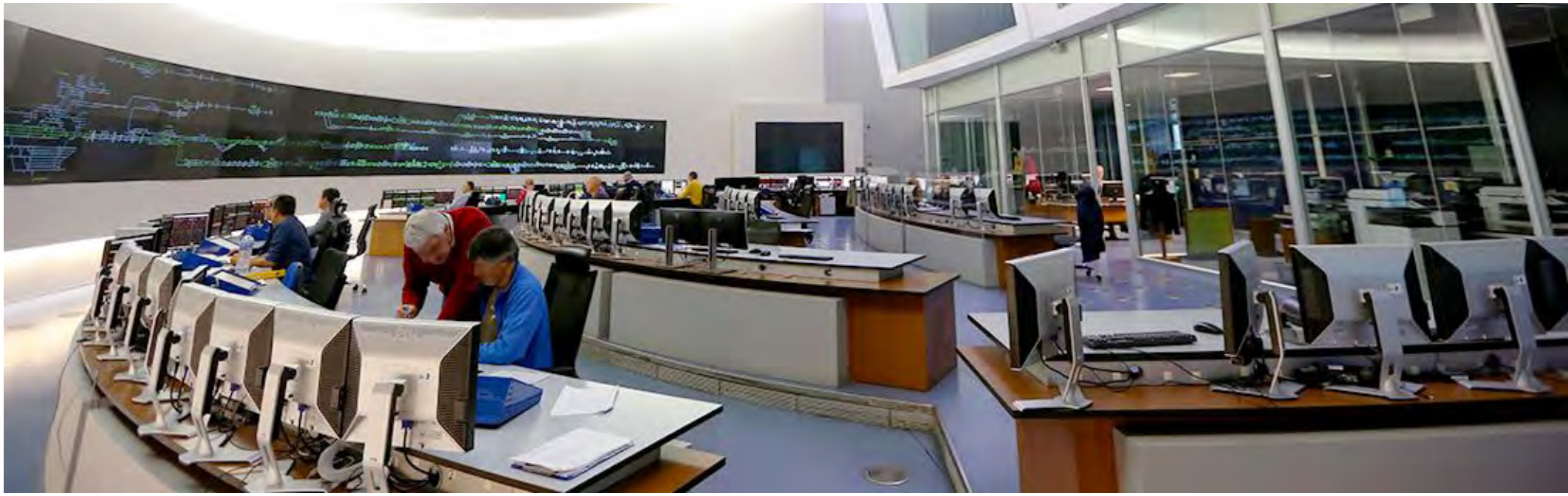
2026 NETWORK STATEMENT

December 2024

Infraestruturas de Portugal

VERSION CONTROL		
VERSION	ALTERATIONS	DATE
2025 Network Statement		2023-12-10
2026 Network Statement Project	Altered points: 1.6; 2.4.4.; 4.1.; 4.5.1; 4.5.2; 4.5.3; 4.7; 5.3; 5.4.5; 5.5.5; 5.7.2; 5.9; 7.3.2.4; 7.3.7.1.4 Altered Annexes: 1.3; 2.1, 2.3.3; 2.3.8; 2.6; 2.3.12; 4.3.2.A; 4.3.2.B; 4.10; 5.2; 5.4.1; 5.4.4; 7.2.A; 7.2.B; 7.3.2.D New Annexes: 4.1.	2024-10-24
2026 Network Statement	Altered points: 2.4.4., 5.9.; 7.3.2.4. Altered Annexes: 4.3.2.A; 7.2.A; 7.2.B	2024-12-15



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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 considered 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.

TERM	DEFINITION
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 n.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.

TERM	DEFINITION
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 each 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 facilities	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	movement of railway vehicles, on a line, or from one line to another, which may be a forward movement or a backward movement. General Instruction no. 4 of the IMT (Portuguese Mobility and Land Transport Institute) technically characterises the service.
Upgrade of the railway infrastructure (modernisation)	means major modification works to the infrastructure which improve its overall performance.

TERM	DEFINITION
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.
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.

GENERAL INFORMATION

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1. GENERAL INFORMATION

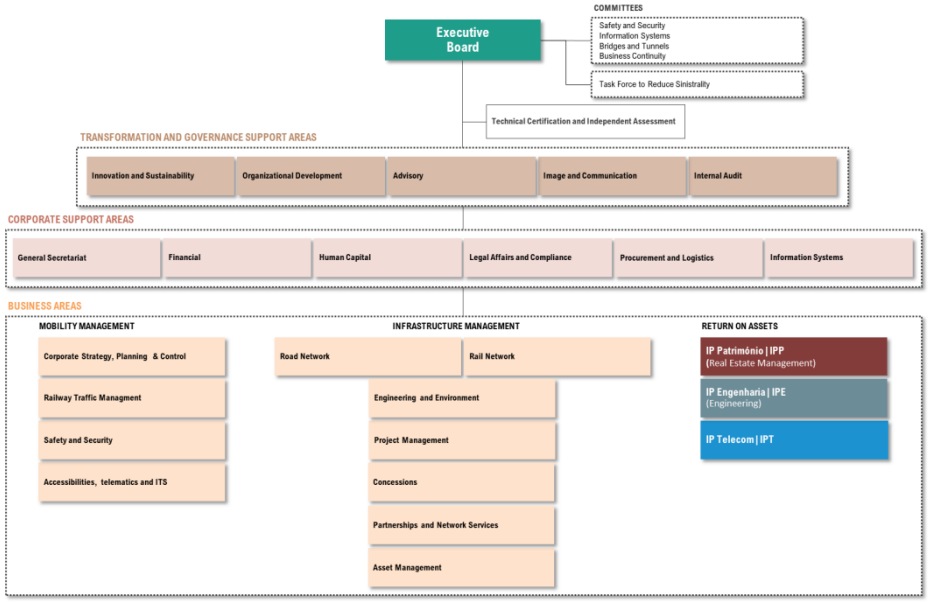
1.1 INTRODUCTION

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 Corporate Strategy, Planning and Control Department, 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, coordinate, 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, amended and republished by Decree-Law 124-A/2018, of 31 December.

1.3 LEGAL ASPECTS

1.3.1 Legal Framework

The main laws in force in Portugal are itemized 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 section 1.3.3.

IP doesn't assume responsibility for the information related to the service facilities not managed by itself.

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 2026 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 program 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 (https://www.amt-autoridade.pt/).

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), based on 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/network-statement).

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 IP, 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 thee 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 2026 Network Statement applies to capacity requests and execution of timetabled transport operations during the 2025 Timetable starting on Sunday 14 December 2025 00h00 and ending on Saturday 12 December 2026 24h00.

The present Network Statement comes into force on Sunday 15 December 2024 at 0h00 am.

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 (https://servicos.infraestruturasdeportugal.pt/pt-pt/parceiros/operacao-ferroviaria/os-nossos-servicos/diretorio-da-rede-ips) 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 Negócio Ferroviário Unidade de Regulação Campus do Pragal, Praça da Portagem 2809-013 ALMADA Portugal diretorio.rede@infraestruturasdeportugal.pt
Performance Scheme	INFRAESTRUTURAS DE PORTUGAL, S.A. Departamento de Negócio Ferroviário Unidade de Regulação Campus do Pragal, Praça da Portagem 2809-013 ALMADA Portugal rmd@infraestruturasdeportugal.pt
Network statement Billing Issues	INFRAESTRUTURAS DE PORTUGAL, S.A. Departamento de Negócio Ferroviário Unidade de Tarifação Ferroviária Campus do Pragal, Praça da Portagem 2809-013 ALMADA Portugal faturacaodr@infraestruturasdeportugal.pt

SUBJECT	CONTACT
Network Statement commercial issues	INFRAESTRUTURAS DE PORTUGAL, S.A. Departamento de Negócio Ferroviário Unidade de Planeamento da Capacidade Campus do Pragal, Praça da Portagem 2809-013 ALMADA Portugal 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 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 1070-117 LISBOA Portugal oss@infraestruturasdeportugal.pt

SUBJECT	CONTACT
Regulatory documents	INFRAESTRUTURAS DE PORTUGAL, S.A. Direção de Circulação Ferroviária Unidade de Regulamentação Edifício IP, Largo da Estação de Campolide 1070-117 LISBOA Portugal ped-ext-reg@infraestruturasdeportugal.pt
C-OSS of *Atlantic Corridor*	ATLANTIC CORRIDOR Administrador de Infraestructuras Ferroviarias (ADIF) D.G. DE CIRCULACIÓN Y GESTIÓN DE CAPACIDAD Subdirección de Servicios de Circulación y Calidad Félix BARTOLOME C/ Agustín de Foxá, 50. Edificio 21. Estación de Chamartín. 28036 Madrid | SPAIN OSS@atlantic-corridor.eu http://www.atlantic-corridor.eu
Authorization for RUs rolling stock	INFRAESTRUTURAS DE PORTUGAL, S.A. Direção de Segurança Departamento de Segurança Rodoviária e Ferroviária Unidade de Segurança Ferroviária Campus do Pragal, Praça da Portagem 2809-013 ALMADA Portugal 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) 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.

On January 1, 2016, with the extension of the Rail Freight Corridor to Mannheim across the France/Germany border at Forbach/Saarbrucken, Germany joined Portugal, Spain and France as a partner of the AEIE - Atlantic Corridor. The new configuration of the Atlantic Corridor also included another connection to the river port of Strasbourg.

The mission of the Atlantic Corridor is based on making the most of the existing railway infrastructure, without additional investment, 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, in order to overcome technical and

operational barriers, promoting interoperability and, consequently fostering greater competitiveness in rail freight transport.

More detailed information is available on the dedicated AEIE Atlantic Corridor website at www.atlantic-corridor.eu including Annual Activity Reports and other studies and work conducted by the consortium.

1.7.1 RailNetEurope and Other International Cooperation

IP is a member of RailNetEurope (RNE), which is an umbrella organization of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs). RNE facilitates international railway business by developing harmonized international business processes in the form of templates, handbooks, and guidelines, as well as IT tools. You can find more information about RNE on: www.rne.eu/

It is also mentioned that the NCI portal (NCI (rne.eu)) which allows advanced search functions for all European Network Statements as well as for Corridor Information Documents, started operating at the beginning of 2022.

Within the scope of the international cooperation in the railway sector, the following organizations, 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, and it is the world's most relevant organization for cooperation between railway companies. The scope of its action is comprehensive, with a strong focus on the technical element, benefiting both Railway Undertakings, public or private, and infrastructure managers, integrated companies and other entities connected to the railway field. UIC currently includes around 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: 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: www.eimrail.org

- PRIME - Platform of Rail Infrastructure Managers in Europe

PRIME is a platform that allows direct interaction between the European Commission's Directorate-General for Mobility and Transport (DG-MOVE) and the railway infrastructure managers, enabling a timely discussion of legislative initiatives and a closer cooperation between railway companies.

The platform was created to promote cooperation in key areas for the development of a safe, sustainable, high-performing and value-added European rail network.

PRIME member companies are invited to discuss the major challenges for the management of railway infrastructure in Europe, namely infrastructure financing, 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. 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 solution

2 INFRASTRUCTURE

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	5,382

* These connections are part of the Atlantic Corridor, whose information can be checked at 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 provides 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 in operation.

Authorization 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 kinetic profiles PTb, the PTb+, the PTc and that of the Cascais Line, as stated in standard EN 1527-3.

2.3.5 Weight Limits

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

2.3.6 Line Gradients

Characteristics Ramps

The figures of the characteristic ramps stated in Annex 2.3.6 A and Annex 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 2026 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 2025 Timetable. The TVM can be found on the IP website, through the eViriato app (https://eviriato.refer.pt/eviriato/).

2.3.8 Maximum Train Lengths

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

2.3.11 Traffic 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 OCC's in operation.

2.3.12 Communication Systems

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

2.3.13 Train Control Systems

The system for controlling the speed of trains, named CONVEL, is installed in the railway network, with the ETCS system (level 2) entering service in 2025. In Annex 2.3.13 shows the map with the respective deployment.

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

2.4 TRAFFIC RESTRICTIONS

2.4.1 Specialized Infrastructure

No part of the rail network managed by IP is classified as "specialized 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, rectified by Rectification Declaration No. 18/2007, of March 16. 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, with changes introduced by the Implementing Regulation (EU) no. 2019/774 of the Commission, of 16 May 2019, and by the Implementing Regulation (EU) no. 2023/1694, of 10 August 2023, on the Technical Specification for Interoperability for the subsystem "rolling stock-noise" (TSI Noise) of the Union's railway system.

2.4.3 Dangerous Goods

The transport of dangerous goods is governed by Decree-Law no. 99/2021, from November 17th, which transposes the international regulations in force, within the scope of the transport of dangerous goods (RID).

ICET 296 establishes the conditions for the transport of dangerous goods trains.

2.4.4 Tunnel Restrictions

Tunnel restrictions are listed in ICET 296.

2.4.5 Bridge Restrictions

Bridge restrictions are listed in IET 51.

2.4.6 Long Bar Rail Transportation

Restrictions on the transport of long bar rails are established in IET51.

2.5 AVAILABILITY OF THE INFRASTRUCTURE

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

2.6 INFRASTRUCTURE DEVELOPMENT

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

3 ACCESS CONDITIONS

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 of 23 October 2007;
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, under fair, non-discriminatory and transparent conditions, to operate any type of freight or 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 Decree-Law No. 217/2015 as amended and republished by Decree-Law No. 124-A/2018 transposing Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 (amending Directive 2012/34/EU).

AMT may limit the right of access to national railway infrastructure for the operation of new rail passenger transport services between a given place of departure and a given place of destination if they are the subject of one or more public rail transport service contracts and the exercise of this right could jeopardise the economic balance of such contracts. Such a limitation requires an economic equilibrium test to be carried out, under the terms and conditions laid down in the applicable legislation.

The above-mentioned rights depend on the signing of an agreement with IP, as referred to in section 3.3.2 bellow.

3.2.3 Licences

Portuguese companies that operate or wish to operate rail transport services must hold an access licence issued by the IMT or by a licensing authority in another European Union member state.

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 licensing authorities of 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 must hold a Single Safety Certificate.

It is the responsibility of IMT, as the National Railway Safety Authority, to issue the safety authorizations, 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, amended by Commission Delegated Regulation (EU) 2020/782 of 12 June 2020, which sets out the common safety methods relating to the requirements of the company safety management system necessary to obtain a railway safety certificate. Commission Implementing Regulation (EU) 2018/763 of 9 April sets out the procedures for issuing Safety Certificates to Undertakings providing rail transport services.

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 adequate insurance protection, either under the legally required terms, or depending on the risk to be covered, and in the circumstances in which this is justified.

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 protections to which Railway Companies are legally obligated are:

- General Civil Liability Insurance associated with the activity to be performed, for damages and/or losses, material and non-material, consequential damages and loss of profits, caused to IP's own assets and/or to assets in the public domain under its jurisdiction, and to its agents, road operators, railway operators (other than the Railway Company itself) and third parties in general, with the policy presenting a minimum coverage capital of €10 000 000.00 (ten million euros), under the terms pursuant to article 22, Decree-Law No. 217/2015, of October 7, in its updated text. Railway Companies must present a draught of the policy to be underwritten, the content of which clearly demonstrates compliance with the provisions of article 22 in that legal document, as well as the adequacy between the geographic scope of the policy and that in which activity is performed;
- Environmental Civil Liability Insurance, this coverage can be included in their General Civil Liability Insurance policy, which allows compliance with article 22(1)(2), Decree-Law no. 147/2008, of 29 July, in its updated text, herein including, namely, but not exclusively, the transportation of dangerous goods

The insurance protections to which Railway Companies are obligated, when circumstances so justify, are:

- Professional Civil Liability Insurance, in cases where this is justified, which guarantees damages and/or losses resulting from errors and/or omissions arising from their activity, and this insurance capital must be adjusted to the greater liability in which the Railway Company is subject;
- Multi-risk type Property Insurance, relating to the building that may be transferred to the Railway Company, for use within the scope of its activity, which guarantees the risks inherent to it, resulting from that activity or from fortuitous cases or force majeure, with mandatory coverage for Fire, Natural Elements and Seismic Risks, and its capital must be adjusted to the value of the properties to be insured.

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.

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 in its articles 3, sub-paragraph a), 38 and 42.

The framework agreement, which is rendered in writing, specifies the infrastructure capacity characteristics requested by the applicant and will be prepared in such a way as to meet the applicant's legitimate business needs.

The IP, as a rule, does not allocate more than 70% of the maximum capacity in two-hour control periods, under a Framework Agreement.

A Framework Agreement has a duration of five years, renewable for equal periods, without prejudice to the infrastructure manager being able to accept a longer or shorter period. A Framework Agreement with a duration of more than five years must be justified by the existence of commercial contracts or specific investments or risks.

The framework agreement may not prevent the use of the railway infrastructure by other applicants or by other services.

The framework agreement may be amended or limited in order to allow for better use of the railway infrastructure and may include penalties to be applied in the event of amendment or termination of the agreement.

Framework Agreements are subject to prior approval by the AMT, after consulting the Competition Authority.

Annex 3.3.1 provides the Model Framework Agreement.

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 No RUs 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 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 section 5.6.3, in the following situations:

a) Whenever it has been decided to cancel train paths already assigned for IP, before the formal identification of the Railway Undertaking;
b) 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, amended by Commission Implementing Regulation (EU) 2020/781 of 12 June 2020 and Decree-Law No. 91/2020 of 20 October.

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 recognised by IMT. The national technical rules, associated to the compatibility of rolling stock with the railway infrastructure, are listed in IP's standard GR.IT.GER.009.

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, amended by Decree-Law n. 138/2015;
- 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).

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 214/2020.

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 mean substances and articles the transport of which is forbidden according to RID (Regulation concerning the International Carriage of Dangerous Goods by Rail) or only authorized 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 section 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) 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 517/2018, of 15th March (published in the Diário da República, 2nd Series, n. 78/2018 on 20th April, describes the requirements that Safety Advisor training companies, courses, examinations and certification must comply with.

The crew of trains carrying dangerous goods must be trained, with documentary evidence, to meet the requirements of the RID.

3.4.5 Test Trains and Other Special Trains

Special runnings destined for rolling stock testing are subject to the issue of a Traffic Special Authorization by IP, in case the operational, regulatory, or technical conditions are not obeyed.

In the event that the RU needs to conduct another test, equal to a document already issued by the IM for locomotives of the same series, in which the technical and operational conditions are the same, the establishing of a new document is dismissed. However, when requesting the test from the IM, the RU must state that it is conducted under conditions defined in the specific document already issued for this purpose (RGS I, paragraph 37.2.1).

For new or upgraded rolling stock it applies as described in Section "4.7 Line Tests" of the IMT Implementation Guide regarding “Authorization for placing vehicles on the market” .

4

CAPACITY ALLOCATION

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.

In addition to detailing the specific capacity allocation rules, Annex 4.1. presents the average occupancy level of IP's main lines, reported as of December 31, 2023.

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 significant to the service, train stopping patterns 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 on https://eviriato.refer.pt/eviriato/.

For international passengers or freight train paths, including the Atlantic Corridor related, the requests should also 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 optimizes the coordination of the international requests, ensuring that the respective applications and offers are standardized 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

Event	Day
Christmas Day	25-Dec-2025
New Year's Day	01-Jan-2026
Carnival	17-Feb-2026
Holly Friday	03-Apr-2026
Easter Day	05-Apr-2026
Liberdade Day	25-Apr-2026
Labour Day	1-May-2026

Event	Day
Corpo de Deus Day	4-Jun-2026
Portugal's Day	10-Jun-2026
Assunção de Nossa Senhora Day	15-Aug-2026
Republic Implementation Day	5-Oct-2026
All Soul's Day	1-Nov-2026
Independence Restoration Day	1-Dec-2026
Imaculada Conceição Day	8-Dec-2026

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.

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 this case, Applicants shall be entitled to compensation under the terms outlined below.

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, limited to the maximum available capacity of the remaining infrastructure
- On multiple-track lines with one or more tracks being closed, traffic can continue on remaining lines, limited to the maximum available capacity of the remaining infrastructure.

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 minimize incompatibilities amongst applicant requests.
b) b) IP will notify the schedule of the Blue Zones.

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 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.

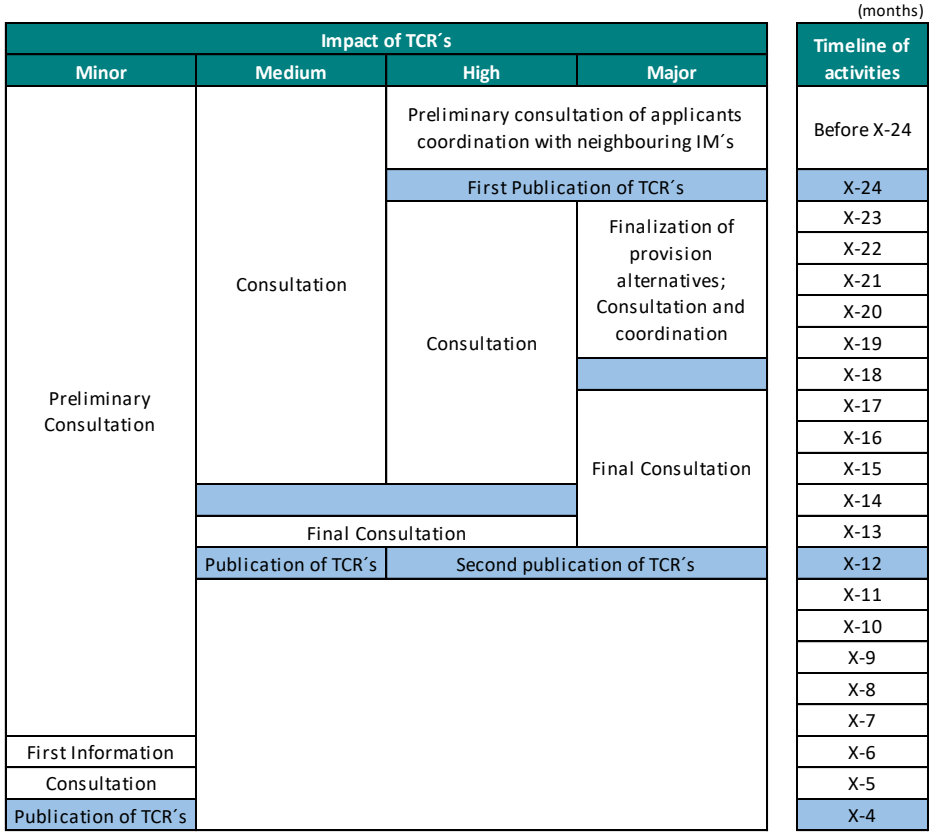
4.3.2 Deadlines and Information provided to Applicants

The reduction of capacity availability, outside the blue zones, may result from track prohibition for execution of maintenance, renovation and modernization 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 (paths 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:



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 4.3.2 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

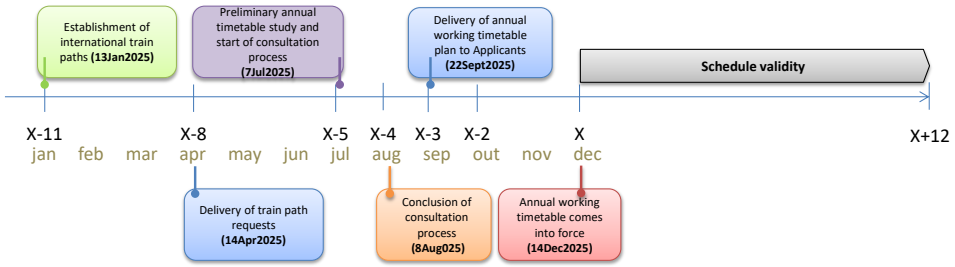
IP does not have framework agreements.

4.5 PATH ALLOCATION PROCESS

4.5.1 Annual Timetable Path Requests

The 2026 working timetable runs from 0h00 on 14 December 2025 to 24h00 on 12 December 2026.

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.	13-Jan-2025
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.	14-Apr-2025
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.	07-Jul-2025

ENTITY	STAGE	DEADLINE
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.	08-Aug-2025
IP	Delivery of annual working timetable plan to Applicants	22-Sep-2025
IP and Applicants	Annual working timetable comes into force	14-Dec-2025

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

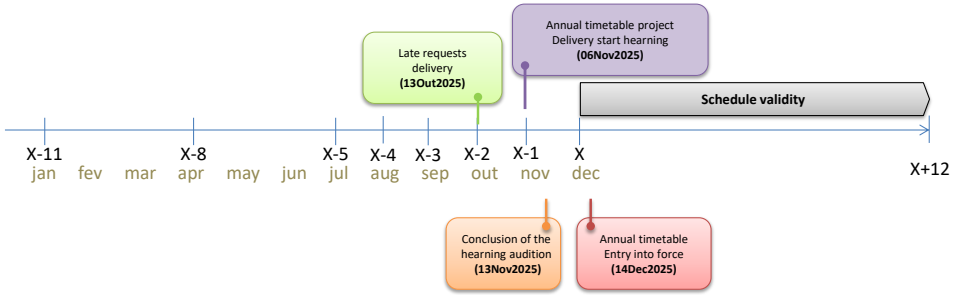
The obligation for IP to man any station that has been eclipsed only exists when the RUs request is soundly based.

4.5.2 Late Annual Timetable Path Requests

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, applying the "first come – first served" principle, although with a lower level of priority 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.	13-Oct-2025
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.	06-Nov-2025
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.	13-Nov-2025
IP and Applicants	Working timetable comes into force	14-Dec-2025

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

The requests received from 14 October 2025 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, applying the "first come – first served" principle.

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 10 cadenced train paths or 5 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 affects 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 an 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

To deal with unforeseen and uncontrollable situations having reduced impact on the working timetable, Applicants can present new train path requests, applying the "first come – first served" priority principle.

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, applying the "first come – first served" priority principle.

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 optimization 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 maximizing 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.

In situations where incompatibilities remain, they will be resolved by IP based on the following factors presented in a hierarchical manner (except in the case

of a congested infrastructure section, where the provisions of section 4.6 below apply):

- Services subject to public service obligations and services of greater importance to the community and of general economic interest, particularly international freight services;
- Overall impact on the timetable structure;
- Optimization of capacity utilization, namely in terms of quality;
- Priority rules to be applied in congested areas (2nd and 3rd selection level);
- Number of identical paths used;
- Companies that have reached, in the prior year, a higher usage level of train paths;
- Date of request submission.

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.

Once the consultation process is over, IP publishes the final version of the Annual Timetable, without prejudice to the possible need for adjustments due to the presentation of complaints, in the terms of point 4.5.5 of the Network Statement.

4.5.5 Dispute Resolution Process

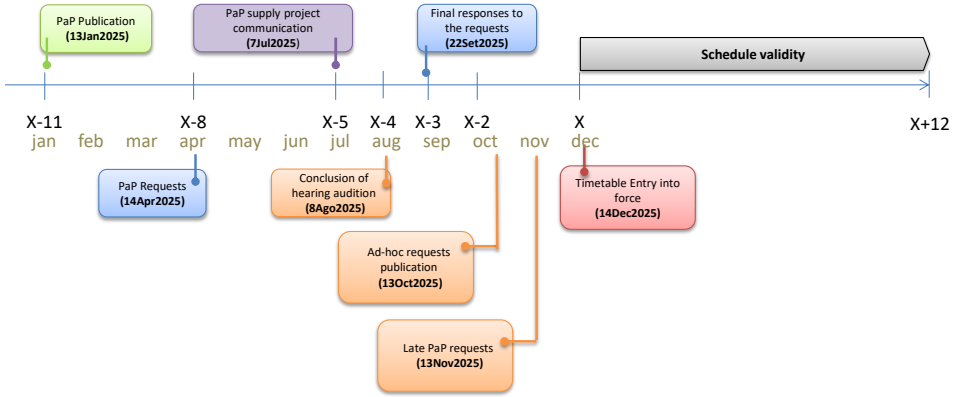
After the final allocation of capacity by IP, Applicants may, within 5 working days, submit to IP a duly substantiated complaint concerning the allocated train paths.

IP may send a reasoned reply to the Applicant within 10 working days, either maintaining the allocation of the Timetable or accepting all or part of the requests submitted, in which latter case all other Applicants affected will be notified.

4.5.6 Requests concerning the *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	13-Jan-2025
Applicants	Train path requests	14-Apr-2025
C-OSS	Report of the path supply project	07-Jul-2025

ENTITY	STAGE	DEADLINE*
Applicants	Conclusion of consultation process	08-Aug-2025
C-OSS	Report of final answers	22-Sep-2025
Applicants	Publication of capacity reserve	13-Oct-2025
C-OSS	Late Path requests	13-Nov-2025
C-OSS and Applicants	Working timetable comes into force	14-Dec-2025

4.6 CONGESTED INFRASTRUCTURE

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

DAYS	TIME	SUB1	SUB2	LC	OSP	MI	MN	MV	OTHERS
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.

RETROCESSION OF TRAIN PATHS

IP may require the retrocession of train paths which, for at least 30 consecutive days, have been used less than the threshold quota of 50% for the assigned capacity, unless this has been caused by non-economic reasons beyond the control of the applicants.

CAPACITY ANALYSIS/CAPACITY REINFORCEMENT PLAN

If a part of the infrastructure has been declared congested, IP will carry out a capacity analysis, unless a capacity reinforcement plan is already in place.

The capacity analysis will identify the causes of congestion that prevent capacity requests from being adequately met and the measures that can be adopted in the short and medium term to alleviate them. This capacity analysis shall consider the infrastructure, the operating procedures, the nature of the different services operated and the impact of all these factors on infrastructure capacity, and the measures to be considered shall include, in particular, changes to the path, rescheduling of service times, speed changes and infrastructure improvements.

The capacity analysis must be completed within six months of the infrastructure being identified as congested. Six months after the conclusion of a capacity analysis, IP will present a capacity-enhancement plan, which is subject to prior approval by the IMT.

4.7 EXCEPCIONAL TRANSPORT AND DANGEREOUS 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.

ICET 296 establishes the conditions for exceptional transport of dangerous goods trains.

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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 formalization 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 section 4.3 of the present Network Statement.

4.8.3 Non-Usage Rules

A path requested by an RU is not used, it will have to pay the penalty as described in section 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)

RailNet Europe (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA) are developing a project called TTR with the aim of harmonizing and improving the timetabling system and thus improving the competitiveness of rail.

TTR consists of better planning of the distribution of infrastructure capacity, including temporary capacity constraints, and the introduction of new capacity allocation processes.

The objective of TTR is to better serve market needs and lead to an optimal use of existing capacity. For passenger traffic it will mean earlier availability of ticket purchases. For freight traffic it will allow capacity to be requested at shorter notice and consequently greater flexibility in meeting market needs.

Detailed information on the project can be found on ttr.rne.eu and in http://www.forumtraineurope.eu/services/ttr/.

TTR is planned to be partially implemented from 2025 provided that it is supported by the European and national legal framework.

4.10 CAPACITY ALLOCATION PRINCIPLES FOR THE RFCS

The set of 11 Rail Freight Corridors have agreed on a common description of the Capacity Allocation Principles, which is provided in Annex 4.10.

5 SERVICES AND CHARGES

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 and the services provided therein, 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:

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

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, 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 on 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 2026, are those indicated in the table below:

SCHEDULES	LINES	PASSENGERS												FREIGHT		EMPTY RUNS	
		URBAN		REGIONAL		REGULAR LONG DISTANCE		HIGH QUALITY LONG DISTANCE		INTERNATIONAL		SPECIAL					
		E	NE	E	NE	E	NE	E	NE	E	NE	E	NE	E	NE	E	NE
PEAK	A	3,08	2,77	2,46	2,22	3,08	2,77	3,20	2,88	2,46	2,22	3,08	2,77	2,16	1,95	2,16	1,95
	B	2,77	2,49	2,21	1,99	2,77	2,49	2,88	2,59	2,21	1,99	2,77	2,49	1,95	1,75	1,95	1,75
	C	2,61	2,35	2,09	1,88	2,61	2,35	2,72	2,45	2,09	1,88	2,61	2,35	1,84	1,65	1,84	1,65
REGULAR	A	3,08	2,77	2,46	2,22	3,08	2,77	3,20	2,88	2,46	2,22	3,08	2,77	2,16	1,95	2,16	1,95
	B	2,77	2,49	2,21	1,99	2,77	2,49	2,88	2,59	2,21	1,99	2,77	2,49	1,95	1,75	1,95	1,75
	C	2,61	2,35	2,09	1,88	2,61	2,35	2,72	2,45	2,09	1,88	2,61	2,35	1,84	1,65	1,84	1,65
LOW	A	2,61	2,35	2,09	1,88	2,61	2,35	2,72	2,45	2,09	1,88	2,61	2,35	1,84	1,65	1,84	1,65
	B	2,35	2,12	1,88	1,70	2,35	2,12	2,45	2,20	1,88	1,70	2,35	2,12	1,65	1,49	1,65	1,49
	C	2,22	2,00	1,78	1,60	2,22	2,00	2,31	2,08	1,78	1,60	2,22	2,00	1,56	1,41	1,56	1,41

€/CK
Legend:
E – Electric.
NE – Non electric.

CATEGORY	LINES
A	Minho Line, Guimarães Line, Norte Line, Cintura Line, Cascais Line, Sintra Line, Sul Line, Braga Branch, Alfarelos Branch, Tomar Branch, Variante de Alcácer, Concordância de Sete Rios, Concordância de Bombel and Concordância de Agualva.
B	Douro Line, Beira Alta Line, Beira Baixa Line, Vendas Novas Line, Oeste Line, Alentejo Line, Sines Line, Algarve Line, Louriçal Branch, Concordância de Xabregas, Concordância de Verride, Concordância Norte do Setil and Concordância do Poceirão.
C	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, whether original requests or request amendments, 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 CHARGE	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 ADDITIONAL 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 section 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 manpower 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	SHUNTING TYPE
Short duration	Up to 30 inclusive	6,77 €
Long duration	More than 30	30,57 €

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

The parking of rolling stock should preferably take place outside lines of circulation, where the routes related to the minimum access package are made, dependent upon the existing availability at any given time.

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:

$$Te = 0{,}0338 \times \mathrm{M}$$

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.

If the rolling stock is parked by a Railway Undertaking and another Railway Undertaking collects it, the respective registration and invoicing are assigned to the first company.

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 Telecommunications 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:

a) 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;
b) SMS messaging service;
c) GPRS/EDGE data transmission service;
d) 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.

This service exclusively comprises the supply of labour for operational activities for which the Railway Companies are responsible, except for train preparation services.

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

NATURE OF THE SERVICE	TARIFF / PROVISION (€)
Water supply	9,32 €
Diesel supply	8,01 €
Commercial treatment of freights	10,81 €
Weighing	12,65 €
Other activities	18,67 €

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 to 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 authorization 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 act as a Designated Body within the scope of assessing compliance with national regulations, for the purposes of circulation authorisation processes on the National Railway Network.

The billing for these services will depend on the human resources mobilised, considering the professional categories indicated in Annex 5.4.4.

5.6 FINANCIAL PENALTIES AND INCENTIVES

5.6.1 Penalties for Path Modification

In the event of modification of the train path already allocated, by decision of the Applicant, IP will apply the tariffs associated to the Ad-Hoc requests for capacity.

5.6.2 Penalties for Path Alteration

In case of a change of the train path already allocated by IP, an alternative solution will be prioritised 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 realization 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 supressed does not count;
- the day on which the cancellation is requested counts;
- the hour of the requested path does not affect the day count.

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, is applied only in the first 30 consecutive days, , starting from the date of the first day of suppression (inclusive).

VAT will be added to these values.

5.6.4 Penalties for Path Cancellation

Cancellation situations are already covered by the valuation of requested and unused capacity.

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:

a) Origin of train with time at origin criterion;
b) 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.

To determine the delays attributed to each company at the monitoring points, the following two formulas apply, depending on whether there is an increase or reduction in delay values in relation to the previous point:

$$Delay_{pm} \geq Delay_{pma} \quad \text{then} \quad Delay_{i,pm} = \left(Delay_{i,pma} + Delay_{i,pm}\right)$$

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

Where:

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

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

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

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

Delay increment$_{i,pm}$ corresponds to the added delay occurred at the pm Monitoring Point on account of the Company'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 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 2026 are:

- 11,50 € for suburban passenger trains;
- 7,00 € for medium and long-haul 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 invoicing value corresponds to the sum of all RUs financially covered by PR.

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, published in the Annual Report;
2. At the first CORMED meeting of the year (March of year N), IP presents the Annual Report as well as the balance calculated. With the approval of Minutes from this meeting, the amounts subject to invoicing are approved;
3. 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;
4. In case of companies with a positive annual balance, they issue a debit note to IP 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;
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;
7. All values relating to the Performance Scheme are not subject to VAT.

PR REPORT

IP will submit the following reports:

1. On a monthly basis (until the last working day of the following month), information concerning delayed running and respective financial accounting;
2. On a quarterly basis (until the last working day of the month following the close of quarter), a performance report containing highly detailed analyses on the reasons behind the delay;

3. On an annual basis (until the last working day of January of the following year), a final report containing:
    a. a summary of the interim reports;
    b. final figures to be billed;
    c. remaining amount in the PR Fund;
    d. recommendations on improving performance (in coordination with CORMED).

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 amounts corresponding to services in 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 the case of late payments for the services in the minimum access package and penalties for non-usage, IP will apply default interest calculated in accordance with Decree-Law no. 73/99, as amended by Decree-Law no. 32/2012, at the rates in force on the date of the default, which are published annually by notice from the Treasury and Public Debt Management Agency - IGCP, E.P.E.

For late payments for additional and ancillary services and for services provided at service facilities, IP will apply commercial default interest calculated in accordance with Decree-Law no. 62/2013, at the rates in force on the date of default, which are published semi-annually by notice of the Directorate-General of Treasury and Finance.

In the case of delays in payments that IP has to make to Railway Companies, within the scope of the Network Directory, late payment interest may be applied at the legal rate in force.

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. 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 Regulation.
- 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 4, ICET 104 e ICET 204.

6.3.3 Disturbances

In case of disturbance of railway traffic because of technical failure or accident, IP, in compliance with Article 54 "Special measures in case of disruption" of Decree-Law 217/2015, 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

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 minimize 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

IP's railway operation uses various applications and information systems, which are one of the pillars of its activity. In the context of the rail-transport digitalisation, several tools are made available to Railway Companies that allow them to obtain information on trains and perform effective monitoring to support the rail transport business.

6.4.1 Telematics Interfaces for the Transportation of Freight and Passengers (TAF/TAP-TSI)

Within the scope of Directive 2008/57/EC on the interoperability of the European rail system, IP provides interface telematics, via a single access point, in accordance with and in compliance with the following regulations and their additions:

- **TAF-TSI** – Commission Regulation (EU) No. 1305/2014 on the technical specification of interoperability for the "telematics applications for freight services" subsystem
- **TAP-TSI** - Commission Regulation (EU) No. 454/2011 on the technical specification of interoperability for the "telematics applications for passenger services" subsystem

Access to the single access point is made through the RNE-CCS (Common Components System) software or compatible software, complying with the specifications for "Common Components". The Railway Company's access point is its responsibility and support for the inter-connective software must be provided by the respective supplier (RNE or other).

IP will need to be requested to interconnect its access point to the Railway Company's access point, submitting the respective parameters for this purpose. IP will provide the necessary technical clarifications and the parameters for inter-connectivity to its access point.

6.4.1.1 IP information services for Railway Companies

IP provides the following information through standardised messages in accordance with regulations:

- **TrainRunningForecastMessage** – Forecast of train arrival movements in disturbed circulation
- **TrainRunningInformationMessage** – Online notification of train movements
- **TrainRunningInterruptionMessage** – Notification of train running interruption after starting
- **TrainDelayCauseMessage** – Notification of causes for delay at locations
- **PathDetailsMessage** – Timetable of a published train (calendar version for published trains and daily version at the start of each run)
- **PathSectionNotificationMessage** (sector message) – Notification of a train's partial or total suppression (cancellation at run time)

6.4.1.2 Information services from Railway Companies to IP

Railway Companies must make available to IP, through standardised messages in accordance with regulations, the following information:

- **TrainCompositionMessage** – Formation of freight train (in the incorporation phase and during implementation)
- **TrainReadyMessage** - Notification that the train is/will be in immediate condition to access the network, before starting its run.

These messages must be made available in a timely manner and comply with the technical requirements established at the time of their implementation.

The messages sent by the Railway Companies shall include the reference identifier to the train transport service **(TR)** in accordance with the Regulation specifications, as well as the reference to the corresponding published timetable identifier **(PA)**.

6.4.2 European Traffic Information System (RNE TIS)

TIS is the application that allows the easy visualisation, via the internet and in real time, of international freight trains along their route.

All the relevant data is obtained by the IP system, as well as all the information from the different Infrastructure Managers belonging to an international train, from its origin until its final destination, so that a train can be monitored.

Railway Companies and Terminal Operators can also have access to TIS and can join the RNE TIS Advisory Board. All members of this Council will have access to all TIS data for their trains, otherwise agreements will be required.

Access to TIS by Railway Companies is free and can be requested via RNE TIS Support.

More information available at: http://tis.rne.eu.

7

SERVICE FACILITIES

7. SERVICE 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.

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.

In addition, service facility managers have the "Rail Facilities Portal" available for publishing information about their service facilities (the portal can be found at: https://railfacilitiesportal.eu/.

7.2 SERVICE FACILITIES OVERVIEW

Annex 7.2.A and Annex 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 contains relevant information on the characteristics of circulation lines and boarding platforms at stations and stops.

Additional information about these stations and stops is available at https://railfacilitiesportal.eu/ .

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	0,91
B	0,64
C	0,30
D*	0,07*

* 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/HALT TYPE	MONTHLY TARIFFS / M2 (€)
A	2,82
B	2,01
C	1,13
D	0,29

VAT will be added to these values.

c) 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 value associated with the type of labour most frequently applied, according to Annex 5.4.4.

The applied tariff to each request of service provision is 24,45 €, to which applies the VAT. Request means all and any submissions that involves the introduction of a new message, a message 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 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 at a given station, which will be charged accordingly to the value associated with the most frequently applied type of labour, as per Annex 5.4.4.

The applied tariff to each request of announcement service provision is 0,92 €, 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 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 Terminal of Bobadela 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

7.3.7.1 Turntables and Water Supply

7.3.7.1.1 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.

7.3.7.1.2 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.

7.3.7.1.3 Description Turntables and Water Supply

The details of the operational activities associated with this service constitutes an integral part of the regulatory documents, Regula Station Table – Paragraph 6.4 of Part 5 of Annex 3 to IS 2 and Tua Station Turntable – Point 7 of Part 3 of Annex 4 to IS 2, which specify the tasks and procedures related to their use.

7.3.7.1.4 Tariffs

The unit value for utilization of the historical train specific equipment is 40,31€ per train, plus tax added value.

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

7.3.7.1.5 Access Conditions

The right of access is limited to RUs.

7.3.7.1.6 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).

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

Under the terms of article 54 of Decree-Law 217/2015, as amended by Decree-Law 124-A/2018, in the event of disturbances to railway circulation resulting from technical failures or accidents, IP will take all necessary measures to ensure the re-establishment of the normal situation.

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 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.

For the purposes of paying this compensation, the same conditions apply as those set out in section 5.9 of the Network Statement.

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 section 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 provision of railway assistance is made available to Railway Companies, Contractors and Railway Facility Operators.

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.

2026 NETWORK STATEMENT

ANNEXES

Infraestruturas de Portugal

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. Last amendment introduced by Decree-Law 85/2020 of 13 October.

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, 18th December.

Decree-Law No. 9/2007, of 17 January, which approves the General Noise Regulation - ELI (European Legislation Identifier): https://data.dre.pt/eli/dec-lei/9/2007/01/17/p/dre/pt/html, with the rectifications introduced by the Rectification Declaration No. 18/2007, of 16 March – ELI: https://data.dre.pt/eli/declrectif/18/2007/03/16/p/dre/pt/html.

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 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.

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.

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

Regulation (EU) 1299/2014 of the Commission of November 18, 2014, on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union.

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.

Commission implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants for railway infrastructure capacity and repealing Regulation (EU) No 870/2014.

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, amended by Delegated Regulation (EU) 2020/782 of the Commission, of June 12, 2020, which 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) 2018/545, of 4 April 2018, amended by Delegated Regulation (EU) 2020/781 of the Commission, of June 12, 2020, which establishes detailed rules for the authorisation of railway vehicles and for the railway vehicle-type authorisation process pursuant to Directive (EU) 2016/797 from the European Parliament and the Council.

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

Deliberation No. 517/2018, of 15 March, D.R. (II series) of 20 April: - Establishes the conditions for the certification of training entities and for the approval of training courses for safety advisors and drivers of dangerous goods vehicles, as well as the other requirements to be observed in that training.

Commission Implementing Regulation (EU) 2018/1795 of 20 November 2018 establishing the procedure and criteria for applying the economic balance test provided for in Article 11 of Directive 2012/34/EU of the European Parliament and of the Council.

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. Amends and republishes DL 217/2015.

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. - ELI: http://data.europa.eu/eli/reg_impl/2019/774/oj.

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 (https://dre.pt/dre/detalhe/portaria/213-2020-142124831).

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 and Commission Delegated Regulation (EU) 2022/1036 of 29 June 2022 extending the period of application until 31.12.2022.

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.

Regulation (EU) 2021/782 from the European Parliament and Council, of 29 April 2021 on rail passenger rights and obligations (reformulated) (Text relevant for EEA purposes).

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).

Commission Implementing Regulation (EU) 2021/1903 of 29 October 2021 amending Implementing Regulation (EU) 2018/764 on the fees and charges payable to the European Union Agency for Railways and the conditions for their payment.

Decree-Law No. 99/2021, of 17 November, which amends the legal regime on the land transport of dangerous goods, transposing into national law the Commission Delegated Directive (EU) 2020/1833, of 2 October 2020.

Deliberation no. 166/2022, of 9 February - Update of Deliberation no. 454/2019, of 25 February, as a result of changes arising from EU legislation. The purpose of this deliberation is to proceed with the first amendment to Deliberation No. 454/2019, of 25.02, published in the DR of 23.04.2019, which proceeded to define the requirements for access to the activity and exercise of the activity of provision of rail passenger transport services carried out exclusively for tourism or historical purposes, and to companies that carry out only passenger transport services on local and regional autonomous railway infrastructure.

Council Decision (EU) 2022/675 of 11 April 2022 establishing the position to be adopted, on behalf of the European Union, at the 57th session of the Committee of Experts on the Transport of Dangerous Goods of the Intergovernmental Organization for International Carriage by Rail with regard to certain amendments to Appendix C to the Convention concerning International Carriage by Rail.

Decree-Law no. 24/2022, of 4 March: It assigns to APDL - Administração dos Portos do Douro, Leixões e Viana do Castelo, S. A., the responsibilities of managing railway infrastructure in relation to the Guarda railway terminal.

Decree-Law No. 55/2022, of 17 August: Assigns to APDL - Administração dos Portos do Douro, Leixões e Viana do Castelo, S. A., the authority as manager of railway infrastructure in relation to the Leixões railway freight terminal.

COMMISSION Implementing Regulation (EU) 2023/1693, of 10 August 2023, which amends Implementing Regulation (EU) 2019/773 on the technical specification of interoperability for the European Union railway system's "operational and traffic management" subsystem.

Commission Implementing Regulation (EU) No. 2023/1694, of 10 August 2023, which amends Regulation (EU) No. 1304/2014 in regard to the application of technical interoperability specification for the "rolling stock — noise" subsystem.
ELI: http://data.europa.eu/eli/reg_impl/2023/1694/oj

COMMISSION Implementing Regulation (EU) 2023/1695, of 10 August 2023 on the technical interoperability specification for control-command and signalling subsystems of the European Union rail system and repealing Regulation (EU) 2016/919

COMMISSION Implementing Decision (EU) 2023/1696, of 10 August 2023, which amends Implementing Decision 2011/665/EU in regard to the specification of the European registry for authorised vehicle types referenced in Article 48, Directive (EU) 2016/797 from the European Parliament and Council.

ANNEX 2.1

Summary of Infrastructure Characteristics

Wide Gauge Network

Code	Lines, branches and concordances	Extent (kms)	Track typology			Loading gauge					Maximum loads							
			Single track	Double track	Multiple track	PTb+ (CPB+)	PTb (CP B)	CRC- Cascais	PTc	Narrow gauge	D4	D3	D2	C4	C2	B2	B1	A
1	Minho	133,6	92,4	38,7	2,4	131,0	2,6				128,7		4,9					
3	S, Gemil	3,8	3,8			3,8					3,8							
4	Braga	15,5		15,5		15,5					15,5							
5	Leixões	18,9	18,9			18,9					18,9							
6	Douro	164,4	126,9	37,6		164,4					37,6		57,3				69,6	
8	Norte	336,1		305,6	30,5	336,1					336,1							
9	Guimarães	30,5	30,5			30,5					30,5							
20	Beira Alta	201,9	193,9	8,0		201,9					201,9							
22	Alfarelos	14,7	14,7				14,7						14,7					
23	Oeste	197,4	194,9	2,5		46,3	151,1				189,4		8,0					
24	R. Tomar	14,8	14,8				14,8				14,8							
25	Beira Baixa	239,1	239,1			160,7	78,4				43,4		195,7					
27	Leste	140,7	140,7				140,7				140,7							
28	Sintra	27,5		16,4	11,1	24,4	3,1				27,5							
29	Cintura	11,3	2,4	5,2	3,7	11,3					11,3							
32	Cascais	25,5		25,5				25,5			25,5							
33	Vendas Novas	69,4	69,4			69,4					69,4							
34	Alentejo	166,3	135,9	30,4		75,0	91,3				166,3							
37	Sul	272,5	202,8	69,7		243,5	29,1				272,5							
38	Sines	50,7	50,7			50,7					50,7							
39	Évora	115,6	115,6						115,6		115,6							
45	Algarve	139,9	139,9			38,1	101,8				69,2					45,3	25,3	
46	C.Poceirão	8,2	2,8	5,4		8,2					8,2							
47	R Petrogal - Asfalto	3,5	3,5			3,5					3,5							
48	C. Funcheira	2,4	2,4				2,4				2,4							
49	C.Ermidas	0,9	0,9			0,9					0,9							
50	R EDP - Cinzas	1,7	1,7			1,7					1,7							
52	Verride	2,8	2,8				2,8				2,8							
53	C Agualva	2,0	2,0			2,0					2,0							
54	C Águas Moura	3,7	3,7			3,7					3,7							
55	C Bombel	3,1	3,1			3,1					3,1							
56	C Xabregas	1,7	1,7				1,7						1,7					
57	C Sete Rios	3,1		3,1		3,1					3,1							
58	R Louriçal	5,5	5,5				5,5				5,5							
62	R Figueira Foz	1,9	1,9				1,9											1,9
63	L Matinha	2,8	2,8				2,8				2,8							
64	CM Sado-Sapec	1,3	1,3				1,3				1,3							
68	V. Acácer	28,8	28,8			28,8					28,8							
69	C Norte Setil	1,0	1,0			1,0					1,0							
79	R Neves Corvo	31,2	31,2				31,2				31,2							
81	TM Tadim	1,3	1,3			1,3					1,3							
82	R Siderurgia Nacional	3,7	3,7			3,7					3,7							
83	TM Fundão	2,0	2,0			2,0							2,0					
84	R. Plataforma Cacia	1,6	1,6			1,6					1,6							
85	TM Bobadela	3,4	3,4			3,4					3,4							
87	R Celbi	0,3	0,3				0,3				0,3							
88	R Soporcel	1,4	1,4				1,4				1,4							
90	R Porto Aveiro	8,8	8,8			8,8					8,8							
104	R Colpor	1,3	1,3			1,3					1,3							
149	R Liscont	0,2	0,2					0,2			0,2							
186	C. Beiras	1,6	1,6			1,6					1,6							
191	C. Elvas	1,3	1,3			1,3					1,3							
192	C.Mealhada	3,3	3,3			3,3					3,3							
TOTAL		2525,6	1914,4	563,5	47,7	1705,5	678,8	25,6	115,6	0,0	2099,2	0,0	284,2	0,0	0,0	45,3	94,9	1,9

Code	Lines, branches and concordances	Operating systems							Speed control systems			CSolo-Train communications			Electrified lines		Highest Speed Levels					
		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 Ebicab	Frenagem aut.	Ebicab+ ETCS	RSC with data	GSM-R	GSM-P	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	Between 220 and 250 km/h
1	Minho	41,1		77,8	14,7				133,6			41,1	92,4		133,6			4,5	6,2	122,9		
3	S, Gemil	3,8							3,8			3,8			3,8		3,8					
4	Braga	15,5							15,5			15,5			15,5					15,5		
5	Leixões			18,9					18,9			18,9			18,9			18,9				
6	Douro	37,6		14,0		112,9			51,5			37,6		14,0	51,5			127,6	36,8			
8	Norte	336,1							336,1			336,1			336,1				3,7	118,2	214,2	
9	Guimarães			17,1	13,4				30,5			30,5			30,5				30,5			
20	Beira Alta	8,0		50,2	143,6						201,9		201,9		201,9					201,9		
22	Alfarelos	7,1		7,5					14,7			14,7	7,1		14,7				14,7			
23	Oeste	95,2		15,3		86,9			110,5			10,5	91,0	32,6	110,5				156,6	40,9		
24	R. Tomar			14,8					14,8			14,8			14,8			14,8				
25	Beira Baixa			193,3	45,9				239,1			126,2	117,3		239,1				239,1			
27	Leste					140,7					10,7		10,7						140,7			
28	Sintra	27,508**							27,5			27,5			27,5			17,3	10,2			
29	Cintura	8,9		1,4			1,0		10,3			10,3			10,3		1,0	10,3				
32	Cascais		25,5							25,5			25,5			25,5		25,5				
33	Vendas Novas	5,7		63,6					69,4			69,4			69,4			69,4				
34	Alentejo	30,4		16,5	54,8	64,6			101,7			68,2	33,6		101,7					91,2	75,1	
37	Sul	66,6		185,8	20,1				272,5			272,5			272,5				12,0	121,4	139,1	
38	Sines			50,7					50,7			50,7			50,7				50,7			
39	Évora			95,0	20,6				26,0		89,6		115,6		115,6						26,0	89,6
45	Algarve			139,9					139,9				139,9		139,9			46,0	45,9	48,0		
46	C.Poceirão	8,2							8,2			8,2			8,2						8,2	
47	R Petrogal - Asfalto			3,5											3,5			3,5				
48	C. Funcheira	2,4							2,4			2,4			2,4			2,4				
49	C.Ermidas			0,9					0,9			0,9			0,9		0,9					
50	R EDP - Cinzas						1,7								0,0		1,7					
52	Verride			2,8					2,8				2,8		2,8				2,8			
53	C Agualva	2,0							2,0			2,0			2,0			2,0				
54	C Águas Moura	3,7							3,7			3,7			3,7				3,7			
55	C Bombel			3,1					3,1			3,1			3,1			3,1				
56	C Xabregas	1,7							1,7			1,7			1,7		1,7					
57	C Sete Rios	3,1							3,1			3,1			3,1			3,1				
58	R Louriçal					5,5									5,5		5,5					
62	R Figueira Foz					1,9									0,0		1,9					
63	L Matinha						2,8								2,8		2,8					
64	CM Sado-Sapec						1,3								1,3		1,3					
68	V. Acácer				28,8				28,8			28,8			28,8						28,8	
69	C Norte Setil			1,0					1,0			1,0			1,0		1,0					
79	R Neves Corvo							31,2				31,2			0,0			31,2				
81	TM Tadim						1,3								1,3		1,3					
82	R Siderurgia Nacional	2,6					1,2		2,6			3,7			3,6			3,7				
83	TM Fundão	0,6					1,4								2,0		2,0					
84	R. Plataforma Cacia						1,6								1,6		1,6					
85	TM Bobadela						3,4								3,4		3,4					
87	R Celbi						0,3								0,3		0,3					
88	R Soporcel						1,4								1,4		1,4					
90	R Porto Aveiro			8,8					8,8			8,8			8,8		8,8					
104	R Colpor	1,0					0,3								1,3		1,3					
149	R Liscont						0,2								0,0		0,2					
186	C. Beiras			1,6					1,6			1,6	1,6		1,6				1,6			
191	C. Elvas			1,3							1,3		1,3		1,3				1,3			
192	C.Mealhada	3,3							3,3				3,3		3,3			3,3				
TOTAL		712,1	25,5	984,7	341,9	412,5	17,7	31,2	1740,8	25,5	303,4	1248,3	843,9	202,2	2058,9	25,5	41,8	386,7	756,4	760,0	491,4	89,6

*Not Orientable Bloc

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

Narrow Gauge Network																																						
Code	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 Ebicab	Frenagem aut.	Ebicab+ ETCS	RSC with data	GSM-R	GSM-P	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	Between 220 and 250 km/h
16	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	95,9					

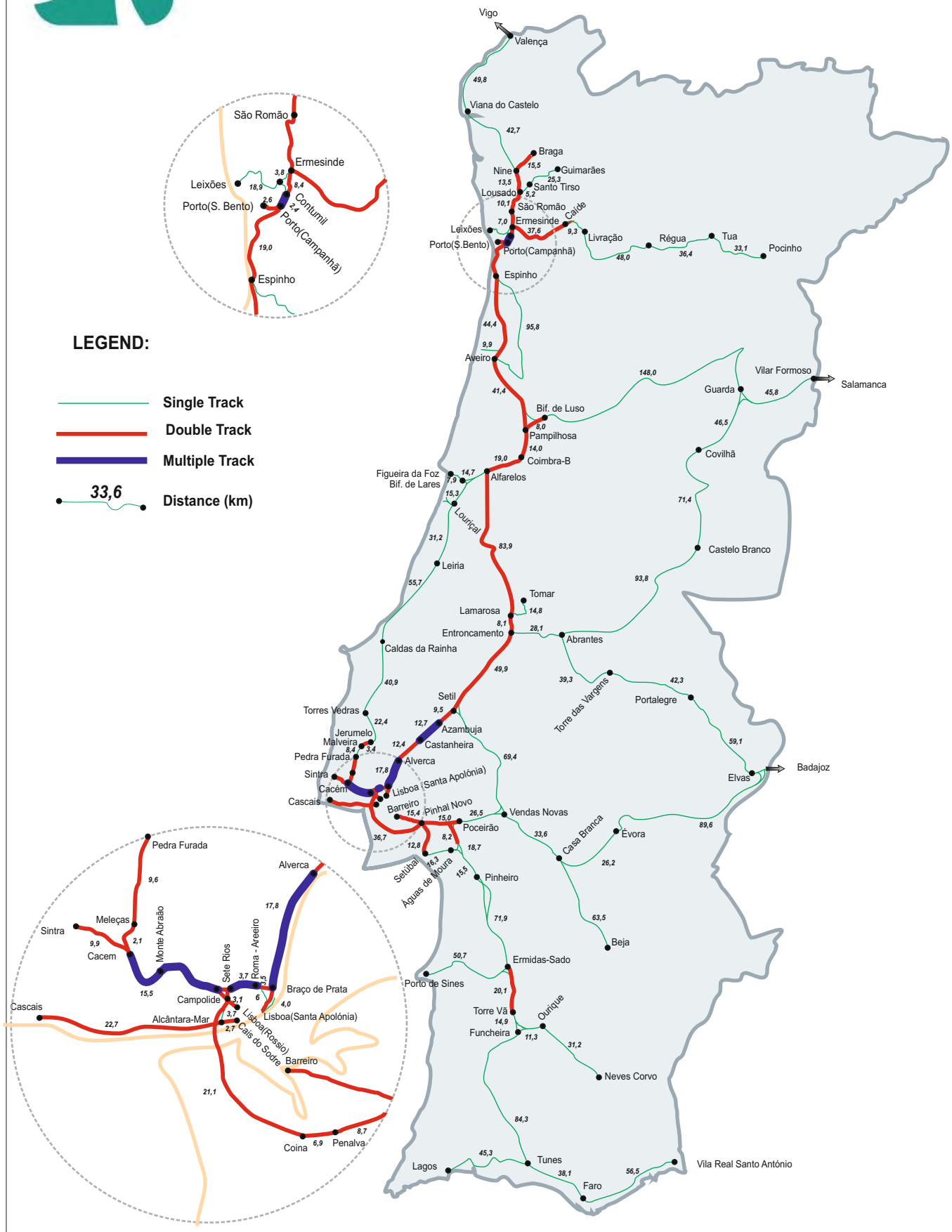
Note: This table contains rounded amounts that may correspond to slight variations when compared to the official IP records.

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

The tables below show the characteristics of the circulation lines and boarding platforms

LINHA DO MINHO

Porto (São Bento)	Operating Lines	I	II	III	IV	V	VI					
	Useful lines (m)	175	125	125	125	125	175					
	Electrified Lenght (m)	175	125	125	125	125	175					
	Plataform Extension (m)	155	145	145	145	145	154					
	Plataform Height (cm)	90	90	90	90	90	90					
Porto (Campanhã)	Operating Lines	I	II	III	IV	V	VI	VII	VIII	IX	X	XI
	Useful lines (m)	490	535	535	555	555	415	425	425	425	415	192
	Electrified Lenght (m)	490	535	535	555	555	415	425	425	425	415	192
	Plataform Extension (m)	474	524	523	525	525	402	402	406	406	-	
	Plataform Height (cm)	70	90	90	90	90	90	90	90	90	-	
	Operating Lines	XII	XIII	XIV	XV	XVI						
	Useful lines (m)	192	212	213	196	205						
	Electrified Lenght (m)	192	212	213	196	205						
	Plataform Extension (m)	222	222	222	222	222						
	Plataform Height (cm)	90	90	90	90	90						
	Secondary Lines	AE1	AE2	AE3	AE4	G2	G4	G6	G8	GX		
	Useful lines (m)	116	116	116	116	74	74	82	82	37		
	Electrified Lenght (m)	116	116	116	116	74	74	82	82	37		
Contumil	Operating Lines	I	II	III	IV	VII	VIII	IX	I-L	II-L		
	Useful lines (m)	331	331	350	330	188	173	206	635	635		
	Electrified Lenght (m)	331	331	350	330	188	173	206	635	635		
	Plataform Extension (m)	256	256	256	256	-	135	148	-	-		
	Plataform Height (cm)	90	90	90	90	-	76 (em 70m)	76 (em 70m)	-	-		
	Secondary Lines	V	VI	X								
	Useful lines (m)	198	63	235								
	Electrified Lenght (m)	198	63	235								
Rio Tinto (H)	Operating Lines	I	II									
	Useful lines (m)	-	-									
	Electrified Lenght (m)	-	-									
	Plataform Extension (m)	150	161									
	Plataform Height (cm)	86	86									
Águas Santas (H)	Operating Lines	I	II									
	Useful lines (m)	-	-									
	Electrified Lenght (m)	-	-									
	Plataform Extension (m)	193	-									
	Plataform Height (cm)	86	-									
Palmilheira (H)	Operating Lines	I	II									
	Useful lines (m)	-	-									
	Electrified Lenght (m)	-	-									
	Plataform Extension (m)	-	233									
	Plataform Height (cm)	-	86									
Ermesinde	Operating Lines	I	II	III	IV	V	VII	VIII	IX	X	XI	
	Useful lines (m)	311	283	302	343	212	561	541	603	579	570	
	Electrified Lenght (m)	311	283	302	343	212	561	541	603	579	570	
	Plataform Extension (m)	301	301	301	301	301	-	-	-	-	-	
	Plataform Height (cm)	70	70	70	70	70	-	-	-	-	-	
	Secondary Lines	VI	G2									
	Useful lines (m)	210	88									
	Electrified Lenght (m)	210	88									
Travagem (H)	Operating Lines	I	II									
	Useful lines (m)	-	-									
	Electrified Lenght (m)	-	-									
	Plataform Extension (m)	223	225									
	Plataform Height (cm)	68	86									
Leandro	Operating Lines	I	II									
	Useful lines (m)	235	234									
	Electrified Lenght (m)	235	234									
	Plataform Extension (m)	235	225									
	Plataform Height (cm)	70	70									
S. Frutuoso	Operating Lines	I	II									
	Useful lines (m)	271	316									
	Electrified Lenght (m)	271	316									
	Plataform Extension (m)	223	227									
	Plataform Height (cm)	70	70									
São Romão	Operating Lines	I	IA	II	IIA	I+IA	II+IIA	III	IV			
	Useful lines (m)	311	654	654	729	1291	1665	240	641			
	Electrified Lenght (m)	311	654	654	729	1291	1665	240	641			
	Plataform Extension (m)	242	-	225	-	-	-	242	-			
	Plataform Height (cm)	70	-	70	-	-	-	70	-			
Portela (H)	Operating Lines	I	II									
	Useful lines (m)	-	-									
	Electrified Lenght (m)	-	-									
	Plataform Extension (m)	222	222									
	Plataform Height (cm)	68	86									
Senhora das Dores	Operating Lines	A5	D2									
	Useful lines (m)	779	791									
	Electrified Lenght (m)	779	791									
	Plataform Extension (m)	-	-									
	Plataform Height (cm)	-	-									
Trofa (H)	Operating Lines	I	II									
	Useful lines (m)	-	-									
	Electrified Lenght (m)	-	-									
	Plataform Extension (m)	230	230									
	Plataform Height (cm)	90	90									
Lousado	Operating Lines	I	I+IA	II	II+IIA	III	IV	V				
	Useful lines (m)	308	1158	271	1158	184	211	63				
	Electrified Lenght (m)	308	1158	271	1158	184	211	0				
	Plataform Extension (m)	220	-	220	-	153	158	-				
	Plataform Height (cm)	68,5	-	68,5	-	68,5	68,5	-				
Esmeriz (H)	Operating Lines	I	II									
	Useful lines (m)	-	-									
	Electrified Lenght (m)	-	-									
	Plataform Extension (m)	225	225									
	Plataform Height (cm)	86	86									
Barrimau (H)	Operating Lines	I	II									
	Useful lines (m)	-	-									
	Electrified Lenght (m)	-	-									
	Plataform Extension (m)	220	220									
	Plataform Height (cm)	68	68									
Famalicão	Operating Lines	I	II	III								
	Useful lines (m)	606	582	521								
	Electrified Lenght (m)	606	582	521								
	Plataform Extension (m)	300	300	300								
	Plataform Height (cm)	90	90	90								
Mouquim (H)	Operating Lines	I	II									
	Useful lines (m)	-	-									
	Electrified Lenght (m)	-	-									
	Plataform Extension (m)	222	222									
	Plataform Height (cm)	68	86									
Louro (H)	Operating Lines	I	II									
	Useful lines (m)	-	-									
	Electrified Lenght (m)	-	-									
	Plataform Extension (m)	220	220									
	Plataform Height (cm)	68	68									

LINHA DO MINHO	Nine	Operating Lines	I	II	IIA	II+IIA	III	IV	V					
		Useful lines (m)	595	254	218	487	402	416	162					
		Electrified Lenght (m)	595	254	218	487	402	416	162					
		Plataform Extension (m)	257	240			240	230	240					
		Plataform Height (cm)	90	90			90	90	90					
		Secondary Lines	G1	G2	G4									
		Useful lines (m)	100	272	60									
		Electrified Lenght (m)	100	272	0									
	Carreira (H)	Operating Lines	-											
		Useful lines (m)	-											
		Electrified Lenght (m)	-											
		Plataform Extension (m)	80											
		Plataform Height (cm)	68,5											
	Midões*	Operating Lines	I	II										
		Useful lines (m)	750	750										
		Electrified Lenght (m)	750	750										
		Plataform Extension (m)	150	150										
		Plataform Height (cm)	68,5 (em 80m) 40 (em 70m)	68,5 (em 80m) 40 (em 70m)										
	Barcelos*	Operating Lines	I	II										
		Useful lines (m)	504	428										
		Electrified Lenght (m)	504	428										
		Plataform Extension (m)	220	206										
		Plataform Height (cm)	68,5	68,5 (em 80m) 30 (em 126m)										
		Secondary Lines	III	IV										
		Useful lines (m)	353	79										
		Electrified Lenght (m)	353	0										
	Silva (H)	Operating Lines	-											
		Useful lines (m)	-											
		Electrified Lenght (m)	-											
		Plataform Extension (m)	80											
		Plataform Height (cm)	68,5											
RAMAL DE BRAGA	Couto de Cambeses (H)	Operating Lines	I	II										
		Useful lines (m)	-	-										
		Electrified Lenght (m)	-	-										
		Plataform Extension (m)	221	221										
		Plataform Height (cm)	90	90										
	Arentim/Ruilhe	Operating Lines	I	I+IA	II	II+IIA								
		Useful lines (m)	781	1551	783	1579								
		Electrified Lenght (m)	781	1551	783	1579								
		Plataform Extension (m)	221	-	221	-								
		Plataform Height (cm)	90	-	90	-								
	Tadim	Operating Lines	I	II										
		Useful lines (m)	301	301										
		Electrified Lenght (m)	301	301										
		Plataform Extension (m)	221	221										
		Plataform Height (cm)	90	90										
	Terminal Mercadorias Tadim	Secondary Lines	R1	R2										
		Useful lines (m)	482	482										
		Electrified Lenght (m)	482	482										
	Avelada (H)	Operating Lines	I	II										
		Useful lines (m)	-	-										
		Electrified Lenght (m)	-	-										
		Plataform Extension (m)	221	221										
		Plataform Height (cm)	90	90										
	Mazagão (H)	Operating Lines	I	II										
		Useful lines (m)	-	-										
		Electrified Lenght (m)	-	-										
		Plataform Extension (m)	222	222										
		Plataform Height (cm)	90	90										
	Ferreiros (H)	Operating Lines	I	II										
		Useful lines (m)	-	-										
		Electrified Lenght (m)	-	-										
		Plataform Extension (m)	224	224										
		Plataform Height (cm)	90	90										
	Braga	Operating Lines	I	II	III	IV	V	VI						
		Useful lines (m)	400	267	267	267	230	230						
		Electrified Lenght (m)	400	267	267	267	230	230						
		Plataform Extension (m)	232	232	232	232	220	232						
		Plataform Height (cm)	80	80	80	80	80	80						
LINHA DE LEIXÕES	São Gemil	Operating Lines	I	IA	I+IA	II	III	IV						
		Useful lines (m)	379	204	598	496	295	295						
		Electrified Lenght (m)	379	204	598	496	295	295						
		Plataform Extension (m)	70	-	-	70	-	-						
		Plataform Height (cm)	76	-	-	76	-	-						
		Secondary Lines	V											
		Useful lines (m)	78											
		Electrified Lenght (m)	78											
	Hospital São João (A)	Operating Lines	-											
		Useful lines (m)	-											
		Electrified Lenght (m)	-											
		Plataform Extension (m)	70											
		Plataform Height (cm)	76											
	S. Mamede de Infesta	Operating Lines	I	II										
		Useful lines (m)	551	551										
		Electrified Lenght (m)	551	551										
		Plataform Extension (m)	131	116										
		Plataform Height (cm)	70	70										
	Arroteia (A)	Operating Lines	-											
		Useful lines (m)	-											
		Electrified Lenght (m)	-											
		Plataform Extension (m)	70											
		Plataform Height (cm)	76											
	Leça do Bálio	Operating Lines	I	II+A2	IA	I+IA								
		Useful lines (m)	189	351	139	357								
		Electrified Lenght (m)	189	351	139	357								
		Plataform Extension (m)	124	124										
		Plataform Height (cm)	70	70										
		Secondary Lines	III	IV										
		Useful lines (m)	151	100										
		Electrified Lenght (m)	151	0										
	Guifões (H)	Operating Lines	-											
		Useful lines (m)	-											
		Electrified Lenght (m)	-											
		Plataform Extension (m)	90											
		Plataform Height (cm)	30											
	Leixões (Triagem)	Operating Lines	I											
		Useful lines (m)	466											
		Electrified Lenght (m)	466											
		Secondary Lines	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	G1	
		Useful lines (m)	321	321	317	263	266	196	174	200	231	266	568	
		Electrified Lenght (m)	321	321	317	70	0	0	0	0	0	0		

LINHA DO DOURO	Cabêda (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	221	222									
		Plataform Height (cm)	90	90									
	Suzão (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	228	228									
		Plataform Height (cm)	90	90									
	Valongo	Operating Lines	I	II	III								
		Useful lines (m)	292	262	229								
		Electrified Lenght (m)	292	262	229								
		Plataform Extension (m)	230	230	230								
		Plataform Height (cm)	90	90	90								
	São Martinho do Campo (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	229	222									
		Plataform Height (cm)	90	90									
	Terronhas (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	220	220									
		Plataform Height (cm)	90	90									
	Trancoso (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	221	221									
		Plataform Height (cm)	90	90									
	Recarei-Sobreira	Operating Lines	I	II									
		Useful lines (m)	409	409									
		Electrified Lenght (m)	409	409									
		Plataform Extension (m)	227	227									
		Plataform Height (cm)	90	90									
	Parada (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	221	221									
		Plataform Height (cm)	90	90									
	Cête	Operating Lines	I	II	III								
		Useful lines (m)	409	426	347								
		Electrified Lenght (m)	409	426	347								
		Plataform Extension (m)	326	231	231								
		Plataform Height (cm)	90	90	90								
	Irivo	Operating Lines	I	II									
		Useful lines (m)	245	245									
		Electrified Lenght (m)	245	245									
		Plataform Extension (m)	221	221									
		Plataform Height (cm)	90	90									
	Oleiros (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	222	222									
		Plataform Height (cm)	90	90									
	Paredes (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	222	222									
		Plataform Height (cm)	90	90									
	Penafiel	Operating Lines	I	II	III								
		Useful lines (m)	341	341	328								
		Electrified Lenght (m)	341	341	328								
		Plataform Extension (m)	301	301	301								
		Plataform Height (cm)	90	90	90								
		Secondary Lines	IV	V	VI	VII	VIII	G2					
		Useful lines (m)	238	235	235	236	236	100					
		Electrified Lenght (m)	238	235	235	236	236	100					
	Bustelo (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	222	222									
		Plataform Height (cm)	90	90									
	Meinedo (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	224	221									
		Plataform Height (cm)	90	90									
	Caíde	Operating Lines	I	II	III	IV	I+A	II+A	III+A				
		Useful lines (m)	248	241	209	209	580	209	209				
		Electrified Lenght (m)	248	241	209	209	580	209	209				
		Plataform Extension (m)	283	219	219	-							
		Plataform Height (cm)	90	90	90	-							
		Secondary Lines	G2										
		Useful lines (m)	78										
		Electrified Lenght (m)	78										
	Oliveira (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	140										
		Plataform Height (cm)	90										
	Vila Meã	Operating Lines	I	II									
		Useful lines (m)	263	330									
		Electrified Lenght (m)	263	330									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
		Secondary Lines	III										
		Useful lines (m)	80										
		Electrified Lenght (m)	0										
	Recezinhos (H)*	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	174										
		Plataform Height (cm)	90 (em 140m) 30 (em 34m)										

LINHA DO DOURO

Livração	Operating Lines	I	II										
	Useful lines (m)	297	297										
	Electrified Lenght (m)	297	297										
	Plataform Extension (m)	231	235										
	Plataform Height (cm)	90	90										
Marco de Canaveses	Operating Lines	I	II	III									
	Useful lines (m)	220	191	260									
	Electrified Lenght (m)	220	191	260									
	Plataform Extension (m)	150	150	150									
	Plataform Height (cm)	90	90	90									
		-	-										
	Secondary Lines	IV	VI	VII	VIII								
	Useful lines (m)	110	75	105	350								
	Electrified Lenght (m)	110	75	0	50								
Juncal	Operating Lines	I	II										
	Useful lines (m)	359	359										
	Electrified Lenght (m)	0	0										
	Plataform Extension (m)	112	80										
	Plataform Height (cm)	68,5 (em 80 m)	68,5										
		40 (em 32 m)											
Pala (H)	Operating Lines	-											
	Useful lines (m)	-											
	Electrified Lenght (m)	-											
	Plataform Extension (m)	155											
	Plataform Height (cm)	68,5 (em 80 m)											
		30 (em 75 m)											
Mosteirô	Operating Lines	I	II										
	Useful lines (m)	338	338										
	Electrified Lenght (m)	0	0										
	Plataform Extension (m)	148	215										
	Plataform Height (cm)	68,5 (em 80 m)	68,5 (em 80 m)										
		40 (em 68 m)	40 (em 135 m)										
	Secondary Lines	III											
	Useful lines (m)	60											
	Electrified Lenght (m)	0											
Aregos	Operating Lines	I	II										
	Useful lines (m)	238	238										
	Electrified Lenght (m)	0	0										
	Plataform Extension (m)	155	244										
	Plataform Height (cm)	68,5 (em 80 m)	68,5 (em 80 m)										
		40 (em 75 m)	50 (em 164 m)										
	Secondary Lines	III											
	Useful lines (m)	41											
	Electrified Lenght (m)	0											
Mirão (H)	Operating Lines	-											
	Useful lines (m)	-											
	Electrified Lenght (m)	-											
	Plataform Extension (m)	200											
	Plataform Height (cm)	68,5 (em 80 m)											
		40 (em 120 m)											
Ermida	Operating Lines	I	II										
	Useful lines (m)	258	258										
	Electrified Lenght (m)	0	0										
	Plataform Extension (m)	220	145										
	Plataform Height (cm)	68,5 (em 80 m)	68,5 (em 80 m)										
		40 (em 140 m)	30 (em 65 m)										
	Secondary Lines	III											
	Useful lines (m)	175											
	Electrified Lenght (m)	0											
Porto Rei (H)	Operating Lines	-											
	Useful lines (m)	-											
	Electrified Lenght (m)	-											
	Plataform Extension (m)	160											
	Plataform Height (cm)	56											
Barqueiros (H)	Operating Lines	-											
	Useful lines (m)	-											
	Electrified Lenght (m)	-											
	Plataform Extension (m)	126											
	Plataform Height (cm)	80											
Rede	Operating Lines	I	II										
	Useful lines (m)	292	292										
	Electrified Lenght (m)	0	0										
	Plataform Extension (m)	165	150										
	Plataform Height (cm)	68,5 (em 80 m)	68,5										
		40 (em 85 m)	-										
	Secondary Lines	III											
	Useful lines (m)	109											
	Electrified Lenght (m)	0											
Caldas de Moledo (H)	Operating Lines	-											
	Useful lines (m)	-											
	Electrified Lenght (m)	-											
	Plataform Extension (m)	115											
	Plataform Height (cm)	70											
Godim	Operating Lines	I	II										
	Useful lines (m)	264	265										
	Electrified Lenght (m)	0	0										
	Plataform Extension (m)	248	150										
	Plataform Height (cm)	68,5 (em 80 m)	68,5 (em 80 m)										
		20 (em 168 m)	20 (em 70 m)										
	Secondary Lines	III	IV	V	Quimigal								
	Useful lines (m)	183	180	175	180								
	Electrified Lenght (m)	0	0	0	0								
Régua (*)	Operating Lines	I	II	III	IV								
	Useful lines (m)	378	378	319	320								
	Electrified Lenght (m)	0	0	0	0								
	Plataform Extension (m)	265	264	264									
	Plataform Height (cm)	68,5 (em 150 m)	68,5 (em 150 m)	68,5 (em 150 m)	_								
		30 (em115 m)	30 (em114 m)	30 (em114 m)									
	Secondary Lines	V	VI	VII	X								
	Useful lines (m)	178	202	177	588								
	Electrified Lenght (m)	0	0	0	0								
Bagaúste (H)	Operating Lines	-											
	Useful lines (m)	-											
	Electrified Lenght (m)	-											
	Plataform Extension (m)	65											
	Plataform Height (cm)	45											
Covelinhas	Operating Lines	II											
	Useful lines (m)	271											
	Electrified Lenght (m)	0											
	Plataform Extension (m)	70											
	Plataform Height (cm)	30											
	Secondary Lines	I											
	Useful lines (m)	115											
	Electrified Lenght (m)	0											

LINHA DO DOURO	Ferrão (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	109										
		Plataform Height (cm)	50										
	Pinhão	Operating Lines	I	II									
		Useful lines (m)	266	234									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	120	134									
		Plataform Height (cm)	40	40									
		Secondary Lines	III	IV	V								
		Useful lines (m)	88	235	78								
		Electrified Lenght (m)	0	0	0								
	São Mamede do Tua (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	66										
		Plataform Height (cm)	30										
	Tua	Operating Lines	I	II	III								
		Useful lines (m)	319	274	363								
		Electrified Lenght (m)	0	0	0								
		Plataform Extension (m)	94	190	-								
		Plataform Height (cm)	68,5	68,5	-								
		Secondary Lines	Topo G1	Topo G6									
		Useful lines (m)	110	96									
		Electrified Lenght (m)	0										
	Alegria (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	73										
		Plataform Height (cm)	30										
	Ferradosa (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	154										
		Plataform Height (cm)	50										
	Vargelas	Operating Lines	I	II									
		Useful lines (m)	185	148									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	68	-									
		Plataform Height (cm)	30	-									
		Secondary Lines	III										
		Useful lines (m)	60										
		Electrified Lenght (m)	0										
	Vesúvio (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	123										
		Plataform Height (cm)	50										
	Freixo de Numão (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	146										
		Plataform Height (cm)	50										
	Pocinho	Operating Lines	I	IA	I+IA	II	IIA	II+IIA					
		Useful lines (m)	281	365	646	246	357	603					
		Electrified Lenght (m)	0	0	0	0	0	0					
		Plataform Extension (m)	129	-	-	-	-	-					
		Plataform Height (cm)	30										
		Secondary Lines	III	IV	V								
		Useful lines (m)	164	332	152								
		Electrified Lenght (m)	0	0	0								

LINHA DO NORTE	Lisboa (Sta. Apolónia)	Operating Lines	1	2	3	4	5	6	7				
		Useful lines (m)	193	192	343	123	257	156	156				
		Electrified Lenght (m)	193	192	343	123	257	156	156				
		Plataform Extension (m)	202	202	353	-	267	164	164				
		Plataform Height (cm)	40	40	40	-	40	90	90				
		Secondary Lines	III	IIIA	IIIB	IV	IVA	V	VI	VIA	VIB	VIC	G
		Useful lines (m)	465	112	136	370	156	250	230+159	250	172	137	159
		Electrified Lenght (m)	465	0	136	370	0	250	0	0	0	0	159
		Secondary Lines	VII	VIII	IX	XI	XII	XIII	PIII	PIV	PV	PL	PL1
		Useful lines (m)	60	282	282	130	162	162	84	134	227	345	345
		Electrified Lenght (m)	0	282	282	130	162	0	84	134	0	345	345
	Braço de Prata	Operating Lines	I	II	III	IV							
		Useful lines (m)	330	330	299	305							
		Electrified Lenght (m)	330	330	299	305							
		Plataform Extension (m)	303	303	303	303							
		Plataform Height (cm)	90	90	90	90							
	Lisboa Oriente	Operating Lines	I	II	III	IV	V	VI	VII	VIII			
		Useful lines (m)	754	562	521	563	692	529	543	603			
		Electrified Lenght (m)	754	562	521	563	692	529	543	603			
		Plataform Extension (m)	297	297	297	297	297	297	297	297			
		Plataform Height (cm)	70	70	70	70	70	70	70	70			
		Secondary Lines	G1	G2									
		Useful lines (m)	75	342									
		Electrified Lenght (m)	75	342									
	Moscavide (H)	Operating Lines	I	II	III	IV							
		Useful lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Extension (m)	221,5	221,5	221,5	221,5							
		Plataform Height (cm)	90	90	90	90							
	Sacavém (H)	Operating Lines	I	II	III	IV							
		Useful lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Extension (m)	220	220	220	220							
		Plataform Height (cm)	90	90	90	90							
	Bobadela Sul	Operating Lines	I	II	III	IV							
		Useful lines (m)	641	641	712	747							
		Electrified Lenght (m)	641	641	712	747							
		Plataform Extension (m)	-	-	-	-							
		Plataform Height (cm)	-	-	-	-							
	Bobadela (H)	Operating Lines	I	II	III	IV							
		Useful lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Extension (m)	234	222	222	222							
		Plataform Height (cm)	90	90	90	90							
	Bobadela - Mercadorias	Secondary Lines	I	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
		Useful lines (m)	784	806	753	761	720	695	548	548	625	633	620
		Electrified Lenght (m)	784	806	753	761	720	30	30	30	30	30	620
		Secondary Lines	XIV	XV	XVI	XVII	XIX	XX	XXa	XXII	G1	G2	
		Useful lines (m)	612	641	755	403	402	708	656	652	230	40	
		Electrified Lenght (m)	612	641	755	403	402	708	656	652	230	40	

LINHA DO NORTE

Bobadela Norte	Operating Lines	I	II	III	IV								
	Useful lines (m)	340	340	330	340								
	Electrified Lenght (m)	340	340	330	340								
	Plataform Extension (m)	-	-	-	-								
	Plataform Height (cm)	-	-	-	-								
Santa Iria (H)	Operating Lines	I	II	III	IV								
	Useful lines (m)	-	-	-	-								
	Electrified Lenght (m)	-	-	-	-								
	Plataform Extension (m)	222	222	222	222								
	Plataform Height (cm)	90	90	90	90								
Póvoa (H)	Operating Lines	I	II	III	IV								
	Useful lines (m)	-	-	-	-								
	Electrified Lenght (m)	-	-	-	-								
	Plataform Extension (m)	230,5	230,5	230,5	230,5								
	Plataform Height (cm)	90	90	90	90								
Alverca	Operating Lines	I	II	III	IV								
	Useful lines (m)	522	336	273	399								
	Electrified Lenght (m)	522	336	273	399								
	Plataform Extension (m)	223	223	223	223								
	Plataform Height (cm)	90	90	90	90								
	Secondary Lines	V	G1										
	Useful lines (m)	285	220										
	Electrified Lenght (m)	285	220										
Alhandra	Operating Lines	I+IA	II	III	IIA+D2+D3	IV	V	R1+R2+R3					
	Useful lines (m)	588	264	319	1135	322	291	864					
	Electrified Lenght (m)	588	264	319	1135	322	291	864					
	Plataform Extension (m)	136	145	-	-	-	-	-					
	Plataform Height (cm)	90	90	-	-	-	-	-					
	Secondary Lines	IIIA	VI	VII	VIII	IX	G1	G2					
	Useful lines (m)	223	66	42	83	78	260	100					
	Electrified Lenght (m)	223	66	0	83	78	260	100					
Vila Franca de Xira (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	220	220										
	Plataform Height (cm)	90 (em 140m) 35 (em 70m)	90 -										
Castanheira do Ribatejo	Operating Lines	I	II	III	IIIA	III+IIIA	IV						
	Useful lines (m)	542	493	442	151	753	753						
	Electrified Lenght (m)	542	493	442	151	753	753						
	Plataform Extension (m)	220	220	220	-	-	220						
	Plataform Height (cm)	95	95	95	-	-	95						
	Secondary Lines	V	G2	G4									
	Useful lines (m)	300	348	205									
	Electrified Lenght (m)	300	348	205									
Carregado (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	220	220										
	Plataform Height (cm)	90	90										
Carregado Norte	Operating Lines	I	II										
	Useful lines (m)	760	760										
	Electrified Lenght (m)	760	760										
	Plataform Extension (m)	-	-										
	Plataform Height (cm)	-	-										
		-	-										
Vila Nova da Rainha (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	220	220										
	Plataform Height (cm)	90	90										
Espadanal da Azambuja (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	220	220										
	Plataform Height (cm)	90	90										
Azambuja	Operating Lines	I	II	I+IA	IIA	II+IIA	III	IV					
	Useful lines (m)	409	504	1175	505	1175	590	744					
	Electrified Lenght (m)	409	504	1175	505	1175	590	744					
	Plataform Extension (m)	240	221				223	223					
	Plataform Height (cm)	90	90				90	90					
	Secondary Lines	V	G1										
	Useful lines (m)	512	215										
	Electrified Lenght (m)	512											
Virtudes (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	220	220										
	Plataform Height (cm)	90	90										
Reguengo - Vale da Pedra - Pontével (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	220	220										
	Plataform Height (cm)	90	90										
Setil	Operating Lines	I	I-A	II	III	IV	V	VI	VII	VII-A	VII-B	VII-A+VII-B	
	Useful lines (m)	504	380	715	357	351	346	435	377	207	680	878	
	Electrified Lenght (m)	504	380	715	357	351	346	435	377	207	680	878	
	Plataform Extension (m)	220	-	208	-	151	-	270	-	-	-	-	
	Plataform Height (cm)	60	-	60	-	60	-	40	-	-	-	-	
	Secondary Lines	III-A	VIII	IX	R1	R2	R3						
	Useful lines (m)	99	96	270	284	340	331						
	Electrified Lenght (m)	99	96	270	284	340	331						
Santana Cartaxo (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	220	200										
	Plataform Height (cm)	90	90										
Santana Cartaxo Resguardo	Operating Lines	I	II	III									
	Useful lines (m)	642	696	696									
	Electrified Lenght (m)	642	696	696									
	Plataform Extension (m)	-	-	-									
	Plataform Height (cm)	-	-	-									
Vale de Santarém (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	168	168										
	Plataform Height (cm)	90	90										
Santarém (*)	Operating Lines	I	II										
	Useful lines (m)	1294	1303										
	Electrified Lenght (m)	1294	1303										
	Plataform Extension (m)	283	264										
	Plataform Height (cm)	68,5 (em 102 m) 47 (em 39 m) 38 (em 106 m)	68,5 (em 159 m) 38 (em 106 m)										
	Secondary Lines	IV	V	IX									
	Useful lines (m)	315	270	295									
	Electrified Lenght (m)	315	270	295									

LINHA DO NORTE

Vale de Figueira (*)	Operating Lines	I	II										
	Useful lines (m)	1084	1080										
	Electrified Lenght (m)	1084	1080										
	Plataform Extension (m)	162	140										
	Plataform Height (cm)	68,5 (em 81 m) 30 (em 81 m)	68,5 (em 81 m) 20 (em 59 m)										
Mato Miranda	Operating Lines	I	II										
	Useful lines (m)	1060	1305										
	Electrified Lenght (m)	1060	1305										
	Plataform Extension (m)	150	150										
	Plataform Height (cm)	76	76										
Mato Miranda Norte	Operating Lines	I	II	III	IV								
	Useful lines (m)	750	750	750	750								
	Electrified Lenght (m)	750	750	750	750								
	Plataform Extension (m)	-	-	-	-								
	Plataform Height (cm)	-	-	-	-								
	Secondary Lines	G1											
	Useful lines (m)	240											
	Electrified Lenght (m)	30											
Riachos-Torres Novas-Golegã	Operating Lines	I	II										
	Useful lines (m)	1084	1080										
	Electrified Lenght (m)	1084	1080										
	Plataform Extension (m)	203	203										
	Plataform Height (cm)	68,5 (em 140 m) 40 (em 63 m)	68,5 (em 140 m) 40 (em 63 m)										
	Secondary Lines	IV											
	Useful lines (m)	200											
	Electrified Lenght (m)	75											
Entroncamento	Operating Lines	II	III	IV	V	IX	X	XI					
	Useful lines (m)	311	435	554	603	528	528	528					
	Electrified Lenght (m)	311	435	554	603	528	528	528					
	Plataform Extension (m)	294	294	294	294	294	294	294					
	Plataform Height (cm)	40	40	40	40	40	40	40					
	Secondary Lines	I	VI	VI-S	VII-S	VIII	VIII-S	XII	XIII	XIV	XV		
	Useful lines (m)	288	78	178	124	78	124	504	445	319	275		
	Electrified Lenght (m)	288	78	178	124	78	124	504	445	319	275		
Lamarosa	Operating Lines	I	II	III	IV	III-A	III+IIIA						
	Useful lines (m)	815	651	154	154	526	1062						
	Electrified Lenght (m)	815	651	154	154	526	1062						
	Plataform Extension (m)	221	220	145	145								
	Plataform Height (cm)	90	90	90	90								
Paialvo (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	145	145										
	Plataform Height (cm)	93	93										
Fungalvaz-Resguardo	Operating Lines	I	II	III									
	Useful lines (m)	849	710	710									
	Electrified Lenght (m)	849	710	710									
	Plataform Extension (m)	-	-	-									
	Plataform Height (cm)	-	-	-									
Fugalvaz (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	145	145										
	Plataform Height (cm)	93	91										
Chão de Maçãs-Fátima	Operating Lines	I	II	III	IV								
	Useful lines (m)	275	343	274	274								
	Electrified Lenght (m)	275	343	274	274								
	Plataform Extension (m)	221	221	221	-								
	Plataform Height (cm)	90	90	90	-								
Seiça - Ourém (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	145	145										
	Plataform Height (cm)	90	90										
Caxarias	Operating Lines	I	II	III									
	Useful lines (m)	679	679	711									
	Electrified Lenght (m)	679	679	711									
	Plataform Extension (m)	220	220	220									
	Plataform Height (cm)	90	90	90									
Albergaria Dos Doze	Operating Lines	I	II	III									
	Useful lines (m)	754	735	630									
	Electrified Lenght (m)	754	735	630									
	Plataform Extension (m)	254	234	255									
	Plataform Height (cm)	55	55	55									
	Secondary Lines	G2											
	Useful lines (m)	48											
	Electrified Lenght (m)	48											
Litém (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	172	172										
	Plataform Height (cm)	55	51										
Vermoil	Operating Lines	I	II										
	Useful lines (m)	690	690										
	Electrified Lenght (m)	690	690										
	Plataform Extension (m)	231	231										
	Plataform Height (cm)	55	60										
Pombal Resguardo	Operating Lines	IR	IIR	IIIR									
	Useful lines (m)	962	962	914									
	Electrified Lenght (m)	962	962	914									
	Plataform Extension (m)	-	-	-									
	Plataform Height (cm)	-	-	-									
Pombal	Operating Lines	I	II	III									
	Useful lines (m)	504	557	504									
	Electrified Lenght (m)	504	557	504									
	Plataform Extension (m)	329	305	329									
	Plataform Height (cm)	60	55	60									
	Secondary Lines	IV	V	VII	IX								
	Useful lines (m)	240	346	346	55								
	Electrified Lenght (m)	240	346	346	0								
Pelariga (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	147	149										
	Plataform Height (cm)	48	54										
Simões (H)	Operating Lines	I	II										
	Useful lines (m)	-	-										
	Electrified Lenght (m)	-	-										
	Plataform Extension (m)	148	149										
	Plataform Height (cm)	59	47										
Soure	Operating Lines	I	II	III									
	Useful lines (m)	365	452	365									
	Electrified Lenght (m)	365	452	365									
	Plataform Extension (m)	271	238	271									
	Plataform Height (cm)	60	60	55									
	Secondary Lines	IV	V	VI									
	Useful lines (m)	150	214	150									
	Electrified Lenght (m)	0	214	0									

LINHA DO NORTE	Vila Nova de Anços (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	145	145									
		Plataform Height (cm)	57	60									
	Granja do Ulmeiro - Alfarelos	Operating Lines	I	II	III	III+III-A	IV	V	VI	VII	VIII	IX	
		Useful lines (m)	385	460	380	656	490	450	151	173	374	309	
		Electrified Lenght (m)	385	460	380	656	490	450	151	173	374	309	
		Plataform Extension (m)	310	277	177	-	282	282	139	139			
		Plataform Height (cm)	68,5 (em 170m)	68,5(em 164m)	68,5(em 150m)								
			37 (em132m)	40 (em 113m)	40 (em 22m)	-	40	37	37	40			
		Secondary Lines	X	XI	G1	G2	G5	G7					
		Useful lines (m)	270	243	272	270	20	160					
		Electrified Lenght (m)	30	30	272	270	0	160					
	Formoselha/Santo Varão (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	160	235									
		Plataform Height (cm)	68,5 (em 80m)	68,5 (em 80m)									
			30 (em 80m)	30 (em 155m)									
	Pereira (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	85	85									
		Plataform Height (cm)	68,5	68,5									
	Ameal (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	85									
		Plataform Height (cm)	68,5 (em 80 m)	68,5									
			50 (em 70 m)										
	Vila Pouca do Campo (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	130	130									
		Plataform Height (cm)	60	60									
	Taveiro	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	80	80									
		Plataform Height (cm)	68,5	68,5									
	Casais (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	155	155									
		Plataform Height (cm)	62	78									
	Espadaneira (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	80	80									
		Plataform Height (cm)	68,5	68,5									
	Bencanta (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	155	157									
		Plataform Height (cm)	78 (em 80m)	68 (em 80m)									
			25 (em 75m)	30 (em 77m)									
	Coimbra-B	Operating Lines	I	II	III	IV	V	VII	VIII	IX	X		
		Useful lines (m)	329	364	374	290	196	160	170	150	115		
		Electrified Lenght (m)	329	364	374	290	196	160	170	150	115		
		Plataform Extension (m)	295	275	275	208	205	160	150	150	76		
		Plataform Height (cm)	75	50	70	95	90	76	76	76	76		
		Secondary Lines	VI	G1	G2	G3	G4						
		Useful lines (m)	173	345	81	66	190						
		Electrified Lenght (m)	0	345	0	66	190						
	Adémia (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	145	130									
		Plataform Height (cm)	31	32									
	Vilela - Fornos (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	158	157									
		Plataform Height (cm)	35	37									
	Souselas	Operating Lines	I	II	III								
		Useful lines (m)	276	479	363								
		Electrified Lenght (m)	276	479	363								
		Plataform Extension (m)	182	145	182								
		Plataform Height (cm)	68,5(em 80m)	68,5(em 80m)	68,5(em 80m)								
			40 (em 102m)	40 (em 65m)	40 (em 102m)								
		Secondary Lines	IV	V	VI	G3							
		Useful lines (m)	294	247	285	79							
		Electrified Lenght (m)	294	247	285	79							
	Pampilhosa	Operating Lines	I-N	II-N	III-N	I-B	II-B	III-B	IV-B				
		Useful lines (m)	583	526	737	289	205	209	502				
		Electrified Lenght (m)	583	526	737	289	205	209	502				
		Plataform Extension (m)	307	278	307	213	213	213	-				
		Plataform Height (cm)	40	30	50	35	35	35	-				
		Secondary Lines	IV-N	V	VI	G1	G3	Cais I	Cais II	R1	R2	R3	R4
		Useful lines (m)	756	137	137	210	65	145	100	460	345	205	120
		Electrified Lenght (m)	145	137	137	0	0	100	55	460	345	205	120
		Secondary Lines	R5	R6	R7								
		Useful lines (m)	85	110	248								
		Electrified Lenght (m)	85	110	0								
	Mealhada (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	220	220									
		Plataform Height (cm)	60	60									
	Aguim (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	170	170									
		Plataform Height (cm)	60	60									
	Curia (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	210	210									
		Plataform Height (cm)	50	50									

LINHA DO NORTE	Mogofores	Operating Lines	I+IA	II	III								
		Useful lines (m)	1510	682	757								
		Electrified Lenght (m)	1510	682	757								
		Plataform Extension (m)	197	181	181								
		Plataform Height (cm)	50	50	50								
		Secondary Lines	IV	G2	G3								
		Useful lines (m)	200	205	338								
		Electrified Lenght (m)	0	205	338								
	Paraimo (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	165	165									
		Plataform Height (cm)	50	50									
	Oliveira do Bairro	Operating Lines	I	II	III								
		Useful lines (m)	584	705	594								
		Electrified Lenght (m)	584	705	594								
		Plataform Extension (m)	231	231	231								
		Plataform Height (cm)	50	50	50								
	Oiã	Operating Lines	I+IA	II+IIA									
		Useful lines (m)	1232	1088									
		Electrified Lenght (m)	1232	1088									
		Plataform Extension (m)	192	192									
		Plataform Height (cm)	50	50									
	Quintans (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	190	190									
		Plataform Height (cm)	50	50									
	Aveiro	Operating Lines	I	II	III	IV	V						
		Useful lines (m)	760	595	440	440	440						
		Electrified Lenght (m)	760	595	440	440	440						
		Plataform Extension (m)	321	321	321	321	321						
		Plataform Height (cm)	90	90	90	90	90						
		Secondary Lines	VI										
		Useful lines (m)	65										
		Electrified Lenght (m)	0										
	Plataforma de Cacia	Operating Lines	P1	P2	P3	R1	R2	R3	R4	R5	G1	G2	
		Useful lines (m)	775	775	732	630	630	670	280	420	26	390	
		Electrified Lenght (m)	775	775	732	630	630	50+50	60	70	26	390	
		Plataform Extension (m)	-	-	-	-	-	-	-	-	-	-	
		Plataform Height (cm)	-	-	-	-	-	-	-	-	-	-	
	Cacia	Operating Lines	I	II-A	III	III-A	III+III-A						
		Useful lines (m)	750	510	228	685	1152						
		Electrified Lenght (m)	750	510	228	685	1152						
		Plataform Extension (m)	220	-	219	-							
		Plataform Height (cm)	90	-	90	-							
	Canelas (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	165	165									
		Plataform Height (cm)	93	93									
	Salreu (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	148	148									
		Plataform Height (cm)	90	90									
	Estarreja	Operating Lines	I	II	III	I-A	II-A	III-A					
		Useful lines (m)	453	667	393	585	560	560					
		Electrified Lenght (m)	453	667	393	585	560	560					
		Plataform Extension (m)	220	220	220	-	-	-					
		Plataform Height (cm)	90	90	90	-	-	-					
		Secondary Lines	IV										
		Useful lines (m)	260										
		Electrified Lenght (m)	260										
	Avanca (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	220	220									
		Plataform Height (cm)	90	90									
	Válega	Operating Lines	I	II									
		Useful lines (m)	652	652									
		Electrified Lenght (m)	652	652									
		Plataform Extension (m)	189	173									
		Plataform Height (cm)	70	70									
	Ovar	Operating Lines	I	II	III								
		Useful lines (m)	467	353	262								
		Electrified Lenght (m)	467	353	262								
		Plataform Extension (m)	290	220	220								
		Plataform Height (cm)	90 (em 220 m) 35 (em 70m)	90	90								
		Secondary Lines	V	VIII	IX								
		Useful lines (m)	179	150	180								
		Electrified Lenght (m)	179	150	180								
	Carvalheira - Maceda (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Cortegaça (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Esmoriz	Operating Lines	I	II	III								
		Useful lines (m)	495	348	365								
		Electrified Lenght (m)	495	348	461								
		Plataform Extension (m)	150	284	150								
		Plataform Height (cm)	90	90 (em 150 m) 35 (em 134 m)	90								
		Secondary Lines	IV	V	G2								
		Useful lines (m)	130	83	239								
		Electrified Lenght (m)	130	0	0								
	Paramos (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Silvalde (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									

LINHA DO NORTE	Espinho (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	300	300									
		Plataform Height (cm)	90	90									
	Granja	Operating Lines	I	II	III								
		Useful lines (m)	546	442	444								
		Electrified Lenght (m)	546	442	444								
		Plataform Extension (m)	150	150	150								
		Plataform Height (cm)	90	90	90								
		Secondary Lines	IV										
		Useful lines (m)	179										
		Electrified Lenght (m)	179										
	Estarreja Amoníaco	Operating Lines	IA	IIA	IIIA	IVA							
		Useful lines (m)	605	580	555	754							
		Electrified Lenght (m)	605	580	555	40							
		Plataform Extension (m)	-	-	-	-							
		Plataform Height (cm)	-	-	-	-							
	Aguda (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Miramar (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Francelos (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Francelos Norte	Operating Lines	I	II	III	IV							
		Useful lines (m)	750	750	750	750							
		Electrified Lenght (m)	750	750	750	750							
		Plataform Extension (m)	-	-	-	-							
		Plataform Height (cm)	-	-	-	-							
	Valadares (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Madalena (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Coimbrões (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Gaia	Operating Lines	I	II	III								
		Useful lines (m)	333	342	333								
		Electrified Lenght (m)	333	342	333								
		Plataform Extension (m)	220	235	220								
		Plataform Height (cm)	90	90	90								
		Secondary Lines	IV	V	XI	XII	XIII	G1	G2	G6	G8	G10	I - OF
		Useful lines (m)	248	248	335	197	250	246	52	67	69	60	80
		Electrified Lenght (m)	248	248	335	197	250	246	52	0	69	0	80
		Secondary Lines	VI - OF	1 - AR	2 - AR	3 - AR	4 - AR	5 - AR	6 - AR	7 - AR	8 - AR	9 - AR	10 - AR
		Useful lines (m)	75	200	209	209	194	194	218	178	178	150	150
		Electrified Lenght (m)	75	200	209	209	194	194	218	178	178	150	150
		Secondary Lines	10 - AR										
		Useful lines (m)	150										
		Electrified Lenght (m)	150										
	General Torres	Operating Lines	I	II	III	IV							
		Useful lines (m)	216	217	216	217							
		Electrified Lenght (m)	216	217	216	217							
		Plataform Extension (m)	232	235	232	235							
		Plataform Height (cm)	90	90	90	90							

LINHA DO VOUGA	Espinho-Vouga	Operating Lines	I	II									
		Useful lines (m)	136	136									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	75	75									
		Plataform Height (cm)	36	36									
	Silvalde-Vouga (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	30										
	Monte de Paramos (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	58										
		Plataform Height (cm)	30										
	Lapa (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	52										
		Plataform Height (cm)	50										
	Sampaio-Oleiros (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	48										
		Plataform Height (cm)	30										
	Paços de Brandão	Operating Lines	I	II									
		Useful lines (m)	100	100									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	50	67									
		Plataform Height (cm)	28	30									
		Secondary Lines	III										
		Useful lines (m)	44										
		Electrified Lenght (m)	0										
	Rio-Meão (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	47										
		Plataform Height (cm)	40										

LINHA DO VOUGA	São João de Ver (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	40										
	Cavaco (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	47										
		Plataform Height (cm)	50										
	Sanfins (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	36										
		Plataform Height (cm)	20										
	Vila da Feira	Operating Lines	II	III									
		Useful lines (m)	105	105									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	45	45									
		Plataform Height (cm)	38	38									
		Secondary Lines	I										
		Useful lines (m)	85										
		Electrified Lenght (m)	0										
	Escapães (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	45										
		Plataform Height (cm)	50										
	Arrifana (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	51										
		Plataform Height (cm)	50										
	São João da Madeira	Operating Lines	I	II									
		Useful lines (m)	150	150									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	50	50									
		Plataform Height (cm)	30	30									
		Secondary Lines	III										
		Useful lines (m)	161										
		Electrified Lenght (m)	0										
	Faria (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	51										
		Plataform Height (cm)	50										
	Couto de Cucujães (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	40										
	Santiago de Riba - Ul (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	50										
	Oliveira de Azeméis	Operating Lines	II	III									
		Useful lines (m)	145	145									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	37	37									
		Plataform Height (cm)	33	33									
		Secondary Lines	III										
		Useful lines (m)	132										
		Electrified Lenght (m)	0										
	Ul (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	40										
	Travanca - Macinhata (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	45										
		Plataform Height (cm)	40										
	Figueiredo (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	46										
		Plataform Height (cm)	40										
	Pinheiro da Bemposta	Operating Lines	I	II									
		Useful lines (m)	72	72									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	51	51									
		Plataform Height (cm)	33	33									
	Branca (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	34										
		Plataform Height (cm)	35										
	Albergaria-a-Nova (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	42										
		Plataform Height (cm)	40										
	Urgueiras (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	29										
		Plataform Height (cm)	30										
	Albergaria-a-Velha	Operating Lines	II										
		Useful lines (m)	130										
		Electrified Lenght (m)	0										
		Plataform Extension (m)	50										
		Plataform Height (cm)	40										
	Sernada do Vouga	Operating Lines	I	II									
		Useful lines (m)	148	148									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	41	41									
		Plataform Height (cm)	53	53									
	Macinhata	Operating Lines	I	II									
		Useful lines (m)	99	99									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	74	74									
		Plataform Height (cm)	40	40									

LINHA DO VOUGA	Carvalhal da Portela (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	39										
		Plataform Height (cm)	40										
	Valongo-Vouga (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	50										
	Aguieira (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	57										
		Plataform Height (cm)	45										
	Mourisca do Vouga (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	30										
	Águeda	Operating Lines	II	III									
		Useful lines (m)	114	114									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	98	98									
		Plataform Height (cm)	40	40									
		Secondary Lines	I										
		Useful lines (m)	85										
		Electrified Lenght (m)	0										
	Oronhe (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	50										
	Casal do Álvaro (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	39										
		Plataform Height (cm)	45										
	Cabanões (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	45										
		Plataform Height (cm)	40										
	Travassô (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	40										
	Taipa - Requeixo (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	45										
	Eirol	Operating Lines	I	II									
		Useful lines (m)	121	121									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	94	94									
		Plataform Height (cm)	40	40									
	São João de Loure (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	35										
	Eixo	Operating Lines	I	II									
		Useful lines (m)	101	101									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	70	70									
		Plataform Height (cm)	40	40									
	Azurva (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	30										
	Esgueira (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	40										
		Plataform Height (cm)	30										
	Aveiro-Vouga	Operating Lines	I	II									
		Useful lines (m)	116	116									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	86	86									
		Plataform Height (cm)	49	49									

LINHA DE GUIMARÃES	Santo Tirso	Operating Lines	I	II									
		Useful lines (m)	292	292									
		Electrified Lenght (m)	292	292									
		Plataform Extension (m)	156	156									
		Plataform Height (cm)	70	70									
		Secondary Lines	G2										
		Useful lines (m)	168										
		Electrified Lenght (m)	168										
	Caniços	Operating Lines	I	II									
		Useful lines (m)	230	230									
		Electrified Lenght (m)	230	230									
		Plataform Extension (m)	151	151									
		Plataform Height (cm)	90	90									
	Vila das Aves	Operating Lines	I	II									
		Useful lines (m)	234	234									
		Electrified Lenght (m)	234	234									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Giesteira (H)	Operating Lines	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	83										
	Lordelo	Operating Lines	I	II									
		Useful lines (m)	230	230									
		Electrified Lenght (m)	230	230									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Cuca (H)	Operating Lines	-										
		Plataform Extension (m)	152										
		Plataform Height (cm)	83										

LINHA DE GUIMARÃES	Pereirinhas (H)	Operating Lines	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	83										
	Vizela	Operating Lines	I	II									
		Useful lines (m)	171	171									
		Electrified Lenght (m)	171	171									
		Plataform Extension (m)	154	154									
		Plataform Height (cm)	90	90									
	Nespereira (H)	Operating Lines	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	83										
	Covas (H)	Operating Lines	-										
		Plataform Extension (m)	153										
		Plataform Height (cm)	73										
	Guimarães	Operating Lines	I	II	III	IV							
		Useful lines (m)	302	240	215	215							
		Electrified Lenght (m)	302	240	215	215							
		Plataform Extension (m)	230	230	230	230							
		Plataform Height (cm)	90	90	90	90							
		Secondary Lines	G1										
		Useful lines (m)	202										
		Electrified Lenght (m)	202										
LINHA DA BEIRA ALTA	Quinta do Valongo - Vacariça (H)	Operating Lines	I	II									
		Plataform Extension (m)	100	100									
		Plataform Height (cm)	76	76									
	Luso Buçaco (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Soito (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Monte dos Lobos (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Mortágua	Operating Lines	I	II	II-A	II + II-A							
		Useful lines (m)	795	405	240	750							
		Electrified Lenght (m)	795	405	240	750							
		Plataform Extension (m)	200	200	-	-							
		Plataform Height (cm)	76	76	-	-							
		Secondary Lines	III	III-A	III + III-A	IV	V	VI	VII				
		Useful lines (m)	325	325	700	210	210	205	205				
		Electrified Lenght (m)	325	325	700	210	105	40	50				
	Santa Comba Dão	Operating Lines	I	II	II-A	II + II-A	III						
		Useful lines (m)	750	390	230	750	260						
		Electrified Lenght (m)	750	390	230	750	260						
		Plataform Extension (m)	200	200	-	-	150						
		Plataform Height (cm)	76	76	-	-	76						
		Secondary Lines	IV	V	VI	VII							
		Useful lines (m)	176	285	85	195							
		Electrified Lenght (m)	176	105	85	55							
	Catelejo (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Papízios (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Carregal do Sal	Operating Lines	I	II	II-A	II + II-A							
		Useful lines (m)	415	200	200	415							
		Electrified Lenght (m)	415	200	200	415							
		Plataform Extension (m)	200	200	-	-							
		Plataform Height (cm)	76	76	-	-							
		Secondary Lines	III										
		Useful lines (m)	230										
		Electrified Lenght (m)	230										
	Oliveirinha-Cabanas	Operating Lines	I	I-A	I + I-A	II	II-A	II + II-A					
		Useful lines (m)	535	260	815	365	355	755					
		Electrified Lenght (m)	535	260	815	365	355	755					
		Plataform Extension (m)	100	-	-	100	-	-					
		Plataform Height (cm)	76	-	-	76	-	-					
		Secondary Lines	III	IV									
		Useful lines (m)	230	215									
		Electrified Lenght (m)	230	0									
	Lapa do Lobo (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Canas-Felgueira	Operating Lines	I	I-A	I + I-A	II	II-A	II + II-A					
		Useful lines (m)	265	390	675	225	390	635					
		Electrified Lenght (m)	265	390	675	225	172	635					
		Plataform Extension (m)	100	-	-	100	390	-					
		Plataform Height (cm)	76	-	-	76	-	-					
		Secondary Lines	III										
		Useful lines (m)	395										
		Electrified Lenght (m)	395										
	Nelas	Operating Lines	I	I-A	I + I-A	II	II-A	II + II-A					
		Useful lines (m)	250	625	900	405	460	900					
		Electrified Lenght (m)	250	625	900	405	460	900					
		Plataform Extension (m)	200	-	-	200	-	-					
		Plataform Height (cm)	76	-	-	76	-	-					
		Secondary Lines	III										
		Useful lines (m)	170										
		Electrified Lenght (m)	0										
	Moimenta Alcafache (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Mangualde	Operating Lines	I	I-A	I + I-A	II	II-A	II + II-A	III	III-A	III + III-A	IV	
		Useful lines (m)	320	270	830	285	175	700	255	160	595	245	
		Electrified Lenght (m)	318	270	830	285	175	700	255	160	595	245	
		Plataform Extension (m)	200	-	-	200	-	-	200	-	-	-	
		Plataform Height (cm)	76	-	-	76	-	-	76	-	-	-	
		Secondary Lines	V	VI	VII	VIII	IX	X	XI	XII	XIII	XIV	XV
		Useful lines (m)	255	205	313	144	28	213	200	164	220	220	180
		Electrified Lenght (m)	255	205	220	144	28	213	0	0	74	74	129
	Contenças	Operating Lines	I	II									
		Useful lines (m)	415	415									
		Electrified Lenght (m)	415	415									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									

LINHA DA BEIRA ALTA	Gouveia	Operating Lines	I	II									
		Useful lines (m)	760	760									
		Electrified Lenght (m)	760	760									
		Plataform Extension (m)	100	100									
		Plataform Height (cm)	76	76									
		Secondary Lines	III										
		Useful lines (m)	163										
		Electrified Lenght (m)	163										
	Fornos de Algodres	Operating Lines	I	II	II-A	II + II-A							
		Useful lines (m)	810	490	275	785							
		Electrified Lenght (m)	810	490	275	785							
		Plataform Extension (m)	200	200	200	200							
		Plataform Height (cm)	76	76	76	76							
		Secondary Lines	III										
		Useful lines (m)	235										
		Electrified Lenght (m)	235										
	Muxagata	Operating Lines	I	II									
		Useful lines (m)	530	530									
		Electrified Lenght (m)	530	530									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	Celorico da Beira	Operating Lines	I	I-A	I + I-A	II	II-A	II + II-A					
		Useful lines (m)	470	200	780	635	125	780					
		Electrified Lenght (m)	470	200	780	635	125	780					
		Plataform Extension (m)	200	-	-	200	-	-					
		Plataform Height (cm)	76	-	-	76	-	-					
		Secondary Lines	III	IV									
		Useful lines (m)	307	98									
		Electrified Lenght (m)	307	98									
	Baraçal (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Vila Franca das Naves	Operating Lines	I	II									
		Useful lines (m)	485	395									
		Electrified Lenght (m)	485	395									
		Plataform Extension (m)	200	200									
		Plataform Height (cm)	76	76									
		Secondary Lines	III	IV	V								
		Useful lines (m)	450	204	135								
		Electrified Lenght (m)	450	204	135								
	Pinhel	Operating Lines	I	II									
		Useful lines (m)	975	975									
		Electrified Lenght (m)	975	975									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	Guarda	Operating Lines	I	I-A	I-B	I + I-A + I-B	II	II-A	II + II- A	III	III-A	III + III-A	
		Useful lines (m)	370	205	200	935	650	215	900	605	205	830	
		Electrified Lenght (m)	370	205	200	935	650	215	900	605	205	830	
		Plataform Extension (m)	400	-	-	-	400	-	-	400	-	-	
		Plataform Height (cm)	68,5	-	-	-	68,5	-	-	68,5	-	-	
		Secondary Lines	IV	V	VI	VII	VIII	A (R1)	B (R1)	C (R1)	I (R2)	II (R2)	I (R3)
		Useful lines (m)	745	172	233	250	190	246	240	269	115	115	75
		Electrified Lenght (m)	745	172	233	0	190	246	232	0	0	0	0
		Secondary Lines	II (R3)	G2	G3	G4	G6						
		Useful lines (m)	75	40	67	87	82						
		Electrified Lenght (m)	0	40	67	87	82						
	Gata (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Vila Fernando (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Rochoso (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Cerdeira	Operating Lines	I	II	II-A	II + II-A							
		Useful lines (m)	450	100	295	415							
		Electrified Lenght (m)	450	100	295	415							
		Plataform Extension (m)	100	100	-	-							
		Plataform Height (cm)	76	76	-	-							
		Secondary Lines	III										
		Useful lines (m)	145										
		Electrified Lenght (m)	145										
	Miuzela (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Noémi	Operating Lines	I	II									
		Useful lines (m)	765	765									
		Electrified Lenght (m)	765	765									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	Freineda (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Aldeia (H)	Operating Lines	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	76										
	Vilar Formoso	Operating Lines	I	II	III								
		Useful lines (m)	535	465	310								
		Electrified Lenght (m)	535	465	310								
		Plataform Extension (m)	200	200	200								
		Plataform Height (cm)	76	76	76								
		Secondary Lines	IV	IV-A	V	X	G1	G2	VIII (R2A)	IX (R2B)	XI (R1A)	XII (R1B)	XIII (R1C)
		Useful lines (m)	268	90	203	79	61	96	132	168	189	189	220
		Electrified Lenght (m)	268	90	203	79	61	40	0	30	0	0	0
		Secondary Lines	XIV (R1D)	XV (R1E)	XVI (R1F)								
		Useful lines (m)	138	131	155								
		Electrified Lenght (m)	0	0	0								
ALFARELOS	Reveles (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	140										
		Plataform Height (cm)	80										
	Verride	Operating Lines	I	I-A	I+II-A	II	IIA	II+IIA					
		Useful lines (m)	287	132	438	287	132	438					
		Electrified Lenght (m)	287	132	438	287	132	438					
		Plataform Extension (m)	155	155	-	155	-	-					
		Plataform Height (cm)	60	80	-	80	-	-					
	Marujal (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	156										
		Plataform Height (cm)	82,5										

ALFARELOS	Montemor (H)	Operating Lines	I										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	153										
		Plataform Height (cm)	42										
LINHA DO OESTE	Mira Sintra-Meleças	Operating Lines	I	II	III	IV							
		Useful lines (m)	315	255	239	330							
		Electrified Lenght (m)	315	256	239	330							
		Plataform Extension (m)	315	250	234	325							
		Plataform Height (cm)	90	90	90	90							
	Sabugo	Operating Lines	I	II									
		Useful lines (m)	410	393									
		Electrified Lenght (m)	410	393									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
		Secondary Lines	III										
		Useful lines (m)	373										
		Electrified Lenght (m)	373										
		Plataform Extension (m)	150										
		Plataform Height (cm)	90										
	Pedra Furada (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Mafra	Operating Lines	I	II									
		Useful lines (m)	187	272									
		Electrified Lenght (m)	187	272									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Malveira	Operating Lines	I	II	II								
		Useful lines (m)	700	267	267								
		Electrified Lenght (m)	700	267	267								
		Plataform Extension (m)	150	150	150								
		Plataform Height (cm)	90	90	90								
		Secondary Lines	IV										
		Useful lines (m)	109										
		Electrified Lenght (m)	109										
	Jerumelo (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Sapataria (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	90										
	Pero Negro	Operating Lines	I	II									
		Useful lines (m)	225	225									
		Electrified Lenght (m)	225	225									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	90	90									
	Zibreira (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	90										
	Feliteira (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	90										
	Dois Portos	Operating Lines	I	II	III								
		Useful lines (m)	208	208	340								
		Electrified Lenght (m)	208	208	340								
		Plataform Extension (m)	150	150	-								
		Plataform Height (cm)	90	90	-								
		Secondary Lines	IV										
		Useful lines (m)	68										
		Electrified Lenght (m)	0										
	Runa (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	150										
	Torres Vedras	Operating Lines	I	II	III								
		Useful lines (m)	453	397	300								
		Electrified Lenght (m)	453	397	300								
		Plataform Extension (m)	150	150	150								
		Plataform Height (cm)	90	90	90								
		Secondary Lines	IV	V									
		Useful lines (m)	308	212									
		Electrified Lenght (m)	308	30									
	Ramalhal	Operating Lines	I	II	II-A	II + II-A							
		Useful lines (m)	389	181	90	381							
		Electrified Lenght (m)	389	181	90	381							
		Plataform Extension (m)	150	150	-	-							
		Plataform Height (cm)	76	76	-	-							
		Secondary Lines	III	IV	G1	G2	G3	G4	G5	V1	V2		
		Useful lines (m)	72	88	176	125	140	138	177	128	105		
		Electrified Lenght (m)	0	0	0	0	0	0	0	0	0		
	Outeiro	Operating Lines	I	II									
		Useful lines (m)	208	267									
		Electrified Lenght (m)	208	267									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	76	76									
		Secondary Lines	III	IV									
		Useful lines (m)	70	80									
		Electrified Lenght (m)	30	30									
	Bombarral	Operating Lines	I	II									
		Useful lines (m)	332	332									
		Electrified Lenght (m)	332	332									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	76	76									
		Secondary Lines	III										
		Useful lines (m)	336										
		Electrified Lenght (m)	30										

LINHA DO OESTE	Paúl (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	76										
	São Mamede	Operating Lines	I	II									
		Useful lines (m)	310	310									
		Electrified Lenght (m)	310	310									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	76	76									
	Dagorda-Peniche (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	76										
	Óbidos (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	76										
	Caldas da Rainha	Operating Lines	I	II	III								
		Useful lines (m)	467	316	185								
		Electrified Lenght (m)	467	316	185								
		Plataform Extension (m)	220	220	-								
		Plataform Height (cm)	76	76	-								
		Secondary Lines	IV	V	VI	VII	VIII	IX					
		Useful lines (m)	218	218	168	178	204	200					
		Electrified Lenght (m)	218	50+50	50	50	50	50					
	Campo Serra (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	82										
		Plataform Height (cm)	63,5										
	Bouro (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	120										
		Plataform Height (cm)	50										
	Salir do Porto (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	65										
		Plataform Height (cm)	80										
	S. Martinho do Porto	Operating Lines	I	II	III								
		Useful lines (m)	498	493	276								
		Electrified Lenght (m)	0	0	0								
		Plataform Extension (m)	214	209	197								
		Plataform Height (cm)	40	50	45								
		Secondary Lines	IV	V									
		Useful lines (m)	264	133									
		Electrified Lenght (m)	0	0									
	Famalicão da Nazaré (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	50										
		Plataform Height (cm)	70										
	Cela (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	195										
		Plataform Height (cm)	45										
	Valado	Operating Lines	I	II	III								
		Useful lines (m)	490	486	246								
		Electrified Lenght (m)	0	0	0								
		Plataform Extension (m)	220	200	200								
		Plataform Height (cm)	40	45	45								
	Fanhais (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	90										
		Plataform Height (cm)	62										
	Pataias	Operating Lines	I	II	III								
		Useful lines (m)	502	502	416								
		Electrified Lenght (m)	0	0	0								
		Plataform Extension (m)	220	210	220								
		Plataform Height (cm)	40	45	45								
	Martingança	Operating Lines	I	II									
		Useful lines (m)	479	280									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	190	180									
		Plataform Height (cm)	55	55									
		Secondary Lines	III										
		Useful lines (m)	280										
		Electrified Lenght (m)	0										
	Marinha Grande	Operating Lines	I	II									
		Useful lines (m)	509	509									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	212	207									
		Plataform Height (cm)	35	40									
		Secondary Lines	III										
		Useful lines (m)	295										
		Electrified Lenght (m)	0										
	Leiria	Operating Lines	I	II	III								
		Useful lines (m)	534	534	427								
		Electrified Lenght (m)	0	0	0								
		Plataform Extension (m)	206	206	206								
		Plataform Height (cm)	40	40	45								
		Secondary Lines	IV	VI	VII	VIII	IX	X					
		Useful lines (m)	257	197	157	157	141	136					
		Electrified Lenght (m)	0	0	0	0	0	0					
	Regueira de Pontes (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	103										
		Plataform Height (cm)	40										
	Monte Real	Operating Lines	I	II									
		Useful lines (m)	539	539									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	146	195									
		Plataform Height (cm)	40	45									
		Secondary Lines	III	IV									
		Useful lines (m)	402	133									
		Electrified Lenght (m)	0	0									

LINHA DO OESTE	Monte Redondo (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	70										
		Plataform Height (cm)	40										
	Guia (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	196										
		Plataform Height (cm)	40										
	Carriço (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	95										
		Plataform Height (cm)	65										
	Louriçal	Operating Lines	I	IA	I+IA	II	IIA	II+IIA					
		Useful lines (m)	223	193	435	202	148	369					
		Electrified Lenght (m)	223	193	435	202	148	369					
		Plataform Extension (m)	125	137	-	137	-	-					
		Plataform Height (cm)	40	45	-	45	-	-					
		Secondary Lines	III	III-R	IV	IV-R	V	V-R	I - Ramal	II - Ramal			
		Useful lines (m)	79	329	45	299	187	299	561	561			
		Electrified Lenght (m)	79	329	45	299	25	299	561	561			
	Ribeira de Seiça (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	120										
		Plataform Height (cm)	26,5										
	Telhada (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	115										
		Plataform Height (cm)	33,5										
	Bicanho (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	87										
		Plataform Height (cm)	60										
	Amieira	Operating Lines	I	I-A	I+I-A	II	II-A	II-B	II+II-A+II-B	III			
		Useful lines (m)	213	281	513	195	110	129	469	165			
		Electrified Lenght (m)	213	281	513	195	110	129	469	165			
		Plataform Extension (m)	114	-	-	195	-	-	-	165			
		Plataform Height (cm)	40	-	-	45	-	-	-	45			
		Secondary Lines	IV	V									
		Useful lines (m)	268	87									
		Electrified Lenght (m)	268	25									
	Bif. de Lares	Operating Lines	I	II									
		Useful lines (m)	310	314									
		Electrified Lenght (m)	310	314									
		Plataform Extension (m)	180	180									
		Plataform Height (cm)	32	32									
	Lares (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	75										
		Plataform Height (cm)	53										
	Fontela	Operating Lines	I	II									
		Useful lines (m)	151	219									
		Electrified Lenght (m)	151	219									
		Plataform Extension (m)	193	160									
		Plataform Height (cm)	35	85									
		Secondary Lines	III										
		Useful lines (m)	95										
		Electrified Lenght (m)	25										
	Fontela-A (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	147										
		Plataform Height (cm)	84										
	Figueira da Foz	Operating Lines	I	II	III	IV	V	VI	VII				
		Useful lines (m)	280	280	261	244	265	220	217				
		Electrified Lenght (m)	280	280	261	244	265	220	217				
		Plataform Extension (m)	264	245	215	244	215	-	215				
		Plataform Height (cm)	60	60	60	60	60	-	60				
		Secondary Lines	VIII	IX									
		Useful lines (m)	200	217									
		Electrified Lenght (m)	0	0									
RAMAL DE TOMAR	Soudos - Vila Nova (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	200										
		Plataform Height (cm)	66										
	Carrascal - Delongo (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	151										
		Plataform Height (cm)	76										
	Curvaceiras (H)	Operating Lines	I										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	153										
		Plataform Height (cm)	52										
	Santa Cita	Operating Lines	I	II									
		Useful lines (m)	241	206									
		Electrified Lenght (m)	241	206									
		Plataform Extension (m)	164	150									
		Plataform Height (cm)	50	68,5									
		Secondary Lines	III										
		Useful lines (m)	93										
		Electrified Lenght (m)	25										
	Carvalhos de Figueiredo (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	48										
	Tomar	Operating Lines	I	II	III	IV							
		Useful lines (m)	207	210	230	215							
		Electrified Lenght (m)	207	210	230	215							
		Plataform Extension (m)	215	-	215	215							
		Plataform Height (cm)	90	-	90	90							

LINHA DA BEIRA BAIXA

	Barquinha	Operating Lines	I	II	I+IA	IIA							
		Useful lines (m)	417	401	507	573							
		Electrified Lenght (m)	417	401	507	573							
		Plataform Extension (m)	229	229									
		Plataform Height (cm)	45	45									
	Tancos (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	123										
		Plataform Height (cm)	68,5										
	Almourol	Operating Lines	I	II									
		Useful lines (m)	499	502									
		Electrified Lenght (m)	499	502									
		Plataform Extension (m)	183	183									
		Plataform Height (cm)	40	40									
	Praia do Ribatejo	Operating Lines	I	III									
		Useful lines (m)	487	572									
		Electrified Lenght (m)	487	572									
		Plataform Extension (m)	246	246									
		Plataform Height (cm)	45	45									
		Secondary Lines	II	IV	V								
		Useful lines (m)	428	205	130								
		Electrified Lenght (m)	428	25	25								
	Santa Margarida	Operating Lines	I	II									
		Useful lines (m)	684	679									
		Electrified Lenght (m)	684	679									
		Plataform Extension (m)	155	222									
		Plataform Height (cm)	45/95	45									
		Secondary Lines	III	IV	V								
		Useful lines (m)	511	135	525								
		Electrified Lenght (m)	511	0	96+130								
	Tramagal	Operating Lines	I	II									
		Useful lines (m)	506	523									
		Electrified Lenght (m)	506	523									
		Plataform Extension (m)	254	254									
		Plataform Height (cm)	30	40									
		Secondary Lines	III	IV	V	VI							
		Useful lines (m)	482	191	154	205							
		Electrified Lenght (m)	482	191	25	205							
	Abrantes	Operating Lines	I	II	III								
		Useful lines (m)	508	311	271								
		Electrified Lenght (m)	508	311	271								
		Plataform Extension (m)	207	207	207								
		Plataform Height (cm)	68,5	68,5	68,5								
		Secondary Lines	IV	V	VI	VII	VIII	G1					
		Useful lines (m)	248	222	84	89	89	112					
		Electrified Lenght (m)	248	222	84	89	89	30					
	Alferrarede	Operating Lines	I	II									
		Useful lines (m)	507	567									
		Electrified Lenght (m)	507	567									
		Plataform Extension (m)	199	199									
		Plataform Height (cm)	40	45									
		Secondary Lines	III	IV	V	VI							
		Useful lines (m)	267	295	272	269							
		Electrified Lenght (m)	267	295	272	60							
	Mouriscas	Operating Lines	I	II									
		Useful lines (m)	472	466									
		Electrified Lenght (m)	472	466									
		Plataform Extension (m)	76	209									
		Plataform Height (cm)	35	35									
	Mouriscas A	Operating Lines	I-A	II-A									
		Useful lines (m)	670	684									
		Electrified Lenght (m)	670	684									
		Plataform Extension (m)	76	209									
		Plataform Height (cm)	40	40									
	Alvega - Ortiga (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	199										
		Plataform Height (cm)	35										
	Barragem de Belver (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	130										
		Plataform Height (cm)	43										
	Belver	Operating Lines	I	II									
		Useful lines (m)	661	661									
		Electrified Lenght (m)	661	661									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	68,5	68,5									
		Secondary Lines	III										
		Useful lines (m)	78										
		Electrified Lenght (m)	0										
	B. Amieira-Envendos	Operating Lines	I	II	I+I-A	II-A							
		Useful lines (m)	466	466	637	637							
		Electrified Lenght (m)	466	466	637	637							
		Plataform Extension (m)	150	150	-	-							
		Plataform Height (cm)	68,5	68,5	-	-							
		Secondary Lines	III										
		Useful lines (m)	92										
		Electrified Lenght (m)	92										
	Fratel	Operating Lines	I	II									
		Useful lines (m)	394	394									
		Electrified Lenght (m)	394	394									
		Plataform Extension (m)	190	180									
		Plataform Height (cm)	68,5	68,5									
	Ródão	Operating Lines	I	II	III	IV							
		Useful lines (m)	607	576	302	302							
		Electrified Lenght (m)	607	576	302	302							
		Plataform Extension (m)	210	210	-	-							
		Plataform Height (cm)	68,5	68,5									
	Tojeirinha (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	33										
	Sarnadas	Operating Lines	I	II									
		Useful lines (m)	525	536									
		Electrified Lenght (m)	525	536									
		Plataform Extension (m)	150	160									
		Plataform Height (cm)	68,5	68,5									
		Secondary Lines	III	IV									
		Useful lines (m)	232	86									
		Electrified Lenght (m)	25+25	86									

LINHA DA BEIRA BAIXA	Retaxo (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	68,5										
	Benquerenças (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	81										
		Plataform Height (cm)	34										
	Castelo Branco	Operating Lines	I	II	III	I+IA	II+IIA						
		Useful lines (m)	489	400	306	627	556						
		Electrified Lenght (m)	489	400	306	627	556						
		Plataform Extension (m)	220	220	220	-	-						
		Plataform Height (cm)	40	68,5	68,5	-	-						
		Secondary Lines	IV	VI	G1	G2							
		Useful lines (m)	346	197	86	176							
		Electrified Lenght (m)	346	30	0	176							
	Alcains	Operating Lines	I	I+IA	II	II+IIA							
		Useful lines (m)	177	655	177	590							
		Electrified Lenght (m)	177	655	177	590							
		Plataform Extension (m)	150	-	150	-							
		Plataform Height (cm)	68,5	-	68,5	-							
		Secondary Lines	III	IIIA	IIIB	IV	V						
		Useful lines (m)	365	237	329	257	164						
		Electrified Lenght (m)	160	237	75	40	30						
	Lardosa	Operating Lines	I	II									
		Useful lines (m)	527	446									
		Electrified Lenght (m)	527	446									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	68,5	68,5									
		Secondary Lines	III										
		Useful lines (m)	179										
		Electrified Lenght (m)	60										
	Soalheira (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	68,5										
	Castelo Novo	Operating Lines	I	IIA	IA	I+IA							
		Useful lines (m)	287	189	189	605							
		Electrified Lenght (m)	287	189	189	605							
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	68,5	68,5									
		Secondary Lines	III										
		Useful lines (m)	121										
		Electrified Lenght (m)	45										
	Alpedrinha (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	150										
		Plataform Height (cm)	68,5										
	Vale de Prazeres	Operating Lines	I	II									
		Useful lines (m)	632	632									
		Electrified Lenght (m)	632	632									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	68,5	68,5									
	Fatela - Penamacor (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	170										
		Plataform Height (cm)	68,5										
	Alcaide (H)	Operating Lines	I										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	131										
		Plataform Height (cm)	68,5										
	Donas (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	140										
		Plataform Height (cm)	68,5										
	Fundão	Operating Lines	I	II									
		Useful lines (m)	597	597									
		Electrified Lenght (m)	597	597									
		Plataform Extension (m)	210	210									
		Plataform Height (cm)	68,5	68,5									
	Alcaria (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	142										
		Plataform Height (cm)	68,5										
	Tortosendo	Operating Lines	I	II									
		Useful lines (m)	470	468									
		Electrified Lenght (m)	470	468									
		Plataform Extension (m)	160	160									
		Plataform Height (cm)	68,5	68,5									
	Covilhã	Operating Lines	I	II	III								
		Useful lines (m)	488	288	322								
		Electrified Lenght (m)	488	288	322								
		Plataform Extension (m)	220	220	220								
		Plataform Height (cm)	68,5	68,5	68,5								
	Caria (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	68,5										
	Belmonte-Manteigas	Operating Lines	I	II									
		Useful lines (m)	615	650									
		Electrified Lenght (m)	615	650									
		Plataform Extension (m)	100	100									
		Plataform Height (cm)	68,5	68,5									
		Secondary Lines	III										
		Useful lines (m)	92										
		Electrified Lenght (m)	0										
	Maçainhas (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	68,5										

LINHA DA BEIRA BAIXA	Benespera (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	68,5										
	Sabugal (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	68,5										
LINHA DO LESTE	Bemposta (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	152										
		Plataform Height (cm)	42										
	Ponte de Sor	Operating Lines	I	II									
		Useful lines (m)	460	460									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	159	120									
		Plataform Height (cm)	45	45									
		Secondary Lines	IV	VI									
		Useful lines (m)	252	80									
		Electrified Lenght (m)	0	0									
	Fazenda (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	96										
		Plataform Height (cm)	44										
	Torre das Vargens	Operating Lines	I	II	III								
		Useful lines (m)	355	750	750								
		Electrified Lenght (m)	0	0	0								
		Plataform Extension (m)	128	153	153								
		Plataform Height (cm)	25	40	40								
		Secondary Lines	VI	VII	VIII								
		Useful lines (m)	100	87	134								
		Electrified Lenght (m)	0	0	0								
	Chança (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	60										
		Plataform Height (cm)	28										
	Mata (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	100										
		Plataform Height (cm)	27										
	Crato (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	93										
		Plataform Height (cm)	39										
	Portalegre	Operating Lines	I	II	III								
		Useful lines (m)	585	585	398								
		Electrified Lenght (m)	0	0	0								
		Plataform Extension (m)	112	112	112								
		Plataform Height (cm)	35	35	35								
		Secondary Lines	VI										
		Useful lines (m)	105										
		Electrified Lenght (m)	0										
	Assumar (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	65										
		Plataform Height (cm)	20										
	Arronches (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	84										
		Plataform Height (cm)	40										
	Santa Eulália - A (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	54										
		Plataform Height (cm)	24										
	Elvas	Operating Lines	I	I+IA	II	III	V						
		Useful lines (m)	347	750	750	450	244						
		Electrified Lenght (m)	0	0	0	0	0						
		Plataform Extension (m)	100	-	100	-	-						
		Plataform Height (cm)	68,5	-	68,5	-	-						
		Secondary Lines	IV	VI	VII	G1	G2						
		Useful lines (m)	450	110	190	110	240						
		Electrified Lenght (m)	0	0	0	0	0						
LINHA DE SINTRA	Lisboa-Rossio	Operating Lines	I	II	III	IV	V						
		Useful lines (m)	85	193	193	194	196						
		Electrified Lenght (m)	85	198	193	194	196						
		Plataform Extension (m)	134	158	193	194	208						
		Plataform Height (cm)	90	90	90	90	90						
	Campolide	Operating Lines	I	II	III	IV	IIA	II+IIA					
		Useful lines (m)	206	152	231	220	53	220					
		Electrified Lenght (m)	206	152	231	220	53	220					
		Plataform Extension (m)	-	264	247	236							
		Plataform Height (cm)	-	90	90	90							
	Benfica	Operating Lines	I	II	III	IV							
		Useful lines (m)	222	215	225	236							
		Electrified Lenght (m)	222	215	225	236							
		Plataform Extension (m)	221	220	220	220							
		Plataform Height (cm)	90	90	90	90							
	Santa Cruz/Damaia (H)	Operating Lines	I	II	III	IV							
		Useful lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Extension (m)	221	221	221	221							
		Plataform Height (cm)	100	100	100	100							
	Reboleira (H)	Operating Lines	I	II	III	IV							
		Useful lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Extension (m)	220	220	220	220							
		Plataform Height (cm)	100	100	100	100							
	Amadora	Operating Lines	I	II	III	IV							
		Useful lines (m)	215	227	210	240							
		Electrified Lenght (m)	215	227	210	240							
		Plataform Extension (m)	220	220	220	220							
		Plataform Height (cm)	90	90	90	90							

LINHA DE SINTRA	Queluz - Belas (H)	Operating Lines	I	II	III	IV							
		Useful lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Extension (m)	221	221	222	222							
		Plataform Height (cm)	90	90	90	90							
	Monte Abraão	Operating Lines	I	II	III	IV							
		Useful lines (m)	230	235	225	225							
		Electrified Lenght (m)	230	235	225	225							
		Plataform Extension (m)	219	219	220	220							
		Plataform Height (cm)	90	90	90	90							
	Massamé - Barcarena (H)	Operating Lines	I	II	III	IV							
		Useful lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Extension (m)	225	225	225	225							
		Plataform Height (cm)	90	90	90	90							
	Agualva-Cacém	Operating Lines	I	II	III	IV							
		Useful lines (m)	321	300	270	247							
		Electrified Lenght (m)	321	300	270	247							
		Plataform Extension (m)	220	220	220	220							
		Plataform Height (cm)	90	90	90	90							
	Rio de Mouro (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	223	223									
		Plataform Height (cm)	90	90									
	Mercês	Operating Lines	I	II	III								
		Useful lines (m)	230	224	230								
		Electrified Lenght (m)	230	224	230								
		Plataform Extension (m)	221	221	221								
		Plataform Height (cm)	90	90	90								
	Algueirão - Mem Martins (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	223	223									
		Plataform Height (cm)	90	90									
	Algueirão-Parque	Operating Lines	IA	IA+IB	IIA	IIA+IIB							
		Useful lines (m)	365	1120	280	1005							
		Electrified Lenght (m)	365	1120	280	1005							
		Plataform Extension (m)	-	-	-								
		Plataform Height (cm)	-	-	-								
	Portela de Sintra (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	222	222									
		Plataform Height (cm)	100	100									
	Sintra	Operating Lines	I	II	III	IV							
		Useful lines (m)	208	194	178	174							
		Electrified Lenght (m)	208	194	178	174							
		Plataform Extension (m)	221	221	221	-							
		Plataform Height (cm)	90	90	90	-							
LINHA DE CINTURA	Alcântara-Terra	Operating Lines	I	II	III								
		Useful lines (m)	216	264	291								
		Electrified Lenght (m)	216	264	291								
		Plataform Extension (m)	100	210	210								
		Plataform Height (cm)	40	90	90								
		Secondary Lines	VIII	IX	X	XI	XIII						
		Useful lines (m)	316	226	172	320	265						
		Electrified Lenght (m)	0	226	50	320	265						
	Campolide - A (H)	Operating Lines	VI	VII									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	246	287									
		Plataform Height (cm)	90	90									
	Sete Rios	Operating Lines	I-S	II-S	III-S	IV-S							
		Useful lines (m)	249	322	409	553							
		Electrified Lenght (m)	249	322	409	533							
		Plataform Extension (m)	239	260	260	239							
		Plataform Height (cm)	90	90	90	90							
		Secondary Lines	ISR	IISR	IIISR								
		Useful lines (m)	318	315	223								
		Electrified Lenght (m)	320	320	244								
	Entrecampos Poente	Operating Lines	V	VI	VII	VIII	IX	X	XI	XII			
		Useful lines (m)	322	322	304	305	305	305	324	324			
		Electrified Lenght (m)	322	322	304	305	305	305	324	324			
		Plataform Extension (m)	-	-	-	-	-	-	-	-			
		Plataform Height (cm)	-	-	-	-	-	-	-	-			
	Entrecampos	Operating Lines	I	II	III	IV							
		Useful lines (m)	325	325	320	320							
		Electrified Lenght (m)	325	325	320	320							
		Plataform Extension (m)	310	310	310	310							
		Plataform Height (cm)	90	90	90	90							
	Roma-Areeiro	Operating Lines	IR	IIR	IIIR	IVR							
		Useful lines (m)	310	346	356	356							
		Electrified Lenght (m)	310	346	356	356							
		Plataform Extension (m)	191	234	234	218							
		Plataform Height (cm)	90	90	90	90							
		Secondary Lines	IT	IIT	IIIT	IVT							
		Useful lines (m)	215	215	227	227							
		Electrified Lenght (m)	215	215	227	227							
	Chelas (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	114	98									
		Plataform Height (cm)	90	90									
	Marvila (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	111	125									
		Plataform Height (cm)	90	90									

LINHA DE CASCAIS	Cais do Sodré	Operating Lines	L1	L2	L3	L4	L5	L6					
		Useful lines (m)	200	200	210	210	200	200					
		Electrified Lenght (m)	200	200	210	210	200	200					
		Plataform Extension (m)	210	220	217	206	206	211					
		Plataform Height (cm)	110	110	110	110	110	110					
		Secondary Lines	R1										
		Useful lines (m)	261										
		Electrified Lenght (m)	261										
	Santos (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	301	204									
		Plataform Height (cm)	110	110									
	Alcântara-Mar	Operating Lines	VA1	VD2									
		Useful lines (m)	228	228									
		Electrified Lenght (m)	228	228									
		Plataform Extension (m)	217	206									
		Plataform Height (cm)	110	110									
		Secondary Lines	Areal 1	Areal 2	Areal 3								
		Useful lines (m)	402	355	355								
		Electrified Lenght (m)	0	0	0								
	Belém (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	260	203									
		Plataform Height (cm)	110	110									
	Algés	Operating Lines	LA	LD	LC								
		Useful lines (m)	261	229	231								
		Electrified Lenght (m)	261	229	231								
		Plataform Extension (m)	200	200	200								
		Plataform Height (cm)	110	110	110								
		Secondary Lines	Resguardo										
		Useful lines (m)	160										
		Electrified Lenght (m)	160										
	Cruz Quebrada A)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	143	143									
		Plataform Height (cm)	110	110									
	Caxias	Operating Lines	LA	LD									
		Useful lines (m)	254	265									
		Electrified Lenght (m)	254	265									
		Plataform Extension (m)	140	140									
		Plataform Height (cm)	110	110									
	Paço de Arcos A)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	296	237									
		Plataform Height (cm)	110	110									
	Santo Amaro (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	154	154									
		Plataform Height (cm)	110	110									
	Oeiras	Operating Lines	LA	LD	LC								
		Useful lines (m)	191	213	170								
		Electrified Lenght (m)	191	213	170								
		Plataform Extension (m)	142	142	142								
		Plataform Height (cm)	110	110	110								
		Secondary Lines	RD										
		Useful lines (m)	187										
		Electrified Lenght (m)	187										
	Carcavelos	Operating Lines	I	II	III								
		Useful lines (m)	215	309	254								
		Electrified Lenght (m)	215	309	254								
		Plataform Extension (m)	201	200	-								
		Plataform Height (cm)	110	110	-								
		Secondary Lines	P1	P2	P3	P4	P5						
		Useful lines (m)	365	295	280	255	244						
		Electrified Lenght (m)	365	295	280	255	244						
	Parede (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	298	230									
		Plataform Height (cm)	110	110									
	S. Pedro do Estoril	Operating Lines	LA	LD	LC								
		Useful lines (m)	293	263	220								
		Electrified Lenght (m)	293	263	220								
		Plataform Extension (m)	200	200	200								
		Plataform Height (cm)	110	110	110								
	São João do Estoril (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	217	219									
		Plataform Height (cm)	110	110									
	Estoril	Operating Lines	LA	LD									
		Useful lines (m)	244	219									
		Electrified Lenght (m)	244	219									
		Plataform Extension (m)	200	200									
		Plataform Height (cm)	110	110									
	Monte Estoril (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	142	144									
		Plataform Height (cm)	110	110									
	Cascais	Operating Lines	L2	L3	L4	L5							
		Useful lines (m)	150	142	142	142							
		Electrified Lenght (m)	150	142	142	142							
		Plataform Extension (m)	119	142	142	142							
		Plataform Height (cm)	110	110	110	110							
		Secondary Lines	MI										
		Useful lines (m)	182										
		Electrified Lenght (m)	0										

LINHA DE VENDAS NOVAS	Morgado (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	60										
		Plataform Height (cm)	68,5										
	Muge	Operating Lines	I+IA	II									
		Useful lines (m)	512	512									
		Electrified Lenght (m)	512	512									
		Plataform Extension (m)	70	40									
		Plataform Height (cm)	68,5	30									
		Secondary Lines	III										
		Useful lines (m)	85										
		Electrified Lenght (m)	0										
	Marinhais	Operating Lines	I	II									
		Useful lines (m)	707	707									
		Electrified Lenght (m)	707	707									
		Plataform Extension (m)	75	50									
		Plataform Height (cm)	68,5	68,5									
	Desvio Km 19,5	Operating Lines	I	II									
		Useful lines (m)	722	722									
		Electrified Lenght (m)	722	722									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	Agolada	Operating Lines	I	II									
		Useful lines (m)	518	496									
		Electrified Lenght (m)	518	496									
		Plataform Extension (m)	54	40									
		Plataform Height (cm)	35	30									
	Coruche	Operating Lines	I	II									
		Useful lines (m)	497	454									
		Electrified Lenght (m)	497	454									
		Plataform Extension (m)	80	41									
		Plataform Height (cm)	68,5	40									
		Secondary Lines	III										
		Useful lines (m)	316										
		Electrified Lenght (m)	316										
	Quinta Grande	Operating Lines	I	II									
		Useful lines (m)	688	688									
		Electrified Lenght (m)	688	688									
		Plataform Extension (m)	58	40									
		Plataform Height (cm)	45	50									
	Salgueirinha	Operating Lines	I	II									
		Useful lines (m)	500	500									
		Electrified Lenght (m)	500	500									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	São Torcato	Operating Lines	I	II									
		Useful lines (m)	653	685									
		Electrified Lenght (m)	653	685									
		Plataform Extension (m)	45	40									
		Plataform Height (cm)	35	30									
		Secondary Lines	III	IV									
		Useful lines (m)	46	29									
		Electrified Lenght (m)	0	0									
	Lavre	Operating Lines	I	II									
		Useful lines (m)	479	479									
		Electrified Lenght (m)	479	479									
		Plataform Extension (m)	50	40									
		Plataform Height (cm)	30	15									
	Canha	Operating Lines	I	II									
		Useful lines (m)	693	673									
		Electrified Lenght (m)	693	673									
		Plataform Extension (m)	50	40									
		Plataform Height (cm)	40	30									
	Vidigal	Operating Lines	I	II	III								
		Useful lines (m)	606	570	507								
		Electrified Lenght (m)	606	570	507								
		Plataform Extension (m)	32	-									
		Plataform Height (cm)	45	-									
		Secondary Lines	IV										
		Useful lines (m)	556										
		Electrified Lenght (m)	556										
LINHA DO ALENTEJO	Barreiro	Operating Lines	I	II	III								
		Useful lines (m)	213	173	149								
		Electrified Lenght (m)	213	173	149								
		Plataform Extension (m)	126	123	126								
		Plataform Height (cm)	90	90	90								
	Barreiro A (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	115	115									
		Plataform Height (cm)	88	88									
	Lavradio	Operating Lines	I	II	III								
		Useful lines (m)	312	302	312								
		Electrified Lenght (m)	312	302	312								
		Plataform Extension (m)	115	115	114								
		Plataform Height (cm)	90	90	90								
	Baixa da Banheira (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	178	170									
		Plataform Height (cm)	90	90									
	Alhos Vedros (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	173	175									
		Plataform Height (cm)	90	90									
	Moita	Operating Lines	I	II	III								
		Useful lines (m)	531	304	304								
		Electrified Lenght (m)	531	304	304								
		Plataform Extension (m)	169	166	166								
		Plataform Height (cm)	90	90	90								
		Secondary Lines	IV										
		Useful lines (m)	225										
		Electrified Lenght (m)	0										
	Penteado (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	171	163									
		Plataform Height (cm)	90	90									

LINHA DO ALENTEJO	Poceirão	Operating Lines	I	II	III	IA	IIA	II+IIB	IIIA	III+IIIB	IVA		
		Useful lines (m)	453	134	91	796	796	453	735	635	717		
		Electrified Lenght (m)	453	134	91	796	796	453	735	635	717		
		Plataform Extension (m)	135	103	103								
		Plataform Height (cm)	40	40	40								
		Secondary Lines	IV	V	VI	VII/1	VII/2	VIII	X	G1	G2	R2-I	R2-II
		Useful lines (m)	115	580	580	155	155	195	191	45	58	260	360
		Electrified Lenght (m)	115	580	580	155	155	0	30	45	58	260	25
		Secondary Lines	R2-III	R2-IV	ME1	ME2	ME3	ME4					
		Useful lines (m)	130	130	136	136	202	227					
		Electrified Lenght (m)	30	0	0	0	0	0					
	Fernando Pó (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	78										
		Plataform Height (cm)	88										
	Pegões	Operating Lines	I	II									
		Useful lines (m)	659	530									
		Electrified Lenght (m)	659	530									
		Plataform Extension (m)	98	26									
		Plataform Height (cm)	50	90									
		Secondary Lines	III										
		Useful lines (m)	590										
		Electrified Lenght (m)	25										
	São João das Craveiras (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	35										
		Plataform Height (cm)	88										
	Bombel	Operating Lines	I	II	III								
		Useful lines (m)	595	503	503								
		Electrified Lenght (m)	595	503	503								
		Plataform Extension (m)	90	90	90								
		Plataform Height (cm)	40	35	40								
	Vendas Novas	Operating Lines	I	II	III	IA	I+IA	IB	PI				
		Useful lines (m)	443	703	775	245	703	123	593				
		Electrified Lenght (m)	443	703	775	245	703	123	593				
		Plataform Extension (m)	164	220	160	-	-	-	-				
		Plataform Height (cm)	55-40	68,5	68,5	-	-	-	-				
		Secondary Lines	IV	V	VI	VII	P2	P3	G4				
		Useful lines (m)	205	210	110	110	633	633	334				
		Electrified Lenght (m)	205	0	110	0	633	633	334				
	Torre da Gadanha	Operating Lines	I	II	III								
		Useful lines (m)	751	689	466								
		Electrified Lenght (m)	751	689	466								
		Plataform Extension (m)	136										
		Plataform Height (cm)	55										
		Secondary Lines	IV										
		Useful lines (m)	515										
		Electrified Lenght (m)	25+25										
	Casa Branca	Operating Lines	I	II	III	IV	IIIA	III+IIIA					
		Useful lines (m)	912	932	504	422	309	945					
		Electrified Lenght (m)	912	932	504	422	309	945					
		Plataform Extension (m)	220	220	220								
		Plataform Height (cm)	68,5	68,5	68,5								
		Secondary Lines	V	VI									
		Useful lines (m)	444	334									
		Electrified Lenght (m)	444	334									
	Alcáçovas (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	40										
	Viana (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	120										
		Plataform Height (cm)	50										
	Vila Nova da Baronia	Operating Lines	I	II									
		Useful lines (m)	531	531									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	95	80									
		Plataform Height (cm)	43	68,5									
		Secondary Lines	III										
		Useful lines (m)	276										
		Electrified Lenght (m)	0										
	Alvito (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	96										
		Plataform Height (cm)	50										
	Cuba	Operating Lines	I	II									
		Useful lines (m)	658	658									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	331	37									
		Plataform Height (cm)	50	60									
		Secondary Lines	III										
		Useful lines (m)	300										
		Electrified Lenght (m)	0										
	Beja	Operating Lines	I	II	III								
		Useful lines (m)	506	381	339								
		Electrified Lenght (m)	0	0	0								
		Plataform Extension (m)	223	203	203								
		Plataform Height (cm)	65	50	50								
		Secondary Lines	X										
		Useful lines (m)	269										
		Electrified Lenght (m)	0										
	Ourique	Operating Lines	I	II									
		Useful lines (m)	265	265									
		Electrified Lenght (m)	265	265									
		Plataform Extension (m)	78	-									
		Plataform Height (cm)	30	-									
		Secondary Lines	III										
		Useful lines (m)	115										
		Electrified Lenght (m)	115										
	Panóias (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	125										
		Plataform Height (cm)	30										

LINHA DO SUL	Alvito A	Operating Lines	I	II	III	IV							
		Useful lines (m)	320	320	320	320							
		Electrified Lenght (m)	320	320	320	320							
		Plataform Extension (m)	229	229	229	229							
		Plataform Height (cm)	90	90	90	90							
	Pragal	Operating Lines	I	II	III	IV							
		Useful lines (m)	389	323	323	460							
		Electrified Lenght (m)	389	323	323	460							
		Plataform Extension (m)	306	226	226	306							
		Plataform Height (cm)	90	90	90	90							
		Secondary Lines	G1										
		Useful lines (m)	50										
		Electrified Lenght (m)	50										
	Corroios	Operating Lines		II									
		Useful lines (m)	355	355									
		Electrified Lenght (m)	355	355									
		Plataform Extension (m)	227	227									
		Plataform Height (cm)	90	90									
	Foros de Amora (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	226	226									
		Plataform Height (cm)	90	90									
	Fogueteiro	Operating Lines	I	II	III								
		Useful lines (m)	340	310	335								
		Electrified Lenght (m)	340	310	335								
		Plataform Extension (m)	232	232	232								
		Plataform Height (cm)	90	90	90								
	Coina	Operating Lines	I	II	III	IV							
		Useful lines (m)	394	270	279	376							
		Electrified Lenght (m)	394	270	279	376							
		Plataform Extension (m)	251	251	251	251							
		Plataform Height (cm)	90	90	90	90							
	Penalva	Operating Lines	I	II									
		Useful lines (m)	595	595									
		Electrified Lenght (m)	595	595									
		Plataform Extension (m)	249	249									
		Plataform Height (cm)	90	90									
		Secondary Lines	III	IV	V	VI							
		Useful lines (m)	610	562	568	572							
		Electrified Lenght (m)	610	562	568	572							
	Pinhal Novo	Operating Lines	I	II	V	VI							
		Useful lines (m)	504	390	291	321							
		Electrified Lenght (m)	504	390	291	321							
		Plataform Extension (m)	300	343	263	300							
		Plataform Height (cm)	90	90	90	90							
		Secondary Lines	G1	G3	G4								
		Useful lines (m)	245	245	140								
		Electrified Lenght (m)	245	245	140								
	Venda do Alcaide (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	250	250									
		Plataform Height (cm)	90	90									
	Palmela	Operating Lines	IA	IIA	III	IV							
		Useful lines (m)	244	244	262	244							
		Electrified Lenght (m)	244	244	262	244							
		Plataform Extension (m)	-	-	-	-							
		Plataform Height (cm)	-	-	-	-							
		Secondary Lines	V	G1	G2	G3	G4						
		Useful lines (m)	209	149	154	200	173						
		Electrified Lenght (m)	209	149	154	200	173						
	Palmela (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	220	220									
		Plataform Height (cm)	90	90									
	Setúbal	Operating Lines	I	II	III	IV							
		Useful lines (m)	403	232	232	376							
		Electrified Lenght (m)	403	232	232	376							
		Plataform Extension (m)	323	221	221	322							
		Plataform Height (cm)	90	90	90	90							
		Secondary Lines	G1										
		Useful lines (m)	30										
		Electrified Lenght (m)	30										
	Praça do Quebedo (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	111										
		Plataform Height (cm)	90										
	Setúbal-Mar	Operating Lines	I(S8/S13)	I(S8/S3)	I-A+D4	D3(S4/S13)	II(S10/S15)	IIA+II	D6(M16/S11)	D5 (S6/S15	III(S10/S7)	III-A	III
		Useful lines (m)	1781	567	579	605	1737	583	285	605	507	165	202
		Electrified Lenght (m)	1781	567	579	605	1737	583	285	605	507	165	202
		Plataform Extension (m)	-	-	-	-	-	176/174	-	-	-	176	174
		Plataform Height (cm)	-	-	-	-	-	40	-	-	-	40	40
		Secondary Lines	IV	V									
		Useful lines (m)	552	552									
		Electrified Lenght (m)	552	552									
	Cachofarra (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	55										
		Plataform Height (cm)	30										
	Praias-Sado	Operating Lines	I	II									
		Useful lines (m)	445	349									
		Electrified Lenght (m)	445	349									
		Plataform Extension (m)	117	150									
		Plataform Height (cm)	55	30									
	Praias-Sado Mercadorias	Operating Lines	III	IV									
		Useful lines (m)	257	285									
		Electrified Lenght (m)	257	285									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
		Secondary Lines	V	VI	VII	VIII	IX	X	XA	XI	XII		
		Useful lines (m)	254	278	306	276	464	217	137	248	306		
		Electrified Lenght (m)	254	278	0	0	464	217	137	0	0		
	Praias-Sado A (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	105										
		Plataform Height (cm)	90										

LINHA DO SUL	Vale da Rosa	Operating Lines	I	II									
		Useful lines (m)	596	633									
		Electrified Lenght (m)	596	633									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	Mourisca-Sado (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	60										
		Plataform Height (cm)	45										
	Águas de Moura	Operating Lines	I	II	III								
		Useful lines (m)	575	575	730								
		Electrified Lenght (m)	575	575	730								
		Plataform Extension (m)	-	-	-								
		Plataform Height (cm)	-	-	-								
	Pinheiro	Operating Lines	I	II	III								
		Useful lines (m)	744	644	775								
		Electrified Lenght (m)	744	644	775								
		Plataform Extension (m)	-	-	-								
		Plataform Height (cm)	-	-	-								
		Secondary Lines	G1										
		Useful lines (m)	37										
		Electrified Lenght (m)	37										
	Monte Novo-Palma	Operating Lines	I	II									
		Useful lines (m)	536	536									
		Electrified Lenght (m)	536	536									
		Plataform Extension (m)	62	50									
		Plataform Height (cm)	40	40									
	Alcácer do Sal	Operating Lines	I	II									
		Useful lines (m)	602	563									
		Electrified Lenght (m)	602	563									
		Plataform Extension (m)	127	120									
		Plataform Height (cm)	55	50									
		Secondary Lines	III	IV									
		Useful lines (m)	220	167									
		Electrified Lenght (m)	0	0									
	Vale do Guizo	Operating Lines	I	II									
		Useful lines (m)	491	491									
		Electrified Lenght (m)	491	491									
		Plataform Extension (m)	78	78									
		Plataform Height (cm)	45	40									
	Somincor	Operating Lines	I	Ramal									
		Useful lines (m)	302	324									
		Electrified Lenght (m)	302	324									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	Grândola Norte	Operating Lines	I	II	IIA	II+IIA							
		Useful lines (m)	727	758	260	1151							
		Electrified Lenght (m)	727	758	260	1151							
		Plataform Extension (m)	-	-	-	-							
		Plataform Height (cm)	-	-	-	-							
	Grândola	Operating Lines	I	II	III								
		Useful lines (m)	715	715	348								
		Electrified Lenght (m)	715	715	348								
		Plataform Extension (m)	210	210	210								
		Plataform Height (cm)	85	85	85								
		Secondary Lines	IV										
		Useful lines (m)	146										
		Electrified Lenght (m)	146										
	Canal-Caveira	Operating Lines	I	II									
		Useful lines (m)	750	750									
		Electrified Lenght (m)	750	750									
		Plataform Extension (m)	70	-									
		Plataform Height (cm)	68,5	-									
	Azinheira dos Barros	Operating Lines	I	II									
		Useful lines (m)	750	750									
		Electrified Lenght (m)	750	750									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	Azinheira dos Barros (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	70										
		Plataform Height (cm)	68,5										
	Lousal	Operating Lines	I	II									
		Useful lines (m)	405	405									
		Electrified Lenght (m)	405	405									
		Plataform Extension (m)	-	68									
		Plataform Height (cm)	-	68,5									
	Ermidas - Sado	Operating Lines	I	II	III	IV							
		Useful lines (m)	668	750	750	605							
		Electrified Lenght (m)	668	750	750	605							
		Plataform Extension (m)	140	-	-	210							
		Plataform Height (cm)	35	-	-	68,5							
		Secondary Lines	V	G1	R1	R2							
		Useful lines (m)	110	295	125	125							
		Electrified Lenght (m)	110	295	25	0							
	Alvalade (H)	Operating Lines	I	II									
		Useful lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	70	70									
		Plataform Height (cm)	68,5	68,5									
	Funcheira	Operating Lines	I	II	III								
		Useful lines (m)	551	392	308								
		Electrified Lenght (m)	551	392	308								
		Plataform Extension (m)	196	212	212								
		Plataform Height (cm)	40	68,5	68,5								
		Secondary Lines	IV	IX									
		Useful lines (m)	407	73									
		Electrified Lenght (m)	0	0									
	Amoreiras-Odemira	Operating Lines	I	II									
		Useful lines (m)	609	609									
		Electrified Lenght (m)	609	609									
		Plataform Extension (m)	80	80									
		Plataform Height (cm)	68,5	68,5									
		Secondary Lines	III										
		Useful lines (m)	237										
		Electrified Lenght (m)	237										

LINHA DO SUL	Luzianes	Operating Lines	I	II									
		Useful lines (m)	288	288									
		Electrified Lenght (m)	288	288									
		Plataform Extension (m)	64	80									
		Plataform Height (cm)	30	68,5									
		Secondary Lines	III										
		Useful lines (m)	30										
		Electrified Lenght (m)	0										
	Sta. Clara-Sabóia	Operating Lines	I	II									
		Useful lines (m)	491	472									
		Electrified Lenght (m)	491	472									
		Plataform Extension (m)	93	80									
		Plataform Height (cm)	68,5	68,5									
		Secondary Lines	III	IV									
		Useful lines (m)	194	156									
		Electrified Lenght (m)	25	50									
	Pereiras (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	68,5										
	São Marcos	Operating Lines	I	II									
		Useful lines (m)	447	410									
		Electrified Lenght (m)	447	410									
		Plataform Extension (m)	80	80									
		Plataform Height (cm)	35	68,5									
		Secondary Lines	III										
		Useful lines (m)	75										
		Electrified Lenght (m)	75										
	Messines-Alte	Operating Lines	I	II									
		Useful lines (m)	552	552									
		Electrified Lenght (m)	552	552									
		Plataform Extension (m)	130	210									
		Plataform Height (cm)	68,5	68,5									

LINHA DE ÉVORA	Monte das Flores	Operating Lines	I	II									
		Useful lines (m)	738	738									
		Electrified Lenght (m)	738	738									
		Plataform Extension (m)	35	-									
		Plataform Height (cm)	70	-									
	Évora	Operating Lines	I	II	III								
		Useful lines (m)	859	362	362								
		Electrified Lenght (m)	859	362	362								
		Plataform Extension (m)	220	220	220								
		Plataform Height (cm)	68,5	68,5	68,5								
		Secondary Lines	IV	V									
		Useful lines (m)	368	370									
		Electrified Lenght (m)	0	0									
	São Miguel Machede	Operating Lines	I	II									
		Useful lines (m)	679	761									
		Electrified Lenght (m)	679	761									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	Bencatel	Operating Lines	I	II	III								
		Useful lines (m)	885	757	751								
		Electrified Lenght (m)	885	757	751								
		Plataform Extension (m)	-	-	-								
		Plataform Height (cm)	-	-	-								
		Secondary Lines	G1	G2									
		Useful lines (m)	184	171									
		Electrified Lenght (m)	184	171									
	Ajuda	Operating Lines	I	II									
		Useful lines (m)	976	758									
		Electrified Lenght (m)	976	758									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									

LINHA DE SINES	Abela	Operating Lines	I	II									
		Useful lines (m)	750	750									
		Electrified Lenght (m)	750	750									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	São Bartolomeu da Serra	Operating Lines	I	II									
		Useful lines (m)	750	750									
		Electrified Lenght (m)	750	750									
		Plataform Extension (m)	60	-									
		Plataform Height (cm)	35	-									
		Secondary Lines	III										
		Useful lines (m)	150										
		Electrified Lenght (m)	0										
	Raquete	Operating Lines	I	II	III	IV							
		Useful lines (m)	782	718	768	768							
		Electrified Lenght (m)	782	718	768	768							
		Plataform Extension (m)	-	-	-								
		Plataform Height (cm)	-	-	-								
		Secondary Lines	G1	G2	G5								
		Useful lines (m)	480	35	545								
		Electrified Lenght (m)	0	0	0								
	Porto de Sines	Operating Lines	I	II	III	IV							
		Useful lines (m)	641	593	612	659							
		Electrified Lenght (m)	641	593	612	659							
		Plataform Extension (m)	-	-	-	-							
		Plataform Height (cm)	-	-	-	-							

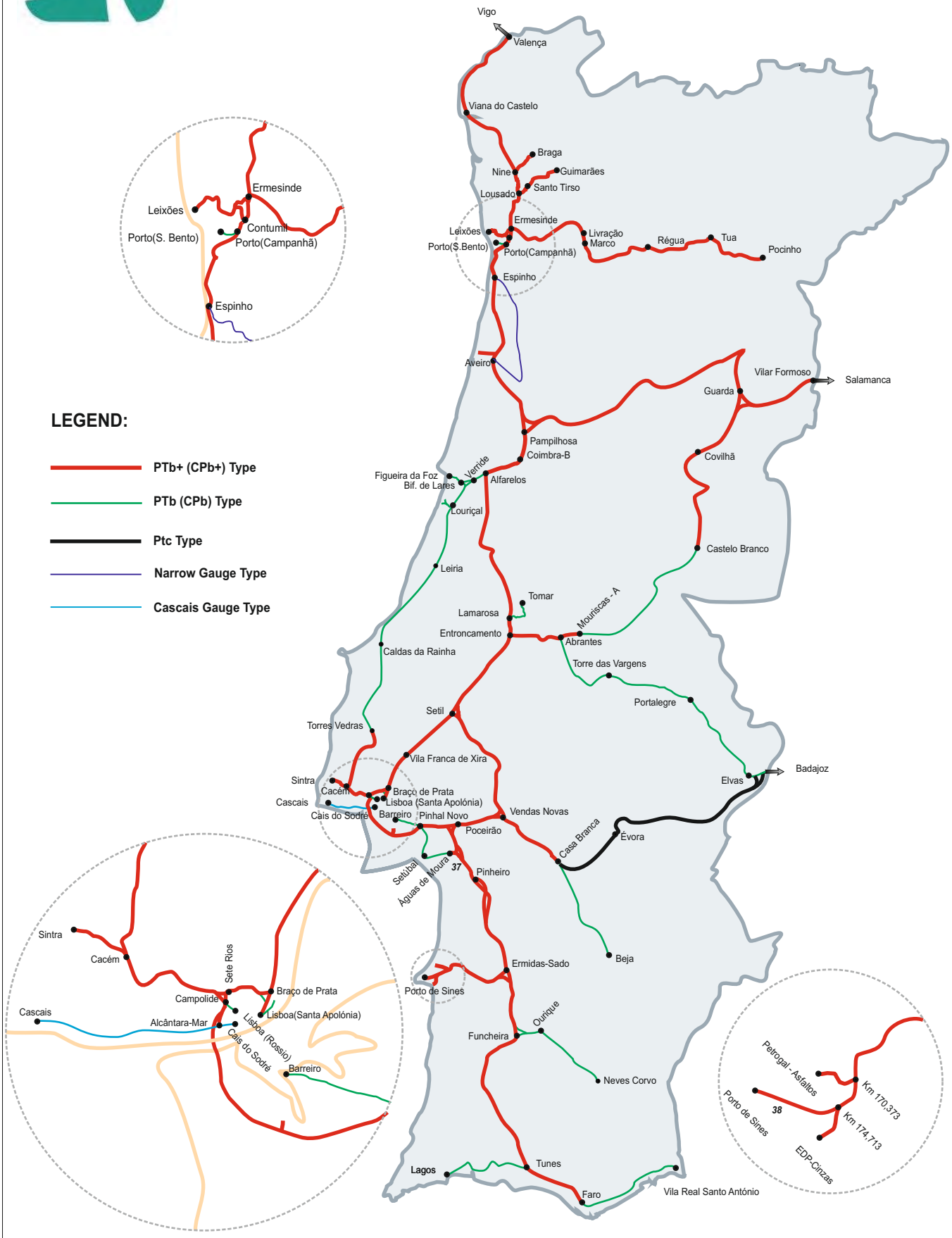
LINHA DO ALGARVE	Lagos	Operating Lines	I	II	III								
		Useful lines (m)	225	197	197								
		Electrified Lenght (m)	225	197	197								
		Plataform Extension (m)	160	160	160								
		Plataform Height (cm)	76	76	76								
	Meia Praia (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	76										
	Mexilhoeira Grande	Operating Lines	I	II									
		Useful lines (m)	201	201									
		Electrified Lenght (m)	201	201									
		Plataform Extension (m)	80	80									
		Plataform Height (cm)	76	76									

LINHA DO ALGARVE	Portimão	Operating Lines	I	II									
		Useful lines (m)	332	332									
		Electrified Lenght (m)	332	332									
		Plataform Extension (m)	110	110									
		Plataform Height (cm)	68,5	68,5									
		Secondary Lines	III										
		Useful lines (m)	88										
		Electrified Lenght (m)	0										
	Ferragudo (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	76										
	Estômbar-Lagoa	Operating Lines	I	II									
		Useful lines (m)	125	125									
		Electrified Lenght (m)	125	125									
		Plataform Extension (m)	80	80									
		Plataform Height (cm)	68,5	68,5									
	Silves	Operating Lines	I	II									
		Useful lines (m)	186	186									
		Electrified Lenght (m)	186	186									
		Plataform Extension (m)	110	110									
		Plataform Height (cm)	68,5	68,5									
	Poço Barreto (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	76										
	Alcantarilha	Operating Lines	I	II									
		Useful lines (m)	220	220									
		Electrified Lenght (m)	220	220									
		Plataform Extension (m)	80	80									
		Plataform Height (cm)	76	76									
	Algoz (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	76										
	Tunes	Operating Lines	I	II	II (S4 > S6)	III	IV	V					
		Useful lines (m)	247	260	415	350	380	172					
		Electrified Lenght (m)	247	247	415	350	380	0					
		Plataform Extension (m)	300	300	-	300	-	80					
		Plataform Height (cm)	90	90	-	90	-	65					
		Secondary Lines	VI	VII	VIII								
		Useful lines (m)	110	70	220								
		Electrified Lenght (m)	30	0	50								
	Albufeira - Ferreiras	Operating Lines	I	II									
		Useful lines (m)	450	450									
		Electrified Lenght (m)	450	450									
		Plataform Extension (m)	301	301									
		Plataform Height (cm)	90	90									
	Boliqueime	Operating Lines	I	II									
		Useful lines (m)	395	395									
		Electrified Lenght (m)	395	395									
		Plataform Extension (m)	80	80									
		Plataform Height (cm)	76	76									
	Loulé	Operating Lines	I	II	III								
		Useful lines (m)	500	380	395								
		Electrified Lenght (m)	500	380	395								
		Plataform Extension (m)	162	300	300								
		Plataform Height (cm)	90	90	90								
		Secondary Lines	IV	V	VI	VII	G1	G3	G5				
		Useful lines (m)	220	171	171	370	214	183	37				
		Electrified Lenght (m)	220	0	0	0	214	183	37				
	Almancil (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	93										
		Plataform Height (cm)	65,5										
	Parque Das Cidades	Operating Lines	I	II									
		Useful lines (m)	400	400									
		Electrified Lenght (m)	400	400									
		Plataform Extension (m)	151	151									
		Plataform Height (cm)	90	90									
	Faro	Operating Lines	I	II	III	IV	V	VI	VII	VIII			
		Useful lines (m)	388	268	228	333	285	285	135	135			
		Electrified Lenght (m)	388	268	228	333	285	285	135	135			
		Plataform Extension (m)	328	194	327	288	288	288	-	-			
		Plataform Height (cm)	90	90	90	90	90	90	-	-			
		Secondary Lines	G1	G2	G3	G5	G7						
		Useful lines (m)	290	49	100	133	75						
		Electrified Lenght (m)	290	49	0	133	75						
	Bom João (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	76										
	Olhão	Operating Lines	I	II	III								
		Useful lines (m)	185	134	140								
		Electrified Lenght (m)	185	134	140								
		Plataform Extension (m)	170	135	135								
		Plataform Height (cm)	68,5	68,5	68,5								
	Fuseta A (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	68,5										
	Fuseta	Operating Lines	I	II									
		Useful lines (m)	134	134									
		Electrified Lenght (m)	134	134									
		Plataform Extension (m)	110	110									
		Plataform Height (cm)	68,5	68,5									
	Livramento (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	76										
	Luz (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	76										

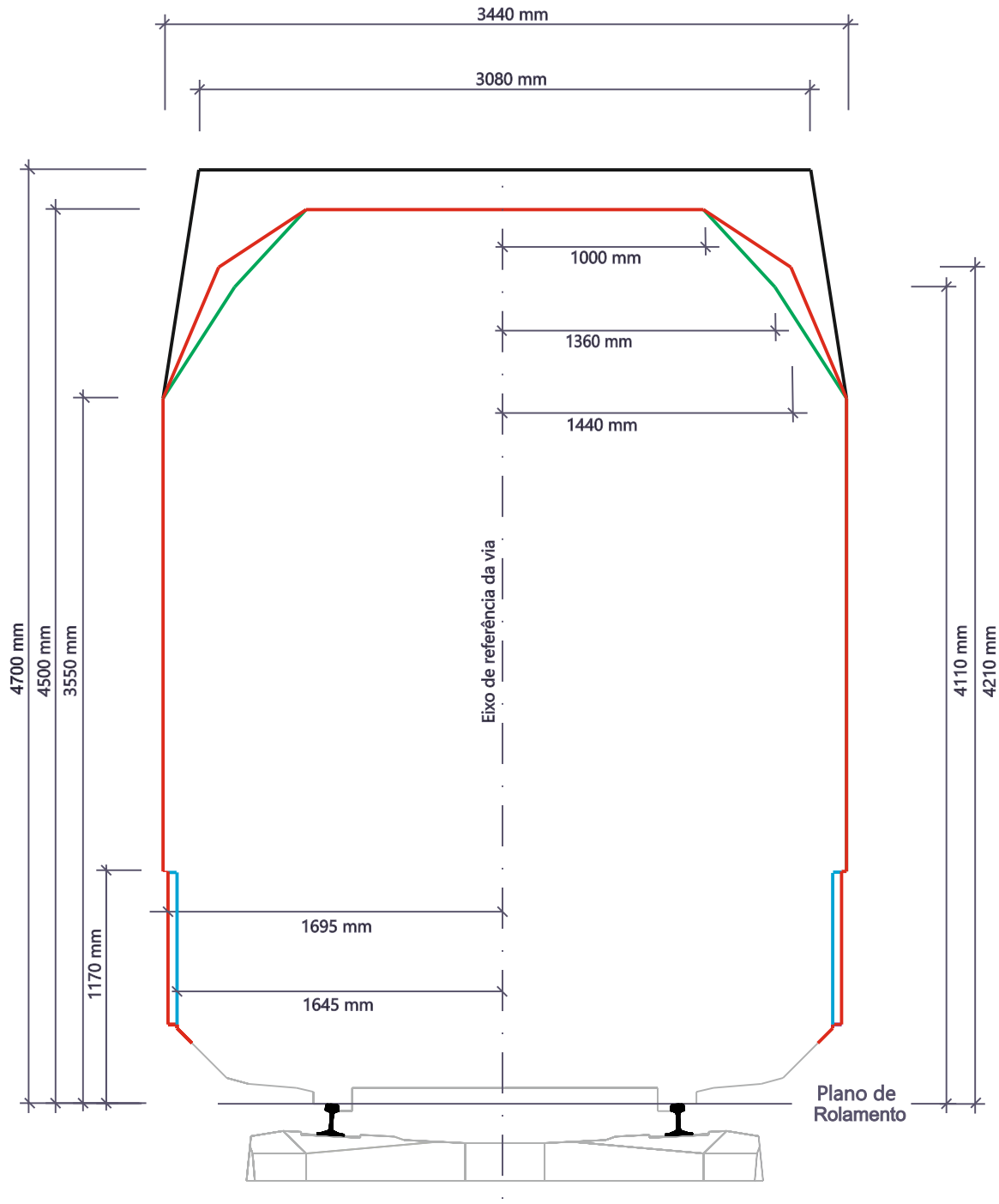
LINHA DO ALGARVE	Tavira (*)	Operating Lines	I	II									
		Useful lines (m)	171	204									
		Electrified Lenght (m)	171	171									
		Plataform Extension (m)	190	210									
		Plataform Height (cm)	68,5	68,5									
		Secondary Lines	III										
		Useful lines (m)	46										
		Electrified Lenght (m)	0										
	Porta Nova (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	75										
		Plataform Height (cm)	76										
	Conceição (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	68,5										
	Cacela	Operating Lines	I	II									
		Useful lines (m)	210	205									
		Electrified Lenght (m)	210	210									
		Plataform Extension (m)	110	110									
		Plataform Height (cm)	68,5	68,5									
	Castro Marim (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	76										
	Monte Gordo (H)	Operating Lines	-										
		Useful lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	76										
	V. R. Sto. António	Operating Lines	I	II	III								
		Useful lines (m)	276	352	314								
		Electrified Lenght (m)	276	276	314								
		Plataform Extension (m)	220	220	-								
		Plataform Height (cm)	68,5	68,5	-								
		Secondary Lines	IV	V	VIII	IX	X						
		Useful lines (m)	156	124	85	75	75						
		Electrified Lenght (m)	0	0	0	0	0						

(H) - Halt
(*) - Station with platforms of varying height along its length

Loading Gauges



Loading Gauges Types



LEGEND:

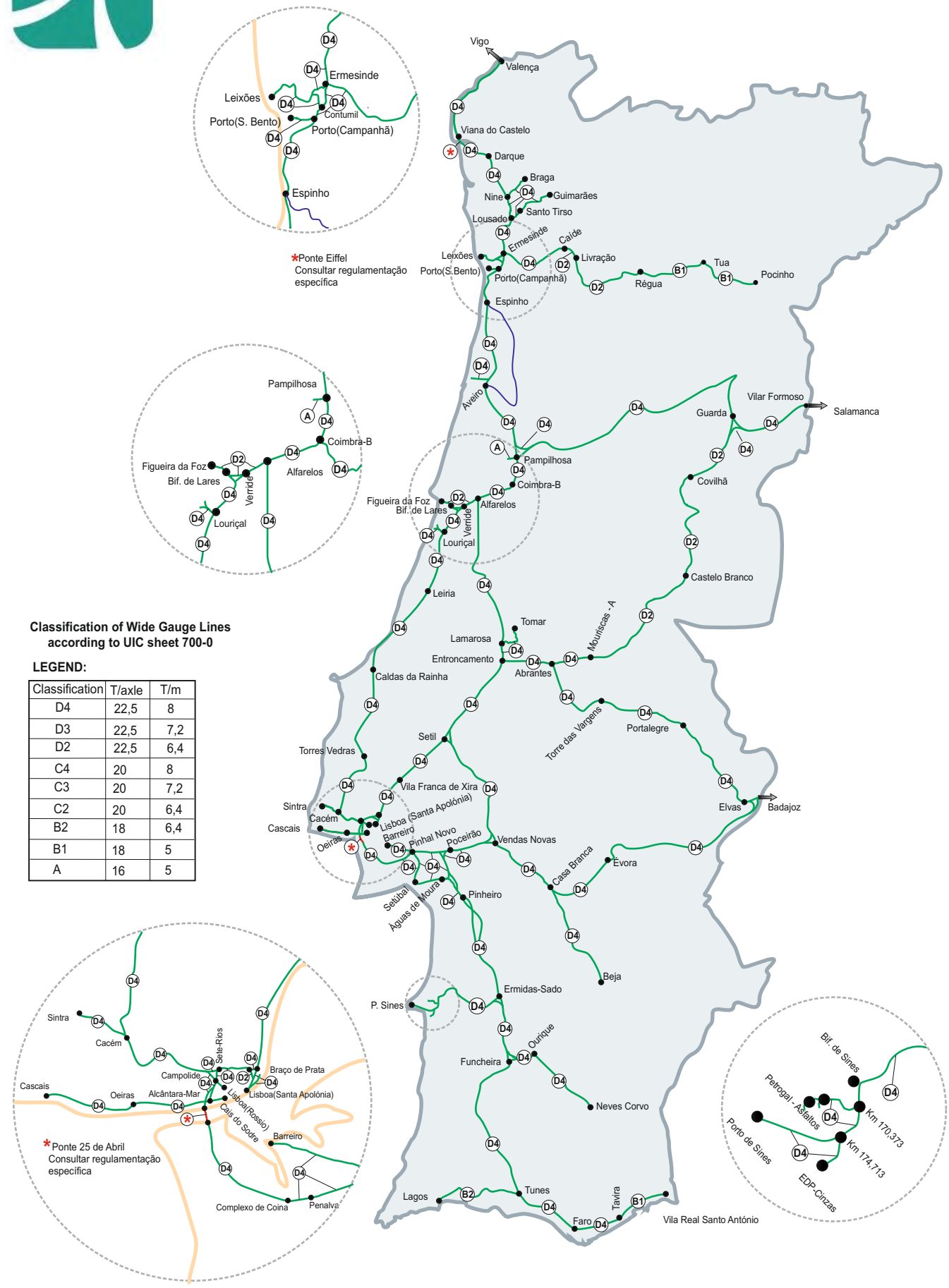
- Loading Gauge PT b+ (CPb+)
- Loading Gauge PT b (CPb)
- Loading Gauge PT c

Ref. No EN 15273: 2013: E

- Cascais Loading Gauge

Ref. DMS 10002054476

Maximum Loads

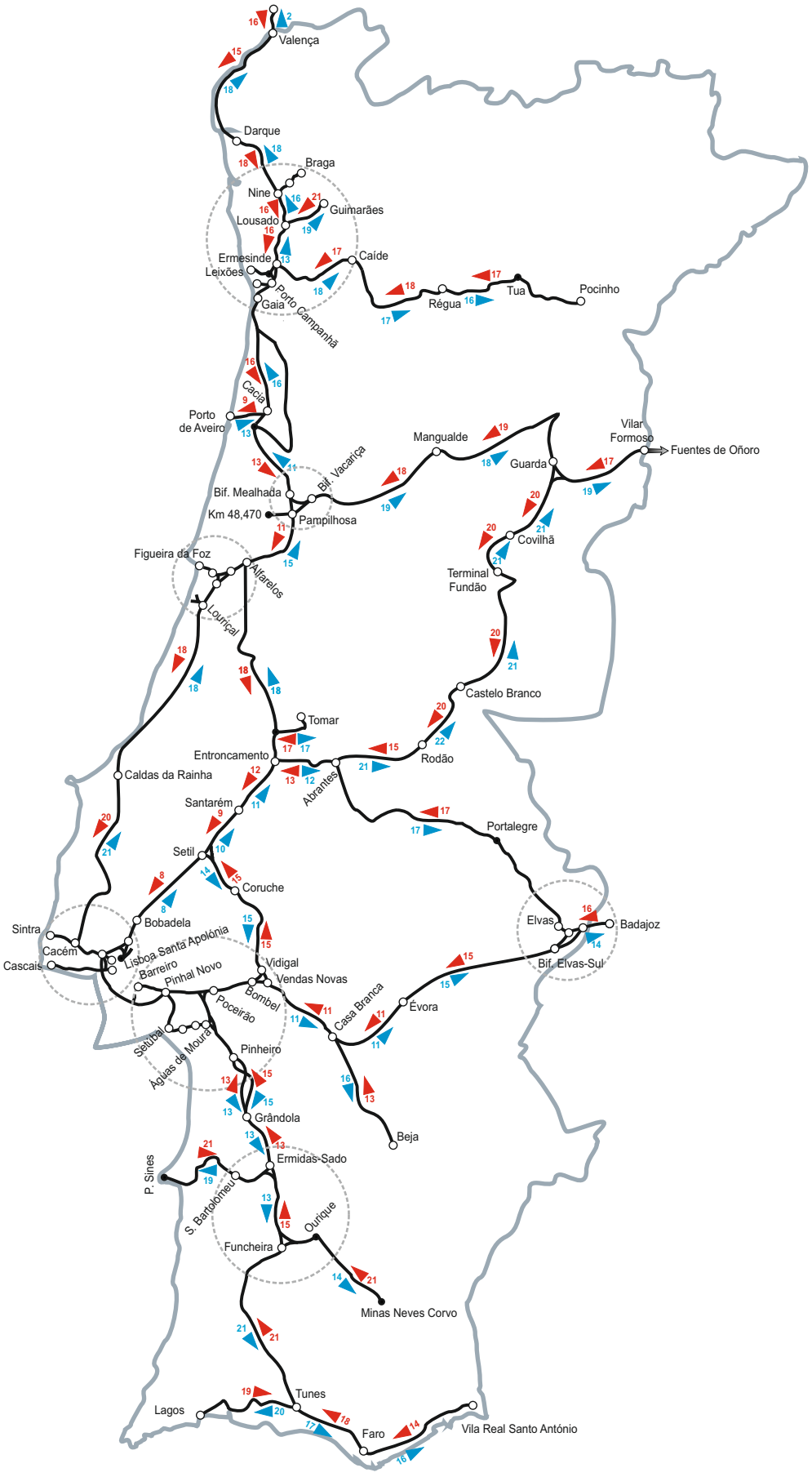


Classification of Wide Gauge Lines according to UIC sheet 700-0

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*

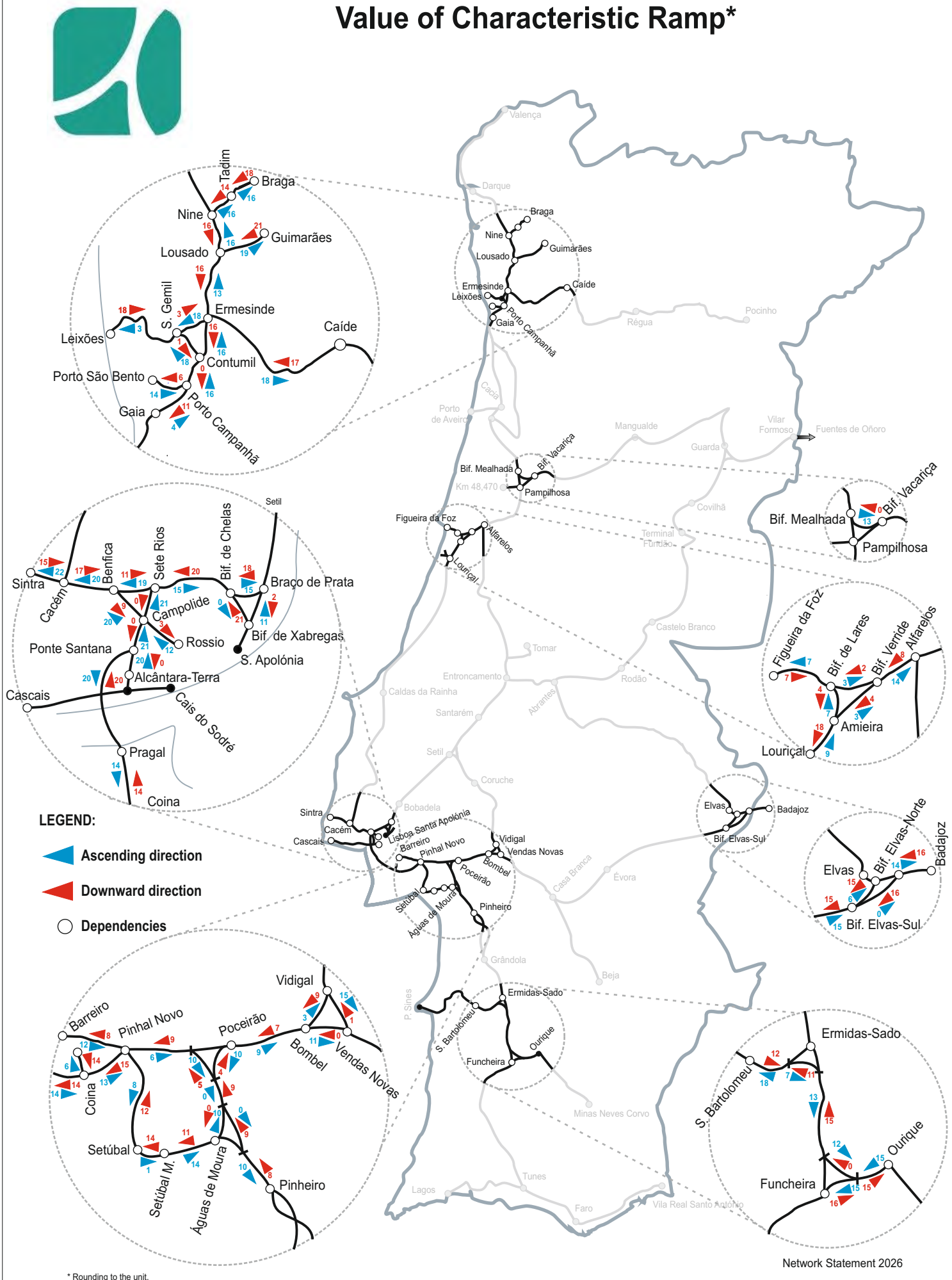


LEGEND:

- Ascending direction
- Downward direction
- Dependencies

* Rounding to the unit.

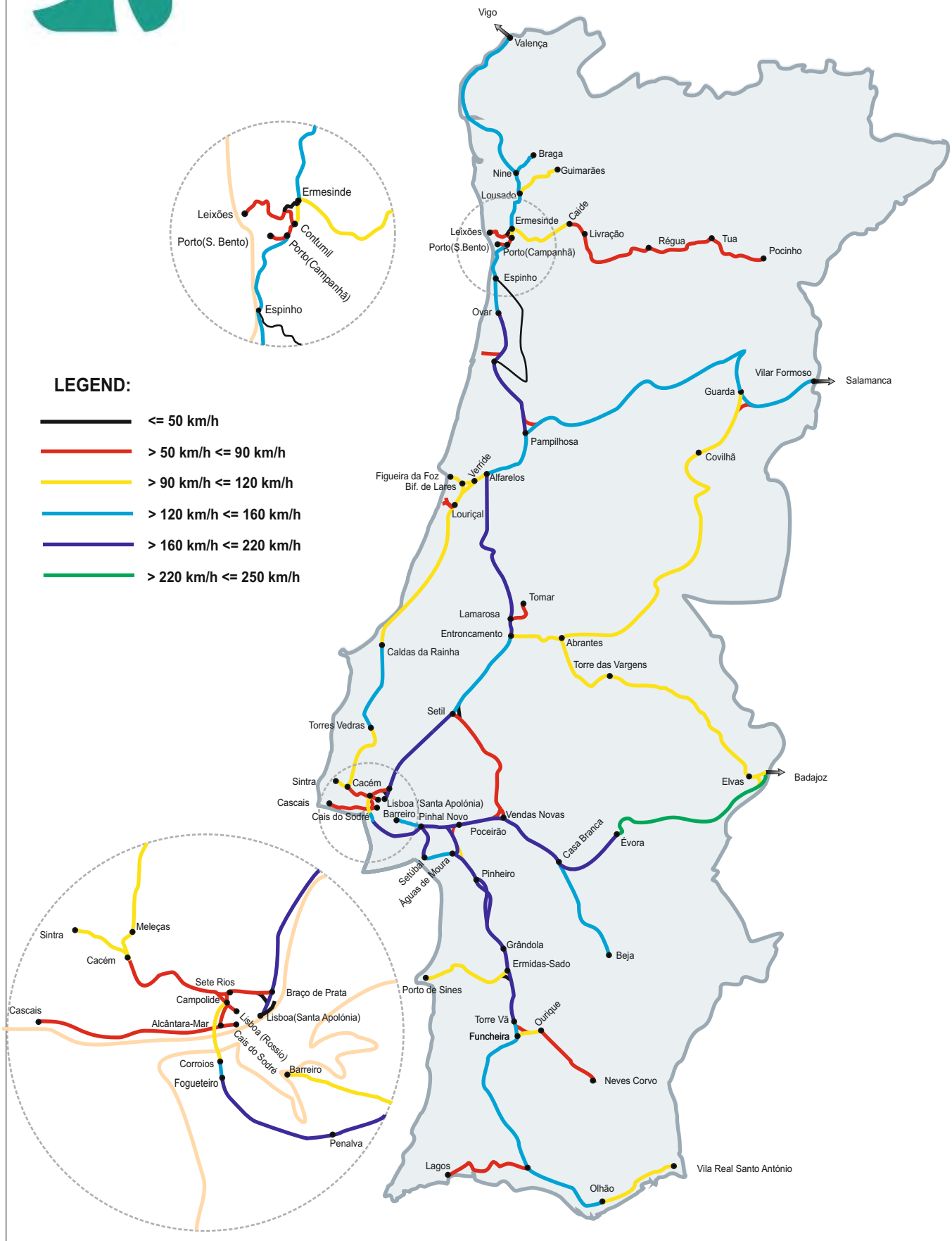
Value of Characteristic Ramp*



* Rounding to the unit.

Network Statement 2026

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;
- Maximum length: It is the length compatible with the capacity of the infrastructure. The maximum number of trains with this length may be limited;
- Exceptional length: It is a length that can reach up to 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.

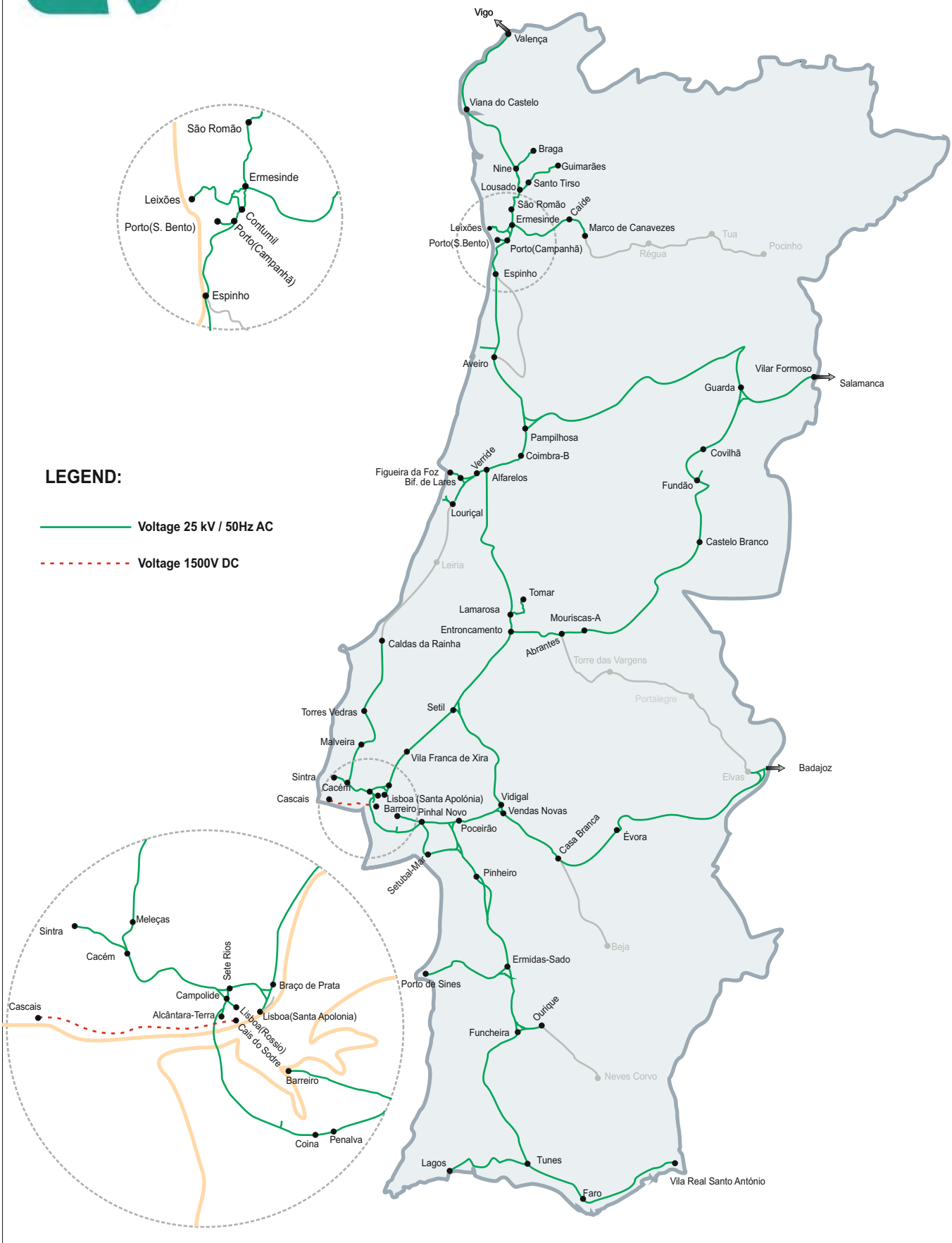
MAXIMUM FREIGHT TRAIN LENGTHS			
LINE/BRANCH	TRACK	LENGTH	
		BASIC (m)	MAXIMUM (m)
Minho Line	Porto Campanhã - Nine	210	520
	Nine - Valença		750
	V. Castelo - Valença		750

MAXIMUM FREIGHT TRAIN LENGTHS			
LINE/BRANCH	TRACK	LENGTH	
		BASIC (m)	MAXIMUM (m)
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	750
Alfarelos Branch	Bifurcação de Lares - Alfarelos	450	500
Oeste Line	Agualva-Cacém - Torres Vedras	295	700
	Torres Vedras - Fig. da Foz		500
Beira Baixa Line	Entroncamento - Abrantes	390	570
	Abrantes - Fundão		525
	Fundão - Covilhã		480
	Covilhã - Guarda		650
Leste Line	Abrantes - Elvas	355	600
Sintra Line	Campolide - Agualva-Cacém	230	330
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

MAXIMUM FREIGHT TRAIN LENGTHS			
LINE/BRANCH	TRACK	LENGTH	
		BASIC (m)	MAXIMUM (m)
	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	750
Évora Line	Casa Branca - Bifurcação do Leste	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



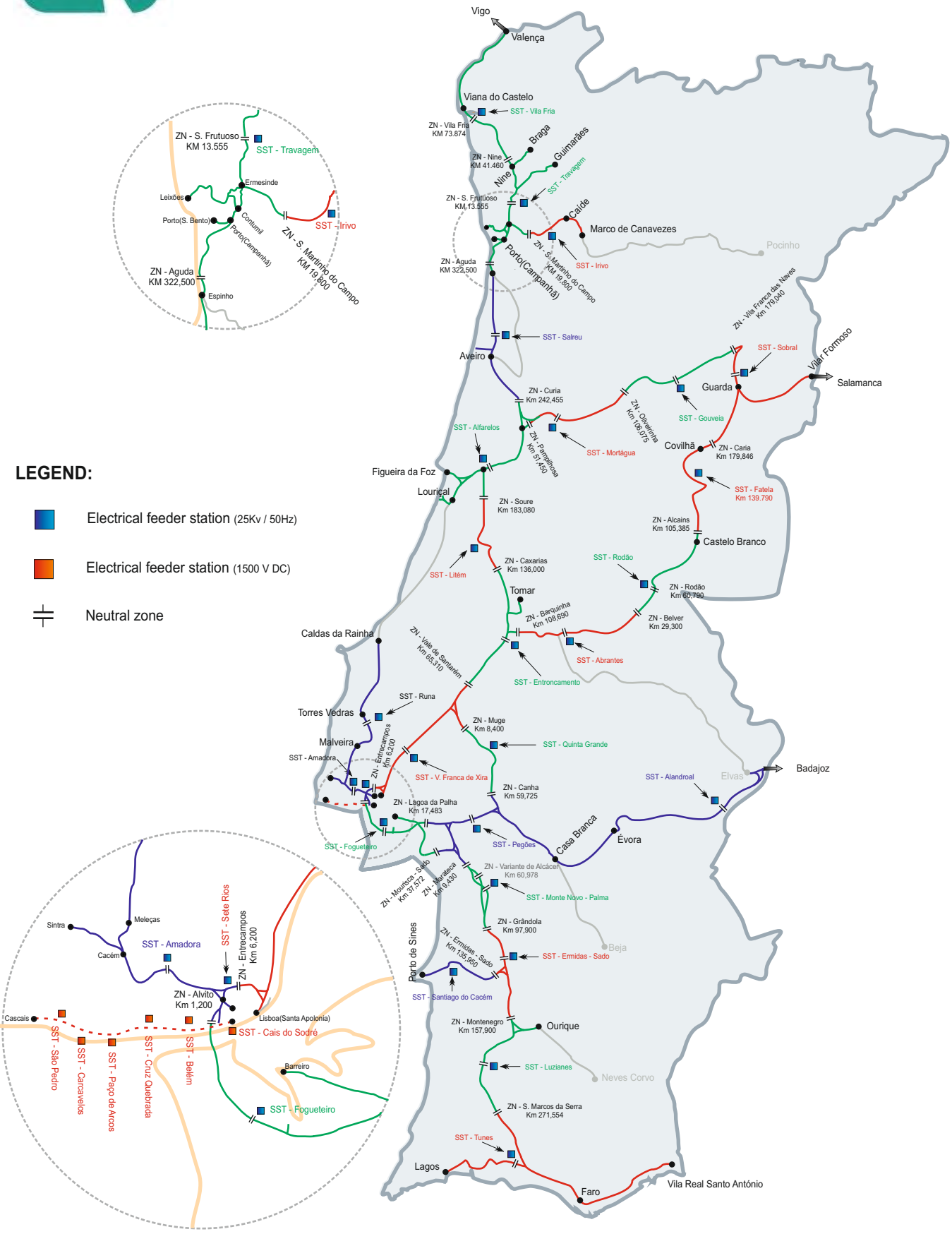
LEGEND:

Voltage 25 kV / 50Hz AC

Voltage 1500V DC

Note: Route section: Faro - Vila Real de Santo António with power limitation available.

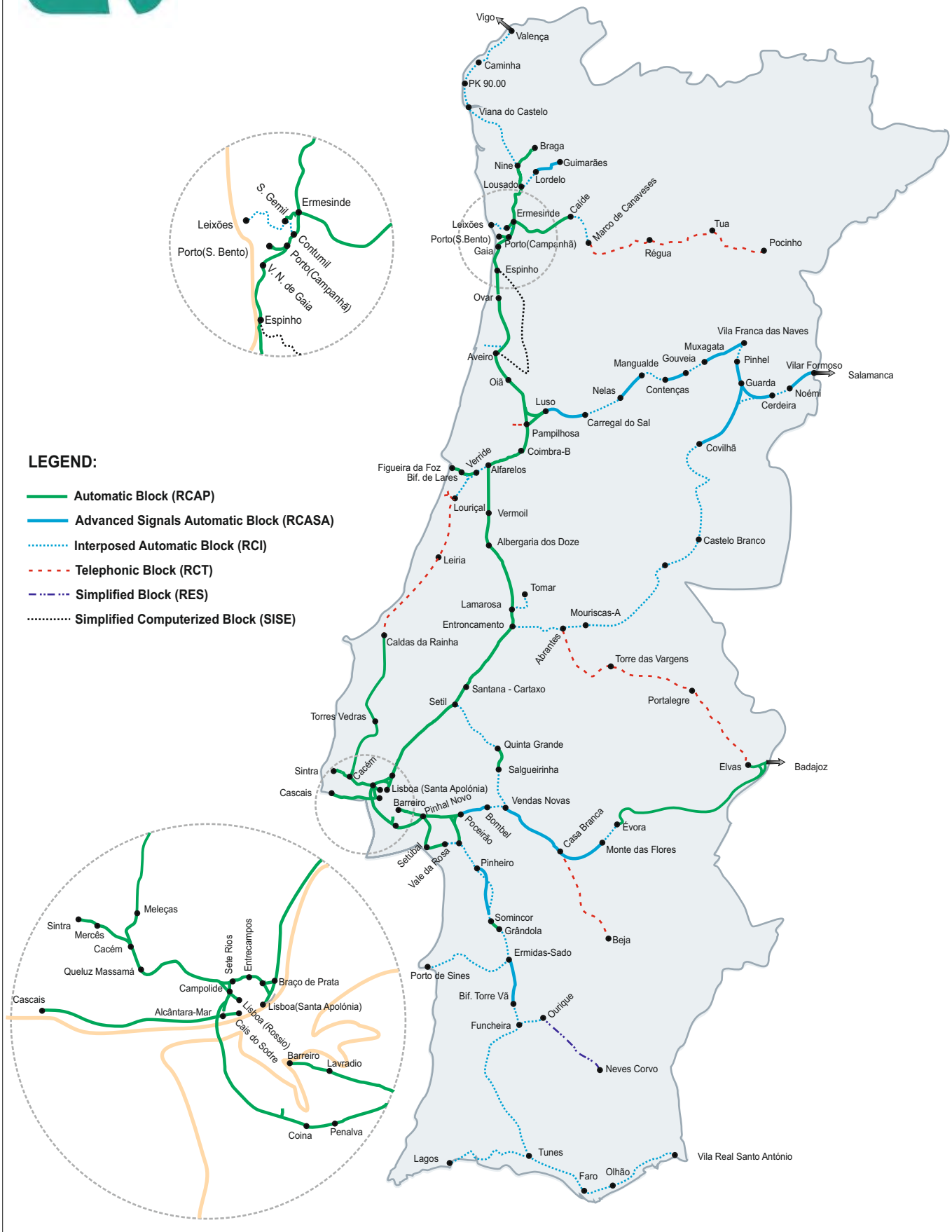
Electrical feeder stations



Network Statement 2026

Note: Route section: Faro - Vila Real de Santo António with power limitation available.

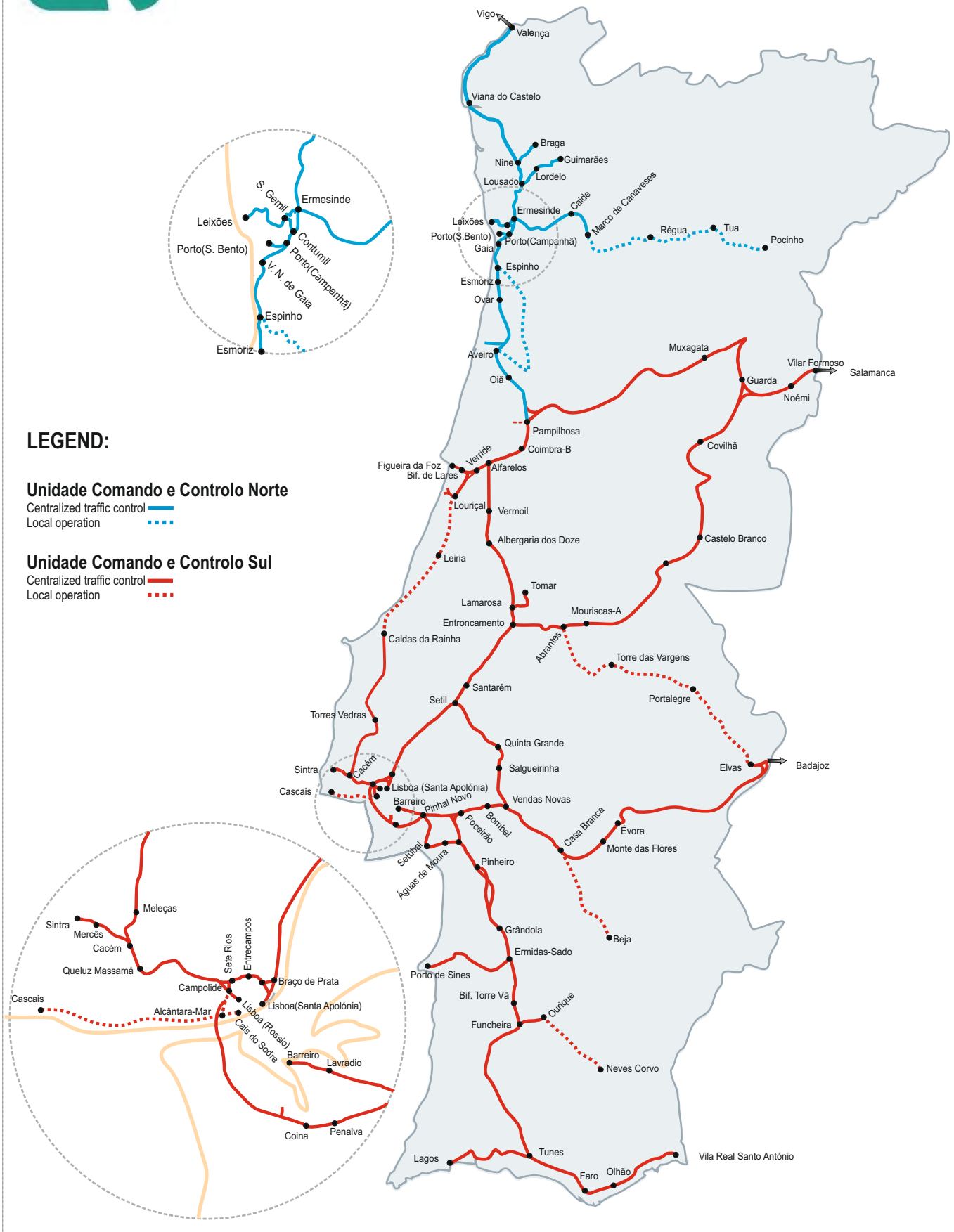
Traffic Control Systems



LEGEND:

- **Automatic Block (RCAP)**
- **Advanced Signals Automatic Block (RCASA)**
- **Interposed Automatic Block (RCI)**
- **Telephonic Block (RCT)**
- **Simplified Block (RES)**
- **Simplified Computerized Block (SISE)**

Traffic Command and Control

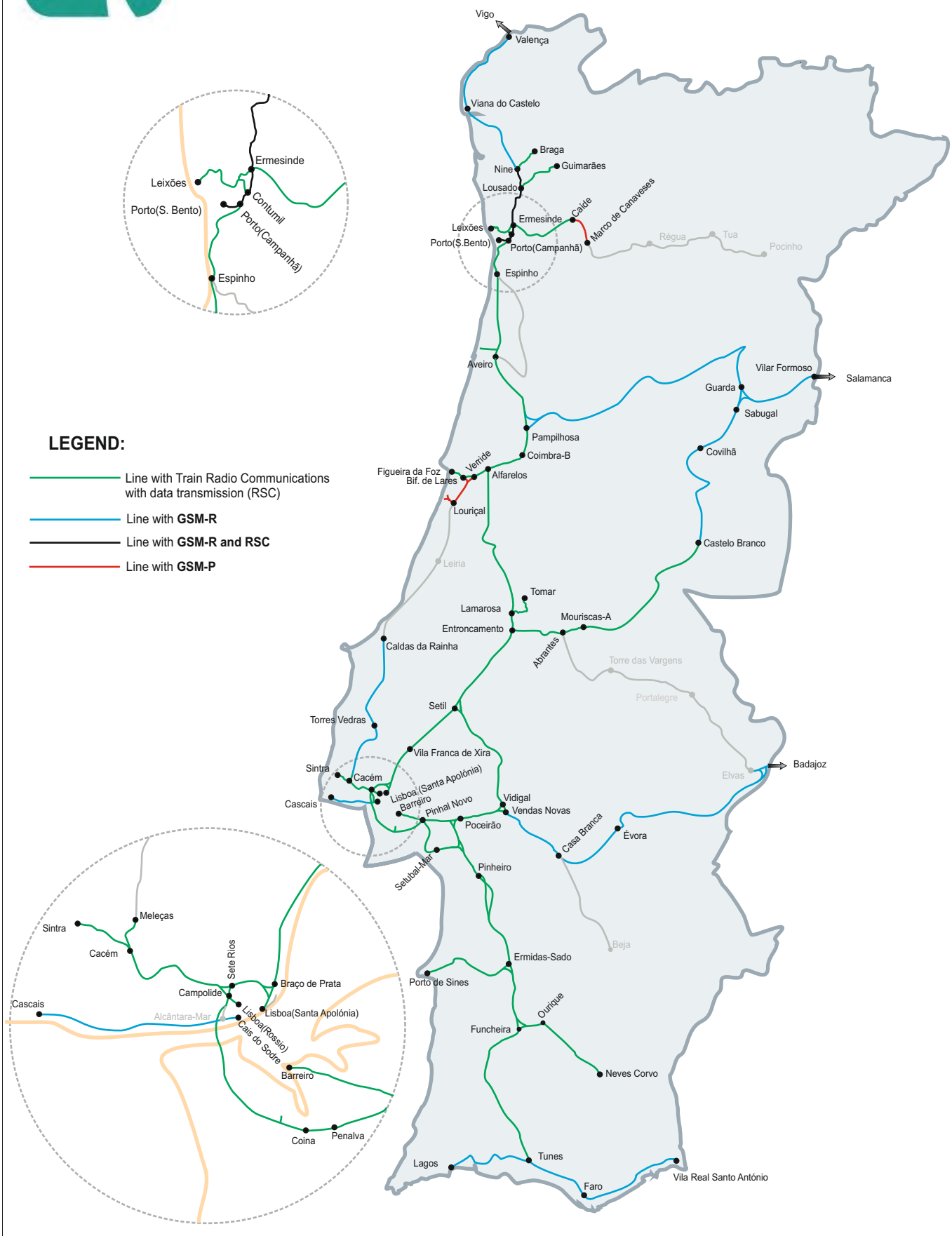


LEGEND:

Unidade Comando e Controlo Norte
Centralized traffic control
Local operation

Unidade Comando e Controlo Sul
Centralized traffic control
Local operation

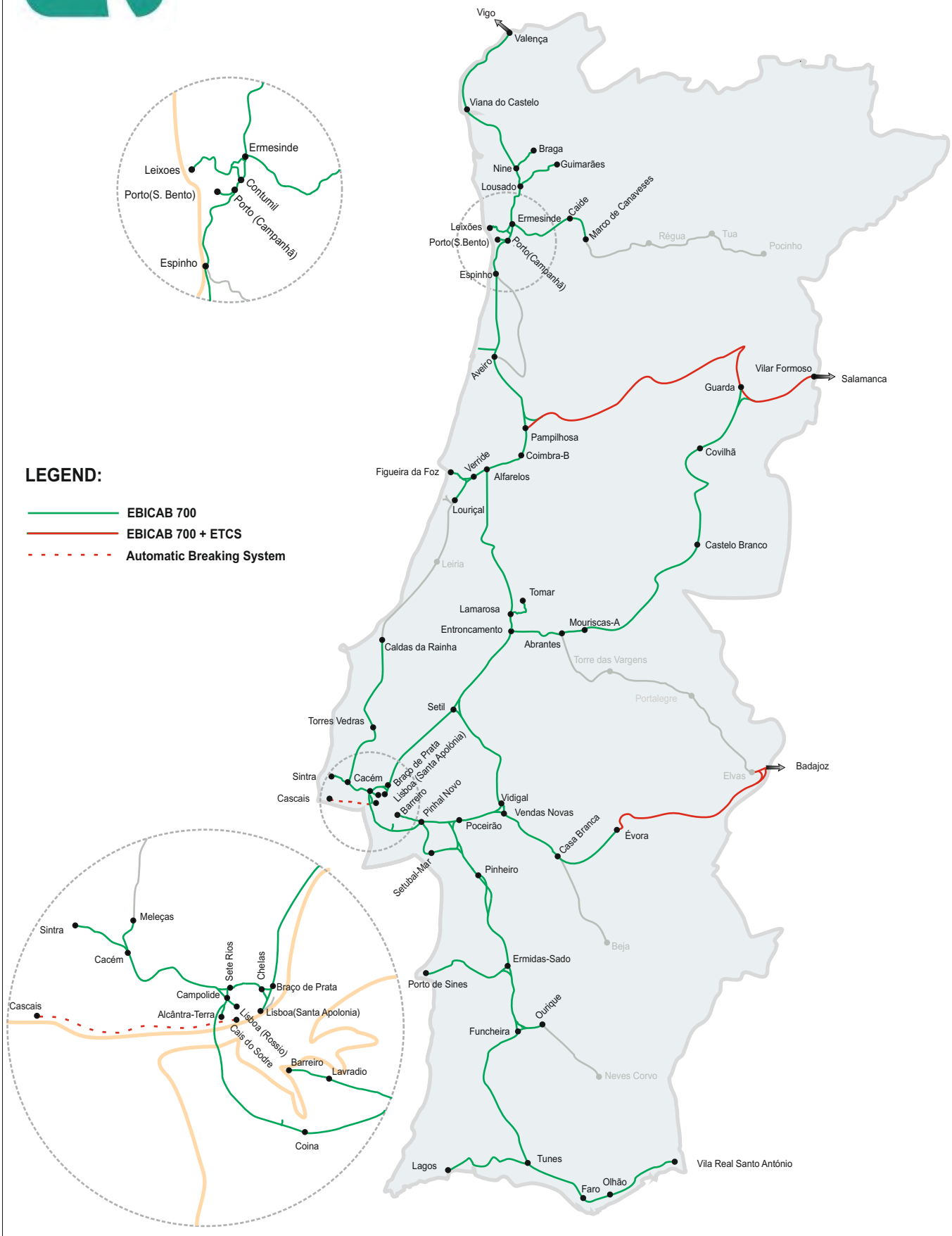
Train Radio Communications



LEGEND:

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

Automatic Train Control (ATC)



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
NORTH/SOUTH CORRIDOR - Norte Line	These investment project includes: • Installation/modernization of signalling, suppression of level crossing and construction of grade separations, 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.	Modernization of Ovar/Espinho section: to be completed by end 2028. Adjustment of the Entroncamento Station layout: work to take place between 2025 and 2028.
COMPLEMENTARY CORRIDOR – Douro Line	The project covers the electrification, the installation of electronic signalling, speed control and telecommunications between Marco – Régua section.	Works to take place between 2025 and 2028.
COMPLEMENTARY CORRIDOR – 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 modernization 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.	Work to be completed in 2026.
NEW PORTO-LISBON HIGH-SPEED LINE	This project consists of the construction of a new high-speed double-track line (300 km/h) between the cities of Lisbon and Porto. Once the project is completed, the direct travel time between the two cities will be 1 hour and 15 minutes. Other benefits of the project include increased capacity for passenger and freight services on the Northern Line (through the segregation of fast and slow traffic), a general reduction in travel times between multiple origin/destination pairs, and enhanced resilience of the railway infrastructure. The Porto-Lisbon HSR (High-Speed Rail) will be developed in phases, starting with the construction of the section between Porto and Soure	Work to take place between 2025 and 2032.

ENTERPRISE	DESCRIPTION	EXPECTED CALENDAR
RAIL NETWORK CAPACITY INCREASE PROGRAMME IN METROPOLITAN AREAS	This Programme includes the following interventions: • Extension of the quadruple track between Roma-Areeiro (L. Cintura) and Braço de Prata (L. Norte); • Installation of a quadruple track between Alverca - Castanheira do Ribatejo - Azambuja (L. Norte); • Installation of additional double track between Contumil and Ermesinde stations (L. Minho); • Modernisation of the main stations and road-rail interfaces.	Work to take place between 2025 and 2031.
PROGRAMME FOR ELECTRIFICATION AND REINFORCEMENT OF THE NATIONAL RAIL NETWORK	This programme includes the following interventions to modernise the rail network currently in operation: • Modernisation and electrification of the Régua – Pocinho section of the Douro line; • Modernisation and electrification of the Caldas da Rainha – Louriçal section of the Oeste line; • Duplication of the Alfarelos branch line (between Verride and Marujal) and adaptation for train crossings up to 750 m.	Work to take place between 2026 and 2032.
MULTIMODAL TERMINAL IMPROVEMENT PROGRAMME	This Programme includes the following interventions: • Elimination of operational restrictions and functional restrictions existing in extensions, terminals and stations freight railways, namely: i) Conditions for access and/or movement in the reception/dispatch beams; ii) Discontinuities at the level of infrastructure electrification (branch lines and reception/dispatch beams at terminals); iii) Limitations in terms of the useful lengths of loading/unloading beam lines; iv) Lack of an internal method of movement; • Construction of the road-rail platform in the North region	
Modernisation of the railway infrastructure at the Port of Setúbal – Praias do Sado		Work to take place between 2025 and 2026.
Modernisation of Leixões Line		Work to take place between 2025 and 2027.
L. Minho – Connection to the Freight Terminal - Lousado		Work to take place between 2026 and 2029.
MODERNISATION OF THE RAIL LINK TO BEJA	Modernisation of the Casa Branca-Beja section of the Alentejo Line, including electrification and installation of signalling and telecommunications systems.	Work to take place between 2026 and 2030

ENTERPRISE	DESCRIPTION	EXPECTED CALENDAR
MODERNISATION OF THE VOUGA LINE	The project consists of the rehabilitation and modernisation of the entire length of the Vouga line, between Espinho and Aveiro, maintaining the metric gauge. This solution allows for the development of the Vouga integrated into the urban fabric of the region, crossing several locations.	Work in progress to be completed in 2027.
CONNECTING THE CASCAIS LINE TO THE CINTURA LINE	Connection of the Cascais line to the rest of the railway network via the Cintura line, with a grade separation in Alcântara and the creation of a new underground station at Alcântara Terra (and deactivation of the existing one), with the possibility of a junction with the future Lisbon Metro station. In this way, new access to the Port of Lisbon is also created with an underground reception beam, reducing conflicts with circulation and other surface activities.	Work to take place between 2026 and 2031.
NEW PORTO-VALENÇA-VIGO LINE (1st PHASE)	This project aims to create a new Porto - Vigo line that will make it possible to segregate fast and slow traffic, reduce journey times and increase capacity for passengers and freight. This connection is developed in phases, giving priority to the section between Braga and Valença. The construction of a new high-speed double track line for passengers (LAV) between Porto Campanhã and Vigo will enable a journey time of close to 1h00.	Work to take place between 2026 and 2030.
SOUTH INTERNATIONAL CORRIDOR - 2nd PHASE	This programme continues investments made in the previous cycle in this corridor, in order to enhance the competitiveness of the railway sector at an international level, on the Lisbon – Madrid axis, and at a national level, on all connections from Lisbon to the South. Therefore, the 2nd phase includes: • Construction of a new electrified single-track railway link between Sines and Grândola Norte (Southern line), equipped with the necessary crossing stations for 750-metre trains, including congruence with the Southern line and the adaptation of the Grândola station North; • Duplication of the Poceirão – Bombel section; • Reformulation of the Pinhal Novo station layout.	
Duplication of the Poceirão – Bombel section		Work to take place between 2026 and 2030.
Modernisation of the Vendas Novas Line		Work to take place between 2025 and 2029.
Reformulation of the Pinhal Novo station layout		Work to take place between 2027 and 2028.

ANNEX 3.3.1
Framework Agreement

Infraestruturas de Portugal, S.A., registered in the Commercial Registry Office of Lisbon under the single registration and VAT number 503 933 813, with head office in Almada, at Praça da Portagem, and with share capital of € [●] represented by Mr [●] and Mr [●], as [●] and [●], respectively, of the Executive Board of Directors, hereinafter referred to as **IP**, **Infrastructure Manager** or **First Party**

and

[Railway Company], with head office in [●], collective person no. [●], registered in the Commercial Registry Office of Lisbon under nº. [●], hereby represented by Mr. [●] and Mr. [●], as Directors, with powers to bind it hereunder, hereinafter referred to as [●], the **Applicant**, or also the **Second Party.**

And whereas,

1) Pursuant to Decree-Law No. 91/2015, of 29 May, the object of IP consists of the conception, design, construction, financing, conservation, operation, requalification, extension and modernization of the infrastructure that makes up the national railway network, including the command and control of railway circulation;
2) The provisions of Decree-Law 217/2015, of 7 October, amended and republished by Decree-Law 124-A/2018, of 31 December (DL) which defines the rules applicable to the management of railway infrastructure and rail transport activities of railway companies established or to be established;
3) The conditions set out by Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria for Framework Agreements for the allocation of railway infrastructure capacity;
4) The provisions of the Network Statement, are mandatory for railway undertakings accessing and using the Portuguese railway network;
5) A Framework Agreement is a legally binding agreement 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 applied over a period longer than one working timetable period;
6) The general procedures for requesting and allocating train paths under the Framework Agreement are set out in the Network Statement for the time period covered by the relevant Framework Agreement.

The present Framework Agreement is concluded between the parties and is governed by the terms and conditions set out in the following Clauses:

Clause One - Object

1. The purpose of this Framework Agreement is to set out the procedures and criteria for the allocation of infrastructure capacity for a period of time longer than one working timetable period, and the respective rights and obligations of IP and the Applicant.
2. The Framework Agreement covers the allocation of infrastructure capacity of the RFN for the [passenger/goods] transport service on the lines set out in Annex 1.

3. The conditions of use of the train paths once allocated are regulated by the Network Statement.

Clause Two - Obligations of IP

1. IP commits, as the national railway network infrastructure manager, to allocate to the Applicant, for each timetable covered, for the duration of this Framework Agreement, the capacity described in Annex 3 to this Framework Agreement.
2. To this end, IP shall allocate the corresponding capacity on an annual basis, according to the Applicant's requests, made for each service timetable, with the usual procedures and channels, described in the Network Statement in force.
3. IP guarantees the fulfilment of the requirements of this Framework Agreement with objective and non-discriminatory criteria, and in the necessary timeframes, taking into account Framework Agreements already signed, the rights of the Railway Undertakings and the efficient operation of the railway infrastructure.
4. The capacity characteristics of the infrastructure covered by the Framework Agreement shall remain constant throughout the term of the Framework Agreement and the capacity referred to shall take into account:
   - the known state and developments of the infrastructure at the time of the conclusion of this Framework Agreement, as set out in Annex 1;
   - the planning of maintenance works and investment in the RFN;
   - the existing public service contracts [specify the contracts concluded at that time];
   - the technical characteristics and performance of the Applicant's trains, as communicated by the Applicant and described in Annex 2;
   - the existence of specialized lines [if applicable];
   - the existence of congested infrastructure [if applicable];
   - priority rules;
   - the need for infrastructure use by other applicants or other services, including the need for international corridor capacity.
5. If IP does not offer the paths corresponding to the capacity described in Annex 3, for reasons strictly attributable to IP, IP shall reimburse the Applicant with an amount corresponding to the amount due by the Applicant if he had reserved those paths.

Clause Three - Obligations of the Railway Company

1. The Applicant commits to apply for each train path in accordance with the timetable, deadlines and infrastructure characteristics set out in the Network Statement in force, specifically in terms of the deadline for the submission of requests for train paths to be included in the Annual Timetable (X-8) and in accordance with the terms set out in this Framework Agreement.
2. Rolling stock used by the Applicant shall comply with the characteristics and performances described in Annex 2, for the duration of the Framework Agreement.
   a) Any change in these characteristics shall be requested 3 months in advance and be accepted by IP.
   b) In case it is not accepted by IP, the latter shall be reimbursed in accordance with paragraph 4 a) of this Clause.

3. If the Applicant does not request the capacity agreed and set out in Annex 3, IP is entitled to be reimbursed the amount that would be charged to the Applicant if it complied with the provisions of the Framework Agreement.
4. IP cannot request the reimbursement foreseen in the previous number if:
    - The Framework Agreement has been amended or cancelled for reasons beyond the Applicant's control and this has been duly communicated to IP, 14 months prior to the entry into force of the service schedule.
    - the Applicant has been denied an additional capacity request on which the viability of the planned train service depended.
    - IP is able to allocate an equivalent alternative path to the Applicant.

Clause Four - Exceptions to Obligations of the Parties

1. The obligations expressed in Clauses Two and Three shall not apply in the following circumstances:
    a) Force majeure, defined as circumstances that cumulatively make it impossible - totally or partially - for the Parties to comply with their contractual obligations, if they are beyond their control, and whose occurrence is impossible to be known or foreseen when this Framework Agreement was signed and whose effects could not be reasonably avoided or prevented. Earthquakes, floods, fires, epidemics, sabotage, international embargoes, or blockades, acts of war or terrorism, riots and strikes of the employees of the respective companies that make the railway traffic impossible, may constitute force majeure if the aforementioned conditions are met.
    b) By decision of the regulator or any public authority with an impact on capacity allocation, such as the application of priority standards or advance notice of civil defense and security needs.

Clause Five - Duration of the Framework Agreement

1. This Framework Agreement shall enter into force on the date of its signature and shall expire on [as defined in Annex 3, subject to a limit of 5 years].
2. The Applicant may request renewal of the Framework Agreement, for an additional period of up to 5 years, subject to validation by IP, which depends on the Applicant's compliance with the commitments set out in the original Framework Agreement and any investments that IP may have planned or executed in view of the commitment made in the Framework Agreement.

Clause Six - Amendments to the Terms of the Framework Agreement

1. Any change in the conditions of this framework agreement is authorized for any of the following reasons:
    a) At the request of one Party, if accepted by the other;
    b) The publication of legislation affecting in whole or in part the provisions of this Framework Agreement.
2. IP may also amend or limit the terms of this Framework Agreement following the adoption of measures imposed by the Regulator for the more efficient use of the railway infrastructure or as safety improvements, which may affect the capacity offered described in Annex 3.
3. IP may further reduce committed capacity if, during the annual schedule, the [Railway Company] does not request train paths as provided for in this

Framework Agreement, unless the [Railway Company] justifies in accordance with the provisions of Clause Four.

Clause Seven - Termination of the Framework Agreement

1. This Framework Agreement is terminated immediately, without prejudice to the right to indemnity to IP and without right of compensation to the Applicant, in the following cases:
   a) revocation of the Railway Company's license;
   b) loss of the Railway Company's safety certificate. In the event of partial loss, the provisions of the Framework Agreement shall be maintained for the capacity that has not been affected by such decision;
   c) Non-compliance of the Railway Company's rolling stock with the technical characteristics of the infrastructure (maximum speed, stops, etc.).
2. The Candidate may terminate this Framework Agreement by registered letter with acknowledgement of receipt, giving fourteen months' notice before the service timetable comes into effect.
3. IP may unilaterally terminate this Framework Agreement by registered letter with acknowledgment of receipt in any of the following situations:
   a) The Applicant has not submitted any request for capacity for the next timetable, nor justified such position in accordance with the provisions of Clause Four;
   b) Applicant's failure to payment of the penalties due under this Framework Agreement or the fees provided for under the Network Statement;
   c) Failure to request, without notice, any path for more than two months or, with a limit of less than 70% in relation to the annual capacity agreed in Annex 3;
   d) Serious non-fulfilment, for reasons attributable to the Applicant, of the commitments undertaken in this Framework Agreement.

Clause Eight - Other Provisions

1. Where the specific capacity requirements of the Applicant are greater than those described in Annex 3, the Applicant shall submit specific requests for additional routes in accordance with the standard procedures in the current Network Statement.
2. The Applicant may not transfer its rights and obligations under this Framework Agreement to another Applicant.

Clause Nine - Disputes Resolution

1. Disputes between IP and the Applicant that may arise in connection with the application of this Framework Agreement shall be settled by agreement between the Parties.
2. If agreement is not reached within one month after notification by either Party that it understands that the dispute, disagreement or doubt exists, the Parties may request the Regulator to mediate the dispute.

Clause Ten - Confidentiality

Without prejudice to the provisions of article 42 paragraph 12 of Decree-Law 217/2015, the Parties agree that the commercial aspects of this agreement will be kept confidential and will not be transferred to third

parties, within the limits of the relevant national legislation. This provision does not apply to information about the timetable and operational aspects of the use of the RFN.

Clause Eleven - General Data Protection Regulation

Without prejudice to the other obligations assumed in this agreement, the parties undertake to strictly comply with all legal precepts arising from the General Data Protection Regulation (Regulation EU 2016/679 of the European Parliament and of the Council of 27 April 2016) and other legislation in force, assuming full responsibility for any violation of this regulation that may occur in the context of the execution of this agreement.

Clause Twelve - Notifications and Communications

Any notifications or other communications to be made to either Party under this Framework Agreement shall be made by e-mail, with acknowledgement of receipt, and should be sent to the following addresses:

a) IP: [●]
b) [Railway Company]: [●]

Clause Thirteen - Applicable Law

The Agreement shall be governed by Portuguese law.

Done and signed in Lisbon, on ……..

By,

Infraestruturas de Portugal, SA (IP, SA).

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By,

[Applicant]

---------- ----------

Annex 1 - Identification of the Lines considered under the Framework Agreement and expected developments

The content of this Annex is defined on a case-by-case basis.

Note: Updates to the Network Statement take precedence over the provisions of this Framework Agreement.

Annex 2 - Applicant Parameters

The content of this Annex is defined on a case-by-case basis and must contain, as a minimum, the identification and essential characteristics of the Rolling Stock.

Annex 3 - Allocated Framework Capacity - Matrix showing number of trains allocated including timetables and main dependencies

The content of this Annex is defined on a case-by-case basis.

ANNEX 4.1.

Average Occupancy Levels

The table below shows the average occupancy levels determined according to the ratio between used capacity and usable capacity, considering the following ranges:

- Low: up to 33%
- Medium: between 33% and 66%
- High: above 66%

RELEVANT LINES	OCCUPANCY LEVELS
Minho Line	Medium
Braga Branch	High
Leixões Line	Low
Douro Line	High
Norte Line	High
Guimarães Line	High
Vouga Line	Low
Beira Alta Line	Medium
Ramal de Alfarelos	High
Oeste Line	Medium
Tomar Branch	High
Beira Baixa Line	Medium
Leste Line	Low

RELEVANT LINES	OCCUPANCY LEVELS
Sintra Line	Low
Cintura Line	Medium
Cascais Line	Medium
Vendas Novas Line	Medium
Alentejo Line	Medium
Sul Line	Medium
Sines Line	Medium
Évora Line	Medium
Algarve Line	Low

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 4.3.2 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)	Extension (m)	Duration (months)	Days	Hours/day	
Minho	S. Bento	Ermesinde	0,000	8,040	Contumil-Ermesinde - L. Minho - Campanhã EC Modernisation - Signaling	Low or Medium	Modernisation	2º T 2026	4º T 2026				15 1	6 (wd) 6 IG (we)	Simultaneously with the Norte Line
Minho	Porto Campanhã	Porto São Bento	0,600	2,618	Catenary's Renovation	Low or Medium	Renovation	1º T 2025	1º T 2026				240	1VUT+3,5 CG+0,5V UT	
Minho	Porto Campanhã	Porto São Bento	1,768	2,618	Track superstructure and switches and crossings renovation	Low or Medium	Renovation	1º T 2026	4º T 2026	30	500	1	90	1+3,5IG+0,5	
Minho	Campanhã	Ermesinde	2,500	8,040	Quadrupling of section Contumil-Ermesinde	Low or Medium	Modernisation	4º T 2025	4º T 2029	30 60 80	1000 2000 2000	50	1506	6,5 (wd) 9 (we) 54 (Friday/ Monday)	
Minho	Ermesinde	Ermesinde	7,470	9,175	Ermesinde Station - Improvement of platform roofs	Low or Medium	Renovation	1º T 2026	3º T 2027				360	4	L. I and II or L. III, IV and V
Minho	Lousado	Famalicão	26,550	28,500	Medway - Lousado Access to railway terminal - Phases 1 e 2	Low or Medium	Modernisation	4º T 2025	4º T 2027	80 30 10	100 100 100	5 1,5 1,5	130 26 2	5 3,5 IG (we) 48 (we)	

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)	Extension (m)	Duration (months)	Days	Hours/day	
Minho	Lousado	Famalicão	26,550	28,500	Connection to the MSC-Norte Railway Terminal - Signaling	Low or Medium	Modernisation	4º T 2026	4º T 2027				2	6 IG (we)	
Minho	Nine	Barcelos	40,500	47,000	Suppression of LC in the municipality of Barcelos Sul	Low or Medium	Modernisation	4º T 2025	1º T 2029	80 30 10	100 100 100	5 1,5 1,5	180	5	
Minho	Nine	Barcelos	49,450	49,590	Reinforcement/ Protection of Cávado Bridge foundations	Low or Medium	Maintenance	3º T 2026	1º T 2027	60	140	2			
Minho	Barcelos	Barroselas	50,900	63,000	Suppression of LC in the municipality of Barcelos north	Low or Medium	Modernisation	4º T 2025	1º T 2029	80 30 10	100 100 100	15 4,5 4,5	360	5	
Minho	Barcelos	Tamel	52,900	53,180	Stabilization of excavation slopes	Low or Medium	Renovation	2º T 2026	3º T 2026	30	250	6	180	5	
Minho	Darque	Viana do Castelo	79,700	80,300	Bridge over the Lima River - Bridge reinforcement for brake actions	Low or Medium	Renovation	4º T 2025	3º T 2027	10	620	18	340	5 (we) 4 (wk)	
Minho	Valença	Valença Fronteira	131,200	131,700	Anti-corrosion protection - Ponte de Valença	Low or Medium	Maintenance	4º T 2026	3º T 2027	60	350	9	100	5	
Leixões	Contumil	Leixões	1,850	20,415	EC Modernisation Contumil - Signaling	Low or Medium	Modernisation	2º T 2026	4º T 2026				10 1	6, 5 (wk) 6 IG (we)	

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)	Extension (m)	Duration (months)	Days	Hours/day	
Leixões	Contumil	Leixões	2,500	21,000	Construction of storage sidings - Leixões layout changes	Low or Medium	Modernisation	4º T 2025	4º T 2027	30 30	650 1000	9 4	240 14 5	4 (wd) 8 (we) 48 (we)	-
Douro	Livração	Marco de Canaveses	57,845	58,103	Treatment of the Gaviarra Tunnel Portals	Low or Medium	Maintenance	3º T 2026	4º T 2026				150	4	
Douro	Marco de Canaveses	Covelinhas	60,300	108,000	Electrification Marco/Régua and stabilization of 40 slopes (includes the 6 tunnels of the section)	High or Very High	Modernisation	1º T 2025	4º T 2027	30 60	1500 1000	36 36	7 7 10	7 8 55	(*) to be defined Closure of the section for 5 months in winter periods
Douro	Mosteiró	Aregos	77,528	77,658	Undertaking for the Rehabilitation of Aregos Bridge	Low or Medium	Maintenance	4º T 2026	3º T 2027						Uses the restrictions of the undertaking for the electrification Canaveses / Régua
Douro	Ermida	Rede	93,190	93,316	Stabilization of excavation slopes	Low or Medium	Renovation	4º T 2025	2º T 2026	60	300	6	90	6	
Douro	Régua	Pocinho	104,000	171,000	Reinforcement of metallic bridges and tunnels - B1	Low or Medium	Maintenance	4º T 2025	4º T 2026	30	200 120	12	520	8	
Douro	Covelinhas	Pinhão	121,800	126,350	Stabilization of excavation slopes	Low or Medium	Renovation	3º T 2025	3º T 2026	30	500	9	360	8	2 slopes to be intervened
Douro	Pinhão	Tua	128,820	138,310	Stabilisation of excavation slopes	Low or Medium	Renovation	4º T 2026	3º T 2028	30	200	6	600	8	Intervention on several slopes

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)	Extension (m)	Duration (months)	Days	Hours/day	
Douro	Tua	Vargelas	139,800	153,000	Stabilisation of excavation slopes	Low or Medium	Renovation	2º T 2026	3º T 2027	30	100	7	400	8	Intervention on several slopes
Douro	Tua	Ferradosa	140,177	151,099	Track superstructure Renovation	Low or Medium	Renovation	4º T 2025	3º T 2026				250	8	
Douro	Tua	Vargelas	147,019	147,451	Improving stability conditions in specific areas of the Túnel da Valeira	Low or Medium	Maintenance	4º T 2025	1º T 2026				180	8	
Douro	Vargelas	Pocinho	153,100	171,200	Track superstructure Renovation	Low or Medium	Renovation	4º T 2026	3º T 2028	30	100	9	660	8	Intervention on several slopes
Douro	Vargelas	Pocinho	156,206	158,540	Stabilization of excavation slopes at km 156,206; 157,800 e 158,440 (3 slopes)	Low or Medium	Renovation	3º T 2026	3º T 2027	30	500+210 +160	10	300	8	3 work fronts
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	2º T 2025	2º T 2026	30	500+210 +160	10	300	8	3 work fronts
Douro	Vargelas	Pocinho	163,100	170,994	Track superstructure Renovation	Low or Medium	Renovation	2º T 2025	1º T 2026				250	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)	Extension (m)	Duration (months)	Days	Hours/day	
Norte	Lisboa Santa Apolónia	Lisboa Santa Apolónia	0,000	1,600	Installation of signaling equipment in Lisboa Santa Apolónia	Low or Medium	Renovation	3º T 2024	1º T 2026				540	4	Interdiction at Lisboa Santa Apolónia station, including parks
Norte	Lisboa Santa Apolónia	Braço de Prata	0,000	3,992	Putting into service the Signaling of Lisboa Santa Apolónia	Low or Medium	Modernisation	1º T 2026	1º T 2026				10 1	7 (wk) 48 (we)	Putting into service the Signaling
Norte	Lisboa Santa Apolónia	Lisboa Oriente	2,150	3,520	Stabilisation of excavation slopes	Low or Medium	Renovation	1º T 2026	2º T 2027	30	500	12	240	4	
Norte	Braço de Prata	Lisboa Oriente	3,000	53,000	Oriente EC Modernisation - Signaling	Low or Medium	Modernisation	4º T 2025	4º T 2026				270	2,5+4IG+0,5	
Norte	Bobadela Sul	Bobadela Norte	3,000	53,000	Oriente EC Modernisation - Signaling	Low or Medium	Modernisation	1º T 2026	4º T 2026				270	2,5+4IG+0,5	
Norte	Braço de Prata	Bobadela Norte	3,000	53,000	Oriente EC Modernisation - Signaling - Conformity Verification, Certification and Commissioning	Low or Medium	Modernisation	3º T 2026	4º T 2026				125	2,5+4IG+0,5	
Norte	Alverca	Alhandra	3,000	53,000	Alverca EC Modernisation - Signaling	Low or Medium	Modernisation	1º T 2026	3º T 2026				180	2,5+4IG+0,5	

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)	Extension (m)	Duration (months)	Days	Hours/day	
Norte	Alverca	Alhandra	3,000	53,000	Alverca EC Modernisation - Signaling - Conformity Verification, Certification and Commissioning	Low or Medium	Modernisation	3º T 2026	4º T 2026				125	2,5+4IG+0,5	
Norte	Alverca	Alhandra	3,000	53,000	Alverca EC Modernisation - Signaling - Dismantling and permanent installation of equipment	Low or Medium	Modernisation	3º T 2026	4º T 2026				418	2,5+4IG+0,5	
Norte	Castanheira do Ribatejo	Azambuja	3,000	53,000	Azambuja EC Modernisation - Signaling	Low or Medium	Modernisation	3º T 2025	2º T 2026				280	2,5+4IG+0,5	
Norte	Castanheira do Ribatejo	Azambuja	3,000	53,000	Azambuja EC Modernisation - Signaling - Verification, Certification and Commissioning	Low or Medium	Modernisation	2º T 2026	3º T 2026				105	2,5+4IG+0,5	
Norte	Castanheira do Ribatejo	Azambuja	3,000	53,000	Azambuja EC Modernisation - Signaling - Dismantling and permanent installation of equipment	Low or Medium	Modernisation	3º T 2026	4º T 2027				438	2,5+4IG+0,5	

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)	Extension (m)	Duration (months)	Days	Hours/day	
Norte	Bobadela Sul	Alverca	13,500	14,100	Catenary Infrastructure Maintenance - Insolation of Bobadela Norte PC	Low or Medium	Maintenance	4º T 2026	4º T 2026				30	2+2IG (wk) 4 IG (we)	VAR, VDR, VAL, VDL and Bobadela Terminal north entrance cut
Norte	Vale Figueira	Mato Miranda	83,230	84,031	Construction of PSR (Highway overpass) for supression of LC at PK83+230 PK 84+031	Low or Medium	Modernisation	2º T 2026	4º T 2027	30	100	9			
Norte	Riachos	Entroncamento	101,500	107,400	Modernisation of the reception/dispatch marshalling yard of Entroncamento	Low or Medium	Modernisation	3º T 2025	4º T 2027	30 30 60	600 600 500	28	600 30 30	5 (wk) 16 12	
Norte	Riachos	Entroncamento	101,500	107,400	Lote A S&T - Entroncamento and Mato Miranda - Signaling - Phases 5A1 and 5A4	Low or Medium	Modernisation	3º T 2025	4º T 2026	-	-	-	3	7IG (we)	
Norte	Lamarosa	Fungalvaz Resguardo	120,340	120,445	Stabilisation of excavation slope	Low or Medium	Renovation	2º T 2026	2º T 2026	30	100	3	150	4	
Norte	Fátima	Caxarias	130,370	131,020	Túnel de Chão de Maçãs repairment	Low or Medium	Maintenance	1º T 2026	1º T 2027				313 52	4 IG (Monday to saturday) 6 IG (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)	Extension (m)	Duration (months)	Days	Hours/day	
Norte	Albergaria dos Doze	Alfarelos	147,051	198,900	Replacement of singleblock sleepers UT and DT	Low or Medium	Maintenance	2º T 2026	4º T 2026	30 80	180 1000	6	180	4	
Norte	Caxarias	Albergaria Dos Doze	147,100	148,500	Túnel Albergaria Catenary Renovation	Low or Medium	Renovation	2º T 2026	3º T 2026				180	1+3IG	
Norte	Soure	Alfarelos	185,419	197,153	Contract for construction of PIR (Road Underpass) at pk 197+153 at Norte Line and PSR (Upper Roadway) at pk 220+166 at Alfarelos Branch	Low or Medium	Renovation	4º T 2024	2º T 2026	100 30	100 100	3 6	3 6 6 5	1,5VUT+8IG+1,5VUT (we) 8 IG (we) 11 VUT(we) 5,5 VUT	
Norte	Alfarelos	Pampilhosa	194,500	231,600	Light mechanical ballast stripping UT and DT	Low or Medium	Maintenance	3º T 2026	4º T 2026	30	1000	0,5	14	5	
Norte	Alfarelos	Pampilhosa	197,000	230,000	Catenary´s Renovation	Low or Medium	Renovation	3º T 2025	4º T 2026				360	4 (wk) 6 (we)	
Norte	Alfarelos	Coimbra B	198,400	217,294	EN347 – Access to the Alfarelos railway terminal (1st phase)	Low or Medium	Renovation	4º T 2024	2º T 2026	-	-	-	270 6 6 3	1,5VUT+8IG+1,5VUT (we) 8 IG (we) 11 VUT (we) 5,5 VUT	

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)	Extension (m)	Duration (months)	Days	Hours/day	
Norte	Alfarelos	Pampilhosa	198,400	227,764	Change of the Alfarelos station layout and Grade Separation	Low or Medium	Modernisation	4º T 2024	3º T 2026	60 30	850 200	20 1	180 90 90 8 8 2	Alt. Layout Alfarelos: 5,5 (wk) 6,0 (saturday) 1VUT+5,5 IG+1VUT (sunday) Level Crossings : 5,5 (wk) 6,0 (saturday) 1VUT+5,2 IG+1VUT (sunday)	
Norte	Alfarelos	Pampilhosa	198,400	227,764	Alfarelos EC and CCO Lisboa - Change of Signaling	Low or Medium	Modernisation	4º T 2024	3º T 2026	-	-	-	3	7IG (we)	
Norte	Alfarelos	Ameal-Sul	202,100	202,800	Slope stabilisation	Low or Medium	Maintenance	2º T 2025	1º T 2026	30	400	6			
Norte	Pampilhosa	Pampilhosa	230,000	242,000	Modernisation of Pampilhosa station – Phase 2	Low or Medium	Modernisation	3º T 2025	1º T 2027	30 80	500 1000	10 6	330 90	4 (wk) 6 (we)	
Norte	Pampilhosa	Válega	232,000	296,700	Replacement of singleblock sleepers VA and VD - PHASE 6	Low or Medium	Maintenance	3º T 2025	1º T 2026	30 80	600 1000	6	132	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)	Extension (m)	Duration (months)	Days	Hours/day	
Norte	Pampilhosa	Válega	232,000	296,700	Execution of Heavy Mechanical Attack on Communications	Low or Medium	Maintenance	1º T 2026	2º T 2026				20	1,5+1,5IG +1,5	
Norte	Mogofores	Oliveira do Bairro	234,752	254,600	Mogofores EC – Signaling Modernisation	Low or Medium	Modernisation	3º T 2026	4º T 2026					6 VUT (Monday to friday); 4 IG (Saturday to sunday)	
Norte	Mealhada	Quintans	236,265	269,825	Mogofores EC – Signaling Modernisation	Low or Medium	Modernisation	2º T 2026	2º T 2026					4 VUT (Monday to friday)	
Norte	Mealhada	Mogofores	236,265	246,910	Mogofores EC – Signaling Modernisation	Low or Medium	Modernisation	2º T 2026	3º T 2026					6 VUT (Monday to friday); 4 IG (Saturday to sunday)	
Norte	Oliveira do bairro	Oiã	249,400	262,565	Mogofores EC – Signaling Modernisation	Low or Medium	Modernisation	4º T 2026	1º T 2027					6 VUT (Monday to Friday); 4 IG (Saturday to Sunday)	
Norte	Aveiro	Válega	271,605	299,272	Aveiro EC – Signaling Modernisation - Putting into service	Low or Medium	Modernisation	2º T 2026	2º T 2026				1	4 VUT (Monday to Friday)	

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)	Extension (m)	Duration (months)	Days	Hours/day	
Norte	Válega	Gaia	296,700	332,650	Execution of Heavy Mechanical Attack on Communications	Low or Medium	Maintenance	1º T 2026	2º T 2026				10	1,5+1,5IG +1,5	
Norte	Válega	Granja	296,797	315,800	FTR at section Ovar / Espinho	Low or Medium	Modernisation	4º T 2025	4º T 2028	30 60 80	1000 2000 2000	36	1081	6 (wk) 5 IG (we) 2VUT+8IG +2VUT (we) 1,5 VUT+5,5 IG+0,5 VUT (Sunday/ Monday)	
Norte	General Torres	Campanhã	332,767	336,079	EC Campanhã Modernization - Signaling	Low or Medium	Modernisation	2º T 2026	4º T 2026				15 1	6, 5 (wk) 6 IG (we)	Simultaneously with Minho Line
Norte	Porto Campanhã	Porto Campanhã	335,434	336,000	Replacement of sleepers in the AMVs on the south side of Porto Campanhã station	Low or Medium	Maintenance	3º T 2026	3º T 2026				44	4	
Beira Alta	Pampilhosa	Pampilhosa	230,000	242,000	Modernisation of Pampilhosa station – Phase 2	Low or Medium	Modernisation	3º T 2025	1º T 2027	30 80	500 1000	10 6	330 90	4 (wk) 6 (we)	(also mentioned for the Norte Line)
Ramal de Alfarelos	Verride	Marujal	213,835	216,259	Verride /Marujal Duplication	Low or Medium	Modernisation	4º T 2025	4º T 2026	10 30	300 300	15 15	(*)	(*)	(*) To be defined

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)	Extension (m)	Duration (months)	Days	Hours/day	
R. Petrogal - Asfaltos	Petrogal - Asfaltos	Ramal Petrogal (Inicio) R. Petr.Asf.(Ext)	3,261	3,305	Rehabilitation Contract of the Petrogal - Asfaltos Underpass	Low or Medium	Maintenance	3º T 2026	4º T 2026	10	30	2	6	6	
Ramal Louriçal	Marinha das Ondas	Soporcel	5,889	6,118	Rehabilitation of the Soporcel Overpass	Low or Medium	Maintenance	3º T 2025	3º T 2026	30	235	11	220	4+4,5	
Oeste	Mira Sintra - Meleças	Caldas da Rainha	20,320	105,011	Signaling Installation	Low or Medium	Modernisation	4º T 2024	1º T 2026				730	8	
Oeste	Mira Sintra - Meleças	Caldas da Rainha	20,320	105,011	Putting into service the signaling	Low or Medium	Modernisation	1º T 2026	1º T 2026				10 2	7 (wk) 24 (we)	
Ramal de Tomar	Lamarosa	Tomar	0,000	14,000	Catenary Renewal and Traction Power	Low or Medium	Renovation	3º T 2025	2º T 2026				300	5,5	Includes Line III and IV of Lamarosa station
Beira Baixa	Abrantes	Alferrarede	2,463	2,513	Construction of Underpass to suppress the Level Crossing at PK 2.488	Low or Medium	Modernisation	2º T 2025	1º T 2026	10	50	6			
Beira Baixa	Abrantes	Alferrarede	2,731	3,128	Anti-corrosion protection for Steel Bridges – Phase 5 – Tejo Bridge	Low or Medium	Maintenance	3º T 2025	2º T 2026	30	450	8	90	4	
Beira Baixa	Mouriscas	Belver	22,080	22,400	Stabilization of track platform	Low or Medium	Renovation	2º T 2026	1º T 2027	30	300	9	240 4	5 (wk) 48 (we)	
Beira Baixa	Mouriscas -A	Belver	25,800	30,500	Stabilization of excavation slopes	Low or Medium	Renovation	3º T 2026	4º T 2027	30	150	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)	Extension (m)	Duration (months)	Days	Hours/day	
Beira Baixa	Belver	Sarnadas	29,690	79,540	Stabilization of Excavation Slopes and Improvement of the Drainage System	Low or Medium	Renovation	2º T 2025	3º T 2027	30	150+150	33	900	4	2 work fronts
Beira Baixa	Ródão	Sarnadas	63,622	72,050	Stabilisation of excavation slopes	Low or Medium	Renovation	3º T 2025	1º T 2026	30	100	5	120	4	
Beira Baixa	Barquinha	Mouriscas	113,165	5,340	Stabilisation of excavation slopes and embankment	Low or Medium	Renovation	2º T 2025	1º T 2026	30	100	6	100	4	
Beira Baixa	Vale de Prazeres	Tortosendo	147,000	147,100	Replacement of the Hydraulic Crossing at Pk 147.050	Low or Medium	Maintenance	3º T 2025	1º T 2026	30	50	5	50	6	
Leste	Torre	Portalegre	177,200	182,900	Rail replacement	Low or Medium	Maintenance	1º T 2026	2º T 2026	30	1000	2	52	4	
Leste	Torre	Portalegre	192,312	194,415	Light mechanical ballast stripping	Low or Medium	Maintenance	3º T 2026	4º T 2026	30	1000	5	115	4	
Leste	Elvas	Elvas Fronteira	264,100	266,005	Increase of the station platforms - 2nd phase	Low or Medium	Modernisation	3º T 2025	2º T 2026				260	9	
Cintura	Benfica	Entrecampos	0,000	10,520	Modernization of the Signaling of EC Campolide	Low or Medium	Modernisation	2º T 2026	4º T 2026				197	2,5+4IG+0,5	
Cintura	Roma - Areeiro	Bif. de Chelas	0,000	10,520	Modernization of the EC Campolide Signaling	Low or Medium	Modernisation	2º T 2026	4º T 2026				197	2,5+4IG+0,5	

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)	Extension (m)	Duration (months)	Days	Hours/day	
Cintura	Benfica	Bif. De Chelas	0,000	10,520	Modernization of the EC Campolide Signaling - Compliance Verification, Certification, and Commissioning	Low or Medium	Modernisation	4º T 2026	1º T 2027				105	2,5+4IG+0,5	
Cintura	Campolide	Sete Rios	3,180	4,000	Track rectification	Low or Medium	Renovation	3º T 2025	1º T 2026	30	200	6	90	3,3 IG	
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 2024	1º T 2026	30	160	12	196 28 10	4 (wj) 4 (we) 12 (we)	(also mentioned for the Cintura Line)
Cintura	Sete Rios	Sete Rios	3,800	3,800	Putting into service the Sete Rios Traction Substation	Low or Medium	Modernisation	1º T 2026	1º T 2026				60	3,5 (wk) 3,5 (we)	
Cascais	Cais do Sodré	Oeiras	0,000	16,207	Placement for electronic signaling with command-control at EC Cais do Sodré East	Low or Medium	Modernisation	1º T 2026	1º T 2026				10 1	4 IG (wk) 12 IG (we)	Does not occur simultaneously with Placement in service at Cais do Sodré West.
Cascais	Cais do Sodré	Cascais	0,000	25,450	Installation of Signaling & ETCS	Low or Medium	Modernisation	4º T 2022	1º T 2026						It occurs simultaneously with the track and catenary works at the Cascais 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)	Extension (m)	Duration (months)	Days	Hours/day	
Cascais	Cais do Sodré	Cascais	0,000	25,450	Integration of Command-Control and Signaling & ETCS in the Lisbon CCO	Low or Medium	Modernisation	1º T 2026	1º T 2026				10 1	4 IG (wk) 12 IG (we)	Transfer the command-control of the EC Cais do Sodré West and of the EC Cais do Sodré East to the CCO of Lisbon
Cascais	Cais do Sodré	Cascais	0,000	25,450	Improvement of the stations and stops on the Cascais Line	Low or Medium	Modernisation	3º T 2026	3º T 2028	(*)	(*)	(*)	(*)	(*)	(*) To be defined
Cascais	Cais do Sodré	Caxias	0,000	11,000	Abolition of ATVs (Level Crossings in Station) at km 1+098, km 4+676, km abd 9+845	Low or Medium	Modernisation	4º T 2025	4º T 2027	30	50	6	90	4 (we) 5 (Saturday) 5 (Sunday)	
Cascais	Oeiras	Cascais	16,207	25,450	Placement for electronic signaling with command-control at EC Cais do Sodré Poente	Low or Medium	Modernisation	1º T 2026	1º T 2026				10 1	4 IG (wk) 12 IG (we)	Does not occur simultaneously with Placement at Cais do Sodré East
Vendas Novas	Setil	Vendas Novas	0,000	69,770	Modernisation of the Vendas Novas Line	Low or Medium	Modernisation	2º T 2025	2º T 2029	10 30 60	250 2000 1000	48	1440 208 5 43	8 (wk) 12 (Sunday/ Monday) 24 (we) 48 (we)	Some stations will be out of service during the works
Vendas Novas	Setil	Vendas Novas	0,000	69,770	Signaling works	Low or Medium	Modernisation	2º T 2024	2º T 2027						Work carried out with the modernisation bans
Alentejo	Moita	Poceirão	14,300	30,400	Pinhal Novo AMP AMV	Low or Medium	Maintenance	1º T 2026	2º T 2026				7	2+2IG+2	

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)	Extension (m)	Duration (months)	Days	Hours/day	
Alentejo	Poceirão	Bombel	26,875	51,947	Modernisation of the track section Poceirão / Bombel	Low or Medium	Modernisation	4º T 2025	4º T 2029	30 80 80 30	500 500 1000 100	5 5 5 5	708 12 12	8 (wk) 12 (Sunday) 48 (we)	
Alentejo	Casa Branca	Beja	90,406	154,701	Modernisation of the track section Casa Branca / Beja	High or Very High	Modernisation	1º T 2026	4º T 2029				730	4	Closure of the section for 21 months
Sul	Campolide	Alvito-A	0,911	1,991	Rehabilitation of the Avenida de Ceuta Viaduct	Low or Medium	Maintenance	3º T 2025	1º T 2027	30	250	15	300	3,3 IG	
Sul	Alvito	Pragal	1,790	7,750	Heavy Mechanical Attack - AMV Pragal	Low or Medium	Maintenance	1º T 2026	2º T 2026				5	5	
Sul	Alvito	Pragal	2,200	5,540	Complete Replacement of Wooden Beams - 25 de Abril Bridge	Low or Medium	Maintenance	2º T 2026	2º T 2028				1095	3+3CG+0,8	
Sul	Pragal	Corroios	7,750	12,950	Heavy Mechanical Attack - AMV Pragal	Low or Medium	Maintenance	1º T 2026	2º T 2026				5	5	
Sul	Águas de Moura	Pinheiro	8,460	9,310	Undertaking for the Rehabilitation of Marateca Bridge, at KM 8.886	Low or Medium	Renovation	4º T 2024	3º T 2026	60 30	850	12 4	420 10	4 6	
Sul	Pinhal Novo	Palmela	16,370	22,300	Heavy Mechanical Attack - AMV Pinhal Novo	Low or Medium	Maintenance	1º T 2026	2º T 2026				7	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)	Extension (m)	Duration (months)	Days	Hours/day	
Sul	Fogueteiro	Complexo de Coina	18,300	19,965	Heavy Mechanical Attack - AMV Fogueteiro and Complexo de Coina	Low or Medium	Maintenance	1º T 2026	2º T 2026				7	5	
Sul	Complexo de Coina	Coina	21,700	23,340	Heavy Mechanical Attack - AMV Complexo de Coina and Coina	Low or Medium	Maintenance	1º T 2026	2º T 2026				7	5	
Sul	Coina	Penalva	23,340	28,900	Heavy Mechanical Attack - AMV Penalva and Coina	Low or Medium	Maintenance	1º T 2026	2º T 2026				5	5	
Sul	Penalva	Pinhal Novo	28,900	36,800	Heavy Mechanical Attack - AMV Pinhal Novo	Low or Medium	Maintenance	1º T 2026	2º T 2026				7	5	
Sul	Setúbal	Praias-Sado	31,000	33,000	Elimination of LC31,670	Low or Medium	Modernisation	2º T 2025	3º T 2026						Work carried out with the interdictions of the access works
Sul	Setúbal	Vale da Rosa	31,000	33,986	Contract to eliminate constraints at the Setúbal-Mar and Praias-Sado stations	Low or Medium	Modernisation	2º T 2025	3º T 2026	30 80	1000 500	1 10	427 5 1	4 (Monday to Sunday) 12 (Saturday/ Sunday) 52 (Saturday/ 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)	Extension (m)	Duration (months)	Days	Hours/day	
Sul	Praias-Sado	Vale da Rosa	34,815	34,865	Undertaking for the Replacement of PI da Ponte Seca (PK 34,841)	Low or Medium	Renovation	3º T 2025	3º T 2026	10 30	50	2 5	210 16 2 1	4 6 10 (we) 12 (we)	
Sul	Pinheiro	Grândola Norte	58,308	93,400	Replacement of PRX fixings	Low or Medium	Maintenance	3º T 2025	1º T 2026	30	1000	5			
Sul	Grândola	Ermidas-Sado	102,000	127,000	Replacement of Monoblock Sleepers - Phase 1	Low or Medium	Maintenance	2º T 2026	4º T 2026	30	1000	6			
Sul	São Marcos	Messines-Alte	277,910	277,950	Undertaking for the Replacement of Pontão de Silveiras (PK 277,926)	Low or Medium	Renovation	3º T 2025	3º T 2026	30	40	1	1	10 (we)	
Sines	Raquete	Porto de Sines	177,450	177,800	Rehabilitation of the Sines Viaduct	Low or Medium	Renovation	4º T 2025	4º T 2027	10	350	18	51	6	
Algarve	Tunes	Lagos	301,889	347,210	Signaling Commissioning	Low or Medium	Modernisation	1º T 2025	3º T 2027				520 6	6, 5 (wk) 12 IG (we)	1 IG per concentration station
Algarve	Tavira	Cacela	372,000	376,000	Bridges reinforcement – Section Faro / V. R. Sto. António	Low or Medium	Modernisation	1º T 2025	1º T 2026	(*)	(*)	(*)	(*)	(*)	(*) To be defined Closing period under evaluation
Conc. de Bombel	Vidigal	Bombel	0,000	3,047	Modernisation of Vendas Novas Line	Low or Medium	Modernisation	2º T 2025	2º T 2029	10 30 60	250 2000 1000	48	56 8	8 (wk) 12 (Sunday/ Monday)	Work to be carried out under Vendas Novas Line conditions

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)	Extension (m)	Duration (months)	Days	Hours/day	
Conc. de Sete Rios	Sete Rios	Benfica	0,000	0,150	Construction of Underpass for Access to Sete Rios Traction Substation	Low or Medium	Modernisation	1º T 2026	1º T 2026	30	150	6	2	4 (wk) 4 (we) 12 (we)	(also indicated at the Cintura Line)
Vouga	Espinho	Feira	0,600	19,400	Track superstructure rehabilitation	Low or Medium	Maintenance	3º T 2024	1º T 2026	10 30	300 800	12	365	7	
Vouga	Águeda	Aveiro	14,400	34,641	Track superstructure rehabilitation	Low or Medium	Renovation	2º T 2025	3º T 2026	10 30	300 800	18	540	8	

* TCR – Temporary Capacity Restriction

ANNEX 4.3.2 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)**
Minho Line	Porto Campanhã Ermesinde	Quadrupling of the Contumil/Ermesinde section	2	2
	Nine Barroselas	Uneven crossings and Stabilisation of excavation slopes	2	3
	Darque Viana do Castelo	Superstructure rehabilitation and Eiffel bridge	4	4
Leixões Line	Contumil (Leça Bálio) Leixões	Leixões Layout remodelling	1	1
Douro Line	Marco Régua	Tunnels improvement, Electrification + Slope stabilisation	3	3
	Régua Pocinho	Bridges, tunnels and slope stabilisation	3	3
Norte Line	Lisboa SA Lisboa Oriente	Slope stabilisation	1	1
	Vale de Figueira Entroncamento	Uneven crossings and Modernisation of the Entroncamento Triage reception/dispatch Beam	3	3
	Soure Mealhada	Access to the Alfarelos railway terminal (1st phase) and replacement of sleepers	1	1
		Alfarellos Layout remodelling	2	2
		Pampilhosa Layout remodelling	2	2
	Válega Granja	Full Track Renewal	11	11

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)
Ramal Alfarelos	Alfarelos Bif.Amieira	Duplication of the Verride/Marujal section	3	3
Beira Baixa Line	Mouriscas Belver	Track platform stabilisation	3	3
	Belver Sarnadas	Slope stabilisation	1	1
Leste Line	Torre das Vargens Portalegre	Mechanical stripping	2	2
Vendas Novas Line	Setil Vidigal	Modernization	6	6
Linha do Alentejo	Poceirão Bombel	Modernization	1,5	1,5
Sul Line	Campolide Alvito-A	Rehabilitation of the Avenida de Ceuta Viaduct	1	1
	Setúbal Vale da Rosa	Constraints elimination and Underpass and Pontoon replacement	2	2
	Águas Moura Pinheiro	Rehabilitation of Marateca Bridge	2	2
	Grândola Ermidas	Replacement of singleblock sleepers	2	2
Sines Line	Raquete Porto de Sines	Overpass rehabilitation	3	3
Vouga Line	Águeda Aveiro	Superstructure rehabilitation	1	1

ANNEX 4.10

Capacity Allocation Principles for the RFCs

1. Introduction

This annex describes the procedures for capacity allocation by the Corridor One Stop Shop (C-OSS) of a Rail Freight Corridor (Corridor), planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Corridor.

All rules concerning applicants, the use of the C-OSS and its products — Pre-arranged Paths (PaPs) and Reserve Capacity (RC) — and how to order them are explained here. The processes, provisions and steps related to PaPs and RC refer to Regulation (EU) No. 913/2010 (Regulation) and are valid for all applicants. For all other issues, the relevant conditions presented in other parts of the Network Statement of the Infrastructure Manager (IMs)/Allocation Body (ABs) concerned are applicable.

For ease of understanding and to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of the Corridor are placed below the common text and marked as follows:

ATLANTIC CORRIDOR
The corridor-specific parts are displayed in this frame.

Pilots are being conducted on parts of some RFCs to test the results of the RNE-FTE project Redesign of the International Timetabling Process: 'TTR for Smart Capacity Management' (TTR).

For a complete and up-to-date overview of lines concerned by the aforesaid pilots, refer to the 'TTR Pilots Communication Platform' maintained by RNE under the URL: https://rne.eu/capacity-management/ttr/implementation/pilots-and-mvp/.

Specific rules and terms for capacity allocation are applicable on these parts of the Corridors, where the pilots are run which the Management Board of the particular Corridor decides upon.

ATLANTIC CORRIDOR
Atlantic Corridor is currently not conducting a TTR pilot.

Some of these pilots follow the rules and terms described and defined in Annex 4 of the Framework for Capacity Allocation. For all other lines of the above Corridors, the rules described in this Section 4 apply.

This annex is revised and updated every year before the start of the yearly allocation process for PaPs. Changes in the legal basis of this annex (e.g. changes in EU regulations, Framework for Capacity Allocation or national regulations) will be implemented with each revision.

Any changes during the running allocation process will be communicated directly to the applicants through publication on the Corridor's website.

2. Corridor OSS

According to Article 13 of the Regulation, the Management Board (MB) of the Corridor has established a C-OSS. The tasks of the C-OSS are carried out in a non-discriminatory way, and it maintains confidentiality regarding applicants.

2.1. Function

The C-OSS is the only body where applicants may request and receive dedicated infrastructure capacity for international freight trains on the Corridor. The handling of the requests takes place in a single place and a single operation. The C-OSS is exclusively responsible for performing all the activities related to the publication and allocation decision regarding requests for PaPs and RC on behalf of the IMs / ABs concerned.

2.2 Contact

ATLANTIC CORRIDOR	
Address	Félix BARTOLOME D.G. DE CIRCULACIÓN Y GESTIÓN DE CAPACIDAD Subdirección de Servicios de Circulación y Calidad C/ Agustín de Foxá, 50. Edificio 21. Estación de Chamartín. 28036 Madrid SPAIN
Phone	(+34) 917 744 774
Email	OSS@atlantic-corridor.eu

2.3 Language of the C-OSS

The official language of the C-OSS for correspondence is English.

ATLANTIC CORRIDOR
The C-OSS has additional official languages for correspondence: Spanish

2.4 Tasks of the C-OSS

The C-OSS executes the tasks below during the following processes:

- Collection of international capacity wishes:
  - → Consult all interested applicants to collect international capacity wishes and needs for the annual timetable by having them fill in a survey. This survey is sent by the C-OSS to the applicants and/or published on the Corridor's website. The results of the survey will be one part of the inputs for the predesign of the PaP offer. It is important to stress that under no circumstances the Corridor can guarantee the fulfilment of all expressed capacity wishes, nor will there be any priority in allocation linked to the provision of similar capacity.
- Predesign of PaP offer:
  - → Give advice on the capacity offer, based on input received from the applicants, and the experience of the C-OSS and IMs/ABs,

based on previous years and the results of the Transport Market Study.

- Construction phase:
  - → Monitor the PaP/RC construction to ensure harmonized border crossing times, calendar days and train parameters.
- Publication phase:
  - → Publish the PaP catalogue at X-11 in the Path Coordination System (PCS);
  - → Inspect the PaP catalogue in cooperation with IMs/ABs, perform all needed corrections of errors detected by any of the involved parties until X-10.5;
  - → Publish offer for the late path request phase (where late path offer is applicable) in PCS;
  - → Publish the RC at X-2 in PCS.
- Allocation phase: annual timetable (annual timetable process)
  - → Collect, check and review all requests for PaPs including error fixing when possible;
  - → Create a register of the applications and keep it up to date (see 2.4.1).
  - → Manage the resolution of conflicting requests through consultation where applicable;
  - → In case of conflicting requests, take a decision based on priority rules adopted by the Executive Board along the Corridor (see 3.1 Framework for Capacity Allocation;
  - → Propose alternative PaPs, if available, to the applicants whose applications have a lower priority value (K value) due to a conflict between several path requests;
  - → Transmit path requests that cannot be treated to the IM/AB concerned, for them to elaborate tailor-made offers;
  - → Pre-book capacity and inform applicants about the results at X-7.5;
  - → Allocate capacity (PaPs) in conformity with the relevant international timetabling deadlines (see 3.12) and processes as defined by RailNetEurope (RNE) and according to the allocation rules described in the FCA;
  - → Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonized border times), ask for correction;
  - → Send the responses/offers (draft offer and final offer including feeder and outflow) to the applicants on behalf of the IMs/ABs concerned;
  - → Keep the PaP catalogue updated.
- Allocation phase: late path requests (annual timetable process)
  - → Collect, check and review all requests for the late path request phase including error fixing when possible;
  - → Allocate capacity for the late path request phase where applicable;
  - → Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonized border times), ask for correction;
  - → Send the responses/offers to the applicants on behalf of the IMs/ABs concerned;

→ Keep the catalogue concerned updated.

- Allocation phase: ad-hoc requests (RC) (running timetable process)
  - → Collect, check and review all requests for RC including error fixing when possible;
  - → Create a register of the applications and keep it up to date;
  - → Allocate capacity for RC;
  - → Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonized border times), ask for correction;
  - → Send the responses/offers to the applicants on behalf of the IMs/ABs concerned;
  - → Keep the RC catalogue updated.

2.4.1 Path register

The C-OSS manages and keeps a path register up to date for all incoming requests, containing the dates of the requests, the names of the applicants, details of the documentation supplied and of incidents that have occurred. A path register shall be made freely available to all applicants concerned without disclosing the identity of other applicants, unless the applicants concerned have agreed to such a disclosure. The contents of the register will only be communicated to them on request.

2.5 Tool

PCS is the single tool for publishing the binding PaP and RC offer of the Corridor and for placing and managing international path requests on the Corridor. Access to the tool is free of charge and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via support.pcs@rne.eu.

Applications for PaPs/RC can only be made via PCS to the involved C-OSS. If the application is made directly to the IMs/ABs concerned, they inform the applicant that they have to place a correct PaP/RC request in PCS via the C-OSS according to the applicable deadlines. PaP/RC capacity requested only through national tools will not be allocated.

In other words, PaP/RC applications cannot be placed through any other tool than PCS.

3. Capacity allocation

The decision on the allocation of PaPs and RC on the Corridor is taken by the C-OSS on behalf of the IMs/ABs concerned. As regards feeder and/or outflow paths, the allocation decision is made by the relevant IMs/ABs and communicated to the applicant by the C-OSS. Consistent path construction containing the feeder and/or outflow sections, and the corridor-related path section has to be ensured.

All necessary contractual relations regarding network access have to be dealt with bilaterally between the applicant and each individual IM/AB.

3.1 Framework for Capacity Allocation

Referring to Article 14.1 of the Regulation, the Executive Boards of the Rail Freight Corridors agreed upon a common Framework for Capacity Allocation (FCA).

The document is available under https://www.atlantic-corridor.eu/media/1340/cid-2021_framework-for-capacity-allocation-signed-in-2019.pdf.

The FCA constitutes the basis for capacity allocation by the C-OSS.

3.2 Applicants

In the context of a Corridor, an 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 commercial interest in procuring infrastructure capacity for rail freight.

Applicants shall accept the general terms and conditions of the Corridor as stipulated in this CID by accepting the respective checkbox in PCS before placing their requests.

Without accepting the general terms and conditions, the applicant will not be able to send the request. In case a request is placed by several applicants, every applicant requesting PaP sections has to accept the general terms and conditions for each corridor on which the applicant is requesting a PaP section. In case one of the applicants only requests a feeder or outflow section, the acceptance of the general terms and conditions is not needed.

The acceptance shall be done only once per applicant and per corridor and is valid for one timetable period.

With the acceptance the applicant declares that it:

- has read, understood and accepted the Corridor's CID and, in particular, the Section 4 of it,
- complies with all conditions set by applicable legislation and by the IMs/ABs involved in the paths it has requested, including all administrative and financial requirements,
- shall provide all data required for the path requests,
- accepts the provisions of the national Network Statements applicable to the path(s) requested.

In case of a non-RU applicant, it shall appoint the RU that will be responsible for train operation and inform the C-OSS and IMs/ABs about this RU as early as possible, but at the latest 30 days before the running day. If the appointment is not provided by this date, the PaP/RC is considered as cancelled, and national rules for path cancellation are applicable.

In case the applicant is a non-RU applicant, and applies for feeder / outflow paths, the national rules for nomination of the executing RU will be applied. In the table below the national deadlines for nomination of the executing RU for feeder / outflow paths can be found.

ATLANTIC CORRIDOR
Detailed information about the deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal.

3.3 Requirements for requesting capacity

The Corridor applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the Corridor calendar, see http://www.rne.eu/sales-timetabling/timetabling-calender).

All applications have to be submitted via PCS, which is the single tool for requesting and managing capacity on all corridors. The C-OSS is not entitled to create PCS dossiers on behalf of the applicant. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations (maximum 1 week prior to the request deadline). The IMs/ABs may support applicants by providing a technical check of the requests.

A request for international freight capacity via the C-OSS has to fulfil the following requirements:

- it must be submitted to a C-OSS by using PCS, including at least one PaP/RC section (for access to PCS, see 4.2.5). Details are explained in the PCS User Manual https://rne.eu/it/rne-applications/pcs/documentation/
- it must cross at least one border on a corridor,
- it must comprise a train run from origin to destination, including PaP/RC sections on one or more corridors as well as, where applicable, feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of PCS, a request may have to be submitted in the form of more than one dossier. These specific cases are the following:
  - → Different origin and/or destination depending on running day (But using identical PaP/RC capacity for at least one of the IMs for which capacity was requested).
  - → Transshipment from one train onto different trains (or vice versa) because of infrastructure restrictions.
  - → The IM/AB specifically asks the applicant to split the request into two or more dossiers.

To be able for the C-OSS to identify such dossiers as one request, and to allow a correct calculation of the priority value (K value) in case a request has to be submitted in more than one dossier, the applicant should indicate the link among these dossiers in PCS. Furthermore, the applicant should mention the reason for using more than one dossier in the comment field.

- the technical parameters of the path request have to be within the range of the parameters – as originally published – of the requested PaP sections (exceptions are possible if allowed by the IM/AB concerned, e.g. when the timetable of the PaP can be respected)

- as regards sections with flexible times, the applicant may adjust/insert times, stops and parameters according to its individual needs within the given range.

ATLANTIC CORRIDOR

No specificities

3.4 Annual timetable phase

3.4.1 PaPs

PaPs are a joint offer of coordinated cross-border paths for the annual timetable produced by IMs/ABs involved in the Corridor. The C-OSS acts as a single point of contact for the publication and allocation of PaPs.

PaPs constitute an off-the-shelf capacity product for international rail freight services. In order to meet the applicants' need for flexibility and the market demand on the Corridor, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from 'Start Point(s)' to 'End Point(s)'. Therefore, the offer might also include some purely national PaP sections – to be requested from the C-OSS for freight trains crossing at least one border on a corridor in the context of international path applications.

A catalogue of PaPs is published by the C-OSS in preparation of each timetable period. It is published in PCS and on the Corridor's website.

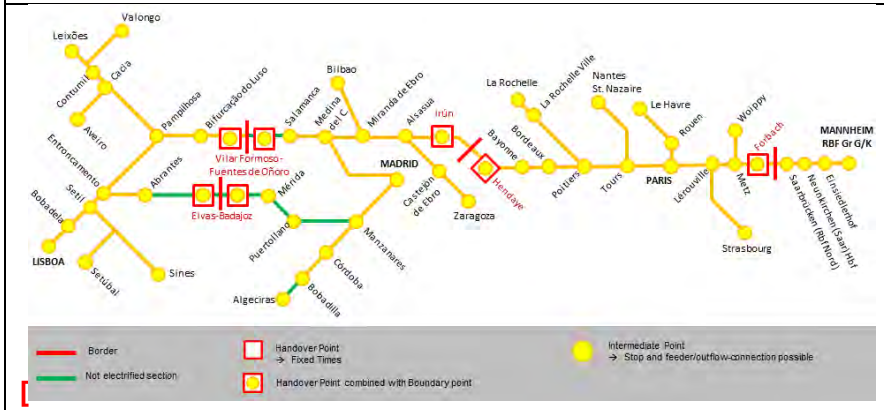
ATLANTIC CORRIDOR

The PaP catalogue can be found under the following link:
:https://www.atlantic-corridor.eu/library/public-documents/?cat=1244

PaPs are published in PCS at X-11. Between X-11 and X-10.5 the C-OSS is allowed to perform, in PCS, all needed corrections of errors regarding the published PaPs detected by any of the involved parties. In this phase, the published PaPs have 'read only' status for applicants, who may also provide input to the C-OSS regarding the correction of errors.

3.4.2 Schematic corridor map

ATLANTIC CORRIDOR



Other Atlantic Corridor maps can be found in the Implementation Plan or in the Customer Information Platform (CIP): https://cip-online.rne.eu/

Symbols in schematic corridor map:

Nodes along the Corridor, shown on the schematic map, are divided into the following types:

- Handover Point

  Point where planning responsibility is handed over from one IM to another. Published times cannot be changed. In case there are two consecutive Handover Points, only the departure time from the first Handover Point and the arrival time at the second Handover Point cannot be changed.

  On the maps, this is shown as:

   Handover Point

- Intermediate Point

  Feeder and outflow connections are possible. If the path request ends at an Intermediate Point without indication of a further path, feeder/outflow or additional PaP section, the destination terminal / parking facility of the train can be mentioned. Intermediate Points also allow stops for train handling, e.g. loco change, driver change, etc.
  An Intermediate Point can be combined with a Handover Point.

  On the maps, this is shown as:

   Intermediate Point

   Intermediate Point combined with Handover Point

- Operational Point

  Train handling (e.g. loco change, driver change) are possible as defined in the PaP section. No feeder or outflow connections are possible.

  On the maps, this is shown as:

   Operational Point

3.4.3 Features of PaPs

A PaP timetable is published containing one of the following features:

- Sections with fixed times (data cannot be modified in the path request by an applicant).
  - → Capacity with fixed origin, intermediate and destination times within one IM/AB.
  - → Intermediate Points and Operational Points with fixed times. Requests for changes to the published PaP have to be examined by the IMs/ABs concerned and can only be accepted if they are feasible and if this does not change the calculation of the priority rule in case of conflicting requests at X-8.
- Sections with flexible times (data may be modified in the path request by an applicant according to individual needs, but without exceeding the given range of standard running times, stopping times and train parameters. Where applicable, the maximum number of stops and total stopping time per section have to be respected).
  - → Applicants are free to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue.
  - → Where applicable, the indication of standard journey times for each corridor section has to be respected.
  - → Optional: Intermediate Points without fixed times. Other points on the Corridor may be requested.
  - → Optional: Operational Points without fixed times.

Requests for changes outside of the above-mentioned flexibility have to be examined by the IMs/ABs concerned if they accept the requests. The changes can only be accepted if they are feasible.

The C-OSS promotes the PaPs by presenting them to existing and potential applicants.

Atlantic Corridor only offers Flex PaPs.

3.4.4 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. A PaP offer harmonised by different corridors may be published and indicated as such. The applicant may request PaP sections on different corridors within one request. Each C-OSS remains responsible for allocating its own PaP sections, but the applicant may address its questions to only one of the involved C-OSSs, who will coordinate with the other concerned C-OSSs whenever needed.

Other Atlantic Corridor maps can be found in the CID or in the Customer Information Platform (CIP): https://cip-online.rne.eu/

Atlantic Corridor is connected to	***at / between***	***offer***
Corridor North Sea - Mediterranean	*Paris*	*harmonized*
Corridor North Sea – Mediterranean	*Metz*	*harmonized*
Corridor North Sea – Corridor Rhine-Danube	*Strasbourg*	*harmonized*
Corridor North Sea – Mediterranean	*Lerouville*	*harmonized*
Mediterranean Corridor	*Madrid*	*harmonized*
Mediterranean Corridor	*Zaragoza*	*harmonized*
Mediterranean Corridor	*Linares-Baeza*	*Harmonized*

3.4.5 PaPs on overlapping sections

The layout of the corridor lines leads to situations where some corridor lines overlap with others. The aim of the corridors, in this case, is to prepare the best possible offer, taking into account the different traffic flows and to show the possible solutions to link the overlapping sections concerned with the rest of the corridors in question.

In case of overlapping sections, corridors may develop a common offer, visible via all corridors concerned. These involved corridors will decide which C-OSS is responsible for the final allocation decision on the published capacity. In case of conflict, the responsible C-OSS will deal with the process of deciding which request should have priority together with the other C-OSSs. In any case, the applicant will be consulted by the responsible C-OSS.

ATLANTIC CORRIDOR

Description of common offers on overlapping sections on the Corridor can be found in the CID or in the Customer Information Platform (CIP): https://cip-online.rne.eu/

Overlapping section with common offer	***Involved corridors***	***Responsible C-OSS***
Lerouville to Strasbourg	*North Sea – Mediterranean*	*North Sea – Mediterranean C-OSS*
Metz to Strasbourg	*North Sea – Mediterranean*	*North Sea – Mediterranean C-OSS*
Algeciras to Madrid	*Mediterranean*	*Atlantic C-OSS*

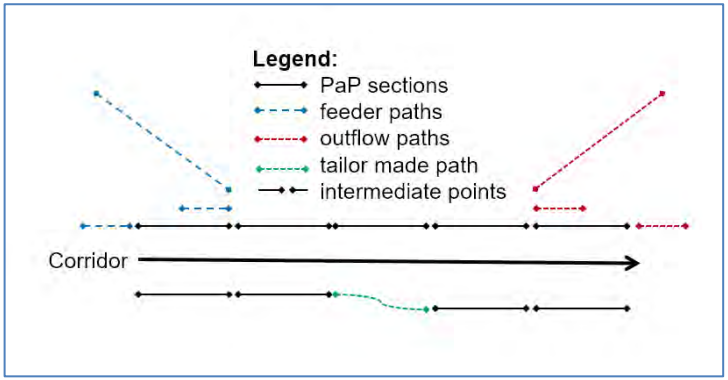
3.4.6 Feeder, outflow and tailor-made paths

In case available PaPs do not cover the entire requested path, the applicant may include a feeder and/or outflow path to the PaP section(s) in the international request addressed to the C-OSS via PCS in a single request.

A feeder/outflow path refers to any path section prior to reaching an Intermediate Point on a corridor (feeder path) or any path section after leaving a corridor at an Intermediate Point (outflow path).

Feeder / outflow paths will be constructed on request in the PCS dossiers concerning following the national path allocation rules. The offer is communicated to the applicant by the C-OSS within the same time frame available for the communication of the requested PaPs. Requesting a tailor-made path between two PaP sections is possible, but because of the difficulty for IMs/ABs to link two PaP sections, a suitable offer might be less likely (for further explanation see 3.4.16).

Graph with possible scenarios for feeder/outflow paths in connection with a request for one or more PaP section(s):



3.4.7 Handling of requests

The C-OSS publishes the PaP catalogue at X-11 in PCS, inspects it in cooperation with IMs/ABs, and performs all needed corrections of errors detected by any of the involved parties until X-10.5. Applicants can submit their requests until X-8. The C-OSS offers a single point of contact to applicants, allowing them to submit requests and receive answers regarding corridor capacity for international freight trains crossing at least one border on a corridor in one single operation. If requested, the C-OSS can support applicants in creating the dossiers to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

3.4.8 Leading tool for the handling of capacity requests

Applicants sending requests to the C-OSS shall use PCS. Within the construction process of feeder and/or outflow paths and tailor-made paths, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application (till X-8)	Withdrawal (X-8)	Pre-booking (X-7.5)	Draft offer (X-5)	Observation (X-5 till X-4)	Final offer (X-3.5)	Acceptance (until X-3)	Modification (after X-4)	Path Alteration (after X-4)	Cancellation (after X-4)
Leading tool	PCS	PCS	PCS	PCS	PCS	PCS	PCS	PCS	PCS	PCS
Additional tool			Email (for pre-booking information)							

ATLANTIC CORRIDOR

No specificities.

3.4.9 Check of the applications

The C-OSS assumes that the applicant has accepted the published PaP characteristics by requesting the selected PaP. However, for all incoming capacity requests it will perform the following plausibility checks:

- Request for freight train using PaP and crossing at least one border on a corridor
- Request without major change of parameters

If there are plausibility flaws, the C-OSS may check with the applicant whether these can be resolved:

- If the issue can be solved, the request will be corrected by the C-OSS (after the approval of the applicants concerned) and processed like all other requests. The applicant has to accept or reject the corrections within 5 calendar days. In case the applicant does not answer or reject the corrections, the C-OSS forwards the original request to the IM/AB concerned.
- If the issue cannot be resolved, the request will be rejected.

All requests not respecting the published offer are immediately forwarded by the C-OSS to the IM/AB concerned for further treatment. In those cases, answers are provided by the involved IM/AB. The IMs/ABs will accept them as placed in time (i.e. until X-8).

ATLANTIC CORRIDOR
No additional steps

In case of missing or inconsistent data the C-OSS directly contacts the leading applicant and asks for the relevant data update/changes to be delivered within 5 calendar days.

In general: in case a request contains PaPs on several corridors, the C-OSSs concerned check the capacity request in cooperation with the other involved C-OSS(s) to ensure their cooperation in treating multiple corridor requests. This way, the cumulated length of PaPs requested on each corridor is used to calculate the priority value (K value) of possible conflicting requests (see more details in 3.4.11). The different corridors can thus be seen as part of one combined network.

3.4.10 Pre-booking phase

In the event of conflicting requests for PaPs placed until X-8, a priority rule is applied. The priority rules are stated in the FCA (see 3.1) and in 3.4.11.

On behalf of the IMs/ABs concerned and according to the result of the application of the priority rules - as detailed in 3.4.11 - the C-OSS pre-books the PaPs.

The C-OSS also forwards the requested feeder/outflow path and/or adjustment to the IMs/ABs concerned for elaboration of a timetable offer fitting to the PaP already reserved (pre-booked), just as might be the case with requests with a lower priority value (priority rule process below). The latter will be handled in the following order:

- consultation may be applied;
- alternatives may be offered (if available);
- if none of the above steps were applied or successful, the requested timetable will be forwarded to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request.

3.4.11 Priority rules in capacity allocation

Conflicts are solved with the following steps, which are in line with the FCA:

A. A resolution through consultation may be promoted and performed between applicants and the C-OSS, if the following criteria are met:
   - o The conflict is only on a single corridor.
   - o Suitable alternative PaPs are available.

B. Applying the priority rule as described in Annex 1 of the FCA (see 3.1) and in 3.4.12.

   The Table of Distances in Annex 4.E to the CID of each Corridor shows the distances taken into account in the priority calculation.

C. Random selection (see 3.4.13).

In the case that more than one PaP is available for the published reference PaP, the C-OSS pre-books the PaPs with the highest priority until the published threshold is reached. When this threshold is reached, the C-OSS will apply the procedure for handling requests with a lower priority as listed above.

ATLANTIC CORRIDOR
The Corridor does not apply the resolution through consultation

3.4.12 Priority rule in case a Network PaP is involved

The priority is calculated according to this formula:

$$K = (L^{PAP} + L^{F/O}) \times Y^{RD}$$

L^{PAP} = Total requested length of all PaP sections on all involved RFCs included in one request. The definition of a request can be found in 3.3.

$L^{F/O}$ = Total requested length of the feeder/outflow path(s) included in one request.

Y^{RD} = Number of requested running days for the timetable period. A running day will only be considered for the priority calculation if it refers to a date with a published PaP offer for the given section.

K = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

- in a first step the priority value (K) is calculated using only the total requested length of pre-arranged path (L^{PAP}) multiplied by the Number of requested running days (Y^{RD});
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths (L^{PAP} + $L^{F/O}$) multiplied by the number of requested running days (Y^{RD}) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection is described in 3.4.15.

ATLANTIC CORRIDOR

The Corridor does not designate any Network PaPs.

3.4.13 Random selection

If the requests cannot be separated by the above-mentioned priority rules, a random selection is used to separate the requests.

- The respective applicants will be acknowledged of the undecided conflict before X-7.5 and invited to attend a drawing of lots.
- The actual drawing will be prepared and executed by the C-OSS, with complete transparency.
- The result of the drawing will be communicated to all involved parties, present or not, via PCS and e-mail, before X-7.5.

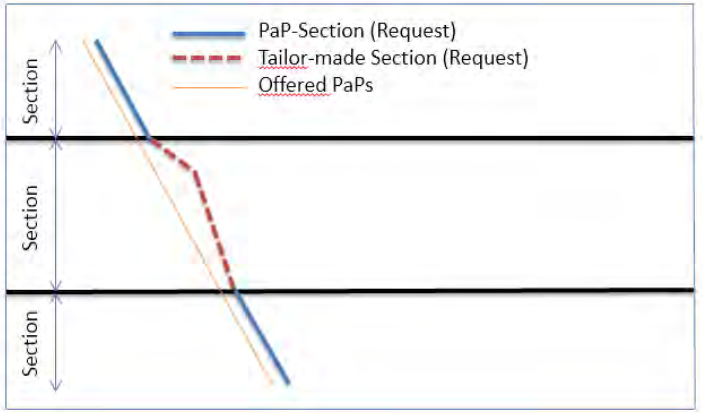
ATLANTIC CORRIDOR

The drawing of lots will consist in introducing in a box or similar one identifier (piece of paper, etc.) per applicant involved in the conflict. The C-OSS will take one of the identifiers from the box and the applicant of the selected identifier will be the "winner" of the conflict

3.4.14 Special cases of requests and their treatment

The following special use of PaPs is known out of the allocation within the past timetables: Division of continuous offer in shares identified by the PaP ID (PaPs / non-PaPs). This refers to the situation when applicants request corridor capacity (on one or more corridors) in the following order:

1) PaP section
2) Tailor-made section
3) PaP section



These requests will be taken into consideration, depending on the construction starting point in the request, as follows:

- Construction starting point at the beginning: The C-OSS pre-books the PaP sections from origin until the end of the first continuous PaP section. No section after the interruption of PaP sections will be pre-booked; they will be treated as tailor-made.
- Construction starting point at the end: The C-OSS pre-books the PaP sections from the destination of the request until the beginning of the last continuous PaP section. No sections between the origin and the interruption of the PaP sections will be pre-booked; they will be treated as tailor-made.

- Construction starting point in the middle: The C-OSS pre-books the longest of the requested PaP sections either before or after the interruption. No other sections will be pre-booked; they will be treated as tailor-made.

However, in each of the above cases, the requested PaP capacity that becomes tailor-made might be allocated at a later stage if the IMs/ABs can deliver the tailor-made share as requested. In case of allocation, the PaP share that can become tailor-made retains full protection. This type of request doesn't influence the application of the priority rule.

3.4.15 Result of the pre-booking

The C-OSS provides interim information to applicants regarding the status of their application no later than X-7.5.

In the case that consultation was applied, the applicants concerned are informed about the outcome.

In the case that no consultation was applied, the interim notification informs applicants with a higher priority value (K value) about pre-booking decisions in their favour.

In case of conflicting requests with a lower priority value, the C-OSS shall offer an alternative PaP, if available. The applicant concerned has to accept or reject the offered alternative within 5 calendar days. In case the applicant does not answer, or rejects the alternative, or no alternative is available, the C-OSS forwards the original request to the IM/AB concerned. The C-OSS informs the applicants with a lower priority value (K value) by X-7.5 that their path request has been forwarded to the IM/AB concerned for further treatment within the regular process for the annual timetable construction, and that the C-OSS will provide the draft path offer on behalf of the IM/AB concerned at X-5 via PCS. These applications are handled by the IM/AB concerned as on-time applications for the annual timetable and are therefore included in the regular national construction process of the annual timetable.

3.4.16 Handling of non-requested PaPs

There are two ways of handling non-requested PaPs at X-7.5, based on the decision of the MB.

A. After pre-booking, all non-requested PaPs are handed over to the IM/AB.
B. The MB takes a decision regarding the capacity to be republished after X-7.5. This decision depends on the "booking situation" at that moment. More precisely, at least the following three criteria must be fulfilled in the following order of importance):

    1. There must be enough capacity for late requests, if applicable, and RC.
    2. Consider the demand for international paths for freight trains placed by other means than PCS.
    3. Take into account the need for modification of the capacity offer due to possible changes in the planning of TCRs.


Atlantic Corridor handles non-requested PaPs according to A) above

3.4.17 Draft offer

After receiving the pre-booking decision by the C-OSS, the IMs/ABs concerned will elaborate the flexible parts of the requests:

- Feeder, outflow or intermediate sections;
- Pre-booked sections for which the published timetable is not available anymore due to external influences, e.g. temporary capacity restrictions;
- In case of modifications to the published timetable requested by the applicant;
- In case of an alternative offer that was rejected by the applicant or is not available.

In case IMs/ABs cannot create the draft offer due to specific wishes of the applicant not being feasible, the C-OSS has to reject the request.

The C-OSSs shall be informed about the progress, especially regarding the parts of the requests that cannot be fulfilled, as well as conflicts and problems in harmonising the path offers.

At the RNE draft timetable deadline (X-5) the C-OSS communicates the draft timetable offer for every handled request concerning pre-booked PaPs including feeder and/or outflow, tailor-made sections and tailor-made offers in case of conflicting requests to the applicant via PCS on behalf of the IM/AB concerned.


Atlantic Corridor does not provide partial offers via PCS.

3.4.18 Observations

Applicants can place observations on the draft timetable offer in PCS one month from the date stated in 3.12, which are monitored by the C-OSS. The C-OSS can support the applicants regarding their observations. This procedure only concerns observations related to the original path request — whereas modifications to the original path requests are treated as described in 3.7.1 (without further involvement of the C-OSS).

3.4.19 Post-processing

Based on the above-mentioned observations the IMs/ABs have the opportunity to revise offers between X-4 and X-3.5. The updated offer is provided to the C-OSS, which – after a consistency check – submits the final offer to the applicant in PCS.

3.4.20 Final offer

At the final offer deadline (X-3.5), the C-OSS communicates the final timetable offer for every valid PaP request including feeder and/or outflow, tailor-made sections and tailor-made offers in case of

conflicting requests to the applicants via PCS on behalf of the IM/AB concerned. If, for operational reasons, publication via national tools is still necessary (e.g. to produce documents for train drivers), the IMs/ABs have to ensure that there are no discrepancies between PCS and the national tool.

Atlantic Corridor does not provide partial offers via PCS

The applicants involved shall accept or reject the final offer within 7 calendar days in PCS.

- Acceptance > leads to allocation,
- Rejection > leads to withdrawal and closing of the request,
- No answer > The C-OSS will actively try to get an answer. In case there is no answer from the applicants, the C-OSS will end the process (no allocation).

If not all applicants agree on the final offer, the request will be considered as unanswered.

3.5 Late path request phase

Late path requests refer to capacity requests concerning the annual timetable sent to the C-OSS within the timeframe from X-7.5 until X-2.

The Corridor does not offer the possibility to place late path requests

3.5.1 Product

Capacity for late path requests can be offered in the following ways:

A. In the same way, as for PaPs, either specially constructed paths for late path requests or PaPs which were not used for the annual timetable.
B. Based on capacity slots. Slots are displayed per corridor section and the standard running time is indicated. To order capacity for late path requests, corridor sections without any time indications are available in PCS. The applicant may indicate his individually required departure and/or arrival times, and feeder and outflow path(s), as well as construction starting point. The indications should respect the indicated standard running times.

Capacity for late path request has to be requested via PCS either in the same way as for PaPs or by using capacity slots in PCS.

Products for late path requests are not available on this Corridor.

3.5.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor if capacity is offered. See 3.4.4.

3.5.3 Late paths on overlapping sections

See 3.4.5.

ATLANTIC CORRIDOR

Description of common offers on overlapping sections on the Corridor can be found on a map in the CID.

3.5.4 Handling of requests

The C-OSS receives and collects all path requests that are placed via PCS.

3.5.5 Leading tool for late path requests

Applicants sending late path requests to the C-OSS shall use PCS. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path.

Within the construction process, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application (X-7.5 till X-2)	Withdrawal (X-8 till X-2)	Offer (X-1)	Acceptance (until X-0.75)	Modification	Path Alteration	Cancellation
Leading tool	PCS	PCS	PCS	PCS	PCS	PCS	PCS

ATLANTIC CORRIDOR

Late Path Requests need to be requested according to the rules described in each IM Network Statement.

3.5.6 Check of the applications

The C-OSS checks all requests as described in 3.4.9.

3.5.7 Pre-booking

The C-OSS coordinates the offer with the IMs/ABs concerned or other C-OSS if needed by following the rule of “first come – first served”.

3.5.8 Path elaboration

During the path elaboration phase, the IMs/ABs concerned will prepare the Late Path offer under coordination of the C-OSS.

3.5.9 Late request offer

All applicants involved shall accept, ask for adaptations or reject the late request offer within 7 calendar days in PCS. By triggering the ‘ask for adaptation’ function, applicants can place comments on the late request

offer, which will be monitored by the C-OSS. This procedure only concerns comments related to the original path request – whereas modifications to the original path requests are treated as described in 3.7.1 (without further involvement of the C-OSS).

- Acceptance > leads to allocation,
- Ask for adaptations > late offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request,
- Rejection > leads to withdrawal and closing of the request,
- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation).

If not all applicants agree on the final offer, the request will be considered as unanswered.

3.6 Ad-hoc path request phase

3.6.1 Reserve capacity (RC)

During the ad-hoc path request phase, the C-OSS offers RC based on PaPs or capacity slots to allow for a quick and optimal answer to ad-hoc path requests:

A. RC based on PaPs will be a collection of several sections along the Corridor, either of non-requested PaPs and/or PaPs constructed out of remaining capacity by the IMs/ABs after the allocation of overall capacity for the annual timetable as well as in the late path request phase.

B. In the event RC is offered on the basis of capacity slots, slots are displayed per corridor section and the standard running time is indicated. The involved IMs/ABs jointly determine the amount of RC for the next timetable year between X-3 and X-2. The determined slots may not be decreased by the IMs/ABs during the last three months before real time.

To order reserve capacity slots, corridor sections without any time indication are available in PCS. The applicant may indicate his individually required departure and/or arrival times, feeder and outflow path(s) as well as construction starting point. The indications should respect the indicated standard running times as far as possible.

ATLANTIC CORRIDOR
Atlantic Corridor offers RC through variant A and B according to the product offered in each involved network.

RC is published by the C-OSS at X-2 in PCS and on the website of the Corridor under the following link:

ATLANTIC CORRIDOR
https://www.atlantic-corridor.eu/library/public-documents/?cat=1244

The IMs can modify or withdraw RC for a certain period in case of unavailability of capacity due to force majeure. Applicants can book RC via the C-OSS until 30 days before the running day. To make ad-hoc requests less than 30 days before the running day, they have to contact the IMs/ABs directly.

3.6.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. See 3.4.4.

3.6.3 Reserve capacity on overlapping sections

See 3.4.5.

ATLANTIC CORRIDOR

Description of common offers on overlapping sections on the Corridor can be found on a map in the CID

3.6.4 Feeder, outflow and tailor-made paths

See 3.4.6. For RC the same concept applies as for PaPs in the annual timetable.

3.6.5 Handling of requests

The C-OSS receives and collects all path requests for RC placed via PCS until 30 days before the running day. If requested, the C-OSS can support applicants in creating the dossiers to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

3.6.6 Leading tool for ad-hoc requests

Applicants sending requests for RC to the C-OSS shall use PCS. Within the construction process, the national tool may show additional information to the applicant.

Applicants sending requests for RC to the C-OSS shall use PCS. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path. Within the construction process, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application and allocation (X-2 till X+12)	Withdrawal	Offer (10 calendar days before train run)	Answer (within 5 calendar days after offer)	Modification	Path Alteration	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS	National tool/PCS

ATLANTIC CORRIDOR

No specificities.

3.6.7 Check of the applications

The C-OSS checks all requests as described in 3.4.9.

3.6.8 Pre-booking

The C-OSS applies the 'first come – first served' rule.

3.6.9 Path elaboration

During the path elaboration phase, the IMs/ABs concerned will prepare the offer under coordination of the C-OSS.

3.6.10 Ad-hoc request offer

Applicants shall receive the ad-hoc offer no later than 10 calendar days before the train run. All applicants involved shall accept, ask for adaptations or reject the ad-hoc offer within 5 calendar days in PCS. By triggering the 'ask for adaptation' function, applicants can place comments on the ad-hoc request offer, which will be monitored by the C-OSS. This procedure only concerns comments related to the original path request – whereas modifications to the original path requests are treated as described in 3.7.1 (without further involvement of the C-OSS).

- Acceptance > leads to allocation,
- Ask for adaptations > ad-hoc offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request,
- Rejection > leads to withdrawal of the offer and closing of the request,
- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation).

If not all applicants agree on the final offer, the request will be considered as unanswered.

3.7 Request for changes by the applicant

3.7.1 Modification

The Sector Handbook for the communication between Railway Undertakings and Infrastructure Managers (RU/IM Telematics Sector Handbook) is the specification of the TAF-TSI (EC) No. 1305/2014 Regulation. According to its Annex 12.2 UML Model of the yearly timetable path request, it is not possible to place change requests for paths (even including PaPs) by the applicant between X-8 and X-5. The only option in this period is the deletion, meaning the withdrawal, of the path request.

3.7.2 Withdrawal

Withdrawing a request is only possible

- After submitting the request (until X-8) until the final offer
- before allocation during the late path request phase (where applicable) and ad-hoc path request phase.

Resubmitting the withdrawn dossier will be considered as an annual request only until X-8.

Detailed information about withdrawal fees and deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal

3.7.3 Transfer of capacity

Once capacity is pre-booked or allocated to an applicant, it shall not be transferred by the recipient to another applicant. The use of capacity by an RU that carries out business on behalf of a non-RU applicant is not considered a transfer.

3.7.4 Cancellation

Cancellation refers to the phase between final allocation and the train run. Cancellation can refer to one, several or all running days and to one, several or all sections of the allocated path.

In case a path has to be cancelled, for whatever reason, the cancellation has to be done according to national processes.

Detailed information about cancellation fees and deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal

3.7.5 Unused paths

If an applicant or designated RU does not use the allocated path, the case is treated according to the following:

Detailed information about fees for unused paths can be found in the Network Statements of IMs involved in the Corridor or in the NCI portal

3.8 Exceptional transport and dangerous goods

3.8.1 Exceptional transport

PaPs and RC do not include the possibility to manage exceptional consignments (e.g. out-of-gauge loads). The parameters of the PaPs and RC offered have to be respected, including the published combined transport profiles.

Requests for exceptional consignments are forwarded by the C-OSS directly to the IMs/ABs concerned for further treatment.

3.8.2 Dangerous goods

Dangerous goods may be loaded on trains using PaPs or RC if both international and national rules concerning the movement of hazardous material are respected (e.g. according to RID –Regulation governing the international transport of dangerous goods by rail).

Dangerous goods have to be declared, when making a path request, to all IMs/ABs involved.

3.9 Rail related services

Rail related services are specific services, the allocation of which follows national rules and partially other deadlines than those stipulated in the process of path allocation. Therefore, the request has to be sent to the IMs/ABs concerned directly.

If questions regarding rail related services are sent to the C-OSS, he/she contacts the IMs/ABs concerned, who provide an answer within a reasonable time frame.

3.10 Contracting and invoicing

Network access contracts are concluded between IMs/ABs and the applicant on the basis of national network access conditions.

The C-OSS does not issue any invoices for the use of allocated paths.

All costs (charges for using a path, administration fees, etc.) are invoiced by the relevant IMs/ABs.

Currently, differences between various countries exist regarding invoicing for the path charge. In some countries, if a non-RU applicant is involved, it receives the invoice, whereas in other countries the invoice is issued to the RU that has used the path.

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Detailed information about who has to pay the charge when a non-RU applicant requests the path can be found in the Network Statements of IMs/ABs involved in the Corridor or in the NCI portal

3.11 Appeal procedure

Based on Article 20 of the Regulation: in case of complaints regarding the allocation of PaPs (e.g. due to a decision based on the priority rules for allocation), the applicants may address the relevant Regulatory Body (RB) as stated in the Cooperation Agreement signed between RBs on the Corridor.

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The Cooperation Agreement can be found under:
https://www.autorite-transports.fr/

3.12 Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
13 January 2025	X-11	Publication of PaP Catalogue
13 January 2025 – 27 January 2025	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
14 April 2025	X-8	Last day to request a PaP

Date / Deadline	Date in X-System	Description of Activities
21 April 2025		Last day to inform applicants about the alternative PaP offer
28 April 2025	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
7 July 2025	X-5	Publication of draft timetable
8 July 2025 – 8 August 2025	X-5 – X-4	Observations and comments from applicants
29 April 2025 – 13 October 2025	X-7.5 – X-2	Late path request application phase via the C-OSS
26 August 2025 – 06 November 2025	X-3.5 – X-1	Late path request allocation phase
25 August 2025	X-3.5	Publication of final offer
1 September 2025	X-3	Acceptance of final offer
13 October 2025	X-2	Publication of RC
14 December 2025	X	Timetable change
14 October 2025 – 12 December 2026	X-2 - X+12	Application and allocation phase for RC

ANNEX 5.2

Rules for the calculation of minimum access package tariffs

1. Regulations

Decree-Law 95/2015, from May 29th, assigned the management of the national rail network to IP, granting it the right to charge tariffs for the use of the infrastructure.

IP undertakes three main activities related to infrastructure management: maintenance management, traffic command, control and safety management and the rail infrastructure capacity management.

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

2. General Guidelines for tariff calculation

In the first year of implementing the tariff reform (2020), the fees for the minimum access package were determined based on the costs directly attributable to the provision of railway transport services (calculation of direct cost), combined with market components. In this context, 2017 was used as the reference year for calculating the costs and used capacity, as it was the last closed financial year available at the time of the calculation).

The tariffs for 2026 result from the update of the cost reference for determining the direct cost, corresponding to the average of the actual values from the years between 2019 and 2023.

For the infrastructure charge, the implementation factor applicable to freight and empty runs segments is also added.

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:

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

Where:

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;

P1 – Catenary and Platforms Use Component;

C2i – Line Demand Component;

C3 – Train Schedule component;

C4 – Market Segment Component;

F – Implementation Factor.

The Direct Cost (CUD) is calculated by dividing the costs directly attributable by the capacity effectively used, within the scope of the network. This represents the average applicable value. The directly attributable costs are described in paragraph 4 of this Annex. In this context, CUD represents the additional cost of each train-kilometer (tk) produced.

Based on the calculation of actual costs and capacity used over the last five completed fiscal years (2019 to 2023), and in accordance with Implementing Regulation (EU) 2015/909, the average CUD to be considered is €2.41/CK.

The component – Catenary and Platforms Use (P1) – reflects the difference in the cost allocation for services performed by trains with or without electric traction, and whether or not they utilize station platforms. The costs considered in this parameter are those directly attributable to the use of the overhead line and platforms. In other words, these are costs that are expected to vary according to the passage of a train:

P_1	DIFFERENTIATION
Electric with use of platforms	Allocation to the average CUD of costs directly attributable to the use of catenary and platforms
Electric traction without use of platforms	Allocation to the average CUD of costs directly attributable to the use of the catenary and deduction from the average CUD of costs directly attributable to the use of platforms
Diesel traction with use of platforms	Deduction from the average CUD of costs directly attributable to the use of the catenary and platforms
Diesel traction without use of platforms	Deduction from the average CUD of costs directly attributable to the use of the catenary

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

CATEGORIES	LINES
Type A Lines - structuring lines of National Railway Network (NRN) most sought out/valued	Minho Line, Guimarães Line, Norte Line, Cintura Line, Cascais Line, Sintra Line, Sul Line, Braga Branch, Alfarelos Branch, Tomar Branch, Variante de Alcácer, Concordância de Sete Rios, Concordância de Bombel and Concordância de Agualva.
Type B Lines – mixed-used lines for passengers and freight traffic, providing complementary traffic to Type A lines.	Douro Line, Beira Alta Line, Beira Baixa Line, Vendas Novas Line, Oeste Line, Alentejo Line, Sines Line, Algarve Line, Louriçal Branch, Concordância de Xabregas, Concordância de Verride, Concordância Norte do Setil and Concordância do Poceirão.
Type C Lines - residual consumption lines mostly used by RUs for freight and regional passenger services.	Remainder

The component – Train Timetable (C_3) – is aligned with the priority table presented in the current Network Statement, Section 4.6. For charging purposes, the considered timetable corresponds to the scheduled departure time.

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 path provided. The segments currently considered for charging purposes are presented in the table below:

MARKET SEGMENT	DEFINITION FOR CHARGING PURPOSES
Regional	Regional trains comprise all regular passenger services. The trains that meet the characteristics indicated for following service types will not be considered 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 within urban centres and between these centres and their respective suburbs. In addition, urban trains operate routes up to 80km with an average distance between stops of up to 10 km inclusive. The average distance between stops measures the number of km run, on average, between stops for a given train and route.
Regular Long Distance	The regular long-distance trains are trains that offer a differentiated service with reserved seats.
High Quality Long Distance	The high-quality long-distance trains are regular trains that offer a differentiated service with reserved seating. Additionally, the high-quality long-distance trains undertake routes with distances greater than 300km and average distances between stops exceeding 30km.
International	Passenger trains operating regular services that cross at least one border and run beyond the first station on the neighbouring network.
Special	Special trains are passenger services intended to meet the demand for additional capacity, typically in response to events or tourist-related services. The request for such services can be made either by an agent external to the RU or by the RU itself.
Freight	Trains dedicated to freight transport.
Empty Runs	Trains that are running empty, meaning they have no commercial purpose, for example, being used for training purposes.

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

FEE COMPONENTS		ALLOCATION PARAMETERS	PARAMETER VALUE
Direct Unit Cost	DUC	Single value	2,41
Utilisation of infrastructures - Catenary and Platforms Use	P_1	Electric Traction with Platforms	1,0189
		Electric Traction without Platforms	1,0117
		Diesel Traction with Platforms	0,9177
		Diesel Traction without Platforms	0,9105
Line Demand	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 Segmentation*	C_4	Empty Runs	1,00
		Freight	1,00
		Urban	1,25
		Regional	1,00
		Regular Long Distance	1,25
		High Quality Long Distance	1,30
		International	1,00
		Special	1,25
Factor of Implementation	F	Applicable to the freight and empty runs segment	Table bellow

*The present price list allows for the possibility of distinguishing passenger segments based on whether or not a public service is provided. However, the current Network Statement does not establish a differentiated price list, as there is no need for it.

The Implementation Factor (F) involves the progressive introduction of the infrastructure charge, the value of which increases significantly as a result of the revision of the calculation method. This revision takes into account the CUD adjusted according to Implementing Regulation (2015/909), in compliance with the provisions outlined in Recital 18 of the Regulation. The application of this factor helps mitigate the immediate impact of the new access package tariffs, ensuring a progressive transition to such package.

The Implementation Factor is applied to the final value of the tariff, specifically to the freight and empty run segments. These are segments where the tariff reformulation in 2020 led to the most significant changes. The aim is to continue introducing this factor progressively, as shown in the table below.

The table below displays the implementation factor defined for the 2020-2029 period:

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 tariff table published in paragraph 6.3.1 already integrates the Factor of Implementation.

4. Directly attributable costs

The directly attributable costs are related to the upkeep and maintenance of the infrastructure and include the equipment and facilities used to provide the services, staff, facilities, security, cleaning, water and electricity, equipment systems and telecommunications.

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

a) handling requests for railway infrastructure capacity;
b) the right to utilise the granted capacity;
c) use of the railway infrastructure, including manually commanded points and interlockings;
d) train control including signalling, regulation and dispatch;
e) the use of electrical power equipment for traction, when available;
f) any 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 arising directly from activities aimed at ensuring the management and supervision of the track and bridges and tunnels. Maintenance and upkeep of the track includes the track itself, points, walls and fences, and the maintenance of bridges and tunnels, including aqueducts.

As regards the costs directly attributable to traffic control, IP considers only those arising directly from activities to maintain and operate control systems, such as signalling, CONVEL and train to ground radio and traffic control. This includes resources at the central traffic control post, other control posts, and in the parts of the stations used to this purpose.

As for the costs directly attributable to providing information to the RU, these include costs related to the information necessary for the service, for which the capacity was granted. It does not include information regarding traffic command or commercial information provided to the RU and passengers at the stations.

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

Regarding costs directly attributable to the use of equipment and infrastructures for the supply, transforming, and settlement of electric energy for traction, only the costs arising directly from the management, the supervision of maintenance and conservation of the catenary are considered.

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

- Communication and transmission of data concerning train movements
- Ground-to-train radio;
- Activities related to the 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 following costs were not included, as they are not covered by the minimum access package:

- Railway relief;
- Hourly timetables and sound announcements providing information on arrivals and departures, including 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
CEBD	Compiled Energy Billing Data
CDS	Closed Distribution System
CEMS	Energy Measurement System in Compliance with ENE TSI and the standard EN 50463
DCS	Data Collection System
EMS	Energy Measurement System
ETU	Electric Traction Unit
EVN	European Vehicle Number
FIET	Fixed Installations for Electrical Traction
HEC	Holder of the Power Contract
CPID	Consumption point identifier
IP	Infraestruturas de Portugal
NRN	National Railway Network
RU	National or International Railway Undertaking
SC	Specific consumption
TSS	Traction Substation
TPA	Third Party Access

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. 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. Implementation of new tools and methodologies for the Traction Energy settlement

In accordance with the aforementioned obligations and requirements of the Technical Specifications for Interoperability, starting in 2025, IP will initiate the implementation of a new system (the exchange and settlement platform Erex) for the collection, processing, and settlement of traction energy consumption in a more efficient, fair, and transparent manner.

This platform, developed by the partnership of European Infrastructure Managers, Eress, is currently in use across the nine railway networks of the

association's members. The Erex settlement platform has several years of operational use, demonstrating a high level of maturity and proven results.

With this platform, IP will perform the traction energy settlement to the entire NRN based on the traffic carried out and the Compiled Energy Billing Data (CEBD) provided by the onboard energy measurement systems (or, in their absence, through consumption factors – CF). It will be possible to segregate energy consumption for each train run operated.

The development and implementation of these tools and methodologies will be accompanied by the review and update of the technical and commercial provisions defined in the Network Statement.

Point 11 of this annex presents a summary description of the changes to be implemented.

During the year 2025, the new tools and methodologies will operate simultaneously with the currently used methodology (described in points 3 to 10 of this annex). It is expected that, by 2026, conditions will be in place for the complete determination and allocation of consumption to be done through these new tools and methodologies.

Simultaneously, efforts and work are being undertaken with RUs and Regulators in the Electric Sector to enable the future implementation of "Third Party Access," (TPA) which will allow RU to independently and directly purchase traction energy in the energy market while operating on the NRN. For this purpose, IP will need to establish itself as a Closed Distribution System Operator (CDSO).

To enhance the reduction of traction energy costs and greater equity in energy access, discussions will be promoted with the aim of transitioning to an integrated, centralized traction energy procurement process managed by IP, with the involvement of all RU and AMT in defining energy procurement strategies.

IP is also developing a pilot project to install a photovoltaic solar system for traction network usage, expected to be operational by the end of 2026. This project, along with future ones, aims to lower traction energy costs, increase resilience to price fluctuations in energy markets, and contribute to renewable energy incorporation targets. The benefits of self-produced energy will be reflected in the energy cost assessment model.

3. Compensations for supply of energy failure

3.1. 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.

3.2. 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.

3.3. 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 (TSS), the ascertainment of such compensations being incumbent upon IP.

4. 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	HOLDERS OF CONTRACTS
Vila Fria	IP
Irivo	IP

TRACTION SUBSTATION	HOLDERS OF CONTRACTS
Fatela	IP
Ródão	IP
Fogueteiro	IP
Monte Novo - Palma	IP
Ermidas - Sado	IP
Santiago do Cacém	IP
Luzianes	IP
Tunes	IP
Alandroal	IP
Runa	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

5. Acquisition of electrical energy for traction

5.1. 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.

5.2. Acquisition from third parties

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

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

The emergence of a new RU in an already operational section will require a new agreement regarding the ownership of the electricity supply contract.

6. 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.

7. Administrative services

7.1. Typology of administrative services

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

- Simple Service – assessment of data at TSS, 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 TSS, 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 RU.

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 TSS, 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; Fatela; Ródão; Monte Novo-Palma; Ermidas do Sado; Santiago do Cacém; Luzianes; Tunes, Alandroal and Runa.
Complex Service	Vila Franca de Xira; Amadora; Fogueteiro.

(*) TSS 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 RU.

7.2. Tariffs of administrative services

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

- Simple Service – 166,64 € per installation and per RU;
- Complex Service – 499,92 € per installation and per RU.

Value added tax is added to the amounts ascertained.

8. Meters and supply of data

8.1. 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 Handling System (DHS);
c) Location reference source;
d) Time reference source;
e) Communication function.

8.2. Communication of data

8.2.1. Traction units equipped with CEMS

RU 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 train runs carried out. This data must contain the specifications of standard EN 50463:2017 and be sent as per the time reference 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:
    - Total energy values;
    - Energy variations between each submission of data;

- Both.

c) Geographic position of the traction unit expressed in latitude and longitude;
d) Identification code for each certified meter (CPID);
e) Quality Codes. The codes are generated according to the degree of trust on the certainty of the energy, geographic and temporal data registered;
f) Traction System Code. Attribution of a code related to the nature of the electrification system in which the traction unit runs.

8.2.2. Traction units not equipped with CEMS

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 TSS:
   - Monthly list of all train runs 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 TSS 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.

8.2.3. 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 shall be csv.

8.2.4. Exclusions

In the TSS where the IP is not a HEC and there is an agreement for sharing consumption between the RUs, the IP may be exempted from providing the information mentioned in point 7.2.2. In these situations it is the responsibility of the HEC to collect and process these data.

9. Consumption Allocation Process

9.1. 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.

9.2. Substations used by various Railway Undertakings

9.2.1. Full Method

In TSS 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 TSS for each RU, considering the train runs in the TSS feeding area and the information submitted by the RU;
- IP carries out the allocation of the invoice costs regarding each TSS among the various RU;
- 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.

9.2.2. Simplified Method

At the TSS 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.

The allocation key will be communicated to IP whenever the participating RU change it.

10. Payment

10.1. Payment of administrative services

The provision of administrative services is ensured through payment to IP of the monthly sums defined in paragraph 7.2.

10.2. Payment of consumptions of electrical energy for traction

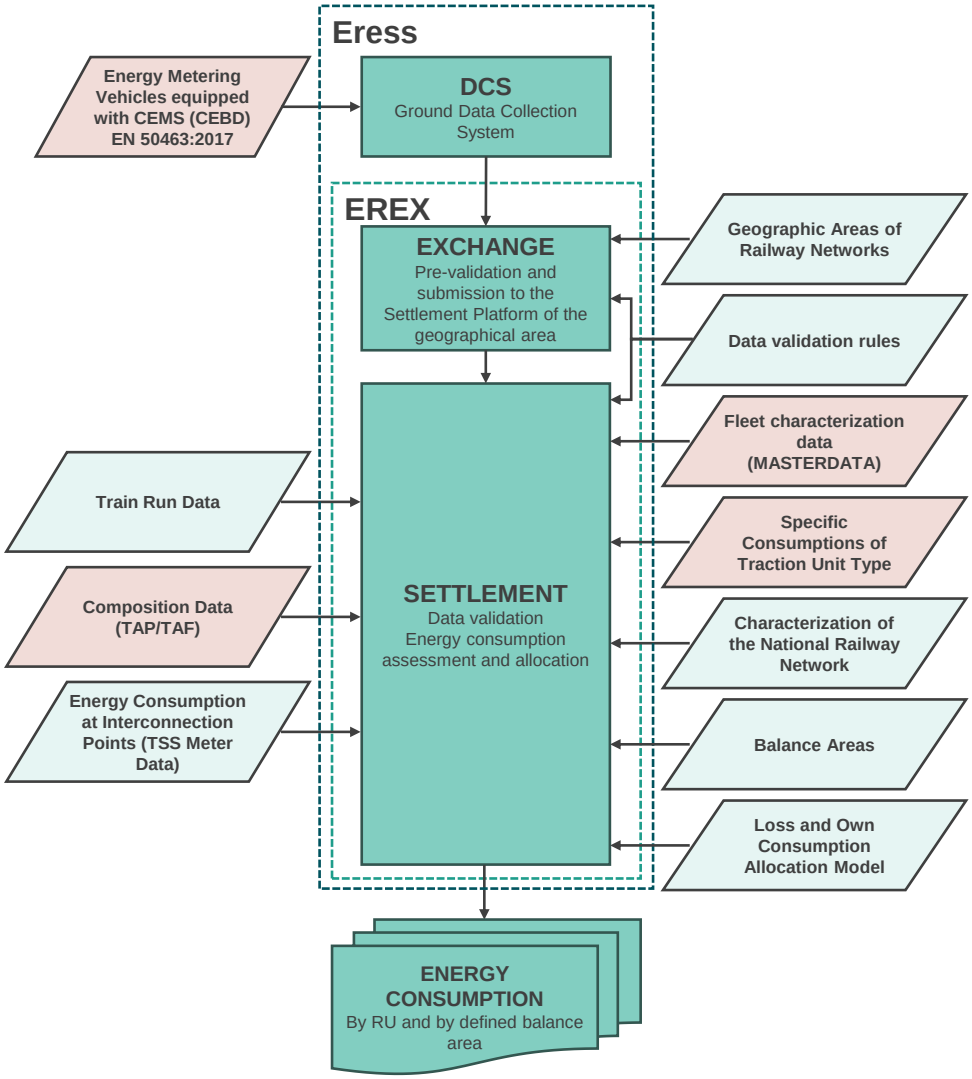
IP shall invoice the amounts of electrical energy for traction consumed in each month by each RU, according to the allocation process described in this Annex.

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.

11. New methodology for determining and allocating energy consumption and costs

11.1. Determination and Allocation of Consumption Flow

The determination and allocation of active energy consumption will be carried out according to the following diagram. The description of the flow is provided in the following chapters.



11.2. Energy Metering and CEMS

The Erex settlement platform is ready to operate with energy data from TSI LOC&PAS and EN 50463:2017 compliant EMS systems and (CEMS), as well as from older, non TSI compliant EMS systems.

For ETVR equipped with CEMS, the CEBD will be used for energy allocation, and billing. For this purpose, data must be sent every 4 hours according to the provisions of EN50453:2017 to a DCS, as per IRS90930 regulations. Additionally, data should be sent before each intentional shutdown of the traction unit.

The CEMS should be subject to recalibration according to the period specified by the CEMS manufacturer.

The allocation and billing of energy for the remaining ETVR is carried out by default based on consumption factors determined according to point 11.4.3.

11.3. On-ground Energy Data Collection System (DCS)

IP provides, through Eress, a DCS in accordance with the specifications of the ENE TSI, EN50463:2017, and IRS90930 for the collection, storage, and communication of data to the settlement system of the country where the trainrun took place.

The use of this DCS has a one-time activation fee per registered vehicle.

Alternatively, the RU may choose to use its own DCS. However, it must comply with the specifications described above. This DCS shall communicate with the Erex settlement platform.

11.4. Erex – Settlement Platform

11.4.1. Data collection, validation, and access

The Erex is a web-based platform that allows for the determination and allocation of energy consumption by train run.

After receiving the CEBD by the DCS, the data undergoes a geographical verification and is then redirected to the Member State where the consumption occurred (Exchange module). If the consumption is related to an international

train run, the data is divided by country according to the portion of consumption attributable to each part, in accordance with the specifications of IRS90930.

The CEBD are still subject to verification, and if necessary, adaptation (e.g., verification of georeferencing data and updating of quality code in compliance).

In the event of a failure in the validation of the CEBD or the absence of CEBD (due to communication failure or EMS non-compliance with the ETI), specific consumption values will be used to estimate the actual consumption.

The calculation of the consumed active energy is done by train run, which consists of a set of ETU (electric traction vehicles), properly identified by their EVN, and other towed vehicles. This calculated energy is then aggregated by RU (electric fleet) and by balancing area (Settlement module).

Each RU will have a unique and independent access to the platform where they can view the consumption and readings of the train runs and traction units in their fleet. It is not possible for a user to access data from the fleet of other RU. Each user can also verify the rules and parameters involved in the consumption allocation process and create exports of automatic reports.

11.4.2. Fleet Characterization Data – Masterdata

To accurately identify the consumption of a ETU and to input it into the platform, the following information must be provided to IP before the circulation of any new ETU:

- Country Code;
- Vehicle Keeper Marking (VKM);
- European Vehicle Number (EVN);
- Traction Validity Start Date;
- Consumption Point Identifier (CPID);
- CEMS Identifier (EMSID);
- CEMS Validity Start Date;
- CEMS Type (EMSTp);
- Maximum traction Unit Power;
- Maximum traction Unit Speed.

These data must be sent for each ETU via email (to be specified by IP) in .csv format (according to the standard structure and rules to be provided by IP) before the ETU 's first circulation on the NRN.

If any of the parameters mentioned above are changed, either in the ETU or in the CEMS, this information must be sent to IP before the first train run after the change has been made.

11.4.3. Consumption Factors and Estimated Consumption

The consumption factors are used to determine the energy consumption estimates. The consumption estimates are used in the validation of the received CEBD, as described in point 11.4.9.

The estimated consumptions are used for settlement purposes in the following situations:

- ETU equipped with CEMS:
  - when there is a failure in the sending/receiving of the CEBD or in the validation of the CEBD;
  - in the case of deficiencies in the quality of the received CEBD;
- ETU not equipped with CEMS:
  - By default.

To all ETU, it will be necessary to establish a consumption factor. The consumption factor is determined for a series of rolling stock, applying to all ETU within that series.

Consumption factors must be updated annually, based on the consumption and kilometers traveled recorded in the EMS over a 12-month period (the most recent record must be from the year of the update).

For ETUs not equipped with CEMS, it is the responsibility of the RU to provide a listing to IP for each ETU by November 30 of each year, with the following information in an editable format (XLS or CSV):

- EVN (European Vehicle Number);
- Meter status (operational/non-operational/non-existent);
- Record reading date;
- Consumption reading (E_t^+ in kWh);

- Returned energy reading (E_t^- in kWh);
- Distance traveled reading (D_t in km);
- Energy consumed in the period (E^+ in kWh);
- Energy returned in the period (E^- in kWh);
- Distance traveled in the period (D in km).

For ETU equipped with CEMS, valid CEBD data processed by the settlement platform is used. Regular updating of data is essential for the correct operation of the consumption allocation and measurement methodology.

If the aforementioned data is not sent, it will be the responsibility of IP to determine the consumption factor to apply for the period, which will be communicated to the RU. IP has the right to verify the EMS data. For this purpose, IP must request an appointment with the RU to visit the ETU.

For new ETU series, the initial value will be agreed upon between IP and the RU, based on similar ETU. Once significant data is available on the settlement platform, an update will be made.

The consumption factor of the series is determined by the weighted average of the collected data, according to the following formula.

$$CF_{Series} = \frac{\sum_i (E_i^+ - E_i^-)}{\sum_i D_i} \; [kWh/km]$$

The estimated consumption (EC) performed by a train (composed of N ETU) on a journey with distance *d* is calculated by the following formula.

$$EC_m = CF_{Series} \times N \times d \; [kWh]$$

Depending on the types of services performed and the specific conditions in which they are carried out, there may be considerable deviations between actual consumption and estimated consumption. These deviations will be more noticeable when the energy allocation period is shorter.

To minimize these deviations, ETU can be separated into subgroups with distinct specific consumptions, upon agreement between IP and RU.

Additionally, more complex methods for determining consumption factors and calculating actual consumption should be studied, including the introduction of factors related to the towed load and/or temperature. Currently, there is no data available to carry out these assessments.

11.4.4. Balancing Areas

The process of energy accounting is carried out for each defined balancing area. In each balancing area, a comparison is made between the energy consumption calculated for the runs performed and the energy consumption measured at the delivery points (TSS).

The smallest balancing area is the zone supplied by a TSS.

Currently, the balancing areas correspond to the zone supplied by a TSS (except for the Cascais line).

11.4.5. Allocation of losses and own consumption

The system's own losses and consumption (SOL) correspond to the difference between the total energy consumption recorded (Ec) for all operations performed within the balance area (BA) and the consumption measured at the delivery points (E_{TSS}).

$$SOL_{BA} = \sum_{m \in BA} Ec_m - E_{TS} \; [kWh]$$

Currently, the allocation of losses and own consumption (Ep) is carried out in proportion to the consumption measured for each RU in the balancing area.

$$Ep_{RU,BA} = \frac{SOL_{BA}}{\sum_{m \in RU,BA} Ec_m} [kWh]$$

Alternative models for the allocation of losses and self-consumption will be studied and proposed.

11.4.6. Rail traffic carried out

The settlement platform receives information on all completed traffic. For each journey, the following information is used, which is extracted from IP operation databases:

- Train run number/train;
- Date of operation;
- RU identification;

- Traffic category;
- List of control points;
- List with departure and arrival times and respective control points.

Based on the information from the marches and the characterization of the NRN it is possible for the settlement platform to perform the georeferencing of the train runs.

11.4.7. Composition Data (TAP/TAF)

In order to properly determine and allocate the energy consumption for each train operated, it is necessary to establish an association between the composition and the specific traction unit.

For this purpose, it is essential to ensure effective communication between the RUs and IP (Infrastructure Manager) for the transmission of information as defined in the TAP TSI and TAF TSI. For each train run, the following information must be sent to IP:

- Train run number;
- Date of operation;
- List of EVN (European Vehicle Number) of the traction unit motor vehicles in the composition (in service);
- Total hauled load.

11.4.8. Energy Consumption at Interconnection Points (TSS Metering)

The interconnection between the National Electric System and the railway system is made at the TSS (Substations).

Energy contracts and corresponding billing are based on energy metering at the TSS.

For the purpose of allocating losses and self-consumption, energy metering from the TSS are used, as explained in point 11.4.5.

Monthly, the energy consumption listed on energy bills is validated against the energy metering collected by IP remotely.

11.4.9. Data validation rules

The CEBD data undergoes multiple validations to confirm data consistency. The CEBD data is always compared with the generated estimates. In cases where CEBD data fails quality checks, it will not be used for the allocation and distribution of consumption, instead, estimated consumption values will be applied.

Railway traffic data is also validated on the Erex platform.

The Erex platform allows verification of the energy consumption data applied to each train run.

The rules and parameters for this data validation are available on the platform.

Validation rule listing:

- Power;
- Speed;
- Distance between control points;
- GPS position.

11.4.10. Energy Consumption

To perform the assessment and allocation of consumption, it is necessary for all data presented in the flow diagram to be consolidated.

The consumption assessment and allocation by RU will be done on a monthly basis and communicated to the RUs.

RUs can view their data in real-time on the Erex platform.

As mentioned, energy consumption for each train run can be obtained from the CEBD for vehicles equipped with CEMS, or through estimation, as described in section 11.4.3.

The CEBD data has a granularity of 1 or 5 minutes and contains information about consumed and returned energy, date/time, and coordinates.

The calculation of consumption for each train (m) is carried out by segments (t). These segments are defined by control points, which are generally the stations and boundaries of the balance areas.

The measured energy in CEBD (ME) packets is allocated to the respective train runs. The association of CEBD to the train/segments is determined by matching the EVN and by the time and positioning information. For CEBD that cover two segments, the energy consumption is proportionally distributed.

$$ME_{m,t} = \sum_{h \in m,t} (CDEB_h^+ - CDEB_h^-) \ [kWh]$$

In the absence of CEBD or if the CEBD are not validated, estimated consumption (EC) will be used, as explained in point 11.4.3.

$$EC_{m,t} = CF_{Serie} \times N \times \sum_{h \in t} d_t \ [kWh]$$

The energy calculated for the train (Ec) is as follows:

$$Ec_{m,t} = \begin{cases} ME_{m,t} \\ EC_{m,t} \end{cases}$$

For each balance area (BA), the energy consumption (Ec) for each RU is determined, and the allocation of losses and own consumption (Ep) is determined, as per point 11.4.5.

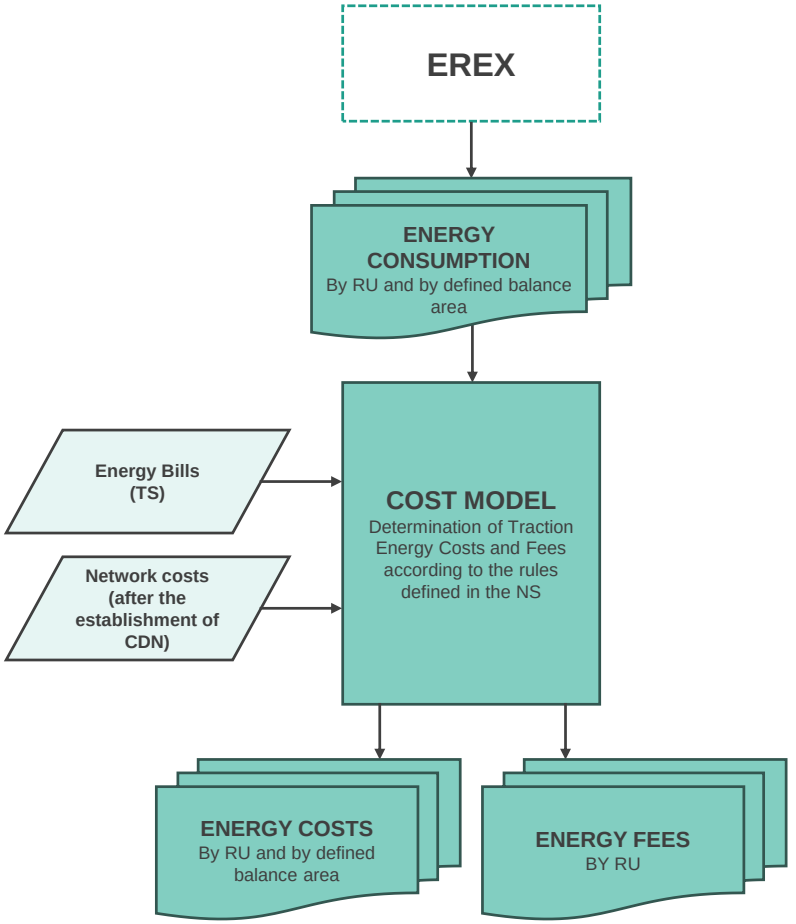
$$Ec_{EF,BA} = \sum_{\substack{m \in EF \\ t \in BA}} Ec_{m,t} \ [kWh]$$

The sum of these two components corresponds to the total consumption of the RU in the balance area (Et).

$$Et_{RU,BA} = Ec_{RU,BA} + Ep_{RU,BA} \ [kWh]$$

11.5. Cost and Fee Calculation Flow

The calculation of energy costs and fees will be done according to the following diagram. The description of the flow is provided in the following chapters.



11.6. Cost Model

The current cost model is based on three components:

- Minimum access package fee, which includes the use of fixed electrical traction facilities;
- Energy;
- Administrative services.

The tariffs for the minimum access package are not addressed within this scope.

As for the “Energy” component, currently, the total cost of the monthly bill (MB) for a TSS is proportionally divided according to the consumption measured for each RU (or by fixed allocation key) in the area supplied by that TSS (balance area). The proportion is based on the total active energy consumption (Eb) billed.

$$MB_{EF,BA} = MB_{BA} \times \frac{Ec_{EF,BA}}{Eb_{BA}}$$

In the 'Energy' component, the goal should be to evolve towards allocation models that enable more uniform and equitable unit energy costs.

Considering that the determination and allocation of energy consumption will now be done centrally by IP, it will be necessary to update the 'Administrative Services' tariff model.

New models for determining the costs of the 'Energy' component and 'Administrative Services' tariffs will be studied and proposed, in a progressive and evolutionary manner, to promote equity in access to traction energy.

The proposed models will consider the following factors in the distribution and allocation of costs:

- Traction energy consumption determined by the settlement platform;
- Losses and own consumption of the system;
- Energy bill components related to infrastructures/networks;
- Administrative work and tools directly used for implementing procedures associated with traction energy;
- Functional modifications resulting from the operation of the Closed Distribution System;
- Functional modifications resulting from the implementation of Third Party Access (TPA);
- Energy from production for self-consumption.

11.7. Billing

The energy billing remains on a monthly basis, based on the energy consumption measured and allocated, as well as the defined cost model.

As this is a complex process always subject to evaluation and contradiction by the RU, to ensure greater agility in the energy billing process and minimize potential financial costs, new methods for energy billing will be studied and proposed.

As an example, the models to be evaluated may be based on the "fixed account" principle, relying on the consumption/costs from the same period in the previous year, with adjustments made in the following month.

11.8. TPA

To enable the possibility to the RU to directly and autonomously access energy markets for traction energy procurement (Third Party Access – TPA), organizational and functional changes to the railway sector must be implemented.

In this context, work is being carried out with the Electric Sector Regulators and Public Service Electric System operators to define the regulatory framework and procedures for the operationalization of TPA.

IP will have to be established as a Closed Distribution System Operator (CDSO), and the railway network will assume the role of a Closed Distribution System (CDS).

Once the regulations for the establishment of the CDS and IP as CDSO are published, it will be necessary to develop all the rules and procedures required for the implementation of the CDS and the relationship between the CDSO (IP) and other stakeholders in the electric sector.

Access to TPA by the RU requires that all vehicles in the fleet assigned to this modality are equipped with CEMS, in compliance with the LOC&PAS TSI and EN 50463 standards.

ANNEX 5.4.4

Labour Costs

PROFISSIONAL STATUS	LABOUR COSTS [€/HOUR]
Shunting Operator	28,59
Circulation Operator	28,76
Circulation Controller	37,21
Circulation Inspector	47,03
Infrastructure Command Operator	36,26
Infrastructure Command Supervisor	51,76
Infrastructure Operator	26,19
Head of Infrastructure	28,46
Infrastructure Supervisor	41,92
General Support Operator	21,36
Technician Operational	24,35
Technician of exploration and Infrastructure	37,42
Management Assistant	25,90
Technician Support Management	35,91
Superior Technician I	27,01
Superior Technician II	37,09
Superior Technician III	57,37

VAT will be added to these values.

ANNEX 7.1

Model of the Services Facilities Information Document

CHAPTER NUMBER	HEADING	IMPLEMENTATION GUIDE	SUGESTED 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
- All remaining information is optional

CHAPTER NUMBER	HEADING	IMPLEMENTATION GUIDE	SUGESTED TEXT
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	

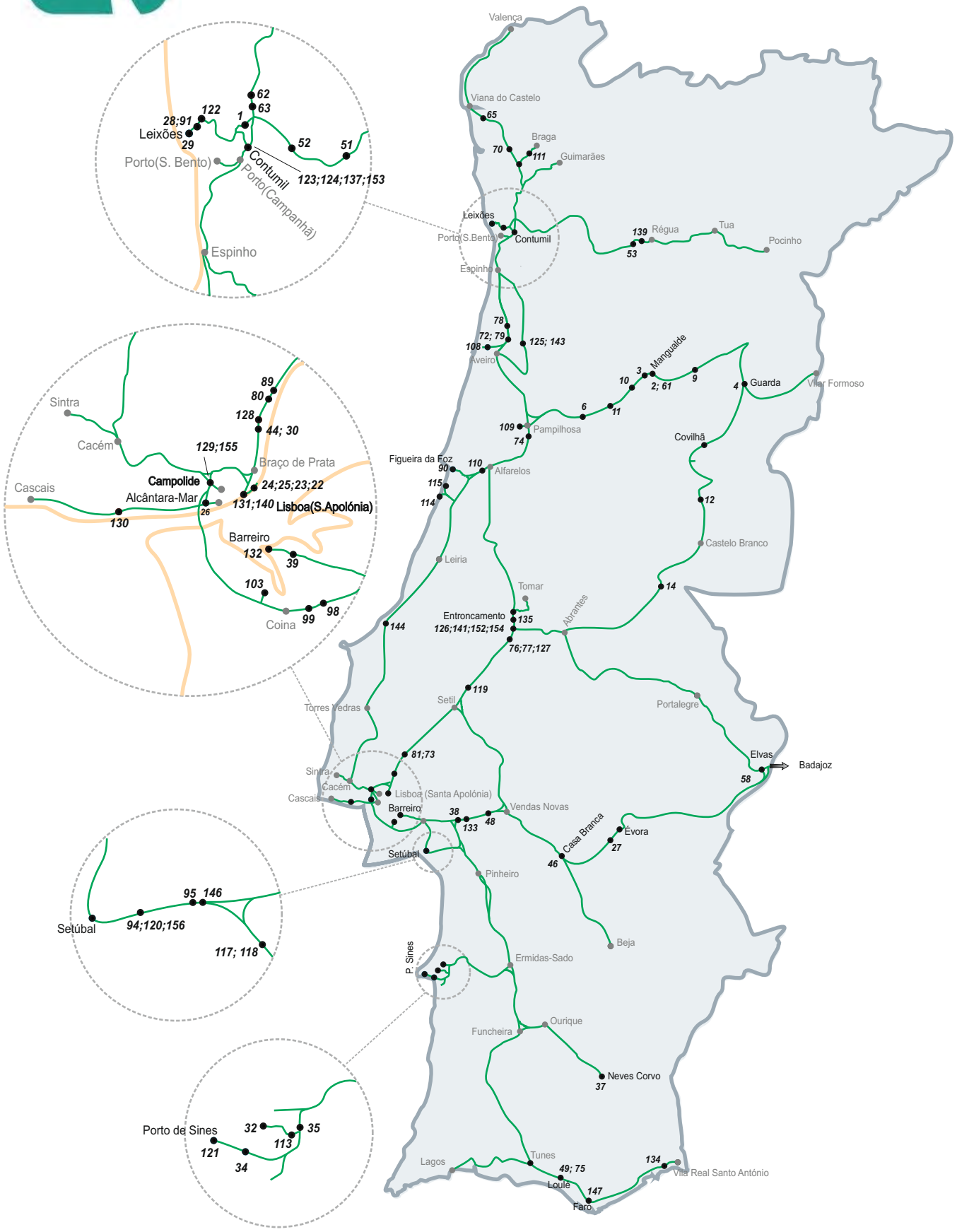
CHAPTER NUMBER	HEADING	IMPLEMENTATION GUIDE	SUGESTED TEXT
3. SERVICE FACILITY DESCRIPTION			
3.1	List of all installations	• Where relevant, the list of all installations in which rail related services are supplied (a) [Note; If it's possible to integrate all information of the 3.X subchapters in a single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

CHAPTER NUMBER	HEADING	IMPLEMENTATION GUIDE	SUGESTED TEXT
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 o List of projects o Location o Nature of Project o 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)*	

CHAPTER NUMBER	HEADING	IMPLEMENTATION GUIDE	SUGESTED TEXT
5. ACESS 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)*	

CHAPTER NUMBER	HEADING	IMPLEMENTATION GUIDE	SUGESTED TEXT
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 (I)*	

Service Facilities in Connections with Network



ANNEX 7.2 B

Service Facilities connected to IP Network

Nº	DESIGNATION	REFERENCE LINE	PK	MANAGING ENTITY	TIPOLOGY	INFORMATION DOCUMENT*
123	Parque Oficinal Norte - Contumil	1. Minho Line	2,24	CP - Manutenção e Engenharia	Maintenance facility	-
137	Posto de Abastecimento de Gasóleo de Contumil	1. Minho Line	2,443	CP	Refuelling facility	-
153	Área de intervenção de Contumil	1. Minho Line	2,443	IP	Relief facility	-
124	Unidade de Manutenção de Alta velocidade	1. Minho Line	3,1	CP - Manutenção e Engenharia	Maintenance facility	-
63	Cimpor Maia - (Ramal Leandro)	1. Minho Line	10,88	Cimpor	Freight terminal	-
62	Siderurgia Nacional - (Ramal Leandro)	1. Minho Line	12,11	SN Maia – Siderurgia nacional SA	Freight terminal	-
70	Agremor - Barcelos	1. Minho Line	51,61	Agremor	Freight terminal	-
65	Portucel - (Ramal Darque)	1. Minho Line	76,34	DS Smith Paper Viana S.A.	Freight terminal	-
1	Lidador	3. Concordância de São Gemil	2,51	CEOV-Companhia Extração de Óleos Vegetais, Lda.	Freight terminal	-
111	Terminal de Mercadorias de Tadim	4. Braga Branch	48,11	Agremor	Freight terminal	-
122	Parque Oficinal Norte - Guifões	5. Leixões Line	16,21	CP - Manutenção e Engenharia	Maintenance facility	-
28	Porto de Leixões	5. Linha de Leixões	20,61	Ylport	Port facility	-
29	Terminal de Mercadorias de Leixões	5. Leixões Line	20,98	APDL	Freight terminal	https://tfm.apdl.pt/terminal-de-leixoes/
91	Porto de Leixões - Carga Geral	5. Leixões Line	20,61	ETCG	Port facility	-
52	Terminal S. Martinho do Campo (SPC)	6. Douro Line	19,35	SPC	Freight terminal	-
51	Terminal de Mercadorias de Irivo	6. Douro Line	32,18	Agremor	Freight terminal	-

Nº	DESIGNATION	REFERENCE LINE	PK	MANAGING ENTITY	TIPOLOGY	INFORMATION DOCUMENT*
53	Estação de Godim	6. Douro Line	101,82	Cimpor	Freight terminal	-
139	Posto de Abastecimento de Gasóleo Régua	6. Douro Line	103,3	CP	Refuelling facility	-
140	Posto de Abastecimento de Gasóleo de Lisboa Santa Apolónia	8. Norte Line	0,85	CP	Refuelling facility	-
131	Parque Oficinal Sul - Santa Apolónia	8. Norte Line	1,2	CP - Manutenção e Engenharia	Maintenance facility	-
30	Parque Norte Bobadela	8. Norte Line	12,14	IP	Freight terminal	https://servicos.infraestruturasdeportugal.pt/pt-pt/parceiros/operacao-ferroviaria/os-nossos-servicos/terminais-de-mercadorias-ips
44	Alcont - Complexo de Mercadorias da Bobadela	8. Norte Line	12,14	Alcont	Freight terminal	-
128	Oficina GMF Bobadela	8. Norte Line	12,14	GMF - Gestión de Maquinaria Ferroviaria	Freight terminal	-
80	ADP - Fertilizantes - (Ramal Alverca)	8. Norte Line	20,51	ADP Fertilizantes	Freight terminal	-
89	TER-TIR	8. Norte Line	20,84	TERTIR, Concessões Portuárias	Freight terminal	-
73	Alhandra - (Ramal Cimpor)	8. Norte Line	25,17	Cimpor	Freight terminal	-
81	Iberol 3	8. Norte Line	25,59	Iberol - Sociedade Ibérica de Biocombustiveis e Oleaginosas	Freight terminal	-
119	Estação de Santarém - Linha IX	8.Linha do Norte	74,926	Extractopuro	Freight terminal	-
127	Oficina Entroncamento/Riachos	8.Linha do Norte	102,562	GMF - Gestión de Maquinaria Ferroviaria	Maintenance facility	-
77	Medway Terminal - Entroncamento	8. Norte Line	102,82	Medway Terminals	Freight terminal	-
76	Parque oficinal da MSC	8. Norte Line	103,8	Medway Terminals	Maintenance facility	-
152	Terminal OJE	8. Norte Line	105,265	OJE	Freight terminal	-
126	Parque Oficinal Centro - Entrocamento	8. Norte Line	106,3	CP - Manutenção e Engenharia	Maintenance facility	-
141	Posto de Abastecimento de Gasóleo de Entroncamento	8. Norte Line	106,302	Medway	Refuelling facility	-

Nº	DESIGNATION	REFERENCE LINE	PK	MANAGING ENTITY	TIPOLOGY	INFORMATION DOCUMENT*
154	Área de intervenção de Entroncamento	8. Norte Line	106,302	IP	Relief facility	-
135	Oficina de Manutenção Vagões - Entroncamento	8. Norte Line	107,0	Medway	Maintenance facility	-
74	Cimpor - (Ramal Souselas)	8. Norte Line	225,18	Cimpor	Freight terminal	-
72	Plataforma de Cacia	8.Linha do Norte	275,47	Rodocargo	Freight terminal	
79	Navigator (Ramal Cacia)	8. Norte Line	279,09	Portucel	Freight terminal	-
78	Amoníaco - (Ramal Estarreja)	8. Norte Line	290,62	CUF - Quimicos Industriais	Freight terminal	-
125	Parque Oficinal Norte - Sernada	16. Vouga Line	61,65	CP - Manutenção e Engenharia	Maintenance facility	-
143	Posto de Abastecimento de Gasóleo Sernada do Vouga	16. Vouga Line	61,65	CP	Refuelling facility	-
6	Estação de Santa Comba Dão	20. Beira Alta Line	85,47	Agremor	Freight terminal	-
11	Ramal Somafel	20. Beira Alta Line	102,94	Somafel	Other technical facilities	-
10	Madibéria/Lusofinsa	20. Beira Alta Line	120,06	Luso Finsa- Industria e Comércio de Madeiras, SA	Freight terminal	-
3	SIAF - Ramal Mangualde	20. Beira Alta Line	125,9	Sonae Indústria	Freight terminal	-
2	Estação de Mangualde	20. Beira Alta Line	128,51	Agremor	Freight terminal	-
61	Estação de Mangualde	20. Beira Alta Line	128,51	Secil	Freight terminal	-
9	Ramal Fornos de Algodres	20. Beira Alta Line	152,46	Agrepor	Freight terminal	-
4	Estação da Guarda	20. Beira Alta Line	206,34	APDL	Freight terminal	https://tfm.apdl.pt/terminal-da-guarda/
110	Terminal TMIP	22. Alfarelos Branch	220,72	TMI	Freight terminal	-
144	Posto de Abastecimento de Gasóleo Caldas da Rainha	23. Oeste Line	31,0	CP	Refuelling facility	-
138	Posto de Abastecimento de Gasóleo Louriçal	23. Oeste Line	191,73	Alves Bandeira	Refuelling facility	-
90	Porto da Figueira da Foz	23. Oeste Line	212,481	APFF	Port facilities	-
14	Biotek - SA	25. Beira Baixa Line	63,89	Celtejo	Freight terminal	-

Nº	DESIGNATION	REFERENCE LINE	PK	MANAGING ENTITY	TIPOLOGY	INFORMATION DOCUMENT*
12	Estação de Castelo Novo	25. Beira Baixa Line	124,34	Cimpor	Freight terminal	-
58	Estação de Elvas	27. Leste Line	264,9	Transitex	Freight terminal	-
129	Parque Oficinal Sul - Campolide	28. Sintra Line	2,9	CP - Manutenção e Engenharia	Maintenance facility	-
155	Área de intervenção de Campolide	28. Sintra Line	3,1	IP	Relief facility	-
26	Liscont	32. Cascais Line	3,17	Terminal de Contentores de Alcantara	Port facilities	-
130	Parque Oficinal Sul - Oeiras	32. Cascais Line	16,3	CP - Manutenção e Engenharia	Maintenance facility	-
132	Parque Oficinal Sul - Barreiro	34. Alentejo Line	0,6	CP - Manutenção e Engenharia	Maintenance facility	-
145	Posto de Abastecimento de Gasóleo Beja	34. Alentejo Line	0,6	CP	Refuelling facility	-
39	ADP - Fertilizantes - (Ramal Barreiro)	34. Alentejo Line	2,11	Nova AP Fábrica Nitrato de Amónio de Portugal	Freight terminal	-
38	Estação do Poceirão - Estaleiro	34. Alentejo Line	30,41	Mota Engil / EIP	Maintenance facility	-
133	Parque Oficinal Sul -Poceirão	34. Alentejo Line	31,0	Medway	Maintenance facility	-
48	Estação de Pegões - Ramal Sacyr Neopul	34. Alentejo Line	41,05	Neopul	Other technical facilities	-
46	Estação Casa Branca - Mota Engil	34. Alentejo Line	90,6	Ferrovias-Grupo Mota Engil	Other technical facilities	-
103	Siderurgia Nacional - Seixal	37. Linha do Sul	22,6	SN Seixal – Siderurgia nacional SA	Freight terminal	-
99	Palmetal	37. Linha do Sul	27,37	Palmetal	Freight terminal	-
98	Autoeuropa - Fábrica	37. Linha do Sul	27,85	Volkswagen	Freight terminal	-
94	Tersado	37. Linha do Sul	31,34	Tersado	Port facilities	-
120	Terminal Sadoport	37. Linha do Sul	31,34	Sadopor	Port facilities	-
156	Autoeuropa - Setúbal	37. Linha do Sul	31,34	Autoeuropa	Port facilities	-

Nº	DESIGNATION	REFERENCE LINE	PK	MANAGING ENTITY	TIPOLOGY	INFORMATION DOCUMENT*
95	Somincor - (Ramal Praias do Sado)	37. Linha do Sul	32,96	Somincor	Freight terminal	-
146	Posto de Abastecimento de Gasóleo de Praias do Sado	37. Linha do Sul	33,224	Medway	Refuelling facility	-
35	Raquete	38. Linha de Sines	170,05	Medway	Freight terminal	
32	Asfaltos - (Ramal da Petrogal)	38. Linha de Sines	171,31	Galp Energia	Freight terminal	-
34	Terminal XXI	38. Linha de Sines	177,91	PSA	Port facilities	https://www.apsinesalgarve.pt/porto-de-sines/
121	Terminal Multipurpose	38. Linha de Sines	180,224	APS	Port facilities	-
27	Pedreira do Sul - Monte das Flores	39. Linha de Évora	111,07	Tecnovia	Maintenance facility	-
49	Terminal de Loulé	45. Linha do Algarve	323,93	Takargo e Servareias	Freight terminal	-
75	Terminal de Loulé	45. Linha do Algarve	323,93	Servareias	Freight terminal	-
147	Posto de Abastecimento de Gasóleo de Faro	45. Linha do Algarve	340,008	CP	Refuelling facility	-
134	Parque Oficinal Sul -Vila Real de Santo António	45. Linha do Algarve	395,0	CP - Manutenção e Engenharia	Maintenance facility	-
114	Ramal Celbi	58. Ramal do Louriçal	5,51	Grupo Altri, SA	Freight terminal	-
115	Ramal Soporcel	58. Ramal do Louriçal	5,51	Navigator	Freight terminal	-
24	Terminal de Contentores de Santa Apolónia	63. Linha da Matinha	0,78	TSA-Terminal de Stª Apolónia	Port Facilities	-
25	Terminal de Contentores de Stª Apolónia	63. Linha da Matinha	1,22	Sotagus	Port Facilities	-
23	Armazém 20 e 21	63. Linha da Matinha	2,51	TMB-Terminal Multiusos do Beato	Port Facilities	-
22	Silopor	63. Linha da Matinha	2,94	Silopor	Port Facilities	-
117	Terminal SPC Setúbal	64. Ramal Sado - Sapec	34,26	SPC	Freight terminal	-
118	Portucel - (Ramal Praias Sado)	64. Ramal Sado - Sapec	34,26	Navigator	Freight terminal	-

Nº	DESIGNATION	REFERENCE LINE	PK	MANAGING ENTITY	TIPOLOGY	INFORMATION DOCUMENT*
113	Petroquímica/Repsol	67. Ramal Petroquímica	3,54	Repsol	Freight terminal	
37	Somincor Neves Corvo	79. Ramal Neves Corvo	30,8	Somincor	Freight terminal	-
108	Porto de Aveiro	84. Plataforma de Cacia	274,87	APA	Port Facilities	-

* The responsibility for this information lies with the managing entity for installation

Additional notes: IP is available to assess the reactivation/implementation of railway facilities. For more detailed information, please send a request to the following e-mail address: assuntoscomerciais.drede@infraestruturasdeportugal.pt

ANNEX 7.3.2 A

Typology of stations and halts

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Alentejo	Barreiro	Station	B	●	●
Alentejo	Barreiro A	Halt	C		
Alentejo	Lavradio	Station	C		
Alentejo	Baixa da Banheira	Halt	C		
Alentejo	Alhos Vedros	Halt	C		
Alentejo	Moita	Station	C		
Alentejo	Penteado	Halt	C		
Alentejo	Poceirão	Station	D		
Alentejo	Fernando Pó	Halt	D		
Alentejo	Pegões	Station	D		
Alentejo	São João das Craveiras	Halt	D		
Alentejo	Vendas Novas	Station	C		
Alentejo	Casa Branca	Station	C		
Alentejo	Alcáçovas	Halt	D		
Alentejo	Vila Nova da Baronia	Station	D		
Alentejo	Alvito	Halt	D		
Alentejo	Cuba	Station	D		
Alentejo	Beja	Station	C	●	●
Algarve	Lagos	Station	C	●	●
Algarve	Meia Praia	Halt	D		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Algarve	Mexilhoeira Grande	Station	D		
Algarve	Portimão	Station	C	●	●
Algarve	Ferragudo	Halt	D		
Algarve	Estômbar	Station	D		
Algarve	Silves	Station	C		
Algarve	Poço Barreto	Halt	D		
Algarve	Algoz	Halt	D		
Algarve	Alcantarilha	Station	D		
Algarve	Tunes	Station	C	●	●
Algarve	Albufeira	Station	C	●	●
Algarve	Boliqueime	Station	D		
Algarve	Loulé	Station	C	●	●
Algarve	Almancil	Halt	D		
Algarve	Parque das Cidades	Station	D		
Algarve	Faro	Station	B	●	●
Algarve	Bom João	Halt	C		
Algarve	Olhão	Station	C	●	●
Algarve	Fuseta - A	Halt	C		●
Algarve	Fuseta	Station	C		
Algarve	Livramento	Halt	D		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Algarve	Luz	Halt	D		
Algarve	Tavira	Station	C	●	●
Algarve	Porta Nova	Halt	C		
Algarve	Conceição	Halt	C		
Algarve	Cacela	Station	C		
Algarve	Castro Marim	Halt	D		
Algarve	Monte Gordo	Halt	D		
Algarve	Vila Real de Sto. António	Station	C	●	●
Beira Alta	Quinta do Valongo - Vacariça	Halt	D		
Beira Alta	Luso - Buçaco	Halt	D		
Beira Alta	Soito	Halt	D		
Beira Alta	Monte dos Lobos	Halt	D		
Beira Alta	Mortágua	Station	D		
Beira Alta	Santa Comba Dão	Station	C	●	●
Beira Alta	Castelejo	Halt	D		
Beira Alta	Papízios	Halt	D		
Beira Alta	Carregal do Sal	Station	C		
Beira Alta	Oliveirinha-Cabanas	Station	D		
Beira Alta	Lapa do Lobo	Halt	D		
Beira Alta	Canas - Felgueira	Station	D		
Beira Alta	Nelas	Station	C	●	●
Beira Alta	Moimenta - Alcafache	Halt	D		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Beira Alta	Mangualde	Station	C		●
Beira Alta	Gouveia	Station	D		
Beira Alta	Fornos de Algodres	Station	D		
Beira Alta	Celorico da Beira	Station	C	●	●
Beira Alta	Baraçal	Halt	D		
Beira Alta	Vila Franca das Naves	Station	C		
Beira Alta	Guarda	Station	C	●	●
Beira Alta	Gata	Halt	D		
Beira Alta	Vila Fernando	Halt	D		
Beira Alta	Rochoso	Halt	D		
Beira Alta	Cerdeira	Station	D		
Beira Alta	Miuzela	Halt	D		
Beira Alta	Freineda	Halt	D		
Beira Alta	Aldeia	Halt	D		
Beira Alta	Vilar Formoso	Station	C	●	●
Beira Baixa	Barquinha	Station	D		
Beira Baixa	Tancos	Halt	D		
Beira Baixa	Almourol	Station	D		
Beira Baixa	Praia Ribatejo	Station	D		
Beira Baixa	Santa Margarida	Station	D		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Beira Baixa	Tramagal	Station	D		
Beira Baixa	Abrantes	Station	C	•	•
Beira Baixa	Alferrarede	Station	D		
Beira Baixa	Mouriscas A	Station	D		
Beira Baixa	Alvega	Halt	D		
Beira Baixa	Barragem Belver	Halt	D		
Beira Baixa	Belver	Station	D		
Beira Baixa	Barca Amieira	Station	D		
Beira Baixa	Fratel	Station	D		
Beira Baixa	Ródão	Station	C		
Beira Baixa	Tojeirinha	Halt	D		
Beira Baixa	Sarnadas	Station	D		
Beira Baixa	Retaxo	Halt	D		
Beira Baixa	Benquerenças	Halt	D		
Beira Baixa	Castelo Branco	Station	C	•	•

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Beira Baixa	Alcains	Station	D		
Beira Baixa	Lardosa	Station	D		
Beira Baixa	Soalheira	Halt	D		
Beira Baixa	Castelo Novo	Station	D		
Beira Baixa	Alpedrinha	Halt	D		
Beira Baixa	Vale de Prazeres	Station	D		
Beira Baixa	Fatela-Penamacor	Halt	D		
Beira Baixa	Alcaide	Halt	D		
Beira Baixa	Donas	Halt	D		
Beira Baixa	Fundão	Station	C	•	
Beira Baixa	Alcaria	Halt	D		
Beira Baixa	Tortosendo	Station	D		
Beira Baixa	Covilhã	Station	C	•	•
Beira Baixa	Caria	Halt	D		
Beira Baixa	Belmonte-Manteigas	Station	C		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Beira Baixa	Maçainhas	Halt	D		
Beira Baixa	Benespera	Halt	D		
Beira Baixa	Sabugal	Halt	D		
Cascais	Cais do Sodré	Station	A	●	●
Cascais	Santos	Halt	C		●
Cascais	Alcântara-Mar	Station	B	●	●
Cascais	Belém	Halt	B	●	●
Cascais	Algés	Station	B	●	●
Cascais	Cruz Quebrada	Halt	C	●	●
Cascais	Caxias	Station	C	●	●
Cascais	Paço de Arcos	Halt	B	●	●
Cascais	Santo Amaro	Halt	C	●	●
Cascais	Oeiras	Station	B	●	●
Cascais	Carcavelos	Station	B	●	●
Cascais	Parede	Halt	B	●	●
Cascais	São Pedro do Estoril	Station	C	●	●
Cascais	São João do Estoril	Halt	B	●	●
Cascais	Estoril	Station	B	●	●
Cascais	Monte Estoril	Halt	C	●	●
Cascais	Cascais	Station	A	●	●
Cintura	Alcântara-Terra	Station	B	●	
Cintura	Campolide A	Station	B		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Cintura	Sete Rios	Station	A	●	●
Cintura	Entrecampos-Poente	Station	A		
Cintura	Entrecampos	Station	A	●	●
Cintura	Roma - Areeiro	Station	A	●	●
Cintura	Marvila	Halt	D		
Douro	Cabêda	Halt	D		
Douro	Suzão	Halt	C		
Douro	Valongo	Station	C		
Douro	São Martinho do Campo	Halt	D		
Douro	Terronhas	Halt	D		
Douro	Trancoso	Halt	D		
Douro	Recarei - Sobreira	Station	C	●	●
Douro	Parada	Halt	D		
Douro	Cête	Station	C	●	●
Douro	Irivo	Station	D		
Douro	Oleiros	Halt	D		
Douro	Paredes	Halt	C	●	●
Douro	Penafiel	Station	C	●	●
Douro	Bustelo	Halt	D		
Douro	Meinedo	Halt	C		
Douro	Caíde	Station	C	●	●
Douro	Oliveira	Halt	D		
Douro	Vila Meã	Station	C		
Douro	Recesinhos	Halt	D		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Douro	Livração	Station	C		
Douro	Marco de Canavezes	Station	C	•	•
Douro	Juncal	Station	D		
Douro	Pala	Halt	D		
Douro	Mosteirô	Station	C		•
Douro	Aregos	Station	D		
Douro	Mirão	Halt	D		
Douro	Ermida	Station	C		•
Douro	Porto Rei	Halt	D		
Douro	Barqueiros	Halt	D		
Douro	Rede	Station	D		
Douro	Caldas Moledo	Halt	D		
Douro	Godim	Station	D		
Douro	Régua	Station	C	•	•
Douro	Covelinhas	Station	D		
Douro	Ferrão	Halt	D		
Douro	Pinhão	Station	C		•
Douro	Tua	Station	C		
Douro	Alegria	Halt	D		
Douro	Ferradosa	Halt	D		
Douro	Vargelas	Station	D		
Douro	Vesúvio	Halt	D		
Douro	Freixo de Numão	Halt	D		
Douro	Pocinho	Station	C	•	

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Évora	Évora	Station	C	•	•
Guimarães	Santo Tirso	Station	C		
Guimarães	Caniços	Station	D		
Guimarães	Vila das Aves	Station	C		
Guimarães	Giesteira	Halt	D		
Guimarães	Lordelo	Station	C		
Guimarães	Cuca	Halt	D		
Guimarães	Pereirinhas	Halt	D		
Guimarães	Vizela	Station	C		
Guimarães	Nespereira	Halt	D		
Guimarães	Covas	Halt	D		
Guimarães	Guimarães	Station	B	•	•
Leste	Bemposta	Halt	D		
Leste	Ponte Sor	Station	D		
Leste	Torre das Vargens	Station	D		
Leste	Chança	Halt	D		
Leste	Crato	Halt	D		
Leste	Portalegre	Station	D		
Leste	Assumar	Halt	D		
Leste	Arronches	Halt	D		
Leste	Santa Eulália A	Halt	D		
Leste	Elvas	Station	D		
Minho	Porto - São Bento	Station	A	•	•
Minho	Porto - Campanhã	Station	A	•	•
Minho	Contumil	Station	C		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Minho	Rio Tinto	Halt	B		
Minho	Águas Santas	Halt	C		
Minho	Palmilheira	Halt	C		
Minho	Ermesinde	Station	B	•	•
Minho	Travagem	Halt	C		
Minho	Leandro	Station	D		
Minho	São Frutuoso	Station	C		
Minho	São Romão	Station	C		
Minho	Portela	Halt	D		
Minho	Trofa	Halt	B	•	•
Minho	Lousado	Station	C		
Minho	Esmeriz	Halt	D		
Minho	Barrimau	Halt	D		
Minho	Famalicão	Station	B	•	•
Minho	Mouquim	Halt	D		
Minho	Louro	Halt	D		
Minho	Nine	Station	B	•	•
Minho	Carreira	Halt	D		
Minho	Midões	Halt	D		
Minho	Barcelos	Station	C	•	•
Minho	Silva	Halt	D		
Minho	Carapeços	Halt	D		
Minho	Tamel	Station	C		
Minho	Durrães	Halt	D		
Minho	Barroselas	Station	C	•	•

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Minho	Sra. das Neves	Halt	D		
Minho	Alvarães	Halt	D		
Minho	Darque	Station	D		
Minho	Areia - Darque	Halt	D		
Minho	Viana do Castelo	Station	B		•
Minho	Areosa	Halt	D		
Minho	Carreço	Halt	D		
Minho	Afife	Halt	D		
Minho	Âncora-Praia	Halt	C		
Minho	Moledo Minho	Halt	D		
Minho	Sra. da Agonia	Halt	D		
Minho	Caminha	Station	C		
Minho	Seixas	Halt	D		
Minho	Esqueiro	Halt	D		
Minho	Gondarém	Halt	D		
Minho	Vila Nova de Cerveira	Station	C		
Minho	Carvalha	Halt	D		
Minho	São Pedro da Torre	Station	D		
Minho	Valença	Station	C		•
Norte	Lisboa - Sta. Apolónia	Station	A	•	•
Norte	Braço de Prata	Station	C		
Norte	Lisboa - Oriente	Station	A	•	•
Norte	Moscavide	Halt	B		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Norte	Sacavém	Halt	C		
Norte	Bobadela	Halt	C		
Norte	Santa Iria	Halt	C		
Norte	Póvoa	Halt	B	•	•
Norte	Alverca	Station	B	•	•
Norte	Alhandra	Station	C	•	•
Norte	Vila Franca de Xira	Halt	B	•	•
Norte	Castanheira do Ribatejo	Station	C	•	
Norte	Carregado	Halt	C		
Norte	Vila Nova da Rainha	Halt	D		
Norte	Espadanal da Azambuja	Halt	C		
Norte	Azambuja	Station	B	•	•
Norte	Virtudes	Halt	D		
Norte	Reguengo	Halt	C		
Norte	Setil	Station	D		
Norte	Santana Cartaxo	Halt	C		
Norte	Vale de Santarém	Halt	C		
Norte	Santarém	Station	B	•	•
Norte	Vale de Figueira	Station	D		
Norte	Mato Miranda	Station	D		
Norte	Riachos	Station	C	•	•
Norte	Entroncamento	Station	B	•	•

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Norte	Lamarosa	Station	C		
Norte	Paialvo	Halt	D		
Norte	Fungalvaz	Halt	D		
Norte	Chão de Maçãs - Fátima	Station	C		
Norte	Seiça - Ourém	Halt	D		
Norte	Caxarias	Station	C	•	•
Norte	Albergaria dos Doze	Station	D		
Norte	Litém	Halt	D		
Norte	Vermoil	Station	D		
Norte	Pombal	Station	C	•	•
Norte	Pelariga	Halt	D		
Norte	Simões	Halt	D		
Norte	Soure	Station	C		
Norte	Vila Nova de Anços	Halt	D		
Norte	Granja do Ulmeiro - Alfarelos	Station	C	•	•
Norte	Formoselha	Halt	D		
Norte	Pereira	Halt	D		
Norte	Ameal	Halt	D		
Norte	Vila Pouca do Campo	Halt	D		
Norte	Taveiro	Station	D		
Norte	Casais	Halt	D		
Norte	Espadaneira	Halt	D		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Norte	Bencanta	Halt	C		
Norte	Coimbra B	Station	A		●
Norte	Adémia	Halt	D		
Norte	Vilela - Fornos	Halt	D		
Norte	Souselas	Station	D	●	
Norte	Pampilhosa	Station	C	●	●
Norte	Mealhada	Halt	C	●	●
Norte	Aguim	Halt	D		
Norte	Curia	Halt	C		
Norte	Mogofores	Station	C		
Norte	Paraimo	Halt	D		
Norte	Oliveira do Bairro	Station	C		
Norte	Oiã	Station	C		
Norte	Quintans	Halt	D		
Norte	Aveiro	Station	A	●	●
Norte	Cacia	Station	C		
Norte	Canelas	Halt	D		
Norte	Salreu	Halt	D		
Norte	Estarreja	Station	B	●	●
Norte	Avanca	Halt	C		
Norte	Válega	Station	D		
Norte	Ovar	Station	B	●	●
Norte	Carvalheira - Maceda	Halt	D		
Norte	Cortegaça	Halt	C		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Norte	Esmoriz	Station	C	●	●
Norte	Paramos	Halt	D		
Norte	Silvalde	Halt	D		
Norte	Espinho	Halt	B	●	●
Norte	Granja	Station	C		
Norte	Aguda	Halt	C		
Norte	Miramar	Halt	C		
Norte	Francelos	Halt	C		
Norte	Valadares	Halt	C		●
Norte	Madalena	Halt	D		
Norte	Coimbrões	Halt	C		
Norte	Gaia	Station	B	●	●
Norte	General Torres	Station	C		
Oeste	Mira Sintra - Meleças	Station	C	●	●
Oeste	Sabugo	Station	D		
Oeste	Pedra Furada	Halt	D		
Oeste	Mafra	Station	D		
Oeste	Malveira	Station	C		
Oeste	Jerumelo	Halt	D		
Oeste	Sapataria	Halt	D		
Oeste	Pero Negro	Station	D		
Oeste	Zibreira	Halt	D		
Oeste	Feliteira	Halt	D		
Oeste	Dois Portos	Station	D		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Oeste	Runa	Halt	D		
Oeste	Torres Vedras	Station	C	●	●
Oeste	Ramalhal	Station	D		
Oeste	Outeiro	Station	D		
Oeste	Bombarral	Station	C	●	●
Oeste	Paúl	Halt	D		
Oeste	São Mamede	Halt	D		
Oeste	Dagorda - Peniche	Halt	D		
Oeste	Óbidos	Halt	D		
Oeste	Caldas da Rainha	Station	C	●	●
Oeste	Salir do Porto	Halt	D		
Oeste	São Martinho Porto	Station	C		
Oeste	Famalicão da Nazaré	Halt	D		
Oeste	Valado	Station	D		
Oeste	Pataias	Station	D		
Oeste	Martingança	Station	C		
Oeste	Marinha Grande	Station	D		
Oeste	Leiria	Station	C	●	●
Oeste	Monte Real	Station	D		
Oeste	Monte Redondo	Halt	D		
Oeste	Guia	Halt	D		
Oeste	Louriçal	Station	D	●	

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Oeste	Bifurcação de Lares	Station	D		
Oeste	Lares	Halt	D		
Oeste	Fontela	Station	D		
Oeste	Fontela A	Halt	D		
Oeste	Figueira da Foz	Station	B	●	●
Ramal de Alfarelos	Reveles	Halt	D		
Ramal de Alfarelos	Verride	Station	D		
Ramal de Alfarelos	Marujal	Halt	D		
Ramal de Alfarelos	Montemor	Halt	C		
Ramal de Tomar	Soudos - Vila Nova	Halt	D		
Ramal de Tomar	Carrascal - Delongo	Halt	D		
Ramal de Tomar	Curcaveiras	Halt	D		
Ramal de Tomar	Santa Cita	Station	D		
Ramal de Tomar	Carvalhos de Figueiredo	Halt	D		
Ramal de Tomar	Tomar	Station	C	●	●
Ramal da Lousã	Coimbra	Station	B	●	●
Ramal de Braga	Couto de Cambeses	Halt	C		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Ramal de Braga	Arentim	Station	D		
Ramal de Braga	Ruílhe	Station	C		
Ramal de Braga	Tadim	Station	D		
Ramal de Braga	Aveleda	Halt	D		
Ramal de Braga	Mazagão	Halt	D		
Ramal de Braga	Ferreiros	Halt	C		
Ramal de Braga	Braga	Station	A	●	●
Sintra	Lisboa - Rossio	Station	A	●	●
Sintra	Campolide	Station	B	●	●
Sintra	Benfica	Station	B	●	●
Sintra	Santa Cruz - Damaia	Halt	B	●	●
Sintra	Reboleira	Halt	A	●	●
Sintra	Amadora	Station	A	●	●
Sintra	Queluz - Belas	Halt	A	●	●
Sintra	Monte Abraão	Station	B	●	●
Sintra	Massamá - Barcarena	Halt	B	●	●
Sintra	Agualva - Cacém	Station	A	●	●
Sintra	Rio de Mouro	Halt	B	●	●
Sintra	Mercês	Station	B	●	●

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Sintra	Algueirão - Mem Martins	Halt	B	●	●
Sintra	Portela de Sintra	Halt	B	●	●
Sintra	Sintra	Station	A	●	●
Sul	Pinhal Novo	Station	B	●	●
Sul	Venda do Alcaide	Halt	C		
Sul	Palmela A	Halt	C		
Sul	Setúbal	Station	B	●	●
Sul	Praça do Quebedo	Halt	C	●	●
Sul	Praias - Sado A	Halt	C		
Sul	Grândola	Station	C		
Sul	Ermidas - Sado	Station	C		
Sul	Funcheira	Station	C		
Sul	Amoreiras-Odemira	Station	D		
Sul	Santa Clara - Sabóia	Station	C		
Sul	Messines - Alte	Station	D		
Vouga	Espinho Vouga	Station	C		
Vouga	Silvalde-Vouga	Halt	D		
Vouga	Monte Paramos	Halt	D		
Vouga	Lapa	Halt	D		
Vouga	Sampaio Oleiros	Halt	D		
Vouga	Paços Brandão	Station	D		
Vouga	Rio Meão	Halt	D		
Vouga	São João de Ver	Halt	D		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Vouga	Cavaco	Halt	D		
Vouga	Sanfins	Halt	D		
Vouga	Vila Feira	Station	D		
Vouga	Escapães	Halt	D		
Vouga	Arrifana	Halt	D		
Vouga	São João da Madeira	Station	C		
Vouga	Faria	Halt	D		
Vouga	Couto Cucujães	Halt	D		
Vouga	Santiago Riba - Ul	Halt	D		
Vouga	Oliveira de Azeméis	Station	C	•	
Vouga	Sernada Vouga	Station	D	•	
Vouga	Macinhata	Station	D		
Vouga	Carvalhal Portela	Halt	D		
Vouga	Valongo-Vouga	Halt	D		
Vouga	Aguieira	Halt	D		
Vouga	Mourisca Vouga	Halt	D		
Vouga	Águeda	Station	C	•	
Vouga	Oronhe	Halt	D		
Vouga	Casal Álvaro	Halt	D		
Vouga	Cabanões	Halt	D		
Vouga	Travassô	Halt	D		
Vouga	Taipa - Requeixo	Halt	D		
Vouga	Eirol	Station	D		

LINE	STATION/HALT	CLASIFICATION	TIPOLOGY	SUPPORT ROOMS	TICKET OFFICE
Vouga	São João de Loure	Halt	D		
Vouga	Eixo	Station	D		
Vouga	Azurva	Halt	D		
Vouga	Esgueira	Halt	D		
Vouga	Aveiro - Vouga	Station	A		

ANNEX 7.3.2 D

Provision of commercial nature information

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC									
			SPOKEN INFORMATION				DISPLAYED INFORMATION					
			LOCAL	REMOTE		OPERATION LOCATION	LOCAL		REMOTE		OPERATION LOCATION	OBS.
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
NORTE	Minho Line	Porto - São Bento			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Porto - Campanhã			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Contumil			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Rio Tinto			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Águas Santas			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Palmilheira			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Ermesinde			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Travagem			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Leandro			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	São Frutuoso			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	São Romão			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Portela			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Trofa			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Lousado			•	CCO Porto			•		CCO Porto	
NORTE	Minho Line	Esmeriz			•	CCO Porto			•		CCO Porto	

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC								
			SPOKEN INFORMATION				DISPLAYED INFORMATION				
			LOCAL	REMOTE			LOCAL		REMOTE		
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC		
			Local Microphone	Sound Selective	Unit Public Address Location	OPERATION LOCATION		Timed	Follow-Up	Timed	OPERATION LOCATION
NORTE	Minho Line	Barrimau			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Famalicão			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Mouquim			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Louro			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Nine			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Barcelos			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Tamel			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Barroselas			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Darque			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Viana do Castelo			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Âncora-Praia			•	CCO Porto					
NORTE	Minho Line	Caminha			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Vila Nova de Cerveira			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	São Pedro da Torre			•	CCO Porto			•		CCO Porto
NORTE	Minho Line	Valença			•	CCO Porto			•		CCO Porto
NORTE	Braga Branch	Couto Cambeses			•	CCO Porto			•		CCO Porto
NORTE	Braga Branch	Arentim			•	CCO Porto			•		CCO Porto
NORTE	Braga Branch	Ruílhe			•	CCO Porto			•		CCO Porto
NORTE	Braga Branch	Tadim			•	CCO Porto			•		CCO Porto
NORTE	Braga Branch	Aveleda			•	CCO Porto			•		CCO Porto

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC								
			SPOKEN INFORMATION				DISPLAYED INFORMATION				OBS.
			LOCAL	REMOTE		OPERATION LOCATION	LOCAL		REMOTE		
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC		
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed	OPERATION LOCATION
NORTE	Braga Branch	Mazagão			•	CCO Porto			•		CCO Porto
NORTE	Braga Branch	Ferreiros			•	CCO Porto			•		CCO Porto
NORTE	Braga Branch	Braga			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Cabêda			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Suzão			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Valongo			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	São Martinho do Campo			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Terronhas			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Trancoso			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Recarei - Sobreira			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Parada			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Cête			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Irivo			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Oleiros			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Paredes			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Penafiel			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Bustelo			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Meinedo			•	CCO Porto			•		CCO Porto
NORTE	Douro Line	Caíde			•	CCO Porto			•		CCO Porto

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC									
			SPOKEN INFORMATION				DISPLAYED INFORMATION					
			LOCAL	REMOTE			LOCAL		REMOTE			
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC			
			Local Microphone	Sound Selective	Unit Public Address Location	OPERATION LOCATION		Timed	Follow-Up	Timed	OPERATION LOCATION	OBS.
NORTE	Douro Line	Vila Meã			•	CCO Porto			•		CCO Porto	
NORTE	Douro Line	Recesinhos			•	CCO Porto						
NORTE	Douro Line	Livração			•	CCO Porto			•		CCO Porto	
NORTE	Douro Line	Marco de Canaveses			•	CCO Porto			•		CCO Porto	
NORTE	Douro Line	Mosteirô	•			Run.Office						When staffed
NORTE	Douro Line	Ermida	•			Run.Office						When staffed
NORTE	Douro Line	Régua	•			Run.Office						When staffed
NORTE	Douro Line	Pinhão	•			Run.Office						When staffed
NORTE	Douro Line	Pocinho	•			Run.Office						
CENTRO	Norte Line	Lisboa Santa Apolónia			•	CCO Lisboa						
CENTRO	Norte Line	Braço de Prata			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Lisboa Oriente			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Moscavide			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Sacavém			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Bobadela			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Santa Iria			•	CCO Lisboa			•		CCO Lisboa	

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC								
			SPOKEN INFORMATION				DISPLAYED INFORMATION				
			LOCAL	REMOTE			LOCAL		REMOTE		
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC		
			Local Microphone	Sound Selective	Unit Public Address Location	OPERATION LOCATION		Timed	Follow-Up	Timed	OPERATION LOCATION
CENTRO	Norte Line	Póvoa			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Alverca			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Alhandra			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Vila Franca de Xira			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Castanheira do Riba-tejo			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Carregado			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Vila Nova da Rainha			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Espadanal da Azam-buja			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Azambuja			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Virtudes			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Reguengo - Vale da Pedra Pontével			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Setil			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Santana Cartaxo			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Vale de Santarém			•	CCO Lisboa					
CENTRO	Norte Line	Santarém			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Vale de Figueira			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Norte Line	Mato de Miranda			•	CCO Lisboa			•		CCO Lisboa

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC									
			SPOKEN INFORMATION				DISPLAYED INFORMATION					OBS.
			LOCAL	REMOTE		OPERATION LOCATION	LOCAL		REMOTE		OPERATION LOCATION	
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
CENTRO	Norte Line	Riachos/Torres Novas/Golegã			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Entroncamento			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Lamarosa			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Paialvo			•	CCO Lisboa						
CENTRO	Norte Line	Fungalvaz			•	CCO Lisboa						
CENTRO	Norte Line	Chão de Maçãs - Fátima			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Seiça-Ourém			•	CCO Lisboa						
CENTRO	Norte Line	Caxarias			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Albergaria dos Doze			•	CCO Lisboa						
CENTRO	Norte Line	Litém			•	CCO Lisboa						
CENTRO	Norte Line	Vermoil			•	CCO Lisboa						
CENTRO	Norte Line	Pombal			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Pelariga			•	CCO Lisboa						
CENTRO	Norte Line	Simões			•	CCO Lisboa						
CENTRO	Norte Line	Soure			•	CCO Lisboa						
CENTRO	Norte Line	Vila Nova de Anços			•	CCO Lisboa						
CENTRO	Norte Line	Alfarelos			•	CCO Lisboa						
CENTRO	Norte Line	Formoselha/Santo Varão			•	CCO Lisboa						

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC									
			SPOKEN INFORMATION				DISPLAYED INFORMATION					
			LOCAL	REMOTE		OPERATION LOCATION	LOCAL		REMOTE		OPERATION LOCATION	OBS.
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
CENTRO	Norte Line	Pereira			•	CCO Lisboa						
CENTRO	Norte Line	Amial			•	CCO Lisboa						
CENTRO	Norte Line	Vila Pouca do Campo			•	CCO Lisboa						
CENTRO	Norte Line	Taveiro			•	CCO Lisboa						
CENTRO	Norte Line	Casais			•	CCO Lisboa						
CENTRO	Norte Line	Espadaneira			•	CCO Lisboa						
CENTRO	Norte Line	Bencanta			•	CCO Lisboa						
CENTRO	Norte Line	Coimbra B			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Norte Line	Adémia			•	CCO Lisboa						
CENTRO	Norte Line	Vilela - Fornos			•	CCO Lisboa						
CENTRO	Norte Line	Souselas			•	CCO Lisboa						
CENTRO	Norte Line	Pampilhosa			•	CCO Lisboa						
CENTRO	Norte Line	Mealhada			•	CCO Porto			•		CCO Porto	
NORTE	Norte Line	Aguim			•	CCO Porto						
NORTE	Norte Line	Curia			•	CCO Porto						
NORTE	Norte Line	Mogofores			•	CCO Porto						
NORTE	Norte Line	Paraimo			•	CCO Porto						
NORTE	Norte Line	Oliveira do Bairro			•	CCO Porto						
NORTE	Norte Line	Oiã			•	CCO Porto						
NORTE	Norte Line	Quintans			•	CCO Porto						

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC									
			SPOKEN INFORMATION				DISPLAYED INFORMATION					OBS.
			LOCAL	REMOTE		OPERATION LOCATION	LOCAL		REMOTE		OPERATION LOCATION	
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
NORTE	Norte Line	Aveiro			•	CCO Porto			•		CCO Porto	
NORTE	Norte Line	Cacia			•	CCO Porto			•		CCO Porto	
NORTE	Norte Line	Canelas			•	CCO Porto			•		CCO Porto	
NORTE	Norte Line	Salreu			•	CCO Porto						
NORTE	Norte Line	Estarreja			•	CCO Porto			•		CCO Porto	
NORTE	Norte Line	Avanca			•	CCO Porto			•		CCO Porto	
NORTE	Norte Line	Válega			•	CCO Porto						
NORTE	Norte Line	Ovar			•	CCO Porto						
NORTE	Norte Line	Esmoriz			•	CCO Porto						
NORTE	Norte Line	Espinho			•	CCO Porto			•		CCO Porto	
NORTE	Norte Line	Granja			•	CCO Porto			•		CCO Porto	
NORTE	Norte Line	Aguda			•	CCO Porto						
NORTE	Norte Line	Miramar			•	CCO Porto						
NORTE	Norte Line	Francelos			•	CCO Porto						
NORTE	Norte Line	Valadares			•	CCO Porto			•		CCO Porto	
NORTE	Norte Line	Madalena			•	CCO Porto						
NORTE	Norte Line	Coimbrões			•	CCO Porto						
NORTE	Norte Line	Gaia			•	CCO Porto			•		CCO Porto	
NORTE	Norte Line	General Torres			•	CCO Porto			•		CCO Porto	
NORTE	Guimarães Line	Santo Tirso			•	CCO Porto			•		CCO Porto	

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC								
			SPOKEN INFORMATION				DISPLAYED INFORMATION				
			LOCAL	REMOTE			LOCAL		REMOTE		
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC		
			Local Microphone	Sound Selective	Unit Public Address Location	OPERATION LOCATION		Timed	Follow-Up	Timed	OPERATION LOCATION
NORTE	Guimarães Line	Caniços			•	CCO Porto			•		CCO Porto
NORTE	Guimarães Line	Vila das Aves			•	CCO Porto			•		CCO Porto
NORTE	Guimarães Line	Giesteira			•	CCO Porto			•		CCO Porto
NORTE	Guimarães Line	Lordelo			•	CCO Porto			•		CCO Porto
NORTE	Guimarães Line	Cuca			•	CCO Porto			•		CCO Porto
NORTE	Guimarães Line	Pereirinhas			•	CCO Porto			•		CCO Porto
NORTE	Guimarães Line	Vizela			•	CCO Porto			•		CCO Porto
NORTE	Guimarães Line	Nespereira			•	CCO Porto			•		CCO Porto
NORTE	Guimarães Line	Covas			•	CCO Porto			•		CCO Porto
NORTE	Guimarães Line	Guimarães			•	CCO Porto			•		CCO Porto
NORTE	Vouga Line	Aveiro - Vouga			•	CCO Porto					
NORTE	Beira Alta Line	Luso - Buçaco			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Mortágua			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	St.ª Comba Dão			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Carregal do Sal			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Oliveirinha - Cabanas			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Canas - Felgueira			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Nelas			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Mangualde			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Gouveia			•	CCO Lisboa			•		CCO Lisboa

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC								
			SPOKEN INFORMATION				DISPLAYED INFORMATION				
			LOCAL	REMOTE			LOCAL		REMOTE		
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC		
			Local Microphone	Sound Selective	Unit Public Address Location	OPERATION LOCATION		Timed	Follow-Up	Timed	OPERATION LOCATION
CENTRO	Beira Alta Line	Fornos de Algodres			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Celorico da Beira			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Vila Franca das Naves			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Guarda			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Cerdeira			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Vilar Formoso			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Beira Alta Line	Coimbra			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Alfarelos Branch	Verride			•	CCO Lisboa					
CENTRO	Oeste Line	Mira Sintra - Meleças			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Oeste Line	Sabugo			•	CCO Lisboa					
CENTRO	Oeste Line	Mafra			•	CCO Lisboa					
CENTRO	Oeste Line	Malveira			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Oeste Line	Pero Negro			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Oeste Line	Dois Portos			•	CCO Lisboa					
CENTRO	Oeste Line	Torres Vedras			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Oeste Line	Ramalhal			•	CCO Lisboa					
CENTRO	Oeste Line	Outeiro			•	CCO Lisboa			•		CCO Lisboa
CENTRO	Oeste Line	Bombarral			•	CCO Lisboa			•		CCO Lisboa

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			SPOKEN INFORMATION				DISPLAYED INFORMATION					
			LOCAL	REMOTE			LOCAL		REMOTE			
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC			
			Local Microphone	Sound Selective	Unit Public Address Location	OPERATION LOCATION		Timed	Follow-Up	Timed	OPERATION LOCATION	OBS.
CENTRO	Oeste Line	Caldas da Rainha			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Oeste Line	Pataias	•			Run.Office						When staffed
CENTRO	Oeste Line	Leiria	•			Run.Office						When staffed
CENTRO	Oeste Line	Louriçal			•	CCO Lisboa						
CENTRO	Oeste Line	Bifurcação de Lares			•	CCO Lisboa						
CENTRO	Oeste Line	Fontela			•	CCO Lisboa						
CENTRO	Oeste Line	Figueira da Foz			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Tomar Branch	Soudos - Vila Nova			•	CCO Lisboa						
CENTRO	Tomar Branch	Carrascal-Delongo			•	CCO Lisboa						
CENTRO	Tomar Branch	Curvaceiras			•	CCO Lisboa						
CENTRO	Tomar Branch	St.ª Cita			•	CCO Lisboa						
CENTRO	Tomar Branch	Carvalhos de Figueiredo			•	CCO Lisboa						
CENTRO	Tomar Branch	Tomar			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Beira Baixa Line	Barquinha			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Almourol			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Praia do Ribatejo			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Santa Margarida			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Tramagal			•	CCO Lisboa						

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			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
CENTRO	Beira Baixa Line	Abrantes			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Beira Baixa Line	Alferrarede			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Beira Baixa Line	Mouriscas A			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Belver			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Barca da Amieira - Envendos			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Fratel			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Ródão			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Beira Baixa Line	Sarnadas			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Castelo Branco			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Beira Baixa Line	Fundão			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Beira Baixa Line	Covilhã			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Beira Baixa Line	Caria			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Belmonte - Manteigas			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Maçainhas			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Benespera			•	CCO Lisboa						
CENTRO	Beira Baixa Line	Sabugal			•	CCO Lisboa						
CENTRO	Sintra Line	Lisboa Rossio			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Campolide			•	CCO Lisboa			•		CCO Lisboa	

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			LOCAL	REMOTE		OPERATION LOCATION	LOCAL		REMOTE		OPERATION LOCATION	OBS.
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC		
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed	
CENTRO	Sintra Line	Benfica			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Santa Cruz - Damaia			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Reboleira			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Amadora			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Queluz - Belas			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Monte Abraão			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Massamá - Barcarena			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Agualva - Cacém			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Rio de Mouro			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Mercês			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Algueirão - Mem Martins			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Portela de Sintra			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Sintra Line	Sintra			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cintura Line	Alcântara-Terra			•	CCO Lisboa				•	CCO Lisboa	
CENTRO	Cintura Line	Campolide A			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cintura Line	Sete Rios			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cintura Line	Entrecampos - Poente			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cintura Line	Entrecampos			•	CCO Lisboa			•		CCO Lisboa	

RAILWAY COMMAND	LINE / BRANCH	STATION/ HALT	INFORMATION TO THE PUBLIC									
			SPOKEN INFORMATION				DISPLAYED INFORMATION					
			LOCAL	REMOTE		OPERATION LOCATION	LOCAL		REMOTE		OPERATION LOCATION	OBS.
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
CENTRO	Cintura Line	Roma - Areeiro			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cintura Line	Braço de Prata (Norte)			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Cais do Sodré			•	Run. Office		•			Run. Office	Tmb CCO Lx.
CENTRO	Cascais Line	Santos			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Alcântara-Mar			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Belém			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Algés			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Cruz Quebrada			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Caxias			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Paço de Arcos			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Santo Amaro			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Oeiras			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Carcavelos			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Parede			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	São Pedro do Estoril			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	São João do Estoril			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Estoril			•	CCO Lisboa			•		CCO Lisboa	
CENTRO	Cascais Line	Cascais			•	CCO Lisboa			•		CCO Lisboa	

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			LOCAL	REMOTE		OPERATION LOCATION	LOCAL		REMOTE		OPERATION LOCATION	OBS.
			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC		
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed	
CENTRO	Cascais Line	Campolide A (Cintura)			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Pragal			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Corroios			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Foros de Amora			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Fogueteiro			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Coina			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Penalva			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Pinhal Novo			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Venda do Alcaide			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Palmela			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Setúbal			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Praça do Quebedo			•	CCO Lisboa			•		CCO Lisboa	
SUL	Sul Line	Praias-Sado-A			•	CCO Lisboa						
SUL	Sul Line	Grândola		•		CCO Setúbal						
SUL	Sul Line	Ermidas Sado		•		CCO Setúbal						
SUL	Sul Line	Funcheira		•		CCO Setúbal						
SUL	Sul Line	Amoreiras - Odemira		•		CCO Setúbal						
SUL	Sul Line	Luzianes		•		CCO Setúbal						
SUL	Sul Line	St.ª Clara - Sabóia		•		CCO Setúbal						

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			Local Microphone	Sound Selective	Unit Public Address Location	OPERATION LOCATION		Timed	Follow-Up	Timed	OPERATION LOCATION
SUL	Sul Line	São. Marcos		•		CCO Setúbal					
SUL	Sul Line	Messines - Alte		•		CCO Setúbal					
SUL	Alentejo Line	Barreiro			•	CCO Lisboa			•		CCO Lisboa
SUL	Alentejo Line	Barreiro A			•	CCO Lisboa			•		CCO Lisboa
SUL	Alentejo Line	Lavradio			•	CCO Lisboa			•		CCO Lisboa
SUL	Alentejo Line	Baixa da Banheira			•	CCO Lisboa			•		CCO Lisboa
SUL	Alentejo Line	Alhos Vedros			•	CCO Lisboa			•		CCO Lisboa
SUL	Alentejo Line	Moita			•	CCO Lisboa			•		CCO Lisboa
SUL	Alentejo Line	Penteado			•	CCO Lisboa			•		CCO Lisboa
SUL	Alentejo Line	Pinhal Novo (Sul)			•	CCO Lisboa			•		CCO Lisboa
SUL	Alentejo Line	Poceirão		•		CCO Setúbal					
SUL	Alentejo Line	Vendas Novas		•		CCO Setúbal					
SUL	Alentejo Line	Casa Branca	•	•		CCO Setúbal					
SUL	Alentejo Line	Beja	•	•		CCO Setúbal					
SUL	Alentejo Line	Évora		•		CCO Setúbal					
SUL	Leste Line	Elvas			•	CCO Lisboa					
SUL	Algarve Line	Lagos			•	CCO Set. (Faro)			•		CCO Set. (Faro)
SUL	Algarve Line	Mexilhoeira Grande			•	CCO Set. (Faro)					

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			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
SUL	Algarve Line	Portimão			•	CCO Set. (Faro)			•		CCO Set. (Faro)	
SUL	Algarve Line	Estômbar-Lagoa			•	CCO Set. (Faro)						
SUL	Algarve Line	Silves			•	CCO Set. (Faro)						
SUL	Algarve Line	Alcantarilha			•	CCO Set. (Faro)						
SUL	Algarve Line	Tunes			•	CCO Set. (Faro)			•		CCO Set. (Faro)	
SUL	Algarve Line	Albufeira - Ferreiras			•	CCO Set. (Faro)			•		CCO Set. (Faro)	
SUL	Algarve Line	Boliqueime			•	CCO Set. (Faro)						
SUL	Algarve Line	Loulé			•	CCO Set. (Faro)			•		CCO Set. (Faro)	
SUL	Algarve Line	Parque das Cidades			•	CCO Set. (Faro)						
SUL	Algarve Line	Faro			•	CCO Set. (Faro)			•		CCO Set. (Faro)	
SUL	Algarve Line	Olhão			•	CCO Set. (Faro)			•		CCO Set. (Faro)	
SUL	Algarve Line	Fuseta			•	CCO Set. (Faro)						

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			ORALLY	ORALLY	AUTOMATIC		MANUAL	AUTOM.	AUTOMATIC			
			Local Microphone	Sound Selective	Unit Public Address Location			Timed	Follow-Up	Timed		
SUL	Algarve Line	Tavira			•	CCO Set. (Faro)			•		CCO Set. (Faro)	
SUL	Algarve Line	Cacela			•	CCO Set. (Faro)						
SUL	Algarve Line	Vila Real de St.º António			•	CCO Set. (Faro)			•		CCO Set. (Faro)	

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