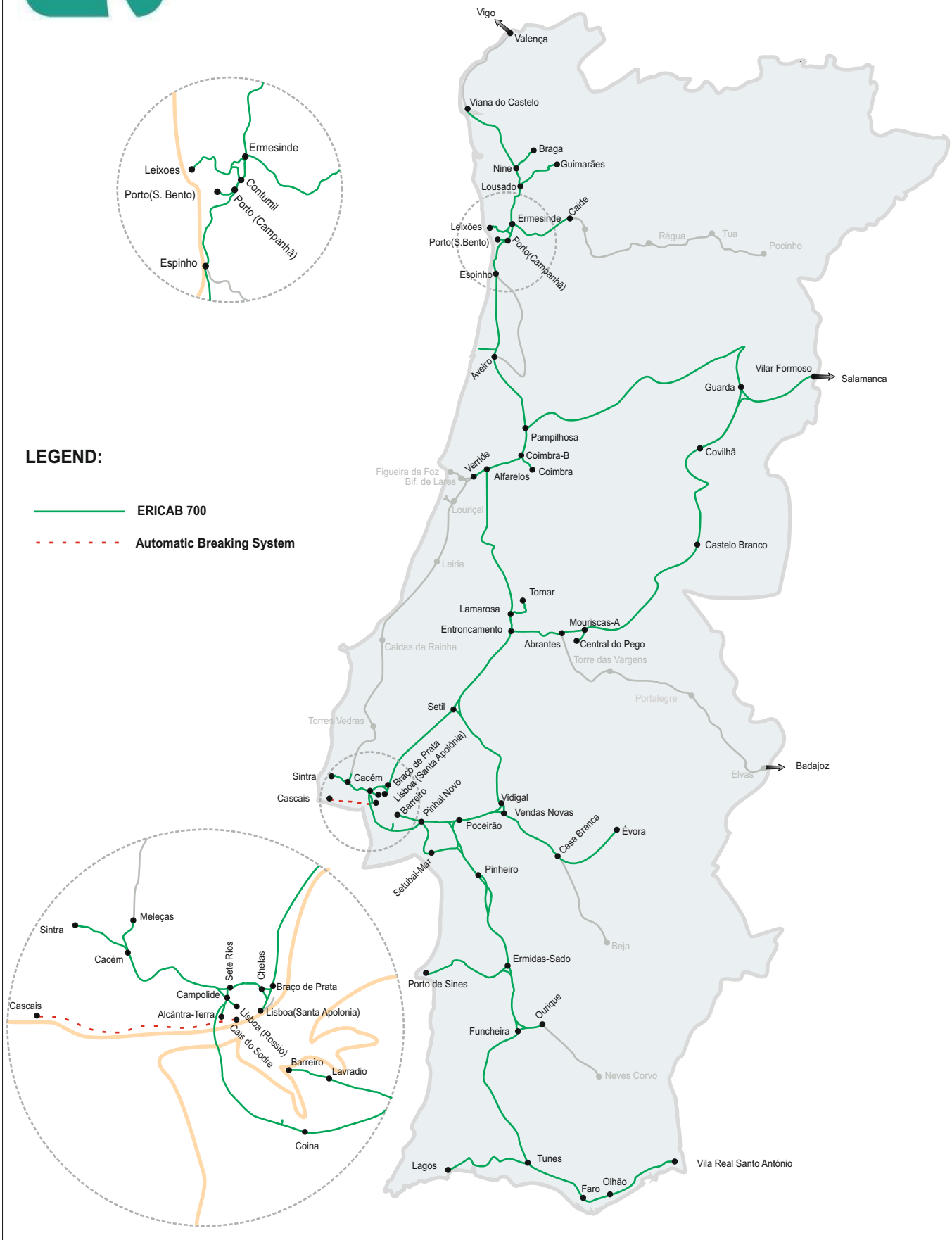


LEGEND:

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

Note: Line section Nine - Viana do Castelo - temporarily with train radio comunications GSM-P.

Automatic Train Control (ATC)



LEGEND:

ERICAB 700

Automatic Breaking System

Annex 2.6 – Network Upgrading

According to the infrastructure investment Plan (Railroad 2020), 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 2023.
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	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 and Mato de Miranda stations; • Renewing the infrastructure lifecycle and increasing the security and flexibility of the operation, with the installation of a new signalling system on the following sections: Ovar-Gaia, and Santarém-Entroncamento.	Completion dates for the following track section: Espinho/Gaia: 2022 Ovar/ Espinho: 2023 Reception/dispatch marshalling yard Entroncamento 2023

Enterprise	Description	Expected calendar
Complementary Corridor – Douro Line	The project covers the electrification, the installation of electronic signalling, speed control and telecommunications between Marco – Régua section.	Work to be concluded in 2023.
Complementary Corridor – Oeste Line	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 signalling 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.	Works in the track section Meleças/Torres Vedras, to be finished in 2022 and Torres Vedras/Caldas Rainha to be finished in 2023
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 between Faro / Vila Real de Sto. António and between Faro / Lagos.	Work to be concluded in 2023
Complementary Corridors – Cascais Line	The purpose of the investment is the energy efficiency of public transport, within the Investment Priority Promoting low carbon strategies for all types of territories, namely urban areas, including the promotion of sustainable multimodal urban mobility and relevant adaptation measures for mitigation. The modernisation of the Cascais Line will enable a more efficient, reliable, accessible and interoperable transport service offer, capable of reducing traction energy consumption and making the Cascais Line compatible with the rest of the National Rail Network.	To be completed mostly in 2023 (with certifications and testing in 2024)

Annex 4.2 – 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 4.2 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	Porto Campanhã	Porto São Bento	0,200	2,145	Improvement of track superstructure	Low or Medium	Maintenance	3º T 2023	4º T 2023	30	400	3	66	4	
Minho	Contumil	Ermesinde	3,224	4,300	Rehabilitation of track superstructure	Low or Medium	Maintenance	3º T 2023	4º T 2023	30	400	4	88	4	
Minho	Nine	Barcelos	40,500	47,000	Suppression of LC in the municipality of Barcelos Sul	Low or Medium	Modernisation	1º T 2023	3º T 2023	80 30 10	100 100 100	5 1,5 1,5	180	5	
Minho	Barcelos	Barroselas	50,900	63,000	Suppression of LC in the municipality of Barcelos Norte	Low or Medium	Modernisation	3º T 2023	4º T 2024	80 30 10	100 100 100	5 1,5 1,5	360	5	
Minho	Darque	Darque	76,230	77,000	Rehabilitation of track superstructure	Low or Medium	Maintenance	2º T 2023	3º T 2023	30	500	5	110	5	(Is not performed simultaneously with the reinforcement works of the Bridge over the Lima River)
Minho	Darque	Viana do Castelo	79,700	80,300	Bridge over the Lima River - Bridge reinforcement for brake actions	Low or Medium	Renovation	3º T 2023	1º T 2025	10	620	18	340	6,5 (wd) 4 (wk)	
Minho	Viana do Castelo	Viana do Castelo	81,340	82,090	Rehabilitation of track superstructure of the Viana do Castelo station	Low or Medium	Maintenance	2º T 2023	1º T 2024	30	500	6	132	5	(Is not performed simultaneously with the reinforcement works of the Bridge over the Lima River) 5 hours per line
Minho	Viana do Castelo	Vila Nova de Cerveira	82,400	108,200	Complementary Works – Slope stabilisation pk 82,450 and pk 108,100	Low or Medium	Modernisation	1º T 2023	3º T 2023	60	100+100	4	120	5	

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	Gondarém	Vila Nova da Cerveira	113,808	113,872	Anti-corrosion protection for Steel Bridges - Phase 3 - PH of Arcos	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	64	2	5	4	Minho Line Steel Bridges - max. 2 simultaneous work fronts
Minho	Gondarém	Vila Nova da Cerveira	115,365	115,435	Anti-corrosion protection for Steel Bridges - Phase 3 - PH of São Gonçalo	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	70	2	5	4	Minho Line Steel Bridges - max. 2 simultaneous work fronts
Minho	Vila Nova da Cerveira	São Pedro da Torre	115,951	116,015	Anti-corrosion protection for Steel Bridges - Phase 3 - PH of - PI of Cerveira	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	64	2	5	4	Minho Line Steel Bridges - max. 2 simultaneous work fronts
Minho	Vila Nova da Cerveira	São Pedro da Torre	116,093	116,159	Anti-corrosion protection for Steel Bridges - Phase 3 – PI of Rua Costa Pereira	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	66	2	5	4	Minho Line Steel Bridges - max. 2 simultaneous work fronts
Minho	Vila Nova da Cerveira	São Pedro da Torre	116,120	116,186	Anti-corrosion protection for Steel Bridges - Phase 3 – PI of Amieiro	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	66	2	5	4	Minho Line Steel Bridges - max. 2 simultaneous work fronts
Minho	São Pedro da Torre	Valença-Fronteira	126,721	126,743	Anti-corrosion protection for Steel Bridges - Phase 3 – Bridge over the Mira River	Low or Medium	Maintenance	2º T 2023	4º T 2023	30	80	2	5	4	Minho Line Steel Bridges - max. 2 simultaneous work fronts
Minho	Valença	Valença-Fronteira	130,856	130,924	Anti-corrosion protection for Steel Bridges - Phase 3 – PI of the road	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	68	2	5	4	Minho Line Steel Bridges - max. 2 simultaneous work fronts
Minho	Valença	Valença-Fronteira	131,282	131,617	Replacement of sleepers of the international Valença bridge	Low or Medium	Maintenance	2º T 2023	4º T 2023	30	344	6	120	5	
Leixões	Contumil	Leixões	2,500	21,000	Construction of storage sidings - Leixões layout changes	Low or Medium	Modernisation	2º T 2023	2º T 2025	30	500	24	730	6	

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	
Leixões	Contumil	São Gemil	3,830	3,880	General rehabilitation of viaduct at km 3.855	Low or Medium	Maintenance	3º T 2023	3º T 2023	60	50	1			
Douro	Caíde	Marco de Canaveses	46,075	59,954	Signalling Commissioning (Caide - Marco de Canaveses)	Low or Medium	Modernisation	4º T 2023	4º T 2023				10 2	7 (wk) 24 (wd)	Signalling Commissioning
Douro	Caíde	Marco de Canaveses	48,000	62,795	Signalling Commissioning - Concentration Station of Régua West	Low or Medium	Modernisation	4º T 2022	4º T 2023				30	6 (wk) 7,5 (wd)	
Douro	Caíde	Marco de Canaveses	48,000	62,795	Signalling Commissioning - Concentration Station of Régua West	Low or Medium	Modernisation	4º T 2023	4º T 2023						Bans and LV to be defined
Douro	Caíde	Marco de Canaveses	50,000	57,000	Suppression of LC Km 50+274, 51+145 and 56+527 and Technical rooms for signalling	Low or Medium	Modernisation	1º T 2023	4º T 2023	30	2 x 500	22	365	5	Engineering structures to be built: • 2 PIR • 2 PIP • Road Viaduct
Douro	Caíde	Marco de Canaveses	50,000	59,954	Signalling Commissioning Caíde - Marco de Canaveses	Low or Medium	Modernisation	1º T 2023	4º T 2023				90 10	5 (wk) 7 (wd)	
Douro	Marco de Canaveses	Régua	60,648	107,800	Improvement and reinforcement of 6 Tunnels	Low or Medium	Modernisation	1º T 2023	4º T 2023						Bans and LV to be defined
Douro	Marco de Canaveses	Régua	60,648	107,800	Electrification Marco/Régua and stabilisation of slopes	Low or Medium	Modernisation	1º T 2023	4º T 2023						Bans and LV to be defined
Douro	Marco de Canaveses	Régua	62,795	106,09	Signalling Commissioning - Concentration Station of Régua East	Low or Medium	Modernisation	4º T 2022	3º T 2024				30	6 (wk) 7,5 (wd)	
Douro	Mosteirô	Aregos	77,528	77,658	Rehabilitation Aregos Bridge	Low or Medium	Maintenance	2º T 2023	4º T 2023	30	150	4	120	4	Bans in the blue period
Douro	Régua	Pinhão	107,075	107,500	Structural Repairs to the Bagaúste Tunnel	Low or Medium	Maintenance	2º T 2022	1º T 2023				240	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	
Douro	Covelinhas	Pinhão	122,600	122,650	Slope stabilisation - DL	Low or Medium	Maintenance	4º T 2022	2º T 2023	30	50	5	115	6	2 slopes
Douro	Tua	Vargelas	151,050	151,429	Rehabilitation of the bridge at Ferradosa	Low or Medium	Renovation	3º T 2022	3º T 2023	30 10	450	8 3	100	10	
Douro	Vargelas	Pocinho	159,463	161,350	Slope stabilisation - DL	Low or Medium	Maintenance	3º T 2022	2º T 2023	30	200	8	184	6	3 slopes
Douro	Vargelas	Pocinho	162,300	168,856	Stabilisation of excavation slopes at km 162.300;165.800;166.240;168.450 (4 slopes)	Low or Medium	Renovation	3º T 2022	2º T 2023	30	500+210+160	8	160	8	4 slopes, with 3 work fronts
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 2021	1º T 2023				540	4	Prohibitions at theLisbon Santa Apolónia station, including Parks
Norte	Lisboa Santa Apolónia	Braço de Prata	0,000	3,992	Signalling Commissioning Lisboa Santa Apolónia	Low or Medium	Modernisation	1º T 2023	1º T 2023				10 2	7 (wk) 24 (wd)	Signalling Commissioning
Norte	Santana-Cartaxo Resguardo	Santarém	64,000	66,075	Replacement/Repair of PH and Slopes	Low or Medium	Renovation	3º T 2023	4º T 2023	30	150	5	150	5	If PH is to be replaced, LV 10km/h could be implemented
Norte	Santarém	Entroncamento	93,300	104,600	Modernisation interventions in MMI + displacement of ZN SST of Entroncamento + new LMR (VA)	Low or Medium	Modernisation	2º T 2022	4º T 2023	30 30 60	500 100 500	14	540 80 14 16	5 (wk) 1 + 3,5 general int. 1,5 + 8 int. geral + 2,5 (wd) 4 + 8 general int.+ 4 (wd)	
Norte	Mato Miranda	Entroncamento	93,661	107,400	Installation of Electronic Signalling at Entroncamento Station	Low or Medium	Modernisation	2º T 2021	2º T 2024				900	4 6	VA or VD LMR, Workshops and Other

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	Entroncamento	93,661	107,400	Installation of Electronic Signalling at Mato Mirando ET	Low or Medium	Modernisation	1º T 2023	2º T 2023				150	4 6	VA VD and Other
Norte	Riachos	Entroncamento	101,500	107,400	Modernisation of the reception/dispatch marshalling yard of Entroncamento	Low or Medium	Modernisation	4º T 2022	4º T 2023	60	200	3	540 156 4 60	6 (wk) 8 (wd) 5 general int.(wd) 8 (wk)	--- --- --- LMR (VA side) and Marshalling
Norte	Entroncamento	Entroncamento	101,500	107,400	Commissioning of Electronic Signalling at the Entroncamento Station	Low or Medium	Modernisation	4º T 2023	4º T 2023				1	72	Staged commissioning by the following order: General Lines, Access to Beira Baixa Line, Lines V to IX, Lines X to XV, Lines I to IV, Marshalling, Workshops, Railheads.
Norte	Lamarosa	Fungalvaz Resguardo	120,340	120,445	Stabilisation of excavation slope	Low or Medium	Renovation	2º T 2023	4º T 2023	30	100	3	150		Slope on which works are to be done is located on the VA side
Norte	Caxarias	Albergaria dos Doze	147	147,1	Stabilisation of excavation slope DL	Low or Medium	Renovation	2º T 2023	3º T 2023	80	100	4	240	4	
Norte	Alfarelos	Coimbra - B	198,400	217,294	EN347 – Access to the Alfarelos railway terminal (1st phase)	Low or Medium	Renovation	1º T 2023	3º T 2024	60 30	100 100	4 2	10 6	5,5 (wk) 8 general int.(wd)	
Norte	Alfarelos	Pampilhosa	198,400	227,764	Change of the Alfarelos station layout and Grade Separation	Low or Medium	Modernisation	1º T 2023	4º T 2023	60 30	750 100	10 12	360	5,5 (wk) 7 (wd)	
Norte	Coimbra - B	Coimbra - B	216,600	218,500	Coimbra-B station layout redesign for installation of SMM	Low or Medium	Modernisation	3º T 2022	4º T 2023	30	600	30	Variável	6 (wk) 20 (wd)	Closure of Coimbra/CoimbraB in the 1ºT 2023
Norte	Souselas	Pampilhosa	227,350	227,500	Treatment of slope and of drains	Low or Medium	Renovation	2º T 2023	4º T 2023	120	100	5	120	4	VA

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	Pampilhosa	Pampilhosa	230,000	242,000	Modernisation of Pampilhosa station – Phase 2	Low or Medium	Modernisation	1º T 2023	4º T 2023	30 80	500 1000	5 4	330 80	4 (wk) 6 (wd)	
Norte	Pampilhosa	Mealhada Norte	231,300	236,086	Construction of Mealhada Connection	Low or Medium	Modernisation	1º T 2022	3º T 2023	60	100	1	4 1	8 (wd) 8 general int. (wd)	(also mentioned for the Beira Alta Line)
Norte	Pampilhosa	Válega	232,500	296,700	Replacement of singleblock sleepers UT and DT - PHASE 4	Low or Medium	Maintenance	1º T 2023	2º T 2023	30 80	600 1000	6	132	4	
Norte	Pampilhosa	Oliveira do Bairro	234,200	245,500	Treatment of slope and rehabilitation of drains	Low or Medium	Renovation	3º T 2023	4º T 2023	120	100	4	80	4	
Norte	Válega	Granja	296,797	315,800	FTR at section Ovar / Espinho	Low or Medium	Modernisation	3º T 2022	4º T 2023	30 60 80	1000 2000 2000	24	730	6 (wk) 5 general int.(wd) 2VUT+8 general int.+2VUT (wd) 1,5 VUT + 5,5 general int.+ 0,5 VUT (Sunday/monday)	
Norte	Esmoriz	Campanhã	318,700	332,780	FTR at section Espinho / Gaia	Low or Medium	Renovation	3º T 2020	1º T 2023	30 60 80	1000 2000 2000	22	660	6 (wk) 5 general int.(wd) 2VUT+8 general int.+2VUT (wd) 1,5 VUT + 5,5 general int.+ 0,5 VUT (Sunday/Monday)	

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	
Guimarães	Lordelo	Guimarães	42,071	55,693	Rail replacement	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	500	3	66	4,5 (wk) 5 (saturday) 5 (sunday)	
Beira Alta	Pampilhosa	Bifurcação do Luso	50,400	58,389	Construction of Mealhada Connection	Low or Medium	Modernisation	1º T 2022	3º T 2023	60	100	1	2	8 (wd)	(also mentioned for the Norte Line)
Beira Alta	Pampilhosa	Santa Comba	51,300	84,848	Modernisation of the Beira Alta Line	High or Very High	Modernisation	4º T 2020	4º T 2023	30 50 80	100 500 1000	18	540	8 (wk) 48 (wd)	Closure of the Pampilhosa / Guarda from 2ºT2022 to 4ºT2022
Beira Alta	Pampilhosa	Carregal do Sal	56,500	50,400	Modernization of signalling of the Concentration Station of Sta Comba Dão - Phase 3B of the LtB	Low or Medium	Modernisation	4º T 2021	4º T 2023				186	8 (wk) 48 (wd)	Work carried out with the modernisation bans
Beira Alta	Santa Comba	Mangualde	84,848	123,790	Modernisation of the Beira Alta Line	High or Very High	Modernisation	4º T 2021	4º T 2023	30 50 80	100 500 1000	15	460	8 (wk) 48 (wd)	Closure of the Pampilhosa / Guarda from 2ºT2022 to 4ºT2022
Beira Alta	Santa Comba Dão	Mangualde	92,300	129,900	Modernization of signalling of the Concentration Station of Nelas - Phase 4B of the LtB	Low or Medium	Modernisation	4º T 2021	4º T 2023				170	8 (wk) 48 (wd)	Work carried out with the modernisation bans
Beira Alta	Mangualde	Celorico da Beira	129,790	163,400	Modernisation of the Beira Alta Line	High or Very High	Modernisation	4º T 2021	4º T 2023	30 50 80	100 500 1000	15	460	8 (wk) 48 (wd)	Closure of the Pampilhosa / Guarda from 2ºT2022 to 4ºT2022
Beira Alta	Nelas	Celorico da Beira	129,900	163,000	Modernization of signalling signalling of the Concentration Station of Mangualde - Phase 5B of the LtB	High or Very High	Modernisation	4º T 2021	4º T 2023				315	8 (wk) 48 (wd)	Work carried out with the modernisation bans

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	Muxagata	Conc. Das Beiras	163,000	214,300	Modernization of signalling of the Concentration Station of Guarda including Concordância das Beiras- Phase 6B of the LtB	High or Very High	Modernisation	4º T 2021	4º T 2023				228	8 (wk) 48 (wd)	Work carried out with the modernisation bans
Beira Alta	Celorico da Beira	Guarda	163,400	209,425	Modernisation of the Beira Alta Line	High or Very High	Modernisation	4º T 2021	4º T 2023	30 50 80	100 500 1000	15	460	8 (wk) 48 (wd)	Closure of the Pampilhosa / Guarda from 2ºT2022 to 4ºT2022
Beira Alta	Cerdeira	Vilar Formoso	209,425	252,000	Modernisation of the Beira Alta Line	Low or Medium	Modernisation	2º T 2021	4º T 2023	30 80	300 1000	11	730	8 (wk) 13 (saturday) 13 (sunday)	
Beira Alta	Guarda	Vilar Formoso Fronteira	214,300	252,53	Modernization of the signalling of the Concentration Station of Vilar Formoso - Phase 7B of the LtB	Low or Medium	Modernisation	4º T 2021	4º T 2023				254	8 (wk) 13 (wd)	Work carried out with the modernisation bans
Beira Alta	Guarda	Vilar Formoso Fronteira	214,300	252,53	Putting into service the modernisation of the signalling of the Vilar Formoso Concentration Station - Phase 7B of the LtB	Low or Medium	Modernisation	4º T 2023	4º T 2023						Bans and LV to be defined
Ramal de Alfarelos	Bifurcação de Lares	Verride	0,420	0,470	Anti-corrosion coating of Bridge Vala do Campo, Soure, 2ª da Vala Real, Pontão de Montemor - Vala do Campo	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	50	1			2 simultaneous work fronts
Ramal de Alfarelos	Bifurcação de Lares	Alfarelos	207,342	221,380	Installation of Signalling (Oeste – Alfarelos Branch)	Low or Medium	Modernisation	4º T 2021	1º T 2023				560	4	(also mentioned for the Oeste Line)
Ramal de Alfarelos	Bifurcação de Lares	Alfarelos	207,342	221,380	Signalling Commissioning (Oeste – Alfarelos Branch)	Low or Medium	Modernisation	2º T 2023	3º T 2023				5 1	4 int. geral 12 general int. (wd)	(also mentioned for the Oeste Line)

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	
Ramal de Alfarelos	Verride	Alfarelos	216,820	216,970	Anti-corrosion coating of Bridge Vala do Campo, Soure, 2ª da Vala Real, Pontão de Montemor - Vala do Campo	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	150	4	80	6	2 simultaneous work fronts
Ramal de Alfarelos	Verride	Alfarelos	217,110	217,160	Anti-corrosion coating of Bridge Vala do Campo, Soure, 2ª da Vala Real, Pontão de Montemor - Vala do Campo	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	50	1			2 simultaneous work fronts
Ramal de Alfarelos	Verride	Alfarelos	219,590	219,620	Anti-corrosion coating of Bridge Vala do Campo, Soure, 2ª da Vala Real, Pontão de Montemor - Vala do Campo	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	30	1			2 simultaneous work fronts
Oeste	Mira Sintra - Meleças	Torres Vedras	20,320	63,500	Electrification and modernisation of the track section Meleças / Torres Vedras	High or Very High	Modernisation	1º T 2021	3º T 2023	80 30 30 30	1000 100 100 100	24	732	8	Closure of the Malveira / Torres Vedras from January to May 2023 (4 months)
Oeste	Mira Sintra - Meleças	Caldas da Rainha	20,320	105,011	Installation of signalling (Mira Sintra/Meleças - Caldas da Rainha)	Low or Medium	Modernisation	3º T 2021	3º T 2023				730	8	
Oeste	Mira Sintra - Meleças	Caldas da Rainha	20,320	105,011	Commissioning of signalling (Mira Sintra/Meleças - Caldas da Rainha)	Low or Medium	Modernisation	3º T 2023	3º T 2023				10 2	7 (wk) 24 (wd)	
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	1º T 2022	4º T 2023	30 80 30	100 1000 100	22	670 8	8 57 (wd)	
Oeste	Louriçal	Figueira da Foz	191,918	215,185	Installation of signalling (Oeste and Alfarelos Branch)	Low or Medium	Modernisation	4º T 2021	1º T 2023				560	4	(also mentioned for the Alfarelos Branch)

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	Louriçal	Figueira da Foz	191,918	215,185	Commissioning of signalling (Oeste and Alfarelos Branch)	Low or Medium	Modernisation	2º T 2023	3º T 2023				5 1	4 general int.(wk) 12 general int. (wd)	(also mentioned for the Alfarelos Branch)
Ramal de Tomar	Lamarosa	Tomar	0,000	14,000	Renewal of Overhead Contact Line and Traction Power	Low or Medium	Renovation	1º T 2023	4º T 2023				270	6 (wk)	Includes Line III and LV of Lamarosa
Beira Baixa	Abrantes	Alferrarede	2,731	3,150	Protection of the foundations of the Bridge of Tejo	Low or Medium	Renovation	4º T 2021	1º T 2023	10 30	450	4 13	8	6	LV is not performed simultaneously with that of Praia Bridge
Beira Baixa	Belver	Barca da Amieira - Envendos	35,090	35,519	Structural consolidation contract works in Outeiro Pequeno and Outeiro Grande Tunnels	Low or Medium	Maintenance	2º T 2023	4º T 2023				20	6	Covers the Outeiro Grande and Outeiro Pequeno Tunnels
Leste	Abrantes	Elvas Fronteira	0,000	275,611	Signalling works for the inclusion of the Abrantes (Exc.) - Elvas (Exc.) section of the Leste Line in the Elvas Concentration Station.	Low or Medium	Modernisation	1º T 2022	1º T 2023				20	6 (wk) 8 (wd)	Putting into service and testing bans will be agreed with PIF in autonomous planning
Leste	Abrantes	Elvas Fronteira	0,000	275,611	Putting into service the signalling for the inclusion of the Abrantes (Exc.) - Elvas (Exc.) section of the Leste Line in the Elvas Concentration Station.	Low or Medium	Modernisation	1º T 2023	1º T 2023						Bans and LV to be defined
Leste	Portalegre	Elvas Fronteira	261,000	275,611	Electrification works at the Elvas station	Low or Medium	Modernisation	2º T 2022	4º T 2023				360	5	
Leste	Elvas	Elvas Fronteira	266,050	275,611	Electrification works	Low or Medium	Modernisation	2º T 2022	4º T 2023				360	5	
Leste	Elvas	Elvas Fronteira	266,050	275,611	AMV insertion of the new Évora Line into the Leste Line	Low or Medium	Modernisation	4º T 2023	4º T 2023	50 + 50	100	3	4	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	
Sintra	Agualva-Cacém	Mercês	18,062	21,219	Maintenance of the overhead contact line infrastructure - Alteration of overhead contact line bend Pk 18,000	Low or Medium	Renovation	2º T 2023	3º T 2023				81	4	
Sintra	Mercês	Sintra	21,788	26,536	Maintenance of the overhead contact line infrastructure – Replacement of FC	Low or Medium	Maintenance	2º T 2023	2º T 2023	30	1500	1	10 4	4 (wk) 8 (wd)	LV on the Via Contigua to protect the works
Sintra	Algueirão-parque	Sintra	24,206	27,350	Maintenance of the overhead contact line infrastructure – Sintra Tunnel	Low or Medium	Renovation	3º T 2023	3º T 2024	30	100	4	130	2 + 2 general int. (wk)	
Cintura	Alcântara Terra	Campolide	0,300	1,100	Alcântara - FC height increase	Low or Medium	Modernisation	2º T 2023	4º T 2023				180	5 (wk)	
Cintura	Campolide	Sete Rios	3,180	4,000	Track rectification - between pk 3,180 and pk 4,000 (VA+VD)	Low or Medium	Renovation	1º T 2023	2º T 2023				78 12	4 (wk) 4 general (wd)	
Cintura	Campolide	Sete Rios	3,740	3,900	Construction of PI for access to the Sete Rios Traction Substation	Low or Medium	Modernisation	1º T 2022	1º T 2023	30	160	12	196 28 10	4 (wk) 4 (wd) 12 (wd)	Also indicated in the Municipality of Sete Rios)
Cintura	Sete Rios	Sete Rios	3,800	3,800	Putting into Service the Sete Rios Traction Substation	Low or Medium	Modernisation	4º T 2023	4º T 2023				60	3,5 (wk) 3,5 (wd)	Changes to overhead contact line installations
Cintura	TT Chelas	Chelas	8,000	8,637	Replacement of S 4I/4II and AMV 6 of Chelas	Low or Medium	Modernisation	2º T 2023	3º T 2023				30 4	4 (wk) 5 general (wd)	
Cascais	Cais do Sodré	Cascais	0,000	25,450	Modernisation of the Cascais Line	High	Modernisation	3º T 2022	4º T 2023						Bans and LV to be defined
Cascais	Cais do Sodré	Cascais	0,000	25,450	Installation of Signalling and ETCS	Low or Medium	Modernisation	1º T 2023	4º T 2023				990	4 (wk) 5 (saturday) 5 (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	
Cascais	Cais do Sodré	Cascais	0,000	25,450	Installation of Signalling and ETCS - Pilot Project	Low or Medium	Modernisation	1º T 2023	1º T 2023				5 1 1	4 general int. (wk) 12 general int. (saturfay) 12 general (sunday)	Cais do Sodré - Alcântara Mar (inc.)
Cascais	Cais do Sodré	Cascais	0,000	25,450	Installation of Signalling and ETCS	Low or Medium	Modernisation	3º T 2023	3º T 2023				10 1	4 general int. (wk) 12 general int.(wd)	Cais do Sodré - Oeiras
Cascais	Cais do Sodré	Cascais	0,000	25,450	Installation of Signalling and ETCS	Low or Medium	Modernisation	3º T 2023	3º T 2023				10 1	general int. (wk) 12 general int.(wd)	Oeiras - Cascais
Cascais	Cais do Sodré	Cascais	0,000	25,450	Suppression of the PN Peões at km 1.648 and PN at km 22.556	Low or Medium	Modernisation	3º T 2023	3º T 2023				90	4 (wk) 5 (saturday) 5 (sunday)	
Vendas Novas	Setil	Vendas Novas	0,000	69,770	Modernisation of Vendas Novas Line	High	Modernisation	2º T 2022	2º T 2025	10 + 30 + 60	250 + 1000 + 1000	36	1080 154 7 44	8 (wk) 12 (sund./mond.) 24 (wd) 48 (wd)	Placing some stations out of service during the works
Vendas Novas	Setil	Vendas Novas	0,000	69,770	Signalling works	High	Modernisation	2º T 2022	2º T 2025	10 + 30 + 60	250 + 1000 + 1000	36	1080 154 7 44	8 (wk) 12 (sund./mond.) 24 (wd) 48 (wd)	Work carried out with the modernisation bans
Alentejo	Évora	Évora	113,785	117,900	Modernization of signalling Évora-Elvas- Fronteira – PILOT Phase and Phase 10 B of the LtB	Low or Medium	Modernisation	2º T 2023	4º T 2023				95 10	6 (wk) 8 (wd)	Putting into service and testing bans will be agreed with PIF in autonomous planning
Sul	Campolide	Alvito	0,911	1,991	Rehabilitation of the Avenida de Ceuta Viaduct	Low or Medium	Maintenance	4º T 2023	3º T 2024	30	300	15	300	4	

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	
Sul	Coina	Penalva	25,426	26,135	Contract work to repair the reinforced concrete in the Penalva Tunnel	Low or Medium	Maintenance	2º T 2023	4º T 2023				88 32	4 (wk) 8 (wd)	
Sul	Águas de Moura	Pinheiro	8,460	9,310	Undertaking for the Rehabilitation of Marateca Bridge, at KM 8.886	Low or Medium	Renovation	2º T 2023	2º T 2025	60 30	850	12 4	10	6	The others will be in the blue period
Sul	Setúbal	Setúbal Mar	28,620	28,650	Undertaking for the Replacement of 5 PIs/PHs - PI of Mirante 2.º (KM 28,634)	Low or Medium	Renovation	2º T 2023	4º T 2023	30	30	4	7 1	6 12 (wd)	The others will be in the blue period
Sul	Setúbal	Praias-Sado	29,150	29,250	Execution of a PSP pk 29.210, to suppress the PN at pk 29.199	Low or Medium	Modernisation	3º T 2022	3º T 2023	30	100	3	2	6 (wd)	
Sul	Setúbal	Praias-Sado	31,000	33,000	Elimination of LC 31.670	Low or Medium	Modernisation	3º T 2022	4º T 2023	30	100	3	2	6 (wd)	
Sul	Setúbal	Praias-Sado	31,000	33,000	Improvement of accesses to the Port of Setúbal (Elimination of constraints in the access to the Port)	Low or Medium	Modernisation	3º T 2022	4º T 2023	30	100	1	3	8 (wd)	
Sul	Praias Sado	Vale da Rosa	34,815	34,865	Undertaking for the Replacement of 5 PIs/PHs - PI of Ponta Seca (KM 34.841)	Low or Medium	Renovation	1º T 2023	3º T 2023	10 30 60	50	7	16 2 1	6 10 (wd) 12 (wd)	The others will be in the blue period
Sul	Montenovo Palma	Alcácer do Sal	73,080	73,110	Undertaking for the Replacement of 5 PIs/PHs - PH of Albergue (KM 73.091)	Low or Medium	Renovation	2º T 2022	1º T 2023	30	30	5	10	6	The others will be in the blue period
Sul	Grândola	Azinheira dos Barros	108,000	110,000	Change of useful length of Caveira Channel	Low or Medium	Modernisation	1º T 2023	4º T 2023	30	250	9	270 14 3	6 (wk) 12 (wd) 30 (wd)	
Sul	Azinheira dos Barros	Bifurcação Ermidas Sado	127,000	130,000	Change of useful length of Ermidas-Sado station	Low or Medium	Modernisation	1º T 2023	4º T 2023	30	250	9	270 14 3	6 (wk) 12 (wd) 30 (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	
Sul	São Marcos	Messines-Alte	277,910	277,950	Undertaking for the Replacement of 5 PIs/PHs - Pontão de Silveiras (KM 277.926)	Low or Medium	Renovation	4º T 2022	1º T 2023	30	40	1	1	10 (wd)	Max. 2 PI/PH simultaneously
Sines	Ermidas - Sado	Raquete	129,631	170,047	Modernisation of the Sines Line	Low or Medium	Modernisation	4º T 2021	4º T 2023	30 80 80 30	500 500 1000 100	5 5 5 5	708 12 12	8 (wk) 12 (sunday) 48 (wd)	
Sines	Ermidas - Sado	Raquete	129,631	170,047	Modernization of signalling – Sines Line	Low or Medium	Modernisation	4º T 2021	4º T 2023						Work carried out with the modernisation bans
Sines	Ermidas - Sado	Raquete	129,631	170,047	Putting into service the modernisation of signalling on the Sines Line	Low or Medium	Modernisation	4º T 2023	4º T 2023						Bans and LV to be defined
Sines	Raquete	Porto de Sines	177,470	177,770	Rehabilitation of the Sines Viaduct	Low or Medium	Renovation	4º T 2022	4º T 2023	10	300	12	34	6	
Évora	Évora	Évora	113,785	117,900	Putting into service the signalling of the Évora-Elvas-Fronteira - PILOT Phase and Phase 10 B of the LtB	Low or Medium	Modernisation	4º T 2023	4º T 2023						Bans and LV to be defined
Algarve	Tunes	Lagos	301,889	347,210	Electrification of the Tunes / Lagos section	Low or Medium	Modernisation	2º T 2022	4º T 2023	30 + 30 + 30	500 + 500 + 100	23	700 2	7 (wk) 54 (wd)	
Algarve	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 + 30	500 + 500 + 100	23	610 90 1	7 (wk) 8 (wk) 53 (wd)	
Algarve	Faro	Olhão	340,580	340,640	Undertaking for the Rehabilitation of Faro Swing Bridge	Low or Medium	Maintenance	2º T 2023	3º T 2023	30	60	2,5	25	4	

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	
Conc. de Bombel	Vidigal	Bombel	0,000	3,047	Modernisation of the Vendas Novas Line	High	Modernisation	2º T 2022	2º T 2025	30 + 60	1000 + 1000	36	1080 154 7 44	8 (wk) 12 (sund./mond.) 24 (wd) 48 (wd)	Work to be carried out under the L. V. Novas conditions
Conc. de Sete Rios	Sete Rios	Benfica	0,000	0,150	Construction of PI for access to the Sete Rios Traction Substation	Low or Medium	Modernisation	1º T 2022	1º T 2023	30	150	6	2	12 (wd)	(Also indicated on the Contura Line)
Vouga	Espinho	Feira	0,600	19,400	Track superstructure rehabilitation	Low or Medium	Maintenance	2º T 2022	1º T 2023	10 30	300 800	12	365	7	
Vouga	Águeda	Aveiro	14,400	34,641	Track superstructure rehabilitation	Low or Medium	Renovation	2º T 2023	4º T 2024	10 30	300 800	18	540	8	
Vouga	Oliveira de Azeméis	Sernada	32,8	61,6	Track superstructure rehabilitation	Low or Medium	Renovation	2º T 2022	3º T 2023	10 30	300 800	18	540	8	
Vouga	Albergaria	Sernada do Vouga	55,531	55,543	Rehabilitation of PI at 55+537	Low or Medium	Maintenance	2º T 2023	4º T 2023	60	40	6			

*TCR – Temporary Capacity Restriction

Annex 4.2 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)**
Linha do Minho	Nine Barroselas	Uneven crossings	1	1
	Darque Viana do Castelo	Superstructure reabilitation and Eiffel bridge	4	4
Linha de Leixões	Contumil (Leça Bálio) Leixões	Leixões Layout remodeling	1	1
Linha do Douro	Caíde Marco	Uneven crossings	1,5	1,5
	Marco Régua	Tunnels improvement, Electrification + Slope stabilisation	3	3
	Tua Pocinho	Rehabilitation of Ferradosa Bridge and Slope stabilisation	3	3
Linha do Norte	Santarém Entroncamento	Modernisation interventions in MMI + displacement of ZN SST + new LMR	3	3
	Soure Mealhada	Alfarellos Layout remodeling + Uneven crossings	2	2
		Coimbra B Layout remodeling + Uneven crossings	2	2
		Pampilhosa Layout remodeling + Uneven crossings	2	2
	Mealhada Válega	Replacement of sleepers	2	2
	Válega Granja	Full Track Renewal	15	15
Linha da Beira Alta	Pampilhosa Stª Comba Dão	Modernization	3	3
	Stª Comba Dão Mangualde	Modernization	7	7
	Mangualde Celorico da Beira	Modernization	5	5
	Celorico da Beira Guarda	Modernization	5	5
	Guarda Vilar Formoso	Modernization	5	5
Linha do Oeste	Mira Sintra/Meleças Torres Vedras	Electrification and Modernization	4	4
	Torres Vedras Caldas da Rainha	Electrification and Modernization	4	4
Linha de Cascais	Cais Sodré Cascais	Modernization	3	3
Linha Vendas Novas	Setil Vidigal	Modernization	6	6
Linha do Sul	Canal Caveira Ermidas-Sado	Technical blocks and embankments Changing the length of stations	3	3

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)**
	Águas Moura Pinheiro	Rehabilitation of Marateca Bridge	2	2
Linha de Sines	Ermidas-Sado Porto de Sines	Modernization Overpass reabilitation	5	5
Linha do Algarve	Tunes Lagos	Electrification	4	4
	Faro V. Real Stº António	Electrification	3	3

Annex 5.2 - 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 minimum access 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 (last period ended at the calculation date).

From the second (2021) to the fifth year (2024) of validity of this pricing scheme, the tariffs concerning the minimum access package are updated according to the application of a factor corresponding to 90% of the Consumer Price Index (CPI), scheduled for the year of validity. Additionally, the implementation factor applicable to the freight and empty runnings segments is added to the infrastructure utilisation tariff.

Regarding the application of the 2025 Network Statement, the pricing scheme shall be revised based on an update of the costing as well as on the reassessment of the adequacy of the components to the Portuguese rail and freight 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, train schedule and train length
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 sought out/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 goods 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 RUs of goods and passengers	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 calculates 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 Company or by the Railway Company 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	Runnings	1.00
		Goods	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
Factor of Implementation	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 Factor of Implementation.

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 minimum access 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 5.4.1 - Methodology for settlement of traction power consumption

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 – 149,96 € per installation and per RU;
- Complex Service – 449,88 € 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%

	RU	
Substation	**Medway**	**CP**
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.

Annex 5.4.4 – Labour Costs

Professional Status	Labour Costs [€/hour]
Shunting Operator	**23,69**
Circulation Operator	**25,68**
Circulation Controller	**31,02**
Circulation Inspector	**40,59**
Infrastructure Command Operator	**33,74**
Infrastructure Command Supervisor	**44,27**
Infrastructure Operator	**21,45**
Head of Infrastructure	**23,97**
Infrastructure Supervisor	**35,78**
General Support Operator	**18,28**
Technician Operational	**20,52**
Technician of exploration and Infrastructure	**31,86**
Management Assistant	**21,62**
Technician Support Management	**30,70**
Superior Technician I	**19,71**
Superior Technician II	**34,55**
Superior Technician III	**52,49**

VAT will be added to these values.

Annex 7.1 – Model of the Services Facilities Information Document

Chapter number	Heading	Implementation guide	Suggested text
	VERSION CONTROL	All previous versions of this information should be identified, together with a short description of the changes.	
	TABLE OF CONTENTS		
		Article 5 (2) of Implementing Regulation 2017/217 states that 'Infrastructure managers shall provide a common template to be developed by the railway sector in cooperation with regulatory bodies by 30 June 2018 that operators of service facilities may use to submit the information.' This Common Template for Service Facilities is the result of a solution developed by RNE and IRG-Rail in cooperation with the railway sector and is aimed at supporting the Service Facilities Operators (SFO) in producing the information documents according to the requisites of Implementing Regulation 2017/2177. SFOs can choose to adopt this common template or develop their own specific template, to be published on their own website or a common portal, as long as the legal requisites are met. While using this template, the following legend is applicable (this segment is for the consideration of the editor only and should not be featured in the SF document): - Requirements in standard font are mandatory in any case according to Article 4 (2) IR 2017/2177 - Requirements in italics are mandatory where applicable according to IR 2017/2177 - Letters in brackets refer to the IR 2017/2177 applicable paragraphs of article 4 or other identified articles. - Exemptions may be granted by the Regulatory Bodies (RBs) on a case by case basis	

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.xxxxxxxxxxxx • 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

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)

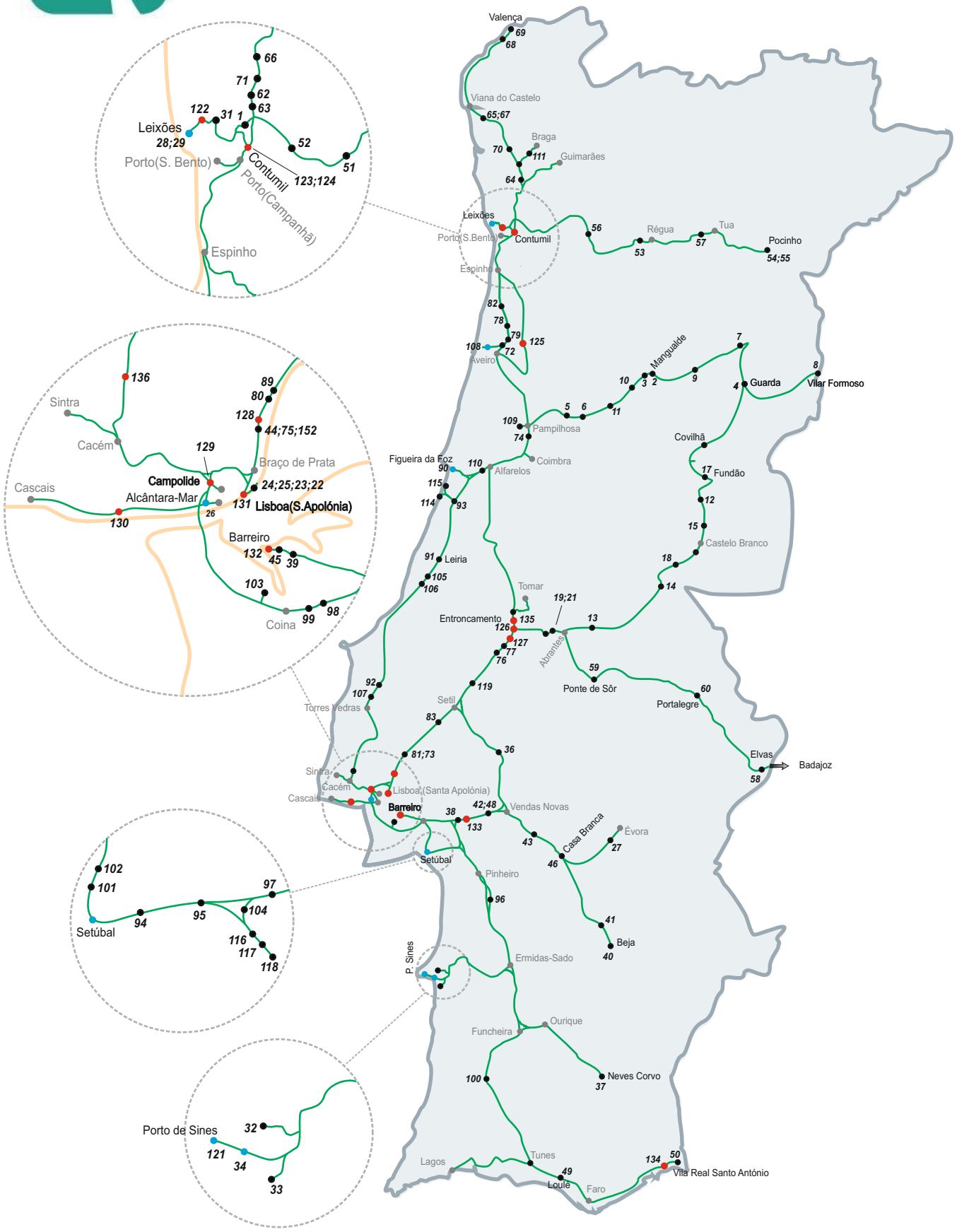
3.X.4	Planned changes in technical characteristics	• Information on changes in technical characteristics and temporary capacity restrictions of the service facility, which could have a major impact on the service facility's operation, including planned works (l)*	Examples:
			• Details of indicative 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)*	

Service Facilities in Connections with Network



Annex 7.2 B - Service Facilities connected to IP Network

Nº	Designação	Linha de Referência	pk	Entidade Gestora	Tipologia
1	Lidador	São Gemil Junction	2,51	CEOV-Companhia Extração de Óleos Vegetais, Lda.	Freight Terminal
2	Estação de Mangualde	Beira Alta Line	128,51	IP	Facility to be leased
3	SIAF (Ramal Mangualde)	Beira Alta Line	125,90	Sonae Indústria	Private use facility
4	Estação da Guarda	Beira Alta Line	206,34	IP	Facility to be leased
5	Estação de Mortágua	Beira Alta Line	73,55	IP	Facility to be leased
6	Estação de Santa Comba Dão	Beira Alta Line	85,47	IP	Facility to be leased
7	Estação de Vila Franca das Naves	Beira Alta Line	181,83	IP	Facility to be leased
8	Estação de Vilar Formoso	Beira Alta Line	251,98	IP	Facility to be leased
9	Ramal Fornos de Algodres	Beira Alta Line	152,46	IP	Facility to be leased
10	Madibéria - (Ramal Nelas)	Beira Alta Line	120,06	Luso Finsa- Industria e Comércio de Madeiras, SA	Private use facility
11	Ramal Somafel	Beira Alta Line	102,94	Somafel	Private use facility
12	Estação de Castelo Novo	Beira Baixa Line	124,34	IP	Facility to be leased
13	Ramal do Pego	Beira Baixa Line	15,50	Tejo Energia	Private use facility
14	Portucel - (Ramal Ródão)	Beira Baixa Line	63,89	Celtejo	Private use facility
15	Lusitana - (Ramal Alcains)	Beira Baixa Line	106,65	IP	Facility to be leased
17	Terminal de Mercadorias Fundão	Beira Baixa Line	149,51	IP	Freight Terminal
18	Estação de Sarnadas	Beira Baixa Line	79,73	IP	Facility to be leased
19	Estação do Tramagal	Beira Baixa Line	129,50	IP	Facility to be leased
21	Somapre - (Ramal Tramagal)	Beira Baixa Line	129,11	Satepor - Consolis	Private use facility
22	Silopor	Matinha Line	2,94	Silopor	Private use facility
23	Armazém 21	Matinha Line	2,51	TMB-Terminal Multiusos do Beato	Port facility
24	Terminal de Contentores de Santa Apolónia	Matinha Line	0,78	TSA-Terminal de Stª Apolónia	Port facility
25	Sotagus	Matinha Line	1,22	Sotagus	Port facility
26	Liscont	Cascais Line	3,17	Terminal de Contentores de Alcantara	Port facility
27	Pedreira do Sul - Monte das Flores	Évora Line	111,07	Tecnovia	Private use facility
28	Portos de Leixões	Leixões Line	20,61	APDL	Port facility
29	Terminal de Mercadorias de Leixões	Leixões Line	20,98	IP	Freight Terminal
31	Petroquímica - (Ramal Leça do Balio)	Leixões Line	14,80	Petibol	Private use facility
32	Asfaltos - (Ramal da Petrogal)	Sines Line	171,31	Galp Energia	Private use facility
33	EDP/ Cinzas	Sines Line	174,71	EDP	Private use facility
34	Porto Sines - Terminais XXI e Multiusos	Sines Line	177,91	APS	Port facility
35	Raquete	Sines Line	170,05	IP	Facility to be leased
36	DAI - (Ramal Quinta Grande)	Vendas Novas Line	36,61	DAI-Sociedade de Desenvolvimento Agro Industrial	Private use facility

Nº	Designação	Linha de Referência	pk	Entidade Gestora	Tipologia
37	Somincor Neves Corvo	Alentejo Line	206,00	Somincor	Private use facility
38	Estação do Poceirão	Alentejo Line	30,41	IP	Facility to be leased
39	Quimigal - (Ramal Barreiro)	Alentejo Line	2,11	Nova AP Fábrica Nitrato de Amónio de Portugal	Private use facility
40	Estação de Beja	Alentejo Line	153,94	IP	Facility to be leased
41	Estação de Cuba	Alentejo Line	137,19	IP	Facility to be leased
42	Estação de Pegões	Alentejo Line	41,89	IP	Facility to be leased
43	Estação de Torre da Gadanha	Alentejo Line	75,22	IP	Facility to be leased
44	Alcont - (Complexo de Mercadorias da Bobadela)	Norte Line	12,14	Alcont	Freight Terminal
45	Terra - (Ramal Barreiro)	Alentejo Line	1,22	IP	Facility to be leased
46	Ferrovias	Alentejo Line	90,60	Ferrovias-Grupo Mota Engil	Private use facility
48	Neopul - (Ramal Pegões)	Alentejo Line	41,05	Neopul	Private use facility
49	Terminal de Loulé	Algarve Line	323,93	IP	Freight Terminal
50	Estação de Vila Real de Santo António	Algarve Line	395,98	IP	Facility to be leased
51	Terminal de Mercadorias de Irivo	Douro Line	32,18	Agremor	Freight Terminal
52	Terminal S. Martinho do Campo (SPC)	Douro Line	19,35	SPC	Freight Terminal
53	Estação de Godim	Douro Line	101,82	IP	Facility to be leased
54	Estação do Pocinho	Douro Line	171,52	IP	Facility to be leased
55	Quimigal - (Ramal Pocinho)	Douro Line	171,98	ADP Fertilizantes	Private use facility
56	Estação de Marco de Canaveses	Douro Line	59,95	IP	Facility to be leased
57	Estação de Pinhão	Douro Line	126,83	IP	Facility to be leased
58	Estação de Elvas	Leste Line	264,90	Transitex	Freight Terminal
59	Estação de Ponte de Sôr	Leste Line	163,24	IP	Facility to be leased
60	Estação de Portalegre	Leste Line	216,56	IP	Facility to be leased
62	Siderurgia Nacional - (Ramal Leandro)	Minho Line	12,11	SN Maia – Siderurgia nacional SA	Private use facility
63	Cimpor - (Ramal Leandro)	Minho Line	10,88	Cimpor	Private use facility
64	Lousoareias	Minho Line	27,08	Lousoareias-Materiais de Construção, Lda.	Private use facility
65	Portucel - (Ramal Darque)	Minho Line	76,34	Soporcel	Private use facility
66	Secil Trofa – (Ramal Colpor)	Minho Line	19,84	Secil	Private use facility
67	Terminal de Mercadorias de Darque	Minho Line	76,78	Cimpor	Freight Terminal
68	Estação de São Pedro da Torre	Minho Line	125,51	IP	Facility to be leased
69	Estação de Valença	Minho Line	129,77	IP	Facility to be leased
70	Quimigal - (Ramal Barcelos)	Minho Line	51,61	ADP Fertilizantes	Freight Terminal
71	Ucanorte	Minho Line	12,96	Ucanorte XXI-União Agricola do Norte, CRL	Private use facility
72	Plataforma de Cacia	Norte Line	275,47	APA	Freight Terminal
73	Alhandra - (Ramal Cimpor)	Norte Line	25,17	Cimpor	Private use facility
74	Cimpor - (Ramal Souselas)	Norte Line	225,18	Cimpor	Private use facility
75	Parque central - IP - (Complexo de Mercadorias da Bobadela)	Norte Line	12,14	IP	Freight Terminal

Nº	Designação	Linha de Referência	pk	Entidade Gestora	Tipologia
76	Terminal de Mercadorias da MSC	Norte Line	104,56	MSC	Freight Terminal
77	Terminal Vale do Tejo (TVT)	Norte Line	106,15	TVT	Freight Terminal
78	Amoníaco - (Ramal Estarreja)	Norte Line	290,62	CUF - Quimicos Industriais	Private use facility
79	Portucel - (Ramal Cacia)	Norte Line	279,09	Portucel	Private use facility
80	Nitratos	Norte Line	20,51	ADP Fertilizantes	Private use facility
81	Iberol 3	Norte Line	25,59	Iberol - Sociedade Ibérica de Biocombustiveis e Oleaginosas	Private use facility
82	Estação de Ovar	Norte Line	300,78	IP	Facility to be leased
83	Ramal da Azambuja	Norte Line	42,39	IP	Facility to be leased
89	TER-TIR	Norte Line	20,84	TERTIR, Concessões Portuárias	Private use facility
90	Porto da Figueira da Foz	Oeste Line	212,35	APFF	Port facility
91	Estação de Leiria	Oeste Line	160,69	IP	Facility to be leased
92	Estação do Outeiro	Oeste Line	78,17	IP	Facility to be leased
93	Estação do Louriçal	Oeste Line	191,80	IP	Facility to be leased
94	Porto de Setúbal	Sul Line	31,34	APSS	Maritime and inland port facility
95	Somincor - (Ramal Praias do Sado)	Sul Line	32,96	Somincor	Private use facility
96	Vale do Guizo - (Ramal Somincor)	Sul Line	92,09	Somincor	Private use facility
97	Vale da Rosa - (Ramal Renault)	Sul Line	35,25	IP	Facility to be leased
98	Autoeuropa	Sul Line	27,85	Volkswagen	Private use facility
99	Palmetal	Sul Line	27,37	Palmetal	Private use facility
100	Estação de Santa Clara Sabóia	Sul Line	254,77	IP	Facility to be leased
101	Megaço - (Ramal Palmela)	Sul Line	22,95	Megaço-Produtos Siderúrgicos	Private use facility
102	Slem - (Ramal Palmela)	Sul Line	22,18	SLEM-Sociedade Luso Espanhola de Metais	Private use facility
103	Siderurgia Nacional - Seixal	Sul Line	22,60	SN Seixal – Siderurgia nacional SA	Private use facility
104	Ramal Praias do Sado Concordância*	Sul Line	33,56	IP	Facility to be leased
105	Secil - (Ramal Maceira)	Oeste Line	144,80	Secil	Private use facility
106	Secil - (Ramal Pataias)	Oeste Line	139,08	Secil	Private use facility
107	Valouro - (Ramal Ramalhal)	Oeste Line	71,19	Valouro	Private use facility
108	Porto de Aveiro*	Cacia Platfrom/Norte Line	274,87	APA	Port facility
109	Valouro - (Ramal Pampilhosa)	Figueira da Foz Branch	48,87	Valouro	Private use facility
110	Terminal TMI	Alfarelos Branch	220,72	TMI	Freight Terminal
111	Terminal de Mercadorias de Tadim	Braga Branch	48,11	Agremor	Freight Terminal
114	Ramal Celbi	Louriçal Branch	5,51	Grupo Altri, SA	Private use facility
115	Ramal Soporcel	Louriçal Branch	5,51	Soporcel	Private use facility
116	EDP - (Ramal Praias Sado)	Sado – Sapec Branch	33,79	EDP	Private use facility
117	Terminal SPC Setúbal	Sado – Sapec Branch	34,26	SPC	Freight Terminal

Nº	Designação	Linha de Referência	pk	Entidade Gestora	Tipologia
118	Portucel - (Ramal Praias Sado)	Sado – Sapec Branch	34,26	Portucel	Private use facility
119	Estação de Santarém	Norte Line	74,926	Extractopuro	Freight Terminal
121	Terminal Multipurpose	Sines Line	180,224	APSS	Maritime and inland port facility
122	Parque Oficinal Norte - Guifões	Leixões Line	16,65	CP	Maintenance Facility
123	Parque Oficinal Norte - Contumil	Minho Line	2,24	CP	Maintenance Facility
124	Unidade de Manutenção de Alta velocidade	Minho/Douro Lines	3,10	CP	Maintenance Facility
125	ParqueOficinal Norte - Sernada	Vouga Line	61,65	CP	Maintenance Facility
126	Parque Oficinal Centro - Entrocamento	Norte Line	106,30	CP	Maintenance Facility
127	Oficina TVT	Norte Line	106,14	GMF - Gestión de Maquinaria Ferroviaria	Maintenance Facility
128	Oficina Bobadela	Norte Line	12,14	GMF - Gestión de Maquinaria Ferroviaria	Maintenance Facility
129	Parque Oficinal Sul - Campolide	Sintra Line	2,90	CP	Maintenance Facility
130	Parque Oficinal Sul - Oeiras	Cascais Line	16,30	CP	Maintenance Facility
131	Parque Oficinal Sul - Santa Apolónia	Norte Line	1,20	CP	Maintenance Facility
132	Parque Oficinal Sul - Barreiro	Alentejo Line	0,60	CP	Maintenance Facility
133	Parque Oficinal Sul -Poceirão	Alentejo Line	31,00	CP	Maintenance Facility
134	Parque Oficinal Sul -Vila Real de Santo António	Algarve Line	395,00	CP	Maintenance Facility
135	Oficina de Manutenção Vagões - Entroncamento	Norte Line	107,00	Medway	Maintenance Facility
136	Oficina GMF - Sabugo	Oeste Line	-	GMF - Gestión de Maquinaria Ferroviaria	Maintenance Facility
152	Parque Sul - Medway - (Complexo de Mercadorias da Bobadela)	Norte Line	12,14	Medway Terminals	Terminal de Mercadorias

Annex 7.3.2 A – Typology of stations and halts

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Alentejo	Barreiro	Station	B	X	X
	Barreiro - A	Halt	C		
	Lavradio	Station	C		
	Baixa da Banheira	Halt	C		
	Alhos Vedros	Halt	C		
	Moita	Station	C		
	Penteado	Halt	C		
	Poceirão	Station	D		
	Fernando Pó	Halt	D		
	Pegões	Station	D		
	S João Craveiras	Halt	D		
	Vendas Novas	Station	C		
	Casa Branca	Station	C		
	Alcáçovas	Halt	D		
	Vila Nova da Baronia	Station	D		
	Alvito	Halt	D		
	Cuba	Station	D		
	Beja	Station	C	X	X
Algarve	Lagos	Station	C	X	X
	Meia Praia	Halt	D		
	Mexilhoeira Grande	Station	D		
	Portimão	Station	C	X	X
	Ferragudo	Halt	D		
	Estômbar	Station	D		
	Silves	Station	C		
	Poço Barreto	Halt	D		
	Algoz	Halt	D		
	Alcantarilha	Station	D		
	Tunes	Station	C	X	X
	Albufeira	Station	C	X	X
	Boliqueime	Station	D		
	Loulé	Station	C	X	X
	Almancil	Halt	D		
	Parque das Cidades	Station	D		
	Faro	Station	B	X	X
	Bom João	Halt	C		
	Olhão	Station	C	X	X
	Fuseta - A	Halt	C		X
	Fuseta	Station	D		
	Livramento	Halt	D		
	Luz	Halt	D		
	Tavira	Station	C	X	X

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Algarve	Porta Nova	Halt	C		
	Conceição	Halt	C		
	Cacela	Station	C		
	Castro Marim	Halt	D		
	Monte Gordo	Halt	D		
	Vila Real de Sto. António	Station	C		X
Beira Alta	Quinta do Valongo - Vacariça	Halt	D		
	Luso - Buçaco	Halt	D		
	Soito	Halt	D		
	Monte dos Lobos	Halt	D		
	Mortágua	Station	D		
	Santa Comba Dão	Station	C	X	X
	Castelejo	Halt	D		
	Papízios	Halt	D		
	Carregal do Sal	Station	C		
	Oliveirinha-Cabanas	Station	D		
	Lapa do Lobo	Halt	D		
	Canas - Felgueira	Station	D		
	Nelas	Station	C	X	X
	Moimenta - Alcafache	Halt	D		
	Mangualde	Station	C		X
	Gouveia	Station	D		
	Fornos de Algodres	Station	D		
	Celorico da Beira	Station	C	X	X
	Baraçal	Halt	D		
	Vila Franca das Naves	Station	C		
	Guarda	Station	C	X	X
	Gata	Halt	D		
	Vila Fernando	Halt	D		
	Rochoso	Halt	D		
	Cerdeira	Station	D		
	Miuzela	Halt	D		
	Freineda	Halt	D		
	Aldeia	Halt	D		
	Vilar Formoso	Station	C	X	X
Beira Baixa	Barquinha	Station	D		
	Tancos	Halt	D		
	Almourol	Station	D		
	Praia Ribatejo	Station	D		
	Santa Margarida	Station	D		
	Tramagal	Station	D		
	Abrantes	Station	C	X	X
	Alferrarede	Station	D		

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Beira Baixa	Mouriscas-A	Station	D		
	Alvega	Halt	D		
	Barragem Belver	Halt	D		
	Belver	Station	D		
	Barca Amieira	Station	D		
	Fratel	Station	D		
	Ródão	Station	C		
	Tojeirinha	Halt	D		
	Sarnadas	Station	D		
	Retaxo	Halt	D		
	Benquerenças	Halt	D		
	Castelo Branco	Station	C	X	X
	Alcains	Station	D		
	Lardosa	Station	D		
	Soalheira	Halt	D		
	Castelo Novo	Station	D		
	Alpedrinha	Halt	D		
	Vale de Prazeres	Station	D		
	Fatela-Penamacor	Halt	D		
	Alcaide	Halt	D		
	Donas	Halt	D		
	Fundão	Station	C	X	
	Alcaria	Halt	D		
	Tortosendo	Station	D		
	Covilhã	Station	C	X	X
	Caria	Halt	D		
	Belmonte-Manteigas	Station	D		
	Maçainhas	Halt	D		
	Benespera	Halt	D		
	Sabugal	Halt	D		
Cascais	Cais do Sodré	Station	A	X	X
	Santos	Halt	C		X
	Alcântara - Mar	Station	B		
	Belém	Halt	B	X	X
	Algés	Station	B	X	X
	Cruz Quebrada	Halt	C	X	X
	Caxias	Station	C	X	X
	Paço de Arcos	Halt	B	X	X
	Santo Amaro	Halt	C	X	X
	Oeiras	Station	B	X	X
	Carcavelos	Station	B	X	X
	Parede	Halt	B	X	X
	S. Pedro do Estoril	Station	C	X	X

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Cascais	S. João do Estoril	Halt	B	X	X
	Estoril	Station	B	X	X
	Monte Estoril	Halt	C	X	X
	Cascais	Station	A	X	X
Cintura	Alcântara - Terra	Station	B	X	
	Campolide - A	Station	B		
	Sete Rios	Station	A	X	X
	Entrecampos - Poente	Station	A		
	Entrecampos	Station	A	X	X
	Roma - Areeiro	Station	A	X	X
	Marvila	Halt	D		
Douro	Cabêda	Halt	C		
	Suzão	Halt	C		
	Valongo	Station	B		
	São Martinho do Campo	Halt	D		
	Terronhas	Halt	C		
	Trancoso	Halt	D		
	Recarei-Sobreira	Station	C	X	X
	Parada	Halt	D		
	Cête	Station	C		X
	Irivo	Station	D		
	Oleiros	Halt	C		
	Paredes	Halt	B	X	X
	Penafiel	Station	B	X	
	Bustelo	Halt	D		
	Meinedo	Halt	C		
	Caíde	Station	B	X	X
	Oliveira	Halt	D		
	Vila Meã	Station	C		
	Recesinhos	Halt	D		
	Livração	Station	C		
	Marco Canavezes	Station	C		X
	Juncal	Station	D		
	Pala	Halt	D		
	Mosteirô	Station	C		X
	Aregos	Station	D		
	Mirão	Halt	D		
	Ermida	Station	C		X
	Porto Rei	Halt	D		
	Barqueiros	Halt	D		
	Rede	Station	D		
	Caldas Moledo	Halt	D		
	Godim	Station	D		
	Régua	Station	C	X	X

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Douro	Covelinhas	Halt	D		
	Ferrão	Halt	D		
	Pinhão	Station	C		X
	Tua	Station	C		
	Alegria	Halt	D		
	Ferradosa	Halt	D		
	Vargelas	Station	D		
	Vesúvio	Halt	D		
	Freixo de Numão	Halt	D		
	Pocinho	Station	C	X	X
Évora	Évora	Station	C	X	X
Guimarães	Santo Tirso	Station	C		
	Caniços	Station	C		
	Vila das Aves	Station	C		
	Giesteira	Halt	D		
	Lordelo	Station	C		
	Cuca	Halt	D		
	Pereirinhas	Halt	D		
	Vizela	Station	C		
	Nespereira	Halt	D		
	Covas	Halt	D		
	Guimarães	Station	B	X	X
Leste	Bemposta	Halt	D		
	Ponte Sor	Station	D		
	Torre das Vargens	Station	D		
	Chança	Halt	D		
	Crato	Halt	D		
	Portalegre	Station	D		
	Assumar	Halt	D		
	Arronches	Halt	D		
	Santa Eulália-A	Halt	D		
	Elvas	Station	D		
Minho	Porto - São Bento	Station	A	X	X
	Porto - Campanhã	Station	A	X	X
	Contumil	Station	C		
	Rio Tinto	Halt	C		
	Águas Santas	Halt	C		
	Palmilheira	Halt	C		
	Ermesinde	Station	B	X	X
	Travagem	Halt	C		
	Leandro	Station	D		
	São Frutuoso	Station	C		

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Minho	São Romão	Station	C		
	Portela	Halt	D		
	Trofa	Halt	B	X	X
	Lousado	Station	C		
	Esmeriz	Halt	D		
	Barrimau	Halt	D		
	Famalicão	Station	B	X	X
	Mouquim	Halt	D		
	Louro	Halt	D		
	Nine	Station	B	X	X
	Carreira	Halt	D		
	Midões	Station	D		
	Barcelos	Station	C		X
	Silva	Halt	D		
	Carapeços	Halt	D		
	Tamel	Station	C		
	Durrães	Halt	D		
	Barroselas	Station	C		
	Sra Neves	Halt	D		
	Alvarães	Halt	D		
	Darque	Station	D		
	Areia-Darque	Halt	D		
	Viana do Castelo	Station	B		X
	Areosa	Halt	D		
	Carreço	Halt	D		
	Afife	Halt	D		
	Âncora-Praia	Halt	C		
	Moledo Minho	Halt	D		
	Sra Agonia	Halt	D		
	Caminha	Station	C		
	Seixas	Halt	D		
	Esqueiro	Halt	D		
	Gondarém	Halt	D		
	Vila Nova de Cerveira	Station	C		
	Carvalha	Halt	D		
	São Pedro da Torre	Station	D		
	Valença	Station	C		X
Norte	Lisboa-Sta. Apolónia	Station	A	X	X
	Braço de Prata	Station	C		
	Lisboa - Oriente	Station	A	X	X
	Moscavide	Halt	B		
	Sacavém	Halt	C		
	Bobadela	Halt	C		

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Norte	Santa Iria	Halt	C		
	Póvoa	Halt	B	X	X
	Alverca	Station	B	X	X
	Alhandra	Station	C	X	X
	Vila Franca de Xira	Halt	B	X	X
	Castanheira do Ribatejo	Station	C	X	
	Carregado	Halt	C		
	Vila Nova da Rainha	Halt	D		
	Espadanal da Azambuja	Halt	D		
	Azambuja	Station	B	X	X
	Virtudes	Halt	D		
	Reguengo	Halt	C		
	Setil	Station	C		
	Santana Cartaxo	Halt	C		
	Vale de Santarém	Halt	C		
	Santarém	Station	B		X
	Vale de Figueira	Station	D		
	Mato Miranda	Station	D		
	Riachos	Station	C	X	X
	Entroncamento	Station	B	X	X
	Lamarosa	Station	C		
	Paialvo	Halt	D		
	Fungalvaz	Halt	D		
	Chão de Maçãs - Fátima	Station	C		
	Seiça - Ourém	Halt	D		
	Caxarias	Station	C	X	X
	Albergaria dos Doze	Station	D		
	Litém	Halt	D		
	Vermoil	Station	D		
	Pombal	Station	C	X	X
	Pelariga	Halt	D		
	Simões	Halt	D		
	Soure	Station	C		
	Vila Nova de Anços	Halt	D		
	Granja do Ulmeiro - Alfarelos	Station	C	X	X
	Formoselha	Halt	D		
	Pereira	Halt	D		
	Ameal	Halt	D		
	Vila Pouca do Campo	Halt	D		
	Taveiro	Station	D		
	Casais	Halt	D		
	Espadaneira	Halt	D		
	Bencanta	Halt	C		

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Norte	Coimbra - B	Station	A		X
	Adémia	Halt	D		
	Vilela - Fornos	Halt	D		
	Souselas	Station	D	X	
	Pampilhosa	Station	C	X	X
	Mealhada	Halt	C	X	X
	Aguim	Halt	D		
	Curia	Halt	C		
	Mogofores	Station	C		
	Paraimo	Halt	D		
	Oliveira do Bairro	Station	C		
	Oiã	Station	C		
	Quintans	Halt	D		
	Aveiro	Station	A	X	X
	Cacia	Station	C		
	Canelas	Halt	D		
	Salreu	Halt	D		
	Estarreja	Station	B	X	X
	Avanca	Halt	C		
	Válega	Station	C		
	Ovar	Station	B	X	X
	Carvalheira - Maceda	Halt	C		
	Cortegaça	Halt	C		
	Esmoriz	Station	C	X	X
	Paramos	Halt	C		
	Silvalde	Halt	D		
	Espinho	Halt	A	X	X
	Granja	Station	C		
	Aguda	Halt	C		
	Miramar	Halt	C		
	Francelos	Halt	C		
	Valadares	Halt	C		X
	Madalena	Halt	C		
	Coimbrões	Halt	C		
	Gaia	Station	B	X	X
	General Torres	Station	B		
Oeste	Mira Sintra-Meleças	Station	C	X	X
	Sabugo	Station	D		
	Pedra Furada	Halt	D		
	Mafra	Station	D		
	Malveira	Station	D		
	Jerumelo	Halt	D		

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Oeste	Sapataria	Halt	D		
	Pero Negro	Station	D		
	Zibreira	Halt	D		
	Feliteira	Halt	D		
	Dois Portos	Station	D		
	Runa	Halt	D		
	Torres Vedras	Station	C	X	X
	Ramalhal	Station	D		
	Outeiro	Station	D		
	Bombarral	Station	D	X	X
	Paúl	Halt	D		
	S Mamede	Halt	D		
	Dagorda-Peniche	Halt	D		
	Óbidos	Halt	D		
	Caldas Rainha	Station	C	X	
	Salir do Porto	Halt	D		
	S Martinho Porto	Station	C		
	Famalicão da Nazaré	Halt	D		
	Valado	Station	D		
	Pataias	Station	D		
	Martingança	Station	D		
	Marinha Grande	Station	D		
	Leiria	Station	C	X	X
	Monte Real	Station	D		
	Monte Redondo	Halt	D		
	Guia	Halt	D		
	Louriçal	Station	D	X	
	Bifurcação de Lares	Station	D		
	Lares	Halt	D		
	Fontela	Station	D		
	Fontela-A	Halt	D		
	Figueira da Foz	Station	B	X	X
R. Alfarelos	Reveles	Halt	D		
	Verride	Station	C		
	Marujal	Halt	D		
	Montemor	Halt	C		
R. Tomar	Soudos - Vila Nova	Halt	D		
	Carrascal-Delongo	Halt	D		
	Curcaveiras	Halt	D		
	Santa Cita	Station	D		
	Carvalhos de Figueiredo	Halt	D		
	Tomar	Station	C	X	X
R. Lousã	Coimbra	Station	B	X	X

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Ramal de Braga	Couto de Cambeses	Halt	C		
	Arentim	Station	D		
	Ruílhe	Station	D		
	Tadim	Station	D		
	Aveleda	Halt	D		
	Mazagão	Halt	D		
	Ferreiros	Halt	D		
	Braga	Station	A	X	X
Sintra	Lisboa - Rossio	Station	A	X	X
	Campolide	Station	B	X	X
	Benfica	Station	B	X	X
	Santa Cruz - Damaia	Halt	B	X	X
	Reboleira	Halt	A	X	X
	Amadora	Station	A	X	X
	Queluz - Belas	Halt	A		X
	Monte Abraão	Station	B	X	X
	Massamá - Barcarena	Halt	B	X	X
	Agualva - Cacém	Station	A	X	X
	Rio de Mouro	Halt	B	X	X
	Mercês	Station	B	X	X
	Algueirão - Mem Martins	Halt	B	X	X
	Portela de Sintra	Halt	B	X	X
	Sintra	Station	A	X	X
Sul	Pinhal Novo	Station	A	X	X
	Venda do Alcaide	Halt	C		
	Palmela - A	Halt	C		
	Setúbal	Station	B	X	X
	Praça do Quebedo	Halt	C	X	X
	Praias - Sado - A	Halt	C		
	Grândola	Station	C		
	Ermidas - Sado	Station	C		
	Funcheira	Station	C		
	Amoreiras-Odemira	Station	D		
	Santa Clara - Sabóia	Station	C		
	Messines - Alte	Station	D		
Vouga	Espinho Vouga	Station	C		
	Silvalde-Vouga	Halt	D		
	Monte Paramos	Halt	D		
	Lapa	Halt	D		
	Sampaio Oleiros	Halt	D		
	Paços Brandão	Station	D		
	Rio Meão	Halt	D		
	São João de Ver	Halt	D		

Line	Station/Halt	Clasification	Tipology	Support Rooms	Ticket Office
Vouga	Cavaco	Halt	D		
	Sanfins	Halt	D		
	Vila Feira	Station	D		
	Escapães	Halt	D		
	Arrifana	Halt	D		
	S. João da Madeira	Station	C		
	Faria	Halt	D		
	Couto Cucujães	Halt	D		
	Santiago Riba-Ul	Halt	D		
	Oliveira de Azeméis	Station	C	X	
	Sernada Vouga	Station	D	X	
	Macinhata	Station	D		
	Carvalhal Portela	Halt	D		
	Valongo-Vouga	Halt	D		
	Aguieira	Halt	D		
	Mourisca Vouga	Halt	D		
	Águeda	Station	C	X	
	Oronhe	Halt	D		
	Casal Álvaro	Halt	D		
	Cabanões	Halt	D		
	Travassô	Halt	D		
	Taipa - Requeixo	Halt	D		
	Eirol	Station	D		
	S João Loure	Halt	D		
	Eixo	Station	D		
	Azurva	Halt	D		
	Esgueira	Halt	D		
	Aveiro - Vouga	Station	A		

Annex 7.3.2 D – Provision of commercial nature information

Railway Command	Line / Branch	Station / Stop	Information to the Public									
			Spoken Information				Displayed Information					Obs.
			Local	Remote		Operation Location	Local		Remote		Operation Location	
			Orally	Orally	Autom.		Manual	Autom.	Automatic			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
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			Run.Office						When staffed
		Barroselas	X			Run.Office						When staffed
		Viana do Castelo	X			Run.Office						When staffed
		Caminha	X			Gab.Circ						When staffed
		Valença	X			Run.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	

Railway Command	Line / Branch	Station / Stop	Information to the Public									
			Spoken Information				Displayed Information					
			Local	Remote		Operation Location	Local		Remote		Operation Location	Obs.
			Orally	Orally	Autom.		Manual	Autom.	Automatic			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
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	
		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			Gab.Circ						When staffed
		Marco de Canaveses	X			Gab.Circ						When staffed
		Mosteirô	X			Gab.Circ						When staffed
		Ermida	X			Gab.Circo						When staffed
		Régua	X			Gab.Circ						When staffed
		Pinhão	X			Gab.Circ						When staffed
		Pocinho	X			Gab.Circ						
		Lisboa Santa Apolónia			X	CCO Lisboa				X	CCO Lisboa	
CENTro	Norte Line	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 Pontével			X	CCO Lisboa			X		CCO Lisboa	

Railway Command	Line / Branch	Station / Stop	Information to the Public									
			Spoken Information				Displayed Information					
			Local	Remote		Operation Location	Local		Remote		Operation Location	Obs.
			Orally	Orally	Autom.		Manual	Autom.	Automatic			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
CENTRO	Norte Line	Setil			X	CCO Lisboa			X		CCO Lisboa	
		Santana Cartaxo			X	CCO Lisboa			X		CCO Lisboa	
		Vale de Santarém			X	CCO Lisboa						
		Santarém	X			Telef. Office						
		Entroncamento	X			Signal Office						
		Lamarosa			X	CCO Lisboa			X		CCO Lisboa	
		Paialvo			X	CCO Lisboa						
		Fungalvaz			X	CCO Lisboa						
		Chão 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						
		Litém			X	CCO Lisboa						
		Vermoil			X	CCO Lisboa						
		Pombal			X	CCO Lisboa			X		CCO Lisboa	
		Pelariga			X	CCO Lisboa						
		Simões			X	CCO Lisboa						
		Soure			X	CCO Lisboa						
		Vila Nova de Anços			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			Cab. Sinali						
		Mealhada			X	CCO Porto			X		CCO Porto	
NORTE	Lido Norte	Aguim			X	CCO Porto						
		Curia			X	CCO Porto						
		Mogofores			X	CCO Porto						

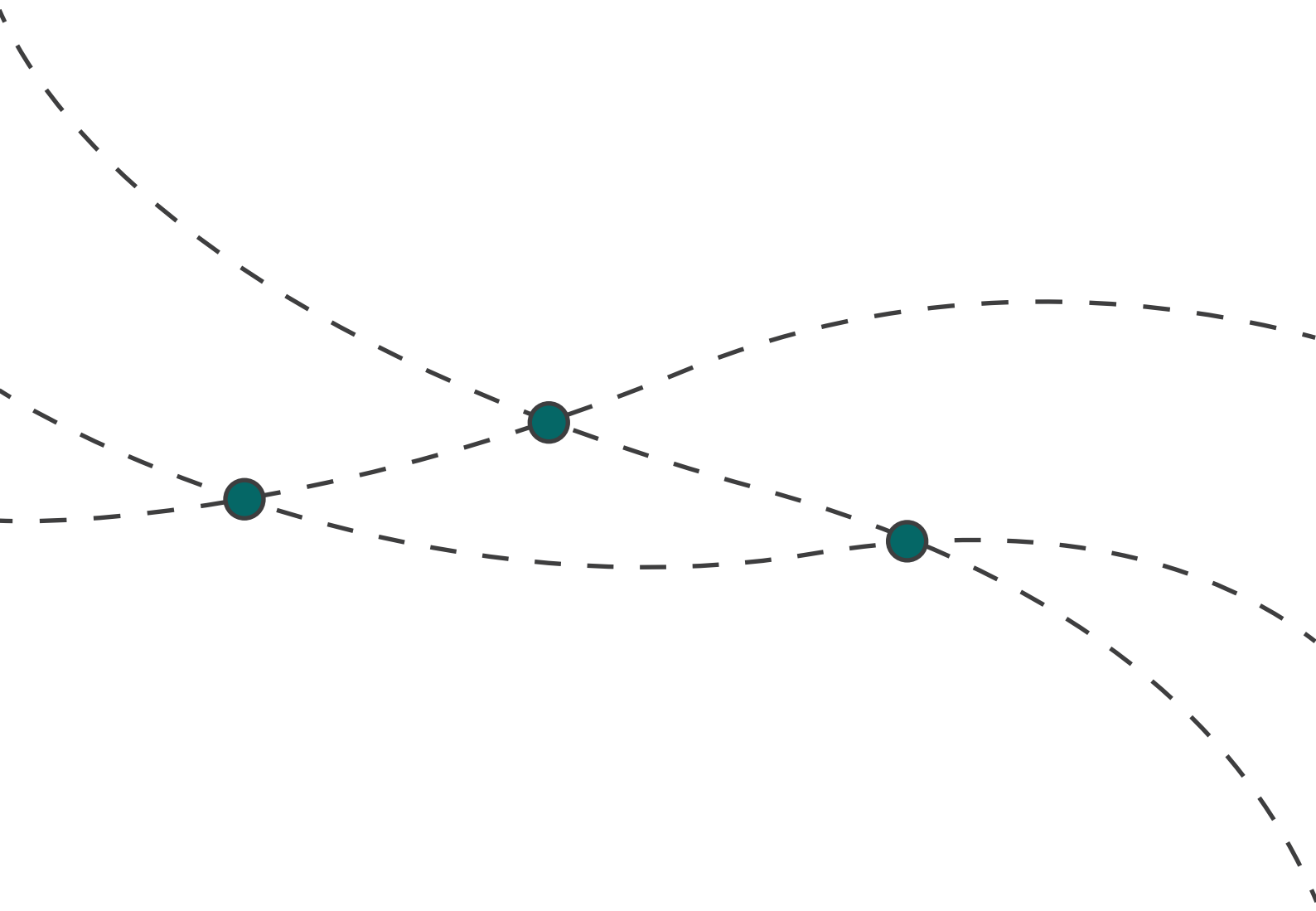
Railway Command	Line / Branch	Station / Stop	Information to the Public									
			Spoken Information				Displayed Information					
			Local	Remote		Operation Location	Local		Remote		Operation Location	Obs.
			Orally	Orally	Autom.		Manual	Autom.	Automatic			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
		Paraimo			X	CCO Porto						
NORTE	Norte Line	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			Gab.Circ						
		Esmoriz	X			Gab.Circ						When staffed
		Espinho								X	CCO Porto	
		Granja	X			Gab.Circ						When staffed
		Gaia	X			Signal Office						
		General Torres			X	CCO Porto			X		CCO Porto	
		Santo Tirso			X	CCO Porto			X		CCO Porto	
	Guimarães Line	Caniços			X	CCO Porto			X		CCO Porto	
		Vila das Aves			X	CCO Porto			X		CCO Porto	
		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	
		Aveiro - Vouga			X	CCO Porto						
	Vouga L.	Luso - Buçaco			X	CCO Lisboa						
CENTRO	Beira Alta Line	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						
		Nelas			X	CCO Lisboa			X		CCO Lisboa	
		Mangualde			X	CCO Lisboa			X		CCO Lisboa	
		ContNorteten ças			X	CCO Lisboa						
		Gouveia			X	CCO Lisboa						

Railway Command	Line / Branch	Station / Stop	Information to the Public									
			Spoken Information				Displayed Information					
			Local	Remote		Operation Location	Local		Remote		Operation Location	Obs.
			Orally	Orally	Autom.		Manual	Autom.	Automatic			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
		Fornos de Algodores			X	CCO Lisboa			X		CCO Lisboa	
CENTRO	Beira Alta Line	Celorico da Beira			X	CCO Lisboa			X		CCO Lisboa	
		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						
		Coimbra			X	CCO Lisboa			X		CCO Lisboa	
	Lousã B.	Verride	X			Gab.Circ						
	Alfarelos B.	Mira Sintra - Meleças			X	CCO Lisboa			X		CCO Lisboa	
	Oeste Line	Mafra	X			Gab.Circ						When staffed
		Malveira	X			Gab.Circ						When staffed
		Dois Portos	X			Gab.Circ						When staffed
		Torres Vedras	X			Gab.Circ						When staffed
		Bombarral	X			Gab.Circ						When staffed
		Caldas da Rainha	X			Gab.Circ						
		Pataias	X			Gab.Circ						When staffed
		Leiria	X			Gab.Circ						When staffed
		Bifurcação de Lares	X			Gab.Circ						When staffed
		Figueira da Foz	X			Gab.Circ						
		Soudos - Vila Nova			X	CCO Lisboa						
	Tomar Branch	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	
		Barquinha			X	CCO Lisboa						
	Beira Baixa Line	Almourol			X	CCO Lisboa						
		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						
		Belver			X	CCO Lisboa						
		Barca da Amieira - Envendos			X	CCO Lisboa						
		Fratel			X	CCO Lisboa						
		Ródão			X	CCO Lisboa			X		CCO Lisboa	
		Sarnadas			X	CCO Lisboa						

Railway Command	Line / Branch	Station / Stop	Information to the Public									
			Spoken Information				Displayed Information					Obs.
			Local	Remote		Operation Location	Local		Remote		Operation Location	
			Orally	Orally	Autom.		Manual	Autom.	Automatic			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
		Castelo Branco			X	CCO Lisboa			X		CCO Lisboa	
CENTRO	Beira Baixa Line	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	
		Alcântara-Terra			X	CCO Lisboa				X	CCO Lisboa	
	Cintura Line	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	
		Cais do Sodré			X	Gab.Circul..		X			Gab.Circul.	Tmb OCC Lx.
	Cascais Line	Oeiras	X			Run. Office when staffed						
		Carcavelos				Run. Office when staffed						
		Cascais			X	Gab.Circul. *		X			Gab.Circul. *	* Tmb OCC Lx.
		Campolide A (Cintura)			X	CCO Lisboa			X		CCO Lisboa	
	Sul Line	Pragal			X	CCO Lisboa			X		CCO Lisboa	

Railway Command	Line / Branch	Station / Stop	Information to the Public									
			Spoken Information				Displayed Information					
			Local	Remote			Local		Remote			
			Orally	Orally	Autom.	Operation Location	Manual	Autom.	Automatic		Operation Location	Obs.
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
SUL		Corroios			X	CCO Lisboa			X		CCO Lisboa	
		Foros de Amora			X	CCO Lisboa			X		CCO Lisboa	
		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						
		Barreiro			X	CCO Lisboa			X		CCO Lisboa	
	Alentejo Line	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			Gab.Circul.						Tmb OCC Set..
		Beja	X			Gab.Circulação						
		Évora		X		CCO Setúbal						
	Évora Line	Lagos		X		CCO Set. (Faro)						
	Algarve Line	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)						

Railway Command	Line / Branch	Station / Stop	Information to the Public									
			Spoken Information				Displayed Information					
			Local	Remote		Operation Location	Local		Remote		Operation Location	Obs.
			Orally	Orally	Autom.		Manual	Autom.	Automatic			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
SUL	Linha do Algarve	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)						



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