LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics

Administration des chemins de fer

NS

Luxembourgish Railway Network Statement Timetable 2026

Version 1.2

Picture: Mike Wohl

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APPENDIXES:

GLOSSARY

Allocation	The process by which the assignment of railway infrastructure capacities is granted to an applicant.
Ad-Hoc train path	Any tailor-made individual train path, or a tailor-made or pre-constructed train path at the request of an applicant, outside the annual programming process or the monthly updates.
Applicant	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.
Basic running	Minimum time technically possible in relation to the used infrastructure and rolling stock taken by train to cover a given route.
Capacity	The possibility of scheduling train paths requested for an element of infrastructure for a certain period.
Coordination	The process through which the infrastructure manager and applicants will attempt to resolve situations in which there are conflicting applications for infrastructure capacity.
Framework agreement	A general agreement legally binding, drawn up based on public or private law, defining the rights and obligations of an applicant and of the infrastructure management, the path allocation body, and/or the pricing body regarding path allocation and pricing to apply for a term exceeding a single service timetable validity period.

Freight train	Any train, even empty, containing vehicles intended for freight transport, except for cases assimilated to passenger trains. By default, any train that is not comparable to a passenger train, a service train, or a running light is considered.
Infrastructure manager	Anybody or firm responsible for establishing, managing, and maintaining railway infrastructure, including traffic management and control-command and signalling; the functions of the Infrastructure Manager on a network may be allocated to different bodies or firms.
Network	The entire railway infrastructure is managed by an infrastructure manager.
Number of bodies	Number of items making up a passenger train, including locomotives.
Passenger train	Any train, even empty, which, other than locomotives, comprises only vehicles designed for transporting people, possibly accompanied by baggage vans, car-carrier wagons, or other wagons intended for this type of traffic.
Prearranged train path	Any train path created by the allocation body on request by the corridor RFC NORTH SEA RHINE MEDITERRANEAN C-OSS (also named PAP) and offered to the applicants in a Path catalogue published in PCS and on the corridor RFC NORTH SEA RHINE MEDITERRANEAN website in accordance with EU Regulation No. 913/2010.
Railway undertaking	Any public or private undertaking licensed according to Directive 2012/34/EU, the principal business of which is to provide services for the transport of goods and/or passengers by rail. There is a requirement that the undertakings ensure traction, and this includes undertakings that provide traction only.
Regulator	Railway market control body; function carried out by the Luxembourg Regulatory Institute (ILR).

Regular train	Running on a regular train path.
Regular train path	Any path defined in the service schedule, created during the scheduling process.
Saturated or congested infrastructure	The sections of the infrastructure on which infrastructure capacity requests cannot be fulfilled entirely during certain periods, even after the coordination of the different capacity reservation requests.
Service timetable	Data defining all the programmed movements of trains and rolling stock on the relevant infrastructure concerned during the validity term of this timetable. A detailed definition of the service timetable and the documents published by ACF are in Appendix 3 B.
Service train	A train used for maintenance of infrastructure or other non-commercial purposes.
Special train	Running on an ad-hoc train path allocated in the remaining capacity.
TCR	Temporary Capacity Restriction
Tertiary network	An industrial network as defined by the law of 18 December 2006 relative to purchasing rail infrastructure from the company Arcelor S.A This network is reserved solely for freight traffic used for shunting movements on these specific sidings in this network.
Train path	The infrastructure capacity needed to run a train between two places over a given period.
Train path group	A set of train paths differing only in the day on which traffic runs.
Train path length	Distance between the origin point and the destination point of the train path according to the itinerary the train has foreseen to use.

Train running	Time taken by train to cover the route corresponding to the allocation of a given train path.
Trassenportal	Web application provided by the ACF for the ordering of train paths.
TTR	Timetabling and Capacity Redesign
Workdays	In this NS, “workdays” means “the days from Monday to Friday except legal holidays”.

Chapter 1 GENERAL INFORMATION

1.1 Introduction

In accordance with the modified law of 6 June 2019 relating to the management, access, and use of the railway infrastructure and the regulation of the railway market, the Railway Administration ACF exercises the functions of the pricing body and capacity allocation of the national rail infrastructure.

The National Railway infrastructure is managed for the state of Luxembourg by the Société Nationale des Chemins de Fer Luxembourgeois (hereinafter "CFL"), in accordance with the Grand Duchy regulation of 6 November 2009 about the management contract of the railway infrastructure's approval and the collective convention on the building management dependent on the railway infrastructure signed on 7th May 2009 between the State and the Société Nationale des Chemins de Fer Luxembourgeois. The CFL, as an infrastructure manager, is therefore, among other things, responsible for traffic regulations.

1.2 Purpose of the Network Statement

The objective of this NS is to provide, in a transparent and non-discriminatory manner, to applicants the information necessary for access to and use of the national railway network. This NS does not claim to be exhaustive. It is designed to help candidates plan the transport services in the Grand Duchy of Luxembourg, and it may be amended as needed. It also provides information about the fees payable for the use of the railway infrastructure.

1.3 Legal Aspects

1.3.1 Legal Framework

- The following list of documents is based on information available as of 1st August 2025. It should be considered non-exhaustive.
- Chemins de fer et abrogeant le règlement (CE) N° 881/2004.
- Directive 2016/797/UE relative à l'interopérabilité du système ferroviaire au sein de la Communauté,
- Directive 2007/59/CE modifiée relative à la certification des conducteurs de train assurant la conduite de locomotives et de trains sur le système ferroviaire dans la Communauté.
- Règlement (UE) N° 913/2010 modifié du Parlement européen et du Conseil du 22 septembre 2010 relatif au réseau ferroviaire européen pour un fret compétitif.
- Règlement (UE) N° 454/2011 modifié de la Commission du 5 mai 2011 relatif à la spécification technique d'interopérabilité concernant le sous-système « Applications télématiques au service des voyageurs » du système ferroviaire transeuropéen.

- Règlement (UE) N° 321/2013 modifié de la commission du 13 mars 2013 relatif à la spécification technique d'interopérabilité concernant le sous-système « matériel roulant – wagons pour le fret » du système ferroviaire dans l'Union européenne et abrogeant la décision 2006/861/CE (texte consolidé)
- Règlement d'exécution (UE) N° 402/2013 de la Commission du 30 avril 2013 concernant la méthode de sécurité commune relative à l'évaluation et à l'appréciation des risques et abrogeant le règlement (CE) No 352/2009
- Règlement (UE) N° 1299/2014 de la Commission du 18 novembre 2014 concernant les spécifications techniques d'interopérabilité relatives au sous-système « Infrastructure » du système ferroviaire dans l'Union européenne.
- Règlement (UE) N° 1300/2014 de la Commission du 18 novembre 2014 sur les spécifications techniques d'interopérabilité relatives à l'accessibilité du système ferroviaire de l'Union pour les personnes handicapées et les personnes à mobilité réduite.
- Règlement (UE) N° 1301/2014 de la Commission du 18 novembre 2014 concernant les spécifications techniques d'interopérabilité relatives au sous-système « énergie » du système ferroviaire de l'Union.
- Règlement (UE) N° 1302/2014 de la Commission du 18 novembre 2014 concernant une spécification technique d'interopérabilité relative au sous-système « Matériel roulant » — « Locomotives et matériel roulant destiné au transport de passagers » du système ferroviaire dans l'Union européenne.
- Règlement (UE) N° 1303/2014 de la Commission du 18 novembre 2014 concernant la spécification technique d'interopérabilité relative à la sécurité dans les tunnels ferroviaires du système ferroviaire de l'Union européenne.
- Règlement (UE) N° 1304/2014 de la Commission du 26 novembre 2014 relatif à la spécification technique d'interopérabilité concernant le sous-système « Matériel roulant-bruit », modifiant la décision 2008/232/CE et abrogeant la décision 2011/229/UE.
- Règlement (UE) N° 1305/2014 de la Commission du 11 décembre 2014 relatif à la spécification technique d'interopérabilité concernant le sous-système « Applications télématiques au service du fret » du système ferroviaire de l'Union européenne et abrogeant le règlement (CE) N° 62/2006.
- Règlement (UE) 2018/643 du Parlement européen et du Conseil du 18 avril 2018 relatif aux statistiques des transports par chemin de fer (refonte), abrogeant le Règlement (CE) N° 91/2003 du Parlement européen et du Conseil du 16 décembre 2002 relatif aux statistiques des transports par chemin de fer.
- Règlement (UE) 2024/1679 du Parlement européen et du Conseil du 13 juin 2024 sur les orientations de l'Union pour le développement du réseau transeuropéen de transport, modifiant les règlements (UE) 2021/1153 et (UE) n° 913/2010 et abrogeant le Règlement (UE) n" 1315/2013
- Règlement d'exécution (UE) 2015/10 de la Commission du 6 janvier 2015 concernant les critères applicables aux candidats pour les demandes de capacités de l'infrastructure ferroviaire et abrogeant le règlement (UE) N° 870/2014.
- Règlement d'exécution (UE) 2015/171 de la Commission du 4 février 2015 sur certains aspects de la procédure d'octroi des licences des entreprises ferroviaires.

- Règlement d'exécution (UE) 2015/909 de la Commission du 12 juin 2015 concernant les modalités de calcul du coût directement imputable à l'exploitation du service ferroviaire.
- Règlement d'exécution (UE) 2015/1100 de la Commission du 7 juillet 2015 concernant les obligations d'information incombant aux États membres dans le cadre de la surveillance du marché ferroviaire.
- Règlement d'exécution (UE) 2017/2177 de la Commission du 22 novembre 2017 concernant l'accès aux installations de service et aux services associés au transport ferroviaire.
- Règlement d'exécution (UE) 2018/1795 de la Commission du 20 novembre 2018 établissant la procédure et les critères pour l'application du test de l'équilibre économique conformément à l'article 11 de la directive 2012/34/UE du Parlement européen et du Conseil, abrogeant le Règlement d'exécution (UE) N° 869/2014 de la Commission du 11 août 2014 relatif à de nouveaux services de transport ferroviaire de voyageurs.
- Règlement d'exécution (UE) 2019/773 de la Commission du 16 mai 2019 concernant la spécification technique d'interopérabilité relative au sous-système « Exploitation et gestion du trafic » du système ferroviaire au sein de l'Union européenne et abrogeant la décision 2012/757/UE, abrogeant le Règlement (UE) 2015/995 de la Commission du 8 juin 2015 modifiant la décision 2012/757/UE concernant la spécification technique d'interopérabilité relative au sous-système « Exploitation et gestion du trafic » du système ferroviaire de l'Union européenne.
- Règlement d'exécution (UE) 2023/1695 de la Commission du 10 août 2023 relatif à la spécification technique d'interopérabilité concernant les sous-systèmes « contrôle-commande et signalisation» du système ferroviaire dans l'Union européenne et abrogeant le règlement (UE) 2016/919, abrogeant le Règlement (UE) 2016/919 de la commission du 27 mai 2016 relatif à la spécification technique d'interopérabilité concernant les sous-systèmes « contrôle-commande et signalisation » du système ferroviaire dans l'Union européenne.
- Projet de règlement d'exécution (UE) du Parlement Européen concernant l'utilisation des capacités d'infrastructure ferroviaire dans l'espace ferroviaire unique européen, modifiant la directive 2012/34/UE et abrogeant le règlement (UE) n° 913/2010
- Décision de la Commission 2011/155/UE relative à la publication et à la gestion du document de référence visé à l'article 27, paragraphe 4, de la directive 2008/57/CE du Parlement européen et du Conseil relative à l'interopérabilité du système ferroviaire au sein de la Communauté (notifiée sous le numéro C (2011) 1536]
- Loi modifiée du 17 décembre 1859 sur la police des chemins de fer.
- Loi du 15 juin 2006 portant approbation du Protocole, signé à Vilnius, le 3 juin 1999, portant modification de la Convention relative aux transports internationaux ferroviaires (COTIF), du 9 mai 1980.
- Loi du 30 avril 2008 portant
  a) Création de l'Administration des Enquêtes Technique
  b) Modification de la loi modifiée du 22 juin 1963 fixant le régime des traitements des fonctionnaires de l'Etat et
  c) Abrogation de la loi du 8 mars 2002 sur les entités d'enquêtes techniques relatives aux accidents et incidents graves survenus dans les domaines de l'aviation civile, des transports maritimes et des chemins de fer

- Loi du 18 décembre 2006
- 1° autorisant l'acquisition de l'infrastructure ferroviaire appartenant à la société Arcelor S.A.;
- 2° modifiant la loi modifiée du 10 mai 1995 relative à la gestion de l'infrastructure ferroviaire; 3° modifiant la loi du 28 mars 1997
- Approuvant le protocole additionnel du 28 janvier 1997 portant modification de la Convention belgo-franco-luxembourgeoise relative à l'exploitation des chemins de fer du Grand-Duché, signée à Luxembourg, le 17 avril 1946 ;
- Approuvant les statuts modifiés de la Société Nationale des Chemins de Fer Luxembourgeois (CFL) ;
- Concernant les interventions financières et la surveillance de l'Etat à l'égard des CFL
- Portant modification de la loi du 10 mai 1995 relative à la gestion de l'infrastructure ferroviaire.
- Loi du 19 juin 2009 sur l'ordre et la sécurité dans les transports publics.
- Loi du 16 décembre 2011 portant approbation du Protocole de Luxembourg portant sur les questions spécifiques au matériel roulant ferroviaire à la Convention relative aux garanties internationales portant sur des matériels d'équipement mobiles, signé à Luxembourg, le 23 février 2007.
- Loi du 28 avril 2017 concernant la maîtrise des dangers liés aux accidents majeurs impliquant des substances dangereuses et portant modification de la loi modifiée du 10 juin 1999 relative aux établissements classés
- Loi modifiée du 6 juin 2019 par la loi du 18 mars 2022 relative à la gestion, à l'accès, à l'utilisation de l'infrastructure ferroviaire et à la régulation du marché ferroviaire
- Loi du 5 février 2021 relative à l'interopérabilité ferroviaire, à la sécurité ferroviaire et à la certification des conducteurs des trains.
- Convention relative aux transports internationaux ferroviaires du 9 mai 1980 dans la teneur du Protocole de modification du 3 juin 1999 à l'exclusion des appendices E (CUI), F (APTU) ET G (ATMF) (COTIF)
- Règlement grand-ducal du 7 novembre 2008 portant des spécifications complémentaires relatives aux accidents et incidents survenus dans le domaine du chemin de fer
- Règlement grand-ducal du 6 novembre 2009 portant approbation du contrat de gestion de l'infrastructure ferroviaire et de la convention relative à la gestion des immeubles dépendant de l'infrastructure ferroviaire signés le 7 mai 2009 entre l'État et la Société Nationale des Chemins de Fer Luxembourgeois.
- Règlement grand-ducal du 21 septembre 2011 définissant les modalités de délivrance, d'utilisation et de retrait des titres de légitimation du personnel de l'Administration des enquêtes techniques désigné pour exercer la fonction d'enquêteur, des enquêteurs désignés externes à ladite Administration et des experts dans le cadre des enquêtes techniques relatives aux accidents et aux incidents graves survenus dans le domaine de l'aviation civile, des transports maritimes et du chemin de fer.
- Règlement grand-ducal du 31 mai 2015 relatif aux cartes de légitimation et lettres de légitimation de certains agents et experts externes de l'Administration des chemins de fer.
- Arrêté grand-ducal du 05 avril 2017 portant publication du Règlement concernant le transport international ferroviaire des marchandises dangereuses (RID), Appendice C à la

Convention relative aux transports internationaux ferroviaires (COTIF), signée à Vilnius, le 3 juin 1999 et approuvée par la loi du 15 juin 2006, y compris les amendements en vigueur au 1er janvier 2017.

- Infrastructure manager regulation N°219 concerning the rolling stock's admission on the Luxembourgish railway network.

1.3.2 Legal Status and Liability

1.3.2.1 General Remarks

Notwithstanding the stipulations of point 1.3.2.2, the provisions of chapters: Chapter 4, Chapter 5, Chapter 6, and Chapter 7 are considered to be part of the railway infrastructure utilization contract as long as they come under the authority of ACF or the railway infrastructure manager. These provisions override the provisions of a framework agreement or the general conditions of the infrastructure contract of use.

In a framework agreement, or under the conditions of the infrastructure contract of use, these provisions of the NS may be derogated on the informal condition that it is clearly indicated which point(s) of the NS are intended to be waived, and that this derogation does not lead to any discrimination between railway undertakings.

1.3.2.2 Liability

ACF has drawn up this document with the greatest care and to its highest level of knowledge.

It does not assume any liability for the possible consequences of errors, printing faults, or the non-exhaustive nature of the information or data supplied by this document, or for data supplied by other organizations.

The data supplied is simply for information and may change according to developments in the legislation.

The CFL, as an infrastructure manager, supplied specific data on its missions. The ACF cannot assume any liability for the accuracy of such information. It represents the predicted state of the railway infrastructure, depending on knowledge as it stands on 1st August 2025. The infrastructure manager does not assume any liability if, for reasons beyond its control, the state of the infrastructure no longer corresponds to the description given in the NS.

Despite the care taken by ACF in producing accurate information, should any divergences occur with respect to documents underpinning the NS, in particular legal documents, the latter shall prevail. ACF will correct as quickly as possible any errors reported to it, without being liable for any other consequences.

1.3.3 Appeals Procedure

The function of the independent national regulatory body for the railway sector will be fulfilled by l'Institut Luxembourgeois de Régulation (ILR), hereinafter "The Regulator". Any applicant wishing to do so may bring a matter before the Regulator if it considers itself having been unfairly treated, discriminated against, or having suffered from any other prejudice, in particular concerning:

- The Network Statement in its provisional and definitive versions;
- The criteria contained in this document;
- The procedure for allocating railway infrastructure capacity and its results;
- The pricing system;
- The level of the structures of the fees for the use of the infrastructure, which it is or maybe required to pay;
- The provisions on access to railway infrastructure and services.
- Access to services and their pricing.

The applicant must submit its request to the Regulator by registered letter. The request shall be written in French, German or English.

The Regulator examines each complaint and, where necessary, requests relevant information and initiates consultations with all parties concerned within one month of receiving the complaint. He decides on all complaints, adopts the necessary measures, and communicates his reasoned decision to the parties concerned within six weeks of receipt of all relevant information.

The decisions taken by the Regulator are binding on all the parties concerned and are not subject to the control of any other administrative body.

The decision, which may include the levying of a penalty, stipulates the technical and financial conditions for the setting of the difference in the allotted time. If necessary, for settling the difference, the Regulator defines objectively, transparently, in a traceable, non-discriminatory and proportional manner, the conditions for access to the network and its conditions of use.

In case an appeal is introduced against a refusal to grant infrastructure capacity or against the terms of a capacity proposal, the Regulator confirms that there is no need to modify the decision taken by the infrastructure manager or require the amendment of the decision in question in accordance with the guidelines set by the Regulator.

The expenses for processing the file shall be paid by the claimant.

1.4 Structure of NS

This NS is divided into 7 chapters.

Chapter 1 gives general information about the NS and the points of contact to obtain additional information. It also includes a glossary.

Chapter 2 gives a brief description of the available infrastructure and its primary characteristics.

Chapter 3 outlines the general conditions of access and the general commercial conditions. It also gives some basic information related to the approval of the rolling stock and the personnel of the railway undertakings.

Chapter 4 describes the procedure for the path's allocation.

Chapter 5 lists the tariffs applied both for the minimum services allocated in accordance with Chapter 4 as well as for the additional services, included in the chapter itself, provided by the manager of the rail infrastructure.

Chapter 6 describes the traffic management procedures, including the procedures to be followed in the event of an incident.

Chapter 7 covers the facilities and services provided. It describes the conditions for obtaining these accesses and services. When the rail infrastructure manager does not provide these services, it indicates potential suppliers.

This NS is compliant with the RNE NS common structure and allows applicants to find the same information in the same place in Network Statements of different countries.

1.5 Validity Period, Updating and Publishing

1.5.1 Validity Period

This NS is valid for a term extending from 14 December 2025 to 12 December 2026 inclusive.

It is based on data known on 1st August 2025, the legislation in force on that date, and, as far as possible, considers the foreseeable developments regarding the transposition of European directives into Luxembourg legislation.

This NS concerns any trains for which the allocated train path begins during the above-indicated validity period. For services invoiced on a time basis, the units of time beginning during the validity period of this NS are invoiced according to the tariffs applicable during that period.

1.5.2 Updating Process

Amendments will be issued when changes due to developments in legislation or major changes to the infrastructure occur.

1.5.3 Publishing

Network Statement (NS) 2026 is published by ACF “Administration des chemins de fer”, in French and English. The French version is the prevailing version.

It is available free of charge as a PDF file on the website: Railinfra.lu. It can be obtained in a digital format by sending a request via email to: projets.europe@acf.etat.lu.

1.6 Contacts

1.6.1 Requests for train paths

Requests for train paths are to be sent to:

✉	**Administration des chemins de fer** Division Sillons Guichet Unique 1, Porte de France L-4360 Esch-sur-Alzette
Phone	+352 261912 23
E-mail	oss@acf.etat.lu

1.6.2 Information regarding the Network Statement

Any requests for additional information or any suggestions concerning this document shall be sent to ACF (see par. 1.6.1).

1.6.3 Recourse to the independent national regulatory body

The function of the independent national regulatory body is fulfilled by l'Institut Luxembourgeois de Régulation:

✉	**Institut Luxembourgeois de Régulation** Service Ferroviaire 17, rue du Fossé L-1536 Luxembourg
Phone	+352 28 228 228
Fax	+352 28 228 229
E-mail	ferroviaire@ilr.lu

1.6.4 Exceptional transports

Requests for exceptional transport are to be sent to:

✉	**Société Nationale des Chemins de Fer Luxembourgeois** Direction Gestion Infrastructure Division Planification Exploitation GI-PE4 B.P. 1803 L-1018 Luxembourg
Phone	+352 2489 5464
Email	gi.ate@cfl.lu

1.6.5 Authorisation for placing in service of railway rolling stock

Requests for placing into service of rolling stock are to be sent to the above address:

✉	**Administration des chemins de fer** Division Interopérabilité et Sécurité 1, Porte de France L-4360 Esch-sur-Alzette
Phone	+352 261912 35 or +352 261912 33
E-mail	vehicle-authorisation@acf.etat.lu

1.6.6 Request for a corrective number for the compatibility codes according to IRS 50596-6

To get the corrective number according to IRS 50596-6, the requester must establish a technical dossier containing at least all the wagon data and characteristics listed under points 1.4, 1.5, 3.2 of the IRS 50596-6, including its Table 2 of points 3.2 and its Appendix A.

This dossier must be sent to the infrastructure manager, who will indicate the corrective number to affix only to those wagons specified in the request.

The marking itself will be done under the responsibility of the requester according to annex P of the technical specification of interoperability relating to the subsystem 'Traffic Operation and Management' of the trans-European conventional rail system and section 4.5.38 of the European standard EN15877-1.

Requests for a corrective number must be sent to:

✉	**Société Nationale des Chemins de Fer Luxembourgeois** Direction Gestion Infrastructure B.P. 1803 L-1018 Luxembourg
Phone	+352 2489 4512
Email	GI.Courrier@cfl.lu

1.6.7 Neighbouring infrastructure managers

Information about the railway infrastructure of neighbouring countries is also covered by a network statement document, which can be obtained from:

Germany	DB InfraGO	https://www.dbinfrago.com/web-en/rail-network/network_statement
Belgium	INFRABEL Right On Track	https://acc.infrabel.be/en/networkstatement
France	SNCF RÉSEAU	https://www.sncf-reseau.com/fr/drr/network-statement-national-rail-network-timetable-2025t

1.7 Cooperation between European IMs/ABs

1.7.1 Rail Freight Corridors

The national rail network integrates the European freight corridor RFC NORTH SEA RHINE MEDITERRANEAN in accordance with Regulation (EU) No 913/2010. Lines concerned by this corridor and indicated in the CID (Corridor Information Document) book 5, Appendix 1, are the main line Rodange-border Aubange Bettembourg-border via Esch-sur-Alzette and two diversionary lines Kleinbettingen-border Bettembourg-border and Pétange Bettembourg-border via Dippach-Reckange.

Part of the capacity of these lines is exclusively offered as prearranged paths (PAPs) by the corridor's one-stop shop, C-OSS.

These paths, which have a special status described in the Regulation (EU) No 913/2010, are published at X-11 and are protected against all changes.

Ordering of these paths is only possible in PCS between X-11 and X-8.

Reserve capacity PAPs will be available in PCS until 21 days before running. Details can be found in the Corridor Information Document (CID), which is published on the corridor's website. The billing of the PAPs is done nationally according to Chapter 5.

The RFC NORTH SEA RHINE MEDITERRANEAN C-OSS can be reached at:

✉	**RFC NORTH SEA RHINE MEDITERRANEAN C-OSS** Fonsnylaan 13 B-1060 Bruxelles
Phone	+32 2 432 28 08
Mobile Phone	+32 492 91 49 76
E-mail	oss@rfc2.eu
Web	www.corridor-nsrm.eu

1.7.2 RailNetEurope (RNE)

In January 2004, the agencies in charge of rail capacity allocation and European railway infrastructure managers founded RailNetEurope (RNE), a common cooperation organization for the allocation of international infrastructure capacities with a coordinating office based in Vienna, Austria.

RNE aims to provide support to railway undertakings (RUs) in their international activities (for both freight and passengers) and increase the efficiency of the IMs/ABs processes. Together, the Members of RailNetEurope are harmonising international rail transport conditions and introducing a corporate approach to promote the European railway business for the benefit of the entire rail industry across Europe.

RNE's tasks are carried out by four working groups and by ad-hoc project groups coordinated by the RNE Joint Office, which is based in Vienna, Austria.

Currently, RailNetEurope (RNE) is a partnership of 38 infrastructure managers and allocation bodies, together with 11 associated rail freight corridors, jointly covering more than 230,000 km of railway networks across Europe. In its daily work, RailNetEurope's tasks are to simplify, harmonise and optimise international rail processes such as:

- Europe-wide timetabling harmonization,
- Common marketing & sales approaches (including Network Statements),
- Co-operation between IMs in the field of operations,
- Train location information exchange in real time across borders,
- After-sales services (e.g., reporting) and statistics

Additional information about RailNetEurope, its activities and members is available on the website http://www.rne.eu.

1.7.3 One-Stop-Shop (OSS)

The members of RailNetEurope have formed One-Stop Shops (OSS) working in the network as a single point of contact for customers. For any requests concerning international train paths, railway undertakings need only contact one of the One-Stop-Shops. The OSS will then deal with the allocation process for the entire international train path.

- A contacted One-Stop Shop will advise and inform the customer about the range of products and services offered by the infrastructure managers.
- Will supply the customer with all required information for access to and use of infrastructures involving the allocation bodies and infrastructure managers, which are members of RailNetEurope;
- Will deal with any requests for train paths on networks forming part of RailNetEurope;
- Will ensure, in collaboration with neighbouring OSS, that the requests for international train paths for the next timetable period are duly taken into consideration during the annual timetable construction process;
- Will assist the customer in the invoicing and payment procedures.

Additional information about One-Stop Shops is available on the website http://www.rne.eu/organisation/oss-c-oss/.

The Luxembourg One-Stop Shop is located at the following address:

✉	**Administration des chemins de fer** Division Sillons Guichet Unique 1, Porte de France L-4360 Esch-sur-Alzette
Phone	+352 261912 23
E-mail	oss@acf.etat.lu

1.7.4 RNE Tools

1.7.4.1 CIS-Charging Information System

CIS is RNE's international access charge estimation tool, designed to provide customers with pricing information. As a web-based umbrella system for the various national rail infrastructure-charging systems, it can calculate the price for the use of international train paths within minutes, 24 hours a

day, including charges for train paths, station fees, and shunting fees. The details of this application can be found on the RNE CIS website.

Chapter 2 INFRASTRUCTURE

2.1 Introduction

According to Article 7 of the modified law of 6 June 2019 on the management, access, and use of the railway infrastructure and the regulation of the railway market, the State has entrusted the management of the National Rail Network to the Société Nationale des Chemins de Fer Luxembourgeois (CFL).

The information in this chapter is supplied by the CFL. It relates to the situation existing on 1st August 2025. The state of the network is liable to change during the validity term of this Network Statement (NS). Only major modifications that may influence the running of the trains will lead to an update of the document.

2.2 Extent of Network

2.2.1 Limits

The provisions of this NS apply to the entire network infrastructure whose scope and junction points with the neighbouring networks are defined in Appendix 2A.

The characteristics of the infrastructure are presented below in section 2.3. Additional information can be obtained from the following address:

✉	**Société Nationale des Chemins de fer Luxembourgeois** Direction Gestion Infrastructure B.P. 1803 L-1018 Luxembourg

2.2.2 Connecting Railway Networks

Luxembourg network line (kilometre point)	Luxembourg network border station	Border infrastructure	Border infrastructure line (kilometre point)	Border station boundary infrastructure
line 1 (pk 93,431)	Troisvierges	INFRABEL	line 42 (bk 80,123)	Gouvy
line 3 (pk 37,443)	Wasserbillig	DB Infra Go	line 3140 (km 19,162)	Igel

line 5 (pk 18,765)	Kleinbettingen	INFRABEL	line 162 (bk 207,742)	Arlon
line 6 (pk 0,000)	Bettembourg	SNCF Réseau	line 180 (km 203,7)	Thionville
line 6g (pk 4,092)	Pétange	INFRABEL	line 165 (bk 214.621)	Aubange
line 6h (pk 5,161)	Pétange	SNCF Réseau	line 2 (km 248,640)	Longwy
line 6j (pk 4,092)	Pétange	INFRABEL	line 167 (bk 214,788)	Athus

2.3 Network Description

Annex 2A sets out the technical and functional characteristics of the various lines on the network:

- Designation and numbering of lines,
- Number of tracks,
- Name and status of stations,
- Geographical location of establishments,
- Distances between stations,
- Speed limits of line sections.

The data and parameter values in Appendix 2A relate to ordinary transport. For exceptional transport, see section 4.7.

2.3.1 Track Typologies

- Single track: 100,319 km
- Double track: 160,327 km
- Multiple tracks: 0 km

2.3.2 Track Gauges

The entire national rail network is standard gauge, e=1435mm.

2.3.3 Stations and Nodes

A list of all stations and nodes can be found in Appendix 2A of this Document.

2.3.4 Loading Gauge and Codification

Appendix 2B defines the gauges (according to European Standard EN15273) accepted on the various lines of the National Rail Network and includes the coding of the various lines (according to the leaflet IRS 50596-6) of the National Rail Network for combined transport.

2.3.5 Weight Limits per axle/meter load

Lines	Axle load	Meter load
all lines	category D4: 22.5 t / axle	category D4: 8.0 t / m

2.3.6 Line Gradients

Appendix 2A provides information about the various gradients of the lines and line sections.

2.3.7 Maximum Line Speed

See Appendix 2A.

2.3.8 Maximum train lengths

Passenger trains:

The maximum composition of passenger trains is 16 vehicles, 64 axles, 800 tons and 430 meters.

Luxembourg IM may define waivers in conformity with RGE book 4 §08 01.

Empty passenger car-sleeper trains and passage trains without commercial stops on the National Rail Network can include at most 100 axles, including the tractive vehicles.

When the length of a train is greater than the effective length of the platforms on its route, the railway undertaking is required to define the rules and procedures that allow safe passenger boarding and alighting.

Freight trains:

The maximum length of a freight train varies depending on the line. However, under no circumstances may it exceed 850 meters, including the tractive vehicles. Only with the authorisation of CFL GI. See Appendix 2A.

2.3.9 Power Supply

The type of electric drive installation for each line is indicated in Appendix 2A.

2.3.10 Signalling Systems

See Appendix 2A.

2.3.11 Traffic Control Systems

See Appendix 2A.

See 6.3

2.3.12 Communication Systems

CFL commissioned the GSM-R digital mobile radio network on December 9, 2018.

Trains operating on the Luxembourg rail network must comply with document RSC-LU-01-V on the ERA website (see TD/011REC1028).

Only IUs holding a valid safety certificate or safety approval on the national rail network may request SIM cards (compliant with MORANE P 38 T 9001: FFFIS for GSM-R SIM Cards v5.0 from the Infrastructure Manager (IM)) compatible with the Luxembourg GSM-R network.

- Case of a Cab Radio equipped with a Luxembourgish SIM card wishing to travel abroad. SIM cards supplied by CFL may be compatible with the networks of foreign countries within the limits of the agreements that CFL has reached with the operators of these systems (cf. Appendix 2D).
- Case of a Cab Radio equipped with SIM cards from foreign countries wishing to operate in Luxembourg. UIs whose Cab radios are equipped with foreign SIM cards must also ensure compatibility with Luxembourg's GSM-R network (see Appendix 2D).

If there is no roaming agreement with the GSM-R network, one can be established between the IM and all the GSM-R networks listed in Appendix 2D. When a RU requests to open roaming on one of the GSM-R networks, it must write a pre-announcement letter to the attention of the IM at least 1 year before the desired effective date.

In all cases, a minimum of 6 months should be allowed after validation of the complete file. This period is independent of the authorisation process by the Railway Administration.

As part of the management of the obsolescence of analogue telephone technology in the countryside, and following the introduction of GSM-R, the infrastructure manager will be dismantling telephones at the SFP (Signal Fixe Principal) and SFVb (Signal Fixe de Barrage) and will reduce the number of A/V telephones installed at platforms and tunnel entrances.

To this end, the infrastructure manager informs that since July 1, 2021, the Luxembourg infrastructure manager has stopped installing telephones at SFP, SFA, and SFVb during new constructions, and is also taking advantage of current renewal works to remove SFP and SFVb telephones. Starting the second half of the year 2027, users of the infrastructure will no longer encounter a telephone dedicated to each SFP in the field. The operating rules to be applied are defined in the RGE.

As part of the management of the obsolescence of analogue ground/train radio technology (mode C), and following the introduction of GSM-R, the Luxembourg infrastructure manager will be dismantling analogue RST base stations.

Starting the second half of the year 2027, infrastructure users will no longer be able to use analogue ground/train radio technology (mode C). The operating rules to be applied (e.g., shunting movements) will be defined in the RGE.

2.3.13 Train Control Systems (ATC Systems= Automatic Train Stop Systems)

See Appendix 2A.

2.3.14 Speed control and automatic train stop systems

See Appendix 2A.

2.4 Traffic Restrictions

None.

2.4.1 Specialised Infrastructure

None.

2.4.2 Environmental Restrictions

None.

2.4.3 Dangerous Goods

For this type of transport, the "Regulations concerning the International Carriage of Dangerous Goods by Rail (RID)" apply. See also 4.7.

2.4.4 Tunnel Restrictions

None.

2.4.5 Bridge Restrictions

None.

2.4.6 Other Restrictions

Appendix 2C indicates the load limits determined by coupling strength valid for various line sections. For the acceptance of exceptional consignments, see 4.7.

2.5 Availability of the Infrastructure

See Appendix 2A.

2.6 Infrastructure Development

The main development projects for the Luxembourgish rail network and their foreseeable dates of commissioning are available on the website of the CFL Infrastructure Manager: CFL | Infrastructure management.

Several projects underway or planned will have an impact on the network capacity, the service offer, the management, and the quality of the operation, as well as the accessibility for people with reduced mobility.

Chapter 3 ACCESS CONDITIONS

3.1 Introduction

Chapter 3 of this Network Statement describes the terms and conditions related to access to the railway infrastructure for the minimum package of access services (train paths) managed by ACF. These terms and conditions also apply to the part of the freight corridors that pass through the railway infrastructure managed by ACF.

3.2 General Access Requirements

Access to the railway structure is governed by the modified law of 6 June 2019 on the management, access, and use of the railway infrastructure and the regulation of the railway market (see under 1.3.1).

3.2.1 Conditions for Applying for Capacity

All railway undertakings or all international groupings 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 are considered as applicants.

The available infrastructure capacities are distributed by the Railway Administration and shall not, once allocated to an applicant, be transferred to another undertaking or service. Any trading in infrastructure capacity shall be prohibited and shall lead to exclusion from the further allocation of capacity. The use of capacity by a railway undertaking when carrying out the business of an applicant that is not a railway undertaking shall not be considered as a transfer.

These requests can be made via the One-Stop Shops of the organizations in charge of allocating the infrastructure capacities, which are members of RailNetEurope.

Similarly, ACF, if duly appointed by an applicant, could submit on its behalf requests for the attribution of train paths to other organizations in charge of sharing out infrastructure capacities and which are members of RailNetEurope.

Path requests can be made to the One-Stop Shop (C-OSS) of corridor RFC NORTH SEA RHINE MEDITERRANEAN according to EU regulation 913/2010.

3.2.2 Conditions for Access to the Railway Infrastructure

The following provisions govern access to the Luxembourg railway network:

Railway undertakings set up in Luxembourg, having a license issued in accordance with the modified law of 6 June 2019 on the management, access, and use of the railway infrastructure and the regulation of the railway market, are permitted to carry out transport on the Luxembourg railway network under the conditions of the law.

Railway undertakings set up in another member state of the European Union to which a license has been granted by this State, within the validity limits of their license, benefit from the access rights provided for in community law. Furthermore, the access rights not provided for by European law can be granted to these companies on a reciprocal basis.

International groups benefit from the same rights if the railway undertakings comprising them have a license issued by the Member State of their establishment.

The right of access to the Luxembourg railway network can be refused to companies set up in a country that is not a member of the European Union if a reciprocal agreement does not grant to railway undertakings set up in Luxembourg the same rights of access to the railway infrastructure of that country.

Access to the network is also provided to the trains and service machines that the infrastructure manager operates to maintain the network and ensure traffic safety.

The same applies to the rolling stock of people and associations exclusively running certain passenger transport services by rail for non-commercial purposes, including, more particularly, the historical railway rolling stock operators, if the stock put into circulation is properly insured for civil liability. This rolling stock can be put into circulation on the Luxembourg railway network under the conditions defined by the national safety agency ACF; the documents are available on the website http://www.railinfra.lu.

3.2.3 Licenses

To receive a Luxembourgish license, railway undertakings set up in Luxembourg must fulfil the conditions defined in the modified law of 6 June 2019 on the management, access, and use of the railway infrastructure and the regulation of the railway market.

The member of the government responsible for the railways in its attributions is the competent authority for issuing licenses, modifying, or extending them. It is similarly qualified to withdraw or suspend licenses for the reasons and under the conditions specified by the law and regulations of the Grand Duchy, as applicable.

The conditions for obtaining licenses, and the validity and conditions under which they are issued, are governed by the modified law of 6 June 2019 on the management, access, and use of the railway infrastructure and the regulation of the railway market.

Additional information is available at the following address:

✉	**Ministère de la Mobilité et des Travaux publics** Département des transports L-2938 Luxembourg
Phone	+352 247-84400
E-mail	info@mt.public.lu

3.2.4 Safety certificate

The conditions for obtaining and maintaining the validity of the safety certificate, as well as the procedures for its issuance, are laid down in the Law of 5 February 2021 on railway interoperability, railway safety, and train driver certification. This law also sets out the conditions under which a safety certificate issued by ERA or another competent authority of another Member State may be fully or partially recognised.

Applications for a safety certificate must be submitted exclusively online via the OSS ("One Stop Shop"), the single-entry point of the European Union Agency for Railways: https://oss.era.europa.eu/logon.html

The application and related information, the progress of the relevant procedures and their outcome, and, where applicable, the requests and decisions of the Board of Appeal, are presented through the single-entry point.

The application for a single safety certificate must be accompanied by a file containing documents demonstrating that the railway undertaking:

a) Has established its safety management system in accordance with Article 9 of Directive (EU) 2016/798 and complies with the requirements set out in the TSIs, CSMs, NSAs and other relevant legislative provisions, to manage risks and provide safe transport services on the network; and
b) Complies with the requirements set out in the relevant national rules applicable to the requested area of operation, which are notified to and accepted by the European Union Agency for Railways (ERA) and published in the ERA's Single Rule Database (SRD).

The application must be accompanied by all documents and supporting materials required under the applicable regulations.

✉	**Administration des chemins de fer** Division Interopérabilité et Sécurité ferroviaire 1, Porte de France L-4360 Esch-sur-Alzette
Phone	+352 261912 27
E-mail	certification@acf.etat.lu

3.2.5 Insurance

A specific railway undertaking is only permitted to put trains into circulation on the National Rail Network when it has proven that it has sufficient financial means to assume at any time the financial consequences of its civil liability, at least in compliance with the international provisions governing civil liability in the world of railway transport.

It meets the terms of this obligation, either by drawing up an insurance contract covering the company's civil liability with an authorized insurance company, or by the bonding of the means specific to this purpose, or by presenting a financial guarantee deemed to be sufficient, issued by a duly authorized bank or by any other solvent company.

A company auditor certifying that the company meets the legal requirements in question provides proof of compliance with this obligation in a report. This proof is an essential condition for obtaining a licence or a safety certificate. The infrastructure manager is empowered to monitor compliance with this condition. To this end, such a recent report by an auditor shall be submitted annually to the infrastructure manager and to any request from the latter.

3.3 Contractual Arrangements

3.3.1 Framework agreement

ACF can draw up a framework agreement with any applicant. The purpose of this framework agreement is to define the characteristics in terms of railway infrastructure capacities, in particular journey times, time slots, volume and quality of train paths, without defining them in detail.

In principle, the framework agreement is drawn up for a period of five years. In some specific cases, ACF can accept shorter periods.

Compensation may be involved if commitments are not met.

The framework agreement can be amended or limited to allow better use of the railway infrastructure.

The general provisions of each framework agreement shall be made known to all parties concerned.

The conclusion of a framework agreement does not mean that the party concerned is exempted from submitting train path requests under the terms of Chapter 4. It does not rule out the use of the infrastructure covered by the framework agreement by other parties requesting train paths.

A model agreement for the conclusion of framework agreements can be found in Appendix 1A.

3.3.2 Contract with RUs

Any railway company providing rail transport services enters an infrastructure usage contract with the Railway Administration. This access contract will regulate the administrative, technical, and financial terms related to the operation of the railway company's trains on the national railway network. It will be based on the general conditions, specific conditions, and the provisions of Chapter 4 to Chapter 7of the NS.

3.3.3 Contract with non-RU Applicants

The same rules apply mutatis mutandis as in subchapter 3.3.2.

3.3.4 General Terms and Conditions

ACF signs CUI (Conditions d'Utilisation d'Infrastructure) with candidates.

3.4 Specific Access Requirements

3.4.1 Rolling Stock Acceptance Process Guidelines

All rolling stock running on the National Rail Network must have a valid authorisation.

The rules for authorising railway vehicles are defined by Commission Implementing Regulation (EU) 2018/545 of 4 April 2018, which lays down the practical arrangements for the authorisation process of railway vehicles and for authorisation by type of railway vehicle pursuant to Directive (EU) 2016/797 of the European Parliament and of the Council. Applications must be submitted via the European Union Agency for Railways (ERA) One-Stop Shop: https://oss.era.europa.eu/.

If you need further information, please contact:

✉	**Administration des chemins de fer** Division Interopérabilité et Sécurité 1, Porte de France L-4360 Esch-sur-Alzette
Phone	+352 261912 35 or +352 261912 33
E-mail	vehicle-authorisation@acf.etat.lu

For vehicles that do not have a valid operating authorisation on the national rail network, a special circulation authorisation procedure may be applied in very exceptional cases (Acceptance on the Rail Network of Luxembourg/ Acceptation sur le Réseau Ferré Luxembourgeois (ARFL) or admission to circulation (AC)). These concerns, among others:

- Working vehicles circulating for the needs of the infrastructure manager.
- Vehicles are circulating for reasons of testing or checking their compatibility with the network infrastructure.

These traffic authorisations, limited in time, specify the routes allowed and the conditions under which these vehicles can travel. The procedures for establishing an ARFL or an AC are defined by Regulation No. 219 of the CFL infrastructure manager concerning the admission of rolling stock to the National Rail Network.

The request for an ARFL or an AC should be sent to:

✉	**Société Nationale des Chemins de Fer Luxembourgeois** Direction Gestion Infrastructure Qualité, Sécurité, Environnement – GI/QSE-UIN B.P. 1803 L-1018 Luxembourg
Phone	+352 4990 5637
E-mail	GI.QSE-UIN@cfl.lu

3.4.2 Staff Acceptance Process

Staff charged with safety-critical tasks, such as driving, train accompanying, stock inspection, direction control, etc., must be properly qualified from the technical standpoint and regarding

Luxembourg regulations. For driving personnel, this qualification must comply with the law of 5 February 2021 on railway interoperability, railway safety and the certification of train drivers.

3.4.3 Exceptional Transport

Exceptional transports, as defined in the IRS 50502, may be incorporated in trains under the conditions of 4.7 and the exceptional transport advice (ATE) issued by the infrastructure manager as per paragraph 5.4.3. If special actions extending beyond simple operating measures must be taken, it will be necessary to request a tailor-made contract for assistance with the travel of a special convoy under the terms of paragraph 5.4.3.

Exceptional transport is a transported vehicle and/or load which, due to its construction/design, dimensions or weight, does not meet the parameters of the route and requires special authorisation for movement and may require special traffic conditions on all or part of the route.

Must also be considered as TE within the meaning of the provisions of the CIM, the stipulations of the IRS 50502 and the UIC Loading Directives:

a) Loads which are not secured in accordance with Volumes 1 and 2 of the UIC Loading Guidelines and for which there are also no corresponding equivalent alternative securements, for example, in the loading examples (sheets of information) published on pink paper.
b) Transports which involve the smallest loading gauge of an IM/Network used by the transport, considering the loading width limitations set in the UIC Loading Directives.
c) Rigid loading units transported on 2 wagons with a pivoting crossmember/sliding pivoting crossmember with protection wagons and intermediate wagons.
d) Flexible units loaded on more than 2 wagons.

Requests for exceptional consignments are to be sent to:

✉	**Société Nationale des Chemins de Fer Luxembourgeois** Direction Gestion Infrastructure Division Planification Exploitation GI-PE4 B.P. 1803 L-1018 Luxembourg
Phone	+352 4990 5464
E-mail	gi.ate@cfl.lu

3.4.4 Dangerous goods

The transport of dangerous goods shall be carried out under the conditions laid down in the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), Appendix C to the most recent version of the Convention concerning International Carriage by Rail (COTIF). The railway undertaking must, inter alia, take the necessary measures to ensure the safety of its transport of dangerous goods in accordance with applicable legislation.

3.4.5 Test Trains and Other Special Trains

For test traffic requiring the inclusion in the schedule of impact safety requirements (line stops, over speeding, emergency braking, the damming of the neighbouring lane, prohibition of crossing or overtaking, ERTMS tests, homologation and rolling stock tests, ...), the application must be sent no later than 15 business days before the first day of circulation.

The application must include all the necessary technical elements, stabilized and finalized (Exceptional Transport Notice, Special Safety Notice, Acceptance on the Luxembourg rail network, test plan ...).

The process for organising test runs is described in IM Regulation 200.

Chapter 4 CAPACITY ALLOCATION

4.1 Introduction

The allocation of infrastructure capacity is entrusted by law to the Railway Administration (see1.3).

4.2 Process description

4.2.1 Organisms

- **Administration des chemins de fer (ACF):**

The allocation body to which train path requests must be sent. It also acts as the single point of contact for Luxembourg.

Train path requests must be made via the Trassenportal, TAF/TAP message and, if these services are unavailable, exceptionally by email. Particulars:

✉	**Administration des chemins de fer Direction Gestion** Division Sillons Guichet Unique 1, Porte de France L-4360 Esch-sur-Alzette
Phone	+352 261912 23
E-mail	oss@acf.etat.lu

For train path requests where the train is scheduled to run less than five working days after the date of the request, the request is processed by the team on a very short-term basis.

✉	**Administration des chemins de fer Direction Gestion** Division Sillons Attribution sillons à très court terme 1, Porte de France L-4360 Esch-sur-Alzette
Phone	+352 26 19 12
E-mail	oss-ct@acf.etat.lu

- **Traffic Supervision:**

Contact details:

✉	**Société Nationale des Chemins de Fer Luxembourgeois** Service Exploitation Infrastructure Supervision Trafic Bâtiment Bas 16, route de Thionville L-2610 Luxembourg
Phone	+352 2489 3335
E-mail	ei.supervisiontrafic@cfl.lu

- **Controlling organism:**

L'Institut Luxembourgeois de Régulation (ILR) (The Regulator) is the public authority to be contacted by any applicants who consider that they have suffered unfair treatment, discrimination, or any other prejudice.

Contact details:

✉	**Institut Luxembourgeois de Régulation** Service Ferroviaire 17, rue du Fossé L-1536 Luxembourg
Phone	+352 28 228 228
Fax	+352 28 228 229
E-mail	ferroviaire@ilr.lu

4.2.2 General Description of the Process

4.2.2.1 Requests

Applicants shall submit applications to the Railway Administration for the rights of use of the infrastructure, in return for charges under Chapter 5. Applications may be submitted either directly by a railway undertaking or through the one-stop shops of the RailNetEurope member allocation bodies/infrastructure managers. The requests concern passenger transport (passenger trains) or freight transport (freight trains), at international, national, or cross-border level.

For requests concerning regular train paths for the 2026 hourly period: please see 4.5.1

Applications must be made in French, German, or English in the train path ordering tools of ACF (Trassenportal) or in PCS. Applicants without access to the Trassenportal or via the TAF/TAP TSI interface or PCS can, exceptionally, use the train path request form (Annex 3A).

Trassenportal is a web application made available to applicants by ACF.

An applicant using PCS for an international path application can apply for the whole journey and does not need to do an extra order in the national ordering tools.

The Railway Administration has set up the TAF/TAP TSI (Technical Specification for Interoperability relating to Telematics Applications for Freight/Passenger Services) data exchange system as part of its European deployment. More information on this subject is available on the RailNetEurope website: TAF TAP TSI - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure

The details of this application can be consulted on the RNE PCS website.

The following information is mandatory:

1) Name of the applicant requesting the train path (candidate),
2) Contact's name and his telephone number,
3) Date or dates of circulation, respectively, required characteristic,
4) Train path number (if known),
5) Requested train path profile,
6) Train path origin station,
7) Train path destination station,
8) Desired time of departure or arrival (if it is not known from the train path number),
9) Maximum speed limit (if it is below that of the profile used),
10) The route (if more than one route is possible),
11) The intermediate stops (if they are not known from the train path number),
12) the tractable vehicles (type),

13) The maximum length of the train using the train path,
14) The maximum towed load of the train using the train path,
15) The name of the RU running the train, if different from the applicant
16) The names of the other RUs for trains running in cooperation
17) The ATE number

A list of public holidays in the timetable year 2026 can be found in Appendix 3B "Timetabling and documents published by ACF" of this NS.

An explanation of the running days expressions (characteristics) for the train path to be used in point 3), can be found in Appendix 3B "Timetabling and documents published by ACF" of this NS.

The time of reception is defined by:

- The date and time (Luxembourg) of reception in the path ordering tool Trassenportal.
- The date and time (Luxembourg) of reception in the interface TAF/TAP TSI when operational.
- The date and time (Luxembourg) of reception for the train path request by order form (in case of unavailability of other services)
- Applicants can contact ACF to request infrastructure capacities involving several networks. In this case, of international requests, the use of PCS is preferable. Alternatively, they can do national requests on each network.
- A non-railway undertaking candidate must designate the railway undertaking performing the transport within the following deadlines:
- 30 days before first running
- for ad hoc requests: when ordering the path

4.2.2.2 Allocation of train paths

Train paths are allocated according to the allocation process and calendar indicated in the section 4.5, for a maximum period corresponding to the service timetable. Paths attributed to an applicant can only be transferred to a railway undertaking if the applicant is not a railway undertaking itself.

If ACF and the applicant enter into a framework agreement, the framework agreement will specify the characteristics of the railway capacities required for a period exceeding the service timetable, without it extending beyond 5 years. The framework agreement does not define the train path in detail but is drawn up to address the legitimate business requirements of the applicant. The framework agreement can be amended or limited to allow better use of the railway infrastructure.

4.2.2.3 Train paths offer and order

ACF will confirm to the applicant the reservation of requested train paths by an offer transmitted via Trassenportal or by e-mail (for requests introduced by the order form) or notify them that their train

path request has been refused. Using the same method, the applicant can then confirm their order based on the provided offer. These agreements, whether they concern regular or ad-hoc train paths, are governed by the same terms of the infrastructure contract of use drawn up between ACF and the applicant. The deadlines to be complied with are defined in Chapter 4.5.

4.2.2.4 Modification and cancellation of requests

Train path modifications and cancellations of requests must be sent to ACF.

The authorized transmission means are as follows: Trassenportal/TAP TSI interface (when operational), and train path order form.

The time of reception is defined by:

- The date and time (Luxembourg) of reception in the path ordering tool Trassenportal;
- The date and time (Luxembourg) of reception in the interface TAF/TAP TSI (when operational);
- The date and time (Luxembourg) of reception for the train path request by order form (in case of unavailability of other services)

ACF sends confirmation to the applicants at the earliest dates, and in any case within 5 working days, of changes to train paths requested by an offer transmitted by the Trassenportal or e-mail (for requests introduced by the order form), or notifies them of the rejection of their modification request. The applicant then has 5 working days to accept the modification offer submitted by ACF using the same means of transmission. These times may be shortened depending on the circulation starting date.

The reception of train path cancellations will be confirmed by ACF within 5 working days by the Trassenportal or e-mail (for requests introduced by the order form).

4.3 Reserving Capacity for Temporary Capacity Restrictions

4.3.1 General principles

Among the responsibilities entrusted to the Luxembourg railway infrastructure manager are those related to the maintenance, renewal, extension, and modernization of its network. The challenge for the infrastructure manager, therefore, lies in planning and coordinating the numerous infrastructure works while continuing to manage rail traffic. To this end, all necessary measures are taken, within the framework of capacity management, to ensure smooth operations.

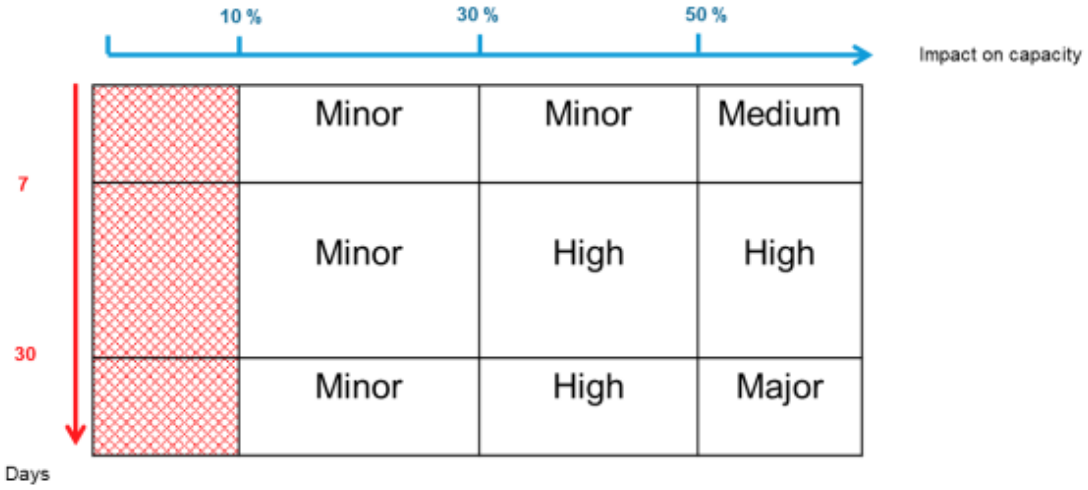
The infrastructure manager consolidates various works on the same section of track to minimize the impact on railway operations.

In line with European terminology, the term Temporary Capacity Restriction (TCR), which has a broader meaning than “works,” is now used.

TCRs consist of:

- Start and end dates and times of the TCR
- Affected track segment(s)

and are categorized as follows:



Source: TCR Guidelines of RNE

The deadlines for GI-ACF transmission and publication to be met are set out in the table below, in accordance with Annex VII of Directive 2012/34/EU, provided for by Commission Delegated Decision (EU) 2017/2075, and Regulation (EU) No 913/2010.

<table>
<tr><th>TCR impact less than minor</th><th>TCR impact minor</th><th>TCR impact medium</th><th>TCR impact high</th><th>TCR impact major</th><th></th></tr>
<tr><td rowspan="15">Programmation</td><td rowspan="13">Consultation et coordination</td><td rowspan="6">Consultation et coordination</td><td rowspan="5">Consultation et coordination préliminaire</td><td>Coordination préliminaire</td><td>Avant X-39</td></tr>
<tr><td>Définition de la stratégie des major impact TCR pour la Capacity Strategy</td><td>X-39</td></tr>
<tr><td>Consultation et coordination préliminaire</td><td>X-39 - X-36</td></tr>
<tr><td>Publication de la stratégie des major impact TCR dans la Capacity Strategy</td><td>X-36</td></tr>
<tr><td>Consultation et coordination</td><td>Avant X-25</td></tr>
<tr><td colspan="2">Transmission planning GI-ACF</td><td>X-25</td></tr>
<tr><td colspan="2">Première publication* TCR</td><td>X-24</td></tr>
<tr><td colspan="2">Consultation et coordination</td><td>X-24
-
X-14</td></tr>
<tr><td colspan="3">Transmission planning GI - ACF</td><td>X - 13</td></tr>
<tr><td>Publication*</td><td colspan="2">Seconde publication*</td><td>X-12</td></tr>
<tr><td colspan="3" rowspan="3"></td><td>X-11
-
X-6</td></tr>
<tr><td>Transmission planning GI-ACF</td><td>X-5</td></tr>
<tr><td>Publication*</td><td>X-4</td></tr>
<tr><td>Demande GI (si des trains voyageurs sont impactés)</td><td colspan="4" rowspan="4"></td><td>TCR-4</td></tr>
<tr><td>Demande GI (si des trains fret RFC sont impactés selon le règlement 913/2010/UE)</td><td>TCR-2</td></tr>
<tr><td>Demande GI (si des trains fret sont impactés)</td><td>TCR-1</td></tr>
<tr><td>Décision modification ou suppression sillons</td><td>TCR-15j</td></tr>
</table>

Source: "Guidelines for Coordination/Publication of Planned Temporary Capacity Restrictions for the European Railway Network" - RailNetEurope

The national and international coordination of Temporary Capacity Restrictions (TCRs) with all stakeholders is the responsibility of the infrastructure manager, in collaboration with the railway administration.

The infrastructure manager shall inform the railway administration and relevant stakeholders as soon as possible of any infrastructure capacity unavailability due to unscheduled TCRs. Any addition, modification, or removal of TCRs that does not comply with the established deadlines must be coordinated with all affected stakeholders to reach a mutually acceptable solution.

TCRs and their updates are published on the website https://acf.gouvernement.lu.

4.3.2 Consultation of applicants

The infrastructure manager shall hold regular meetings with applicants to inform them of the planned TCRs, consult with them, and analyse with them the adaptations to be made to the train service to enable the work to be carried out. During these meetings, the candidates may express their point of view and, for 'TCR impact major', request (before X-24) the infrastructure manager to present at least one alternative TCR concept based on the comments made by the parties during these meetings.

4.3.3 Paths modification due to capacity restrictions

The applicants are kindly requested to transmit the modification path request and to coordinate with ACF as soon as the planning of the capacity restrictions has been communicated.

If a train path needs to be modified, the applicant must submit the modification request via the management tools provided (Trassenportal/TAF/TAP interface). The path will then be processed within the available capacity, and a path offer will be sent for acceptance or refusal.

4.4 Impacts of Framework Agreements

Framework agreements specify the characteristics of the railway infrastructure capacities required by the applicant and those offered to it for any period exceeding the simple validity term of the service timetable. The framework agreement does not define the train path in detail but is drawn up to address the legitimate business requirements of the applicant.

Any commitments made by ACF in the framework agreements, concerning infrastructure availability for the signatory applicant override the distribution priorities indicated above in the event of the infrastructure being saturated; however, the framework agreement shall not block out the use of the infrastructure concerned by other applicants or services, and it must be possible to modify or limit it to allow better use of the railway infrastructure. See also the explanations above 0.

4.5 Path Allocation Process

See 4.5.1

4.5.1 Annual Timetable Path Requests

The process of train path allocation involves several stages, the primary of which are:

1) Establishing the preconstructed international train paths: The allocation bodies/infrastructure managers assess the train path requirements in cooperation with the

C-OSS and propose provisional international prearranged paths (PAPs). The latter are published in PCS and on the corridor RFC NORTH SEA RHINE MEDITERRANEAN website.

2) Introduction of capacity requests: the Railway Administration informs potential applicants of the train paths available. Applicants shall submit their capacity requests within the time limits set by the timetable for the train path allocation process.
3) Programming - Establishing a service timetable draft: ACF groups together all the capacity requests and sets up a service timetable draft, also including the paths booked via the RFC NORTH SEA RHINE MEDITERRANEAN C-OSS. If there are conflicting requests, it uses the coordination procedure
4) Consulting interested parties: ACF delivers a draft timetable to the interested parties for consultation and observation. Interested parties include all applicants that have submitted a request and other parties who wish to submit comments about the impact that the draft timetable could have on their ability to offer rail services.
5) Final proposal: ACF adapts the timetable draft as necessary to comply with the observations received and submits its final answer to the applicants.
6) Processing of late requests: The Railway Administration shall examine, based on residual capacity, requests for capacity submitted after the final date for the introduction of capacity laid down in step 2 and within the time-limits set by the timetable for the train path allocation process.
7) Processing of ad-hoc requests: Depending on the residual capacity, the Railway Administration shall consider requests for capacity submitted after the final date for the introduction of late capacity set in step 6 and within the timeframe of the train path allocation process.
8) Implementation of service timetable.

For the 2026 service timetable, the calendar for the train path allocation process is presented below:

Timetable 2026	Applicant		ACF	
	Submission Period		Answering Period	
	First date	Last date	First date	Last date
Feasibility studies on annual path requests placed on time	16/09/2024	16/02/2025		17/03/2025
Feasibility studies on late path requests	17/02/2025	13/10/2025	26/08/2025	submission date + 30 calendar days
Construction of Pre-arranged Paths			Oct-24	13/01/2025
Path requests are placed on time Publication Draft Offer Observation phase Publication Final Offer	28/01/2025 08/07/2025	14/04/2025 08/08/2025	15/04/2025 15/04/2025 09/08/2025	07/07/2025 07/07/2025 25/08/2025
Late path requests	15/04/2025	13/10/2025	26/08/2025	06/11/2025
Publication Timetable 2026				14/11/2025
Ad-hoc Path requests	14/10/2025	12/12/2026	07/11/2025	12/12/2026
Timetable 2026 running period	**14/12/25 - 12/12/26**			

(*) Ad-hoc requests are only processed after the response period for late requests, so from 11/7/25

Orders that do not meet the deadlines necessary for train path allocation cannot be accepted.

Requests for ad-hoc train paths will be managed by Avis-Trains.

4.5.2 Late Annual Timetable Path Requests

See 4.5.1 6) – 8)

4.5.3 Ad-Hoc Path Requests

ACF responds in the shortest time possible and in all cases within 5 working days to ad hoc requests for individual train paths.

Information regarding unused and available capacities is made available to all the applicants who might require using these capacities.

The Railway Authority proceeds, if appropriate, to an evaluation of the need to maintain a reserve of capacity within the final working timetable to enable it to respond rapidly to foreseeable ad hoc requests for capacity. This provision also applies in cases of congested infrastructure.

Concerning the prearranged Path Catalogue and Reserve Capacity on corridor RFC NORTH SEA RHINE MEDITERRANEAN, see 1.7.1.

4.5.4 Coordination Process

As soon as the deadline for the train path request has expired, ACF checks whether all the capacity reservations (requested train paths, preconstructed train paths and capacity reservations for the requirements of the infrastructure manager) can be satisfied without there being any conflicting capacity requests. ACF draws up an inventory of all the incompatibilities.

If there are no incompatibilities, ACF allocates the infrastructure capacities according to the reservations and creates a service timetable draft. ACF consults the interested parties regarding the service timetable draft and gives them the possibility of making their observations for a period of at least 20 working days. The parties concerned include all the parties who requested infrastructure capacities and all the other parties wishing to make a comment about the effects that the service timetable could have on their ability to supply rail services during the service timetable's validity period. ACF adopts appropriate measures to address the expressed concerns.

If any incompatibilities have been identified, ACF initiates the coordination procedure. When a request for infrastructure capacities cannot be satisfied without coordination, ACF strives to process all the requests through suitable coordination. ACF launches a consultation among the applicants and, within reasonable limits, proposes different infrastructure capacities from those requested. If all the adjustments needed to eliminate conflicts are accepted by the applicants after consultation, and within the lead times provided for in the procedure, ACF can establish its service timetable draft based on the adjusted reservations.

If consultation does not allow the elimination of all the conflicts or does not result in the timely implementation of adjustments satisfying all the applicants, ACF will fall back on the application of the priority criteria (cf. under 4.6).

4.5.5 Dispute Resolution Process

The candidate’s appeal may be initiated by referring the matter to the ILR, in accordance with the law of 6 June 2019.

4.5.5.1 Recourse to the national Regulatory Body

The function of the national Regulatory Body is handled by l’Institut Luxembourgeois de Régulation (below: 'the regulator'). An applicant can appeal to the Regulator if they consider themselves to be the victim of unfair treatment, discrimination, or any other prejudice in taking recourse action against decisions that impact them directly, those caused by ACF. (cf. 1.7.3)

The applicant must submit its request to the Regulator by registered letter. The request shall be written in French, German or English.

The regulator examines each complaint and, where necessary, requests relevant information and initiates consultations with all parties concerned within one month of receiving the complaint. They decide on all complaints, adopt the necessary measures, and communicate their reasoned decision to the parties concerned within six weeks of receipt of all relevant information. Any decisions taken by the Regulator are binding for all the parties concerned. The decision, which may include the levying of fines, stipulates the technical and financial conditions for the settlement of the disagreement within the allowed time. If necessary, for the disagreement to be settled, the Regulator defines objectively, transparently, in a traceable, non-discriminating and proportional manner, the conditions for access to the network and its conditions of use.

The regulator shall give the grounds for the decision; this decision may lead to recourse action taken in the administrative courts.

The expenses for processing the file are paid by the claimant.

4.6 Congested Infrastructure: Definition, Priority Criteria and Process

- Following the coordination of requested train paths and consultation with applicants, the Railway Administration declares the infrastructure to be saturated for all infrastructure sections, for which it is impossible to give a favourable answer to all the requests for infrastructure capacities or
- when it is considered that it will suffer from a capacity shortage soon.

The section of the infrastructure is declared to be congested for one or several schedules, wrapping all the train paths for which the request could not be satisfied.

All the capacity requests for a saturated infrastructure section made as part of the programming will be processed by application of the following rules:

- The allocation shall promote efficient use of infrastructure;
- The economic interests of the applicants are taken into consideration;
- The allocation complies with the principles of flexibility defined by framework agreements with the applicant.

The relative importance given to the above rules must be defined according to the priority hierarchy applied to train categories, from highest to lowest:

- Freight services that have requested regular train paths via the corridor's One-Stop Shop (C-OSS);
- Passenger transport services which are part of a public service contract with the State;

- National or international passenger transport services;
- National or international freight services;
- Other trains.

Train path requests for passenger running light trains and for locomotives required to ensure train service are put in the order of priority of the trains they will ensure.

Conflicting requests for regular train paths made after the deadline defined in 4.8 or as part of the periodic updates, as well as for ad hoc requests, for individual train paths will be satisfied on a first-come, first-served principle.

4.7 Exceptional Transports and Dangerous Goods

Exceptional consignments can be handled by running trains on regular train paths specially programmed for the purpose. The programming then takes into consideration all the operating measures specific to the exceptional consignment requested during reservation of the train path.

- In the event of an exceptional transport operation on a train path not programmed for this purpose, and if the reservation of the train path or the operation involves a review of railway capacity, then: If the changes affect only the concerned railway undertaking and do not interfere with the infrastructure capacities reserved by the other railway undertakings, then they will be established by consultation with the concerned railway undertaking;
- If the changes affect several railway undertakings, ACF will propose alternate capacities to these railway undertakings at least 10 working days before the running of the exceptional consignment, for negotiation.

Dangerous goods transports do not require any constraints in terms of capacity allocation.

The applicant is responsible for the requested path compliance with the exceptional transport. The data integrated in the request must be compliant and valid (transport characteristics compliant with the exceptional transport).

The exceptional transport notice must be in existence and valid during the period when the path is used. In the event of invalidity, the train path cannot be granted.

4.8 Rules After Path Allocation

4.8.1 Rules for Path Modification by the Applicant

In this document, the generic term “Capacity Allocation Entity (CAE)” is used to designate the entity responsible for the allocation and modification of train paths.

- In Luxembourg, this function is carried out exclusively by the Railway Administration (ACF).

- In bordering countries, this responsibility lies with the Infrastructure Manager (IM).
- In other Member States of the European Union, reference should be made to the national Network Statement (DRR) to identify the competent body.

A clear distinction must also be made between the responsibilities of the CFL Infrastructure Manager (IM CFL) and those of the ACF: the IM CFL does not participate in the process of allocating or modifying train paths, except in emergencies, notably for the deployment of rescue trains, which falls under Traffic Supervision (ST). Outside the situations provided for in point 6.3.3.2, the IM CFL does not carry out rerouting or rescheduling of train paths. Even within the scope of point 6.3.3.2. Any modifications made by the IM CFL are limited to train movements on day D+1.

Applicants may submit a request to modify a train path at any time after the path has been allocated. The processing time will vary depending on the complexity of the request and the specific timetable adjustments implemented by the relevant Capacity Allocation Entities (CAE).

The coordinating CAE is required to notify all potentially involved parties at the start of the process and to communicate the anticipated impact at borders in the case of multi-network implications. Each affected CAE must assess and communicate the impact to its neighboring CAEs.

The applicant who holds the rights to the allocated train path and submits the modification request is considered the initial applicant. They retain the right to withdraw the modification request at any time until it is processed by the CAEs.

The initial applicant must ensure that the modification request is coordinated across the entire train path. Before submission, all affected applicants must agree to the proposed changes. Effective communication between CAEs and applicants is essential.

4.8.2 Rules for Path Alteration by the IM

In this document, the generic term “Capacity Allocation Entity (CAE)” is used to designate the entity responsible for the allocation and modification of train paths.

- In Luxembourg, this function is carried out exclusively by the Railway Administration (ACF).
- In bordering countries, this responsibility lies with the Infrastructure Manager (IM).
- In other Member States of the European Union, reference should be made to the national Network Statement (DRR) to identify the competent body.

A clear distinction must also be made between the responsibilities of the CFL Infrastructure Manager (IM CFL) and those of the ACF: the IM CFL does not participate in the process of allocating or modifying train paths, except in emergencies, notably for the deployment of rescue trains, which falls under Traffic Supervision (ST). Outside the situations provided for in point 6.3.3.2, the IM CFL

does not carry out rerouting or rescheduling of train paths. Even within the scope of point 6.3.3.2, any modifications made by the IM CFL are limited to train movements on day D+1.

When a CAE plans to trigger the course modification process or has strong indications that this may be necessary, it must promptly inform the applicant who holds rights on the initially assigned international course. The initiator must assess whether the change in trajectory will impact multiple networks and explore the possibility of providing an immediate, economically viable alternative that does not affect multiple networks.

If the change is likely to impact multiple networks, the initiating ACE must inform all potentially involved actors, including the CIAs of the next and previous trajectory sections, about the start of the process and the estimated impact at borders. The concerned CACs must determine whether their neighbouring CACs are also impacted and communicate this information accordingly.

Where an alternative route is proposed, the applicants concerned must respond within specific time limits: within 7 days if the alternative is proposed more than 30 days before departure, or within 24 hours if it is proposed less than 30 days before departure. If no response is received within the time limit, the alternative trajectory offer is considered rejected and the initial trajectory remains active. The CAE has the right to withdraw the initially assigned trajectory without providing an alternative solution, but only for the duration necessary in situations such as emergencies or when capacity is insufficient.

4.8.3 Non-Usage Rules by the applicant

In case of non-use of a path without prior cancellation by the applicant, a penalty is due. The amount depends on the time of the finding and is calculated according to the rules indicated in 5.6.3in case of non-show.

ACF requires the renunciation of a train path not used within 2 months if a competing request has been made for infrastructure capacities.

The cancellation decision is preceded by a fifteen-day worker notice period and consultation with the beneficiaries concerned. The decision specifies the duration of the deletion.

This provision shall not apply if the under-utilisation is due to non-economic reasons beyond the operators' control

4.8.4 Rules of Deletion and Cancellation by the Applicant

In case of non-need for a slot, a penalty is due. The amount depends on the timing of the cancellation notice and is calculated according to 5.6.3 in case of no-show and according to 5.6.4 in case of cancellation notice before the scheduled circulation time. Regardless of the above, the Railway Administration imposes a forfeiture of a slot that has not been used for a period of 2 months when

a competing request for infrastructure capacity has been submitted. The decision to cancel a slot is preceded by a fifteen-work-day notice and consultation with the beneficiaries of the slots in question.

It indicates the duration of the cancellation. This provision does not apply if the under-utilization is due to reasons other than economic ones beyond the control of the operators.

Deadlines for path cancellation are up to 6 hours after departure. The cancellation is automatically accepted. This option is exclusively applicable when the train did not run. In all other cases, the 'no-show' penalty provided for in point 5.6.3/ 5.7.3.2remains applicable.

4.9 Timetabling and Capacity Redesign (TTR) for Smart Capacity Management

4.9.1 Objectives of TTR

RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA), are currently working on a Timetabling and Capacity Redesign (TTR). The objective of TTR is to harmonize and improve the European rail timetabling system to significantly increase the competitiveness of railway transport.

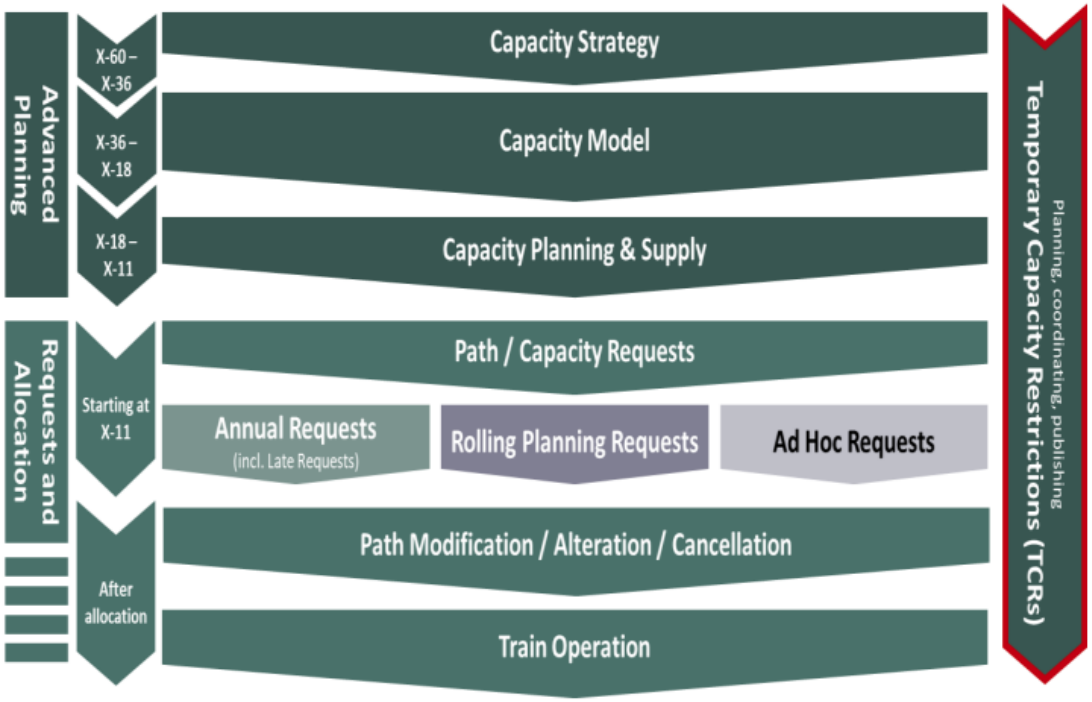
TTR consists of different components, including improved planning of the distribution of infrastructure capacity (including temporary capacity restrictions) and the introduction of new capacity allocation processes.

The objective is to better respond to all market needs and optimize the use of the capacity of existing infrastructures. Especially for passenger traffic, this will mean earlier availability of the final schedule, allowing an earlier and more reliable purchase of tickets for passengers. For most of the freight traffic, this will mean more possibilities for short-term train path requests and therefore more flexibility to better meet customer needs. Detailed information on the project can be found on ttr.rne.eu.

TTR is planned to be fully implemented for the timetable 2028 if it is supported by the European and national legal framework.

4.9.2 Process Components

The TTR process is built around the following components:



The essential components are described in further detail below.

The forecast planning of the implementation:

TTR Component	TT 2025	TT 2026	TT 2027	TT 2028
Capacity Strategy	●	●	●	●
Capacity Model (incl. CNA)	◐	◐	●	●
Capacity Planning	○	○	●	●
Annual Requests	◐	◐	●	●
Rolling Planning	○	○	◐	●
Short Term Request	◐	◐	●	●
TCR Management	◐	◐	●	●

- Capacity Strategy (X-*60 to X*-36 months): The capacity strategy is the long-term capacity planning of the IM for a dedicated line, a part of a network or the entire network. The major aim of the capacity strategy is to provide a first overview of available capacity on the infrastructure in the future and of future capacity needs. It enables the IM to share future capacity needs with neighbouring IMs and applicants.
- Capacity Model (X*-30 to X*-18 months) with Capacity Partitioning: The capacity model gives a more detailed definition of the demand forecast, and allows the partitioning of capacity into Annual Planning, Rolling Planning, and Temporary Capacity Restrictions and unplanned capacity (where available). Applicants have the possibility to give input into the capacity model by announcing their capacity needs and can provide their reaction to the proposed capacity partitioning. The capacity needs announcements and the capacity model are described respectively in chapters 4.9.3.1 and 4.9.3.2.
- International alignment on TCRs: Temporary Capacity Restrictions (TCR) may occur in case of maintenance, renewal, or building of the infrastructure or other restrictions of use, which have an impact on the available capacity on a line. They refer to TCRs with major, high, medium and minor impact as well as to possessions (unavailability of paths due to, e.g., maintenance). TCRs are necessary to keep the infrastructure and its equipment in good condition and to allow infrastructure development in accordance with market needs (see chapter 4.3 for more information).
- Capacity for Annual requests: Capacity to be coordinated at a defined deadline or made available for requests placed after this deadline.
- Capacity for Rolling Planning requests: Dedicated capacity based on capacity bands for a defined time window or path, all of these being used with specific requesting deadlines.
- Capacity for ad hoc requests: Unplanned capacity or residual capacity for requests submitted less than 30 days before operation.

*X stands for the day of the timetable change 2026

4.9.3 Implementation

The Luxembourgish Railway Administration and the Luxembourgish railway infrastructure manager participate in the project implementation at the national level according to the common timeline as described in the following graph. The TTR approach, especially the innovative process components, is tested in pilots with the goal of evaluating the system and providing possible adjustments or improvements to the project before national TTR process implementation.

As a first step of the national process implementation, ACF plans to elaborate the capacity model during the timetable 2025.

No special IT solution is needed.

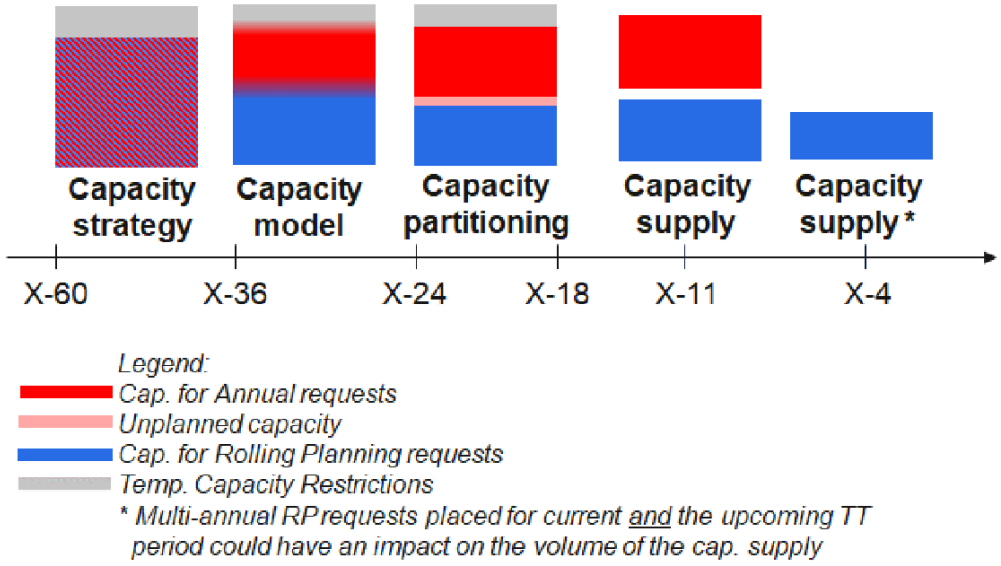


Fig. 1: from the capacity strategy to the capacity model to the capacity supply (sample)

For more information, please contact the TTR National Implementation Manager of ACF:

✉ **Administration des chemins de fer**

Division Projets EU
Project Manager
1, Porte de France
L-4360 Esch-sur-Alzette

E-mail projets.europe@acf.etat.lu

4.9.3.1 Capacity Strategy (X-160 to X-36 months)

Long-term planning for a specific line involves allocating capacity for pre-planned commercial activities or the entire network. The primary goal is to offer an initial overview of future capacity based on projected volume requirements.

The Luxembourgish capacity strategy 2026 has been published in a common document at: https://rne.eu/capacity-management/capacity-strategies/

The national and common capacity strategies have been published at: https://acf.gouvernement.lu/fr/sillon/timetabling-redesign-ttr.html

4.9.3.2 Capacity Model and Capacity Partitioning

The capacity model, based on ACF's capacity strategy, market requirements (e.g., new service plans) and TCRs (Temporary Capacity Restrictions) and serves as the baseline for all capacity requests. To fulfil this purpose, it assigns the capacity to the various commercial and technical needs ('capacity partitioning'), which generally are:

- Capacity required for TCRs;
- Capacity available for annual requests;
- Capacity safeguarded for Rolling Planning requests;
- Unplanned capacity.

4.9.3.2.1 Capacity Needs Announcement

Applicants can announce their capacity needs to ACF between X*-30 and X*-18 months for the timetable 2028 by means of 4.2.2.1to:

✉	**Administration des chemins de fer** Division Projets EU 1, Porte de France L-4360 Esch-sur-Alzette
E-mail	projets.europe@acf.etat.lu

Capacity needs announcements are considered as non-binding indications by applicants about expected future capacity needs. In case ACF identifies overlapping capacity needs announcements, ACF will discuss with the applicants concerned with a view to identifying possible solutions. ACF will use the information provided as input to the capacity model. Under no circumstances can ACF

guarantee the inclusion of all expressed capacity needs announcements into the final capacity model, nor can capacity needs announcements result in any priority in the following capacity allocation process.

ACF will contact the RU for their capacity needs.

4.9.3.3 Capacity Supply

N/A

4.9.3.4 Feasibility Studies

N/A

4.9.4 TTR Pilot Project

The components of existing processes have been streamlined and improved, and some innovative process components and products have been created to fully cover all market requirements.

To test new processes, especially innovative components, pilot projects have been launched in several European countries since the 2019-2020 calendar. The objective is to evaluate to what extent these new processes in relation to TTR effectively meet the relevant objectives.

These pilot projects also offer the possibility to adjust critical aspects and make improvements before the full implementation of the project, while demonstrating the first benefits for the market. They allow a first application of the capacity model and test the advantages of rolling planning requests.

4.10 Capacity Allocation Principles for RFCs

Information is available at: https://rne.eu/corridor-management/corridor-information-documents/

Chapter 5 SERVICES AND CHARGES

5.1 Introduction

The purpose of this chapter is to describe the services available on the National Rail Network and indicate the conditions for access to them, and their possible supply. It refers to the structure of Annex II of Directive 2012/34/EC.

The following gives the charging principles for the fees charged for minimum services.

Each supplier is responsible for its own pricing according to current instructions.

The service facilities of the national rail network and associated charges are listed in Chapter 7.

5.2 Charging Principles

Charging Principles for Minimum Access Package

The fee collected for all the minimum services equals the cost directly due to the operation of the railway service and a fee related to the rarity of the capacities. It includes the following elements:

- An element associated with the administrative treatment of the train path request.

For regular train paths, this fee covers the administrative treatment associated with the request for a train path reserved for a given period. For ad-hoc train paths, preconstructed or tailor-made, the fee covers the administrative treatment associated with the request for the train path, calculated for each train separately.

This part of the fee is due as soon as there is a formal request for a train path, even if a favourable outcome could not be found for the request.

- An element associated with the administrative treatment of the path request.
- An element associated with the operation of the train path.
- An element associated with the rarity of capacities in sections declared to be congested and crossed by the train path during saturation periods.
- An element associated with the use of the power supply for the electrical traction as a product of a unit charge and the distance of use of the electrical supply system.

Charging Principles for Additional and Incidental Services

The fees levied for additional services are linked to the cost of the service, calculated according to the actual degree of its use.

If only one supplier offers the additional and incidental services, the imposed fee for this service cannot exceed the cost of the service delivery with a reasonable profit.

5.3 Minimum Access Package and Charges

The following minimum services are included in the allocated train paths according to the provisions of Chapter 4,

- Under the responsibility of the ACF
  - The processing of infrastructure capacity requests;
  - The right to use the allocated capacity;
- Under the responsibility of the infrastructure manager:
  - The use of network connections and needles;
  - Train traffic control, including signalling, control, dispatching, and communication, and provision of information concerning the running of trains;
- The use of the electrical power system for traction current;
- Access to the power supply system for traction current is granted with the allocation of a train path for an electric traction train. The access thus granted also applies to manoeuvring movements in stations.
- The request for a train path must therefore specify the type of traction. Similarly, any change in traction type compared to that planned must be reported to the infrastructure manager and the Railway Administration before the train runs, both for operational reasons (risk of the train running on tracks that cannot be used by it), and only for reasons relating to charges.
- The use of the power supply system for traction current is subject to a fee under the conditions and at the price indicated in 5.3.1.5 and 5.3.2.4;
- Any other information necessary for the implementation or operation of the service for which capacity has been granted.

5.3.1 Charging system

The following gives the formulas used as a basis for calculating the fees charged for minimum services included in the allocated train path under the conditions defined in Chapter 4 and listed under 5.2.

5.3.1.1 Structure of the formula

The structure of the fee formula for using the infrastructure for a given train path is as follows:

$$U = A + C + S + E + P$$

where

U is the usage charge for the path in question [€] ;

A is associated with the administrative cost of processing the path request [€];

C is the cost directly attributable to operating the train path [€];

S is a capacity scarcity charge, in the event of saturation of the sections used per train path [€];

E is the charge for using the electricity supply system for traction power [€];

P is the penalty charged to the railway undertaking [€].

5.3.1.2 Charge associated with the administrative cost of reserving the train path (A)

Three types of train paths are distinguished. There are increasing administrative costs associated with booking them:

- Regular train path;
- Pre-established ad-hoc train path;
- Customized ad-hoc train path.

$$A = c_A L_{th}$$

where

A is the path reservation administrative fee [€];

c_A is the unit charge [€/km];

L_{th^*} is the total theoretical path length [km].

* The index th indicates that these are theoretical values.

5.3.1.3 Charge associated with cost directly due to operation (track wear) (C)

The fee associated with the running train path C is calculated based on the product of a unit price, the length of the train path, a factor associated with the weight of the train and a factor associated with the type of train in question.

$$C = c_C L \alpha_i \beta_j$$

where

c_C is the average cost per unit associated with the use of the path [€/km];

L is the total path length [km]; actual or theoretical;

α_i is a modulation factor related to the total weight (train + load hauled) of the train for freight trains and running light and the number of bodies for passenger trains [without dimension];

βj is a modulation factor linked to the train category [dimensionless]. The train categories and the corresponding value of the factor are defined based on the axle load, the average speed of the trains and the level of service required by the different train categories. The following categories are distinguished:

- Normal freight train;
- Combined transport freight train;
- Self-propelled passenger train (including railcars or railbuses)
- Passenger train with locomotive;
- Locomotive top lift.

5.3.1.4 Scarcity charge (infrastructure congestion) (S)

This fee is calculated based on a congestion factor product, the length of the section declared to be congested, a rigidity coefficient and a reservation time coefficient.

The rigidity coefficient depends on the difference between the basic running of the train and the running of the train as estimated based on the application of the service timetable.

The reservation time coefficient depends on the time elapsed between the initial request for the train path made by the railway undertaking to the allocation body and the scheduled date for the first train path in question.

$$S = \left(\sum_{m} s_m L_m\right) \gamma_k \delta_l$$

where

s_m is the congestion factor of section m, declared saturated and crossed by the train path during the saturation period [€/km];

L_m is the actual or theoretical length of the section [km];

γ_k is the rigidity coefficient based on the train timetable margin proposed by the allocation body and accepted by the railway undertaking [dimensionless];

δ_l is the path reservation lead time coefficient [dimensionless].

The scarcity charge is only levied for train paths that use a section of infrastructure declared to be saturated during the period of saturation. For all non-saturated sections, by definition, $s_m = 0$.

5.3.1.5 Use of the power supply system for traction current (E)

The charge for using the electrical supply system for traction current is calculated by multiplying a unit tariff by the distance over which the system is used.

$$E = c_E L_{E_r}$$

where

E is the charge for using the electrical supply system for traction power [€];

c_E is the unit charge [€/tr.km electric];

L_{E_r} is the actual length of the train path used for electric traction [tr.km electric].

5.3.2 Tariffs

This section provides information about the basic rates and the values of the various parameters defined in part 5.3 that are used in the price calculation.

All prices are given in € exclusive of VAT. For the distances (L) see 2.3 (Description of Infrastructure.

5.3.2.1 Charge associated with the administrative cost of reserving a train path (A)

Three types of train paths are distinguished. Increasing administrative reservation costs are associated with them:

- Regular train path;
- Pre-established ad-hoc train path;
- Custom ad-hoc train path

$$A = c_A L_{th}$$

where

A Is the administrative fee for train path reservation [€];

c_A Is the unit fee [€/km];

L_{th^*} Is the theoretical total length of the train path [km]

*The index "th" indicates that these are theoretical values.

A distinction is made between three types of train paths. They are associated with increasing reservation administrative costs:

Type of train path	2025	2026	
Preconstructed*	0,05	0,04**	€/km
Extraordinary	0,23	0,23**	€/km
Regular (in yearly timetable)	0,07	0,05**	€/km

*Preconstructed Path ordered in the remaining Capacity

** Value updated according to the distributed capacity ratio

5.3.2.2 Charge associated with cost directly due to operation (track wear) (C)

a) Charge associated with cost directly incurred for operation (C):

	2025	**2026**	
c_C	2,651	2,771	€/train km

b) Modulation factor varying according to train weight (α_i)

Freight trains

Weight category	**Associated average weight (tons)**	**Factor α_i**
0-400	200	0,8528
400-800	600	1,1858
800-1200	1000	1,3822
1200-1600	1400	1,5290
1600-2000	1800	1,6487
2000-2400	2200	1,7510
2400-2800	2600	1,8410
2800-3200	3000	2,0510
3200-3600	3400	2.2276
3600-4000	3800	2.4503
>4000	4200	2.6954

Running light locomotives

Weight category	**Associated average weight (tons)**	**Factor α_i**
Running light	100	0,6927

c) Modulation factor varying according to the number of trained bodies (α_i)

Towed passenger trains

Number of bodies	Masse Associated average weight (tons)	Factor α_i
1-2	150	0,7823
3-4	230	0,8894
5-6	340	1,0000
7-8	450	1,0877
>8	560	1,1615

Passenger trains with motor coaches

Number of bodies	Masse Associated average weight (tons)	Factor α_i
1-2	100	0,6927
3-4	230	0,8894
5-6	360	1,0173
7-8	490	1,1159
>8	620	1,1975

5.3.2.3 Scarcity charge (infrastructure congestion)

a) Modulation factor s_i linked with congestion of the line section crossed by the train path

	2025	2026	
during the saturation period	23,64	24,23	€/km
during the normal traffic period	0	0	€/km

- Lines declared to be saturated: none
- Saturation periods: none

b) Rigidity factor (γ_k)

Time	Factor γ_k
<3 minutes	100%
between 3 and 5 minutes	37,50%
between 5 and 10 minutes	20,00%
between 10 and 15 minutes	12,00%
between 15 and 20 minutes	8,60%
between 20 and 30 minutes	6,00%
between 30 and 40 minutes	4,30%
between 40 and 50 minutes	3,30%
between 50 and 60 minutes	2,70%
>60 minutes	2,50%

c) Train path reservation time factor $\delta_l = 1$

5.3.2.4 Use of power supply system for traction current

	2025	2026	
c_E	0,2510	0,2583	€/train km

5.4 Additional Services and Charges

The following formulas are used to calculate charges for additional services.

5.4.1 Traction current

Unless otherwise specified, traction current is provided by the railway infrastructure manager under the conditions and at the price indicated in this article. It is deemed to be ordered with the ordering of a train run using electric traction. Any change in the type of traction must be notified to the infrastructure manager and the Administration des chemins de fer.

5.4.1.1 Principles for the metering of electrical energy

Regulation TSI 1302/2014, concerning the technical specification for interoperability relating to the rolling stock subsystem, obliges railway undertakings to equip each newly used, refurbished or

renewed electric traction unit with an energy metering system (EMS) that complies with standard EN50462:2017.

Railway settlement is the process of correctly allocating the consumption to each railway company. It is performed by the infrastructure manager based on the consumption data transmitted by each meter to the remote reading platform Erex[1]. This platform is made available to all railway companies to collect consumption data from their metered vehicles. The infrastructure manager then aggregates this data for each railway company for billing.

5.4.1.2 Structure of the formula

The infrastructure manager provides two charging models for the cost of electric traction energy:

a) Traction units with an electric energy meter

For units complying with the provisions specified in Section 5.3.1.1 of this document and adhering to the terms described in Section 5.4.1.3, the electric traction energy tariff is expressed in MWh multiplied by the unit price of the traction energy current $\overline{C_E}$ determined in Section 5.4.1.4.

The consumption for train runs with missing or obviously erroneous measurement data due to a malfunction of the metering or remote reading system is evaluated based on an average specific consumption per category (passengers or freight) described in point b) below.

b) Traction Units Without Energy Meter or Declared Composition

The consumption for train runs by traction units without an electric energy meter and traction units for which the train composition has not been declared by the railway undertaking (as described in Section 5.4.1.3a) shall be assessed based on an average specific consumption per category (passenger or freight transport) according to the following formulas:

Passengers: $\frac{(45+0.7*D_1+0.7*D_2)*Wh}{(tonnes*km)}$

Freight: $^{4kWh}/_{km} + {}^{12Wh}/_{(tonnes * km)}$

Where

D1 Degree-Day for heating [dimensionless];

D2 Degree-Day for cooling [dimensionless];

The number of degree-days D1 and D2 per day is based on the average temperature measured by the weather station at Luxembourg Station. To determine D1, each degree below 16.5°C is counted

[1] www.erex.eress.eu

as a degree-day. A day with an average temperature of 6.5°C thus results in a D1 equal to 10. To determine D2, each degree above 20°C is counted as a degree-day.

An energy reconciliation takes place at the end of each month. The total of the measured and estimated consumption is compared with the measurement of the energy injected into the catenaries. The infrastructure manager estimates the network losses at 4% of the purchased volumes, which is deducted from the consumption. The remaining difference between the estimate and the actual total energy consumption is distributed by adjusting the estimated consumption.

If the infrastructure manager identifies a substantial difference between the estimated and the actual consumption, it may choose to modify the estimation formulas during the validity period of this document to eliminate these differences.

5.4.1.3 Terms and conditions

a) The measurement results must be linked to the train information of the railway undertakings. If it is not possible to establish this link, the infrastructure manager will not be able to assign the measurement results to the correct train run. For this purpose, the railway undertakings shall communicate in advance to the infrastructure manager all traction units that may operate in Luxembourg and declare the composition of all trains (European vehicle numbers) until seven days after the month M+1 of their departure to the infrastructure manager; otherwise, the consumption of these trains will be estimated according to section 5.4.1.3b).
b) If the exact weight of the train is not communicated to the infrastructure manager until seven days after the month M+1 of its departure, the maximum authorized weight will be used for the estimation of the traction current consumption.
c) If the energy meters do not meet the metering accuracy specified in EN 50463:2017, the measured consumption will, as a rule, be increased by 1%.
d) The measurement results are compared with the estimated values. If the measurement results are presumed to be erroneous, an alert is given via the Erex[1] platform, and the estimated consumption will be used.
e) On the 20th of month M+1, the railway undertakings will be able to consult the billing data on the Erex platform and will then have until the 27th of the same month to formulate any complaint. If no complaint is received, or after the complaint has been processed, the billing data will be deemed accepted, and the invoice will be issued.

5.4.1.4 Tariffs

Unit price for traction energy

The tariffs for electric traction energy are given in €/MWh, in accordance with the formula. The infrastructure manager applies the EPEX (European Power Exchange) model. The unit purchase price

per MWh of electricity is the average of the purchase prices plus the transaction costs (including the balance responsibility costs), as invoiced monthly by the electricity supplier.

To determine the unit price of the traction energy, all related costs, fees, taxes and excise duties are added to the unit purchase price, in particular costs related to the use of the electricity transmission and distribution network (power premium, tax on the consumption of electrical energy, contribution to the compensation mechanism, access to and use of the network, network losses), the price of the energy guarantees of origin, and management costs.

In view of the above, the unit price of traction energy will be known during month M+1 for month M and communicated on the link: https://www.cfl.lu/drr-annexe.

5.4.2 Pre-heating and pre-conditioning of rolling stock

Railway undertakings have the possibility to preheat or precool their passenger trains by using the preheating sockets available for this purpose in certain stations. The track occupancy plan drawn up by the infrastructure manager will consider the relevant requests. These requests must be made at the time the train path is ordered for the train concerned.

No fees are currently planned for either the reservation or the occupation of these lanes.

5.4.3 Services for exceptional transports and dangerous goods

Exceptional consignment advice and provision of tailor-made contracts concerning support for running special convoys

All exceptional consignments require the establishment and publication of an exceptional consignment advice defining the conditions under which such transport is to be effected.

An advice notice of this type should be requested from the address listed below with the necessary indications according to IRS 50502 and the following values defined in IRS 50505x1:

- The coefficient of flexibility (s),
- The height of the roll centre (h_c)
- The lateral play between axle and bogie frame or between axle and vehicle body in the case of axle vehicles (q),
- The lateral play between bogie and vehicle body (w)
- It is imperative to indicate the values when making a request, when they do not correspond to the following standard values:$s = 0.1$
- $h_c = 500mm$
- $q + w = 25mm$

Code 12 (« numerical code ») according to IRS 50502:

The half-width values indicated under codes 12a and 12b for the critical points shall include the loading tolerances.

Code 13 according to IRS 50502:

When the half-widths indicated under 12a and 12b remain constant over a section of defined height, it is possible to specify the lower and upper dimensions for this section.

When determining this lower rating, consider:

- For loads: the vertical subsidence of the suspensions is dependent on the load;
- For low-platform wagons: the boom of the loading platform, including vertical subsidence of the load-dependent suspensions;
- For loaded vehicles: maximum subsidence of suspensions (for vehicles with air suspension, the type of suspension must be considered: emergency suspension, air suspension control, etc.).
- Note: For unloaded vehicles: subsidence is 0 mm;
- The maximum permitted wear of the wheel tires (if this value is less than 25 mm, the value to be applied is still 25 mm).

When determining this higher rating, consider:

- For loads: the height of the floor of flat cars with uncompressed suspensions;
- For vehicles, the height of the unloaded vehicle is to be increased by a standard value of 30 mm.
- In addition, the information “whether the weight limit category D4 according to EN15528 is respected or not” is always mandatory.

Deadlines to be met:

According to the category of exceptional transport, the following deadlines must be met for the respective request:

Category C:

3 workdays before the date of entry into force, provided that all necessary information concerning the Railway Undertaking (RU) and/or Infrastructure Manager (IM) is available.

Category G:

10 workdays before the date of entry into, provided that all necessary information concerning the Railway Undertaking (RU) and/or Infrastructure Manager (IM) is available.

Category L:

8 workdays before the date of entry into force, provided that all necessary information concerning the Railway Undertaking (RU) and/or Infrastructure Manager (IM) is available.

Special Exceptional Transports:

Deadlines are fixed individually according to the dimension of the studies.

Point of contact:

✉	**Société Nationale des Chemins de Fer Luxembourgeois** Direction Gestion Infrastructure Division Planification Exploitation GI-PE4 B.P. 1803 L-1018 Luxembourg
Phone	+352 4990 5464
E-mail	gi.ate@cfl.lu

If an exceptional consignment requires special measures and support from the infrastructure manager, the circulation of this exceptional consignment will necessitate the drawing up of a tailor-made contract under the conditions and at the prices specified in sections 5.4.3.1 and 5.4.3.2.

5.4.3.1 Formula structure

The charge for drawing up an exceptional consignment notice is calculated as the product of an hourly rate and the time required to study the file and prepare the documents as such.

The charge associated with the provision of tailor-made contracts for assistance with the circulation of special consignments is based on a prior quote.

The cost of the quote is defined as the product of an hourly rate and the time needed to draw up the contract. The formula used is as follows:

$$G_s = c_{G_s} \bullet \mathrm{T}$$

where

G_s is the charge for drawing up the contract [€];

$c_{G,s}$ is the hourly charge [€/hour];

T is the working time required to study the file and draw up the exceptional consignment notice or the contract [hours].

5.4.3.2 Tariffs

	2025	2026	
$c_{G,s}$	116,65	119,57	€/h

5.4.3.3 Shunting services

N/A

5.5 Ancillary Services and Charges

5.5.1 Access to the telecommunication network

N/A

5.5.2 Provision of additional information

N/A

5.5.3 Technical inspection of rolling stock

N/A

5.5.4 Ticketing services in passenger stations

N/A

5.5.5 Specialized heavy maintenance services

N/A

5.5.6 Other ancillary services

N/A

5.6 Financial Penalties and Incentives

Regardless of the possibility to withdraw a train path in case of under-use as foreseen in Section 4.8, ACF will apply the following rules:

5.6.1 Penalties for Path Modification

N/A

5.6.2 Penalties for Path Alteration

N/A

5.6.3 Penalties for non-usage

All necessary information can be found in the subchapter 5.7.3.2

5.6.4 Penalties for Path Cancellation

5.6.4.1 Extraordinary and facultative train paths

To avoid reservation cancellations limiting effective coordination possibilities of path reservation requests, the following cancellation conditions apply:

- If the cancellation is notified at least 30 calendar days before the planned date of circulation, only the amount covering the administrative costs is due.
- If the cancellation is notified less than 30 calendar days before the planned date of circulation, but no later than the third day before the planned date of circulation, 12.5% of

the cost for the use of the infrastructure (C + S, calculated based on the planned mass of the train) and the administrative costs are due as a penalty for the cancelled train paths;

- If cancellation is notified after the third day before the scheduled date of train running, but before the scheduled departure time, 25.0% of the cost for the use of the infrastructure (C + S, calculated based on the planned mass of the train) and the administrative costs are due as a penalty for the cancelled train paths.

The exact fee formula is presented in the subchapter 5.7.3.3

5.6.4.2 Regular train paths

All necessary information can be found in the subchapter 5.9.1.2.

5.6.5 Incentives/Discounts

N/A

5.6.5.1 Reduction fee for Framework Agreements

N/A

5.7 Performance scheme

A performance improvement system is applied to all railway undertakings' trains running on the national rail network. This system gives rise to penalties and compensation in accordance with the principles set out below.

5.7.1 General principles and objectives

Trains whose delay on arriving at the destination station (for a destination in the National Rail Network) or departing from a border station (for trains leaving the National Rail Network) is greater than the threshold defined in Section 5.3.1.1 will incur penalties and compensations, determined as indicated in Section 5.3.1.2. The objective is to reduce the delays and get more stable runs.

5.7.2 Performance monitoring

5.7.2.1 Record of delays and causes

Train delays and cancellations are assigned to causes in accordance with the table in Appendix 3C, drawn up in accordance with UIC leaflet 450-2. Without prejudice to the provisions of point 5.7.2.3, unassigned delays are deemed to be caused by the Infrastructure Manager.

On the day on which the trains are running, lists of all trains[2] whose delay on arrival at the destination (for a destination on the national rail network) or on departure from the border station (for trains leaving the national rail network) are greater than the threshold of 2 minutes, as well as lists of all trains cancelled in their entirety or over part of their journey under the conditions referred to in point 5.7.3.4, are checked and validated by the Infrastructure Manager.

The aim is to minimize delays and ensure more consistent travel times.

5.7.2.2 Validation of delays and causes

The day after the trains operate, these lists, including the assigned delay or cancellation codes as specified in the table in Appendix 3C (created according to UIC leaflet 450-2), are provided to the relevant railway undertakings via computer for validation. The railway undertakings have until the 14th of the month M+1 to contest the delays and causes thus transmitted. If no dispute is lodged within the prescribed period, the data is deemed to have been validated.

5.7.2.3 Claim processing

In the event of a claim for a delay or a cause of delay or a train cancellation, after consulting the parties concerned, if necessary, ACF can,

- either accept the claim or correct the data claimed against;
- consider the case as doubtful and apply the provisions of point 5.7.2.4;
- or reject the claim.

ACF's decision may lead to recourse action as provided for in 5.7.3.

[2] The day after the traffic day for delays/deletions between 22:00 and 23:59.

5.7.2.4 Processing of doubtful cases

If responsibility for a delay or a train cancellation cannot be determined, the delay or cancellation will not be taken into consideration when calculating penalties and compensation.

5.7.3 Financial model

5.7.3.1 Acknowledgment Threshold

To be considered for the calculation of penalties or compensation, the train must have a delay on arrival at or departure from the frontier station that is strictly greater than the threshold value defined in a). The delay considered for the decision to take the train into account is the delay as defined in b).

a) Threshold value:

The threshold value depends on the category of train and equals ;

- 10 minutes of the total delay ($r_{EF} + r_{GI}$) for passenger trains
- 60 minutes of the total delay ($r_{EF} + r_{GI}$) for freight trains and locomotive headways

b) Determining the delay:

The delay considered is the delay in minutes, rounded down to the nearest whole number, minus the delays excluded under c).

c) Exclusion:

- The following delays are not taken into account when considering a train:
  Delays due to external causes, according to the table in Appendix 3C, drawn up in accordance with UIC leaflet 450-2.
  Secondary delays according to the table in Appendix 3C of this Network Statement, drawn up in accordance with UIC leaflet 450-2.
  Delays to trains entering the national rail network, except delays originating on the national rail network.
- Delays on departure from the border station (for trains leaving the national rail network) originating on the following rail networks.

5.7.3.2 Penalties and compensations (P)

a) Allocation of responsibilities

Penalties and compensation are calculated based on the delays and causes of delays entered in accordance with the table in Appendix 3C of this Network Statement, drawn up in accordance with

UIC leaflet 450-2. Responsibilities are apportioned in accordance with the allocation of causes of delay set out in the table in Appendix 3C, drawn up in accordance with UIC leaflet 450-2.

b) Calculation of penalties and compensation

For the calculation of penalties and compensation, all the minutes of delay recorded are considered, excluding the delays listed under c) in point 5.7.3.1. The value of the penalty for each train concerned is determined by the following formula:

$$P = (r_{EF} - r_{GI})c_R$$

where

P is the penalty charged to the railway undertaking [€];

r_{EF} is the sum of the delays attributable to the railway undertaking [minutes];

r_{GI} is the sum of the delays attributable to the infrastructure manager [minutes];

c_R is the unit price per minute of delay [€/minute];

The value of c_R is set at €0.10/minute.

A negative value of P results in compensation being credited to the railway undertaking's account.

c) Limitation of Penalties and Compensation

The maximum value of penalties and compensation considered for a given train is equal to 25.0% of the cost of using the infrastructure (C+S, calculated based on the actual mass of the train).

d) Penalty for non-use

In the absence of a cancellation notified before the scheduled running time (‘no show’), the applicant is liable for a penalty per unused train path equal to twice the sum of the charge for the use of the infrastructure (5.3.1.1) and the charge for the use of the electrical system (5.3.1.5), but not less than €100.

5.7.3.3 Path charge calculation

Path charge if cancelled 30 days before the date of operation:

$$U = A$$

$$= c_A L_{th}$$

If the cancellation is notified less than 30 calendar days before the planned running date, but no later than the third day before the planned running date, 12.5% of the cost of using the infrastructure (C+S, calculated based on the planned train weight) and the administrative cost are due;

$$U = A + 0{,}125\,(C + S)$$

$$= c_A L_{th} + 0.125\left[c_C L_{th} \alpha_{th_i} \beta_{th_j} + \left(\sum_m s_m L_{th_m}\right)\gamma_k \delta_l\right]$$

If the cancellation is notified after the third day before the planned running date, but before the planned running time, 25% of the cost of using the infrastructure (C+S, calculated based on the planned train weight) and the administrative costs are due;

$$U_{cancelled} = A + 0{,}25\,(C + S)$$

$$= c_A L_{th} + 0.25\left[c_C L_{th} \alpha_{th_i} \beta_{th_j} + \left(\sum_m s_m L_{th_m}\right)\gamma_k \delta_l\right]$$

Path charge if used:

$$U_{realized} = A + C + S + E + min[P;\ 0{,}25(C + S)]$$

$$= c_A L_r + c_C L_r \alpha_{r_i} \beta_{r_j} + \left(\sum_m s_m L_{r_m}\right)\gamma_k \delta_l + c_E L_{E_r}$$

$$+ min\left[(r_{EF} - r_{GI}) c_R;\ 0.25\left(c_C L_r \alpha_{r_i} \beta_{r_j} + \left(\sum_m s_m L_{r_m}\right)\gamma_k \delta_l\right)\right]$$

The index r indicates that these are actual values.

The index th indicates that these are theoretical values.

5.7.3.4 Recovery of delays

In the event of the delay being recovered, i.e., if the delay on arrival at the destination or on departure from the border station, determined according to 5.7.3.1, is less than the sum of the delays input and taken into account according to 5.7.3.2, while remaining greater than the acknowledgment threshold, then the recovered delay will be booked on equal shares in favour of the infrastructure manager and the railway undertaking.

5.7.3.5 Cancellation of trains

a) Train cancellation by the railway undertaking

In the event of a train being cancelled by the railway undertaking before it departed from the origin station or its arrival on the National Rail Network, the railway undertaking will not be invoiced for any penalty other than that provided for in 5.9.1. Except in a case of force majeure, if a train is unable to complete its scheduled run because of the railway undertaking, a penalty according to 5.9.1 for the used train path will be invoiced to the railway undertaking.

In the case of deletion, the corresponding UIC code must be indicated.

b) Train cancellation by the infrastructure manager

Except in cases of force majeure, and without prejudice to the provisions of point 5.9.1.4, if a train is unable to terminate its scheduled route due to the infrastructure manager or if a train is unable to run because of the cancellation of the train path by the infrastructure manager, without this cancellation having been programmed at least 3 days before the scheduled running date, only administrative costs are due by the railway undertaking.

The calculation of penalties and compensations does not include path cancellations due to external or secondary causes under the terms of the table in annex 3C, according to the data sheet UIC 450-2 or originating from another rail network.

5.7.4 Governance and dispute resolution system

A railway undertaking can appeal to the Regulator (cf. 1.3.3) if it considers itself to be the victim of unfair treatment, discrimination or any other prejudice in the application of the performance scheme.

5.8 Changes to Charges

The charges defined in this chapter are valid for the 2025 period from December 16, 2024, to December 14, 2025, inclusive, the applicable prices being those for the 2024 columns up to December 15, 2024, and those for the 2025 columns from December 16, 2024. A price adjustment for 2026 will be made in autumn 2025 after assessment of the costs of infrastructure maintenance and renewal in 2024.

5.9 Billing Arrangements

In 2026, railway infrastructure charges will be billed monthly by "l'Administration des chemins de fer" on behalf of the Fonds du Rail. No forecasts are made. Prices per path are shown in Trassenportal.

5.9.1 Minimum services

All indications of lead times, dates and times in this section refer to Luxembourg time and date.

5.9.1.1 Optional and ad-hoc train paths

5.9.1.2 All necessary information can be found in the subchapter 5.6.4.1Regular train paths

For reserving regular train paths, the fact that these train paths are typically reserved for a timetable is considered. The following conditions, based on the monthly payment schedule, then apply:

a) Determination of charge

At the end of each month, after the trains have travelled, the total amount due for the elapsed month is calculated based on:

- The real weight of the trains. In case of the absence of real data, the theoretical mass is used to calculate the amount due.
- Possible cancellations.

b) Partial cancellation of the reservation

To encourage effective use of the capacity, the following cancellation conditions apply:

- If the cancellation is notified at least 30 calendar days before the scheduled running date, no penalty will be due and only the amount covering the administrative costs will be invoiced by ACF.
- If the cancellation is notified less than 30 calendar days before the scheduled running date but at the latest on the first day before the scheduled running date, 12.5% of the cost for the

use of the infrastructure (C + S, calculated based on the planned mass of the train) and the administrative cost will be invoiced by ACF as a penalty.

- If the cancellation is notified after the third day before the scheduled running date but before the scheduled time, 25.0% of the cost for the use of the infrastructure (C + S, calculated based on the planned mass of the train) and the administrative cost will be invoiced by ACF as a penalty.
- In the absence of a cancellation notified before the scheduled circulation time ("no show"), the candidate is liable for a penalty (5.6.3).

c) Complete cancellation of the reservation

This case refers to the cancellation of an entire regular train path for the entire duration of the period concerned. A distinction is made between the following modalities:

- If the cancellation is notified at least 30 calendar days before the scheduled running date, no penalty will be due and only the amount covering the administrative costs will be invoiced by ACF.
- If the cancellation is notified less than 30 calendar days before the scheduled running date, the penalty due is calculated based on the modalities provided above for all the train paths concerned during the month following the date on which the cancellation is notified.

The exact fee formula is presented in the subchapter 5.7.3.3

5.9.1.3 Modifications

All requests to modify a train path made by a customer must be considered for pricing purposes as a cancellation followed by another reservation.

5.9.1.4 Cancellations by the infrastructure manager

Except in cases of force majeure, if a train is unable to run because of the infrastructure manager, only the administrative costs will be due.

5.9.2 Additional Services

Invoicing is carried out based on the services effectively performed and invoices issued by the service provider.

Chapter 6 Operations

6.1 Introduction

The movement of trains and shunting movements is done in compliance with national safety rules and the General Technical Operations Regulations (RGE). The technical operation of the line sections crossing the border is regulated by bilateral or multilateral agreements (conventions, border instructions, etc.) concluded between the Luxembourg IM and the IMs of the networks concerned. It is also necessary to comply with local instructions and orders drawn up by the infrastructure manager to run the services at the various operational points. The infrastructure manager makes these documents available electronically.

✉	**Société Nationale des Chemins de fer Luxembourgeois** Direction Gestion Infrastructure
E-Mail	dgi.conformite@cfl.lu

The operational language of the network is French. However, the use of Luxembourgish and German is permitted throughout the network.

6.2 Operational Rules

See 6.1.

6.3 Operational Measures

6.3.1 Principles

The infrastructure manager does everything it can to reduce the frequency and duration of the perturbations affecting the service.

If the allocation of the infrastructure capacities must be modified when the infrastructure capacities are downsized because of unforeseen or foreseen perturbations, these train paths will always be allocated by ACF.

The following principles and procedures are applied when a train cannot respect its foreseen timetable:

The circulation of the trains must be confirmed by sending the data relating to these trains to the Infrastructure Manager at least 1 hour before their scheduled departure. If no information is given, these trains will lose any priority, and the capacity assigned to them may be used to recover from disturbed situations or start up last-minute traffic.

For cancellations and partial cancellations of trains less than one hour before the scheduled departure time, the request must be made via the Trassenportal (in exceptional cases via email).

6.3.2 Operational Regulation

In the event of a disruption, the Infrastructure Manager may, at the request of an infrastructure user, delete trains on the entire route or only part of the route via the Trassenportal tool (in exceptional cases via email). The Railway Administration is yet to be informed about these derogations by the infrastructure user.

The order of succession of trains in the open line is determined by the schedule. Simultaneous routes of several trains may only be allowed if their routes do not meet, but the slip tracks downstream of the signals marking the end of the routes may meet.

The route table must provide for the establishment of these simultaneous routes.

Where, according to this rule, simultaneous routes of two trains cannot be allowed, the following priority rules shall apply:

- In the case of two trains of the same RU, priority shall be given to the fastest [3]train without delaying the slower train by more than x[4] minutes at departure.

In the case of two trains from two different RU:

- Priority is to be given to the train running following its planned path,
- If no train is running on its planned path, priority should be given to the fastest train (at the expense of the slower train).
- In the case of a running train and a stopped train, priority is to be given to the running train at the expense of the stopped train (e.g., priority to the incoming train in case of simultaneous entry and exit), unless a deviation from this order of precedence helps to improve the course of technical exploitation
- Priority is never given to a train running ahead of schedule.

[3] Pour un même parcours, le train le plus rapide est le train avec le temps de parcours prévu dans l'horaire le plus court.
[4] The time x is to be defined by the EF in question for the different lines and must be communicated to the Traffic Supervision.

- The Traffic Supervision can decide to give priority to a specific train if a common agreement between the RU and the IM is found.

By 'avoidance' is understood the stopping of a train at a station to let another train circulating in the same direction on the same line pass.

There is an 'overtaking' when a train passes in front of another train in the same direction on the same line.

There is a "crossing" when, in a station, a transition or bifurcation station a train waits for a block section, in which it will have to engage, to be cleared by a train moving in the opposite direction.

There is a "meeting" when two trains going in the opposite direction pass simultaneously in front of the same point on different tracks of a double-track line.

For regular and optional trains, avoidance, overtaking and crossing are set by the ARAMIS application. In case of failure of the ARAMIS application, the EI Service has time data configured by the IN Service.

The need to modify the order of the fixed succession arises:

- In case of a degraded situation,
- In case of delay [5]of one or more trains,
- In case of a train running ahead of schedule.

To decide whether a change in the order of train succession is appropriate or not, it is necessary to consult with the Traffic Supervision

Where necessary, the Railway Administration may grant exceptions to the general rule to minimize the time required for the complete restoration of the network.

6.3.3 Disturbances

6.3.3.1 Foreseen Disturbances (ACF)

If the perturbation and the corresponding corrective measures only affect one railway undertaking and have no bearing on the infrastructure capacities reserved by other railway undertakings, the corrective measures will be reached by consultation with the railway undertaking in question.

When the perturbation and the corresponding corrective measures affect more than one railway undertaking, ACF defines corrective measures as fast as possible by negotiation with all the railway undertakings concerned.

[5] A train is late if the difference between the actual time and the assigned time is at least 6 minutes.

ACF will not use this negotiated procedure when the perturbation premises change unpredictably.

Once the strategy is established, the modified paths must be sent to the Administration des chemins de fer for validation, via the booking website Trassenportal or via TAF/TAP TSI.

In this case, the procedures described in section 6.3.3.2 below apply.

6.3.3.2 Unforeseen Disturbances (CFL GI)

In the event of an unforeseen perturbation affecting train running because of a technical failure or an accident, the infrastructure manager shall take all necessary measures to restore the situation to normal.

To this end, the infrastructure manager draws up a contingency plan listing the various bodies to be informed in case of serious accidents or serious traffic disruptions.

In an emergency and in a case of absolute necessity, especially for an accident, a failure rendering the infrastructure momentarily unusable, or any other event preventing the use of the infrastructure under normally safe conditions, the allocated train paths must be deleted in Trassenportal for the time needed to repair the installations or to eliminate the reason for the stoppage of train traffic. ACF will attribute alternative capacities that best meet the needs of the concerned railway undertaking.

If the infrastructure manager considers it necessary, he can ask the railway undertakings to provide the means that appear best suited to them to unblock tracks and return to normal duty on the rail network, or he can implement his own means of salvage. The party responsible for the perturbation will cover the resulting costs.

If large incidents with significant international impact occur, international coordination of incident management is necessary.

For international disruptions lasting longer than three days with a high impact on international traffic, International Contingency Management protocols apply. Rail Freight Corridors act as facilitators in disruption management and the communication process. They have developed and published re-routing overviews and operational scenarios in collaboration with their member IMs.

A reference to the re-routing overview and scenarios can also be found on the internet page of RAILNETEUROPE.

The Railway Undertakings (RUs) are involved according to national incident management procedures and are responsible for communicating train-specific information to their customers.

More details are described in the International Contingency Management Handbook. This handbook describes standards that aim to maintain the continuation of traffic flows at the highest possible level despite an international disruption and ensure transparency of the status of the disruption and

its impact on traffic flows for all relevant stakeholders across Europe. It defines disruption management and communication processes that complement national incident management procedures to facilitate better international cooperation of IMs and ABs.

6.4 Tools for Train Information and Monitoring

6.4.1 TIS Train Information System

TIS is an easy-to-use, web-based application that visualizes international trains from origin to destination. It supports international train management by delivering data concerning international passenger and freight trains from the participating IMs.

Details about this application can be found on the RNE TIS website.

6.4.2 ARAMIS Web

ARAMIS (Advanced Railway Automation Management & Information System) is a system that provides real-time traffic information for trains on the Luxembourg national rail network. ARAMIS Web is a separate application that is accessed via a browser with Internet access.

6.4.2.1 Information available in ARAMIS WEB

ARAMIS WEB offers the following functions:

- Track occupancy graph (SSP), which provides an overview of railway lines, including tracks, points, main and shunting signals.
- Space-time graphics (ZWL), an aid to route and zone planning.
- Station graph (BFG) and train sequence table (BFT), which display track and platform occupancy in graphical and tabular form.
- Node graph (KNG) and node table (KNT), which show connection relationships and conflicts graphically or in a table.
- The network overview (GSU) is a graphical summary of the entire CFL network, showing all trains and their current delays.
- Data capture (DSP), which contains additional information on train routes and information on incidents.
- And more.

ARAMIS Web only allows the reading of the RU's equipment trace with all information and the viewing of unrecognizable equipment of other RUs.

Reading:

- RU material tracing with all available information
- View of unrecognizable material from other RUs

6.4.2.2 Requesting access to ARAMIS Web

For each access request, a single point of contact is required to provide the necessary information for a new request or a modified request to the Infrastructure Management Service.

These procedures can be accessed via the EXTRANET using a form, or an access request can be made to the following address:

✉	**Société Nationale des Chemins de Fer Luxembourgeois** Service Gestion Infrastructure 16, bd d'Avranches L-1160 Luxembourg
E-Mail	Gi.aramis-web@cfl.lu

All communication between CFL and external companies will take place through this contact.

The Infrastructure Management Department will provide all necessary instructions to the appropriate contacts.

This applies equally in the event of disruptions or questions related to the process. To enhance IT security, the use of generic accounts will be discontinued. Existing generic accounts will be gradually replaced with individual user accounts. Any account that remains inactive for six months will be automatically deactivated. If no action is taken within the following six months, the account will be permanently deleted without prior notice.

Chapter 7 SERVICE FACILITIES

7.1 Introduction

Access to service facilities and to the services provided in these facilities is regulated by the modified law of 6 June 2019 on management, access, and use of railway infrastructure and the regulation of the rail market, transposing Directive 2012/34 / EU of the European Parliament and of the Council and Commission Implementing Regulation (EU) 2017/2177. This chapter is devoted to service facilities and the services provided therein. This covers both service installations managed by the CFL infrastructure manager as the operator of service installations and those managed by other operators.

7.2 Service Facility Overview

The modified law of 6 June 2019 on the management, access, and use of the rail infrastructure and the regulation of the rail market, as well as the implementing regulation (EU) 2017/2177, require operators of service facilities linked to the Luxembourg railway network and/or to service providers in these facilities to provide information on the conditions and prices they charge for access to their facilities as well as for the provision of services. The minimal information is enumerated in Article 4(2) a) to n) of the Implementation Regulation (U) 2017/2177.

This information must be included in the Luxembourg network statement document, potentially via a hyperlink to a website (own website or common portal) where this information is made available free of charge.

The publication of the service's installation description is available on the common portal Rail Facilities Portal: www.railfacilitiesportal.eu

The Railway Administration invites operators of service facilities connected to the National Rail Network and service providers to send their information to oss@acf.etat.lu. The ACF is not responsible for the information provided by operators and service providers.

In accordance with the modified law of 6 June 2019, the following installations are considered service installations:

- Passenger stations, their buildings and other infrastructure, including the display of travel information and suitable locations for ticketing services;
- Freight terminals;
- Shunting stations and train formation facilities;
- Storage sidings;

- Maintenance facilities, except for those assigned to heavy maintenance services or to other types of rolling stock requiring specific facilities;
- Other technical facilities, including cleaning and washing facilities;
- Maritime and inland port infrastructures linked to rail activities;
- Assistance infrastructures;
- Refuelling infrastructures and the supply of fuel in these infrastructures.

7.3 Service Facilities Managed by CFL IM

7.3.1 Common provisions

The fees received for access to service installations equal the cost that can be imputed directly to operating the railway service and include a fee for the scarcity of access infrastructure capacities.

For the shunting station and the intermodal terminal, the services are indicated at:

www.cfl-terminals.lu.

Services available in-service infrastructures and for which the supply is not included in the fees collected for access to the service infrastructures are referred to in section 7.3.9 below.

7.3.2 Passenger Stations

Passenger stations and stops are given in Appendix 2A.

For the effective platform length, please contact the One-Stop-Shop.

7.3.2.1 General Information

Access to passenger stations, their buildings and other station infrastructure is included in the passenger train path under the conditions set out below.

Passengers will have free access to those parts of passenger buildings and other facilities that are accessible to the public. Premises may be rented to railway undertakings in passenger buildings belonging to the national railway infrastructure, subject to availability. Priority will be given to public service.

See https://www.cfl.lu/en-gb/network, the EXCEL file respectively in Appendix 2A.

7.3.2.2 Services

See https://www.cfl.lu/en-gb/network, the EXCEL file respectively in Appendix 2A.

7.3.2.3 Service Facility Description

See https://www.cfl.lu/en-gb/network, the EXCEL file respectively in Appendix 2A.

7.3.2.4 Charges

The charge associated with access to passenger stations, their buildings and other associated infrastructure is set as the product of a unit rate per vehicle and the number of full days of use. Partial days are not considered.

This is a congestion charge, with wear and tear on facilities included in the charge for train paths and the use of electric traction facilities.

The formula applied is as follows:

$$G_V = c_{G,V} \cdot T$$

where

G_V is the access charge [€];

$c_{G,V}$ is the daily charge [€/day];

T is the time during which the service infrastructure is used [full days].

For vehicles having a length over buffers of more than 27 m, this charge will be applied for every started 20 m long section. If the railway undertaking does not supply any data, invoicing will be based on the effective length of the occupied track (number of sections of 20 m).

	2025	**2026**	
$c_{G,V}$	3,69	3,78	€/day

7.3.2.5 Access conditions

In principle, access to platform tracks is limited to the time strictly necessary to carry out planned operations such as setting up the train for departure, passengers boarding and alighting, changing locomotives or staff, or changing the composition of the train.

At each timetable change, the infrastructure manager prepares a track occupancy plan in collaboration with the Railway Administration. This plan is developed in a non-discriminatory manner and considers the expected train lengths and station movements to minimize conflicts. At the request of the railway undertaking and depending on availability and traffic, extended parking on the platform may be granted by the infrastructure manager. Such authorisation may be revoked at any time if changes in traffic, works, or any other cause limit the capacity of the station, making it

impossible to park other trains. The railway company concerned will be informed of this decision as soon as possible.

The extended parking of rolling stock which cannot remain at the platform must be done on storage or garage tracks provided for this purpose. Long-term parking of vehicles in passenger stations is subject to the conditions and charges set out in 0.

7.3.2.6 Capacity Allocation

The capacity allocation process is described in Chapter 4 of this document.

7.3.3 Freight terminals

7.3.3.1 General Information

Conventional and intermodal freight terminals are referred to in Appendix 2A.

A shunting station located at Bettembourg.

Since 2007, the State has been the owner of certain railway infrastructures serving the sites of Esch-Schifflange, Esch-Belval and Differdange. This so-called "tertiary" network is of the industrial type. Accordingly, it is reserved exclusively for freight traffic serving industry tracks as shunting movement in this network. The main point of access is in the Belval-Usines station for traffic lines connecting Esch-Belval and Differdange. Other accesses are possible from the Esch-sur-Alzette and Differdange stations. Train-formation tracks are also available on all three sites.

For the actual length of reception lanes, please contact the one-stop shop. The tracks of the inner port of Mertert also belong to the National Railway Network.

7.3.3.2 Services

Point of contact for container terminal:

✉	**CFL terminals s.a.** Terminal Intermodal Z.A.E. Wolser E L-3474 Dudelange
Phone	+352 4996 0108
E-Mail	access@cfl-terminals.lu info@cfl-terminals.lu

7.3.3.3 Service Facility Description

The use of the Bettembourg container terminals and rail motorways must be covered by a separate contract with the terminal operator, CFL terminals. For details of access conditions, please refer to CFL multimodal | CFL terminals.

On each timetable change, the terminal operator, CFL terminals, in conjunction with the concerned railway undertakings, draws up a track occupation plan which is adapted when necessary. To limit conflicts, this plan considers the scheduled length of the trains and the shunting movements inside the freight terminals.

Extended parking of rolling stock, which cannot remain in the freight terminals, will be accommodated in the storage sidings provided for this purpose.

7.3.3.4 Charges

Formula structure

The charge associated with access to goods terminals is defined as being the product of a single rate per wagon and the number of full days of use. Started days are not taken into consideration.

This is a congestion rate, and the wear of the installations is included in the charge for the train paths and the use of the electric traction installations.

The formula used is as follows:

$$G_m = c_{G,m} \cdot T$$

where

G_m is the access charge [€];

$c_{G,m}$ is the daily charge [€/jour];

T is the time during which the service infrastructure is used [full days].

For vehicles having a length over buffers of more than 27 m, this charge will be applied for every 20 m long section started. If the railway undertaking does not supply any data, invoicing will be based on the effective length of the occupied track (number of sections of 20 m).

Tariffs

	2025	**2026**	
$c_{G,m}$	3,69	3,78	€/day

7.3.3.5 Access Conditions to Freight Terminals

Access to freight terminals belonging to the National Rail Network is included in the train path, under the conditions indicated below. However, the railway undertaking must request to use the goods terminals when the train path is requested. Access to the freight terminals is, in theory, strictly limited to the time it takes to load and unload the train.

At the request of the railway undertaking and depending on the availability and traffic, extended parking in the freight terminals may be permitted. Such authorisation may be withdrawn at any time if changes in traffic, works, or any other cause result in a limitation of the terminal capacity and make it impossible for other trains to be loaded and unloaded.

Prolonged parking of rolling stock that cannot remain in freight terminals must be done on storage tracks designated for this purpose.

7.3.3.6 Capacity Allocation

The capacity allocation process is described in Chapter 4 of this document.

7.3.4 Shunting Stations and Train Formation Facilities, including Shunting Facilities

7.3.4.1 General Information

The stations with the train-formation lines are referred to in Appendix 2A.

For the effective platform length, please contact the One-Stop-Shop.

7.3.4.2 Services

Railway undertakings can marshal wagons in the Bettembourg shunting station. The infrastructure manager provides just marshalling operations to the exclusion of any manoeuvring services.

7.3.4.3 Service Facility Description

The distribution of the capacities of the shunting station will be done so as not to obstruct branch line service. At the request of the railway undertaking, and depending on the availability and traffic, extended parking along the shunting station tracks may be granted and the fee relative to storage sidings will then apply. An authorisation like this may be withdrawn at any time if changes in traffic, works, or any other causes result in a limitation of the shunting station capacity and make it impossible for other trains to use the shunting station tracks. The concerned railway undertaking will be notified of this decision as quickly as possible.

The railway undertakings are responsible for applying and keeping up to date the PUI/PUE procedures and their internal procedures, training their personnel, checking the knowledge of their

personnel, organizing regular practices, and providing a suitable reaction in the event of any defects being found in the installations or the intervention equipment.

7.3.4.4 Charges

Formula Structure

The capacity allocation process is described in Chapter 4 of this document.

Tariffs

Included in minimum service.

7.3.4.5 Access Conditions

Access to the Bettembourg shunting station

Access to the shunting station is included in the train path under the conditions given below. However, the railway undertaking must request to use the shunting station when the train path is requested from the manager of the shunting station, CFL-TERMINALS.

Access to the shunting station is limited in theory to the time strictly necessary to perform the scheduled operations, such as the uncoupling of the arriving train, the preparation of a train for departure, coupling the locomotive to the train, technical inspection of the wagons and brake tests. No fee is charged for this.

Note that for dangerous materials, the Bettembourg shunting station comes under the amended law of 28 April 2017 for listed facilities and the Grand Duchy Regulation, amended 17 July 2000, concerning the control of dangers related to major accidents involving dangerous substances.

Accordingly, the railway infrastructure manager will have drawn up the necessary emergency plan. The current document of the internal emergency plan (PUI) will be maintained overall, and the infrastructure manager will continue to oversee it.

However, the railway undertakings are required to supply him with all the data needed to keep the documents up to date. Any change being considered must be supplied in advance to the infrastructure manager so that he can guarantee the efficiency of the PUI/PUE in the event of its being triggered.

In the event of an incident involving dangerous materials, the various companies on the Bettembourg site must provide each other with mutual assistance.

Access to Train formation facilities

Access to the formation tracks is included in the train path under the conditions given below. However, the railway undertaking must request to use the formation tracks when the train path is requested.

Access to formation tracks is, in theory, limited to the time strictly necessary to perform the required operations, such as the formation and positioning of a departing train, change of locomotives or personnel, modification of train composition, or delivery of a train at a branch. No fee is charged for this.

The infrastructure manager draws up a track occupation plan in conjunction with ACF and the railway undertakings concerned on each change of timetable, subsequently adapted to requirements. It allows for the scheduled length of the trains and for movement inside the formation yard to limit conflicts.

At the request of the railway undertaking, and depending on the availability and traffic, extended parking along the formation tracks may be granted and the fee relative to the storage sidings will then apply. An authorisation like this may be withdrawn at any time if the changes in traffic, works or any other causes result in a limitation of the formation yard capacity and make it impossible for other trains to use the formation tracks. The railway undertaking concerned will be notified of this decision as quickly as possible.

Extended parking of rolling stock, which cannot remain on the formation tracks, will be in the storage sidings provided for the purpose.

7.3.4.6 Capacity Allocation

The capacity allocation process is described in Chapter 4 of this document.

7.3.5 Storage Sidings

7.3.5.1 General Information

For information, please contact the One-Stop-Shop.

7.3.5.2 Services

A few tracks are available at various stations for the parking of rolling stock at the request of railway companies.

7.3.5.3 Service Facility Description

In principle, vehicles designated for specific purposes or those no longer in use cannot be held on the National Rail Network. However, depending on availability, limited-term waivers may be granted, subject to agreement between ACF and the railway undertaking. If these vehicles remain on the National Rail Network beyond the agreed date, ACF may require their repatriation to the original network at the expense of the railway undertaking.

Additionally, ACF may restrict parking rights based on the congestion of storage sidings. The priority for allocating holding tracks to a railway undertaking depends on the volume of traffic to or from the Grand Duchy of Luxembourg.

7.3.5.4 Charges

Formula structure

The charge associated with access to storage tracks is defined as being the product of a single rate per wagon and the number of full days of use. Started days are not taken into consideration.

This is a congestion rate, and the wear of the installations is included in the charge for the train paths and the use of the electric traction installations.

The formula used is as follows:

$$G_r = c_{G,r} \cdot T$$

where

G_r is the access charge [€];

$c_{G,r}$ is the daily charge [€/day];

T is the time during which the service infrastructure is used [full days].

For vehicles having a length over buffers of more than 27 m, this charge will be applied for every 20 m long section. If the railway undertaking does not supply any data, invoicing will be based on the effective length of the occupied track (number of sections of 20 m).

In the case of the monthly rental of a complete track, the applied charge will be equivalent to 20 days of daily rental.

In the case of the annual rental of a complete track, the applied charge will be equivalent to 200 days of daily rental.

Tariffs

	2025	**2026**	
$c_{G,r}$	3,69	3,78	€/day

7.3.5.5 Access Conditions

Prolonged parking of rolling stock on these holding tracks incurs a fee, payable under the conditions and prices specified in sections 7.3.5.2and 7.3.5.5. Additionally, it may be advantageous for a railway

undertaking to rent complete tracks on a monthly or yearly basis, under the same conditions and prices.

7.3.6 Maintenance facilities

7.3.6.1 General Information

A maintenance centre for the trackable vehicles is connected to the National Rail Network through the Luxembourg station.

7.3.6.2 Services

✉	**Société Nationale des Chemins de fer Luxembourgeois**
	Service Trains et Matériel
	Division Finances
	16, route de Thionville
	L-2610 Luxembourg
Phone:	+352 2489 7284
E-Mail	tm.finances@cfl.lu

7.3.6.3 Service Facility Description

The services offered include:

- Reprofiling
- Ultrasound inspection
- Inspection of safety and communication systems (ETCS, KVB, PZB & Indusi, GSM-R)

7.3.6.4 Charges

Pricing system

Access from the National Rail Network to the maintenance centres of the railway undertakings mentioned does not require payment of a charge and the wearing of the station installations is included in the train path rates and the use of the electric traction installation. Access does not include the use of the maintenance centres

Tariffs

The provision of the above-mentioned services is based on an offer followed by an order.

7.3.6.5 Access Conditions to Maintenance Facilities

The conditions for using the maintenance centre indicated are to be settled between the applicant and the owner of the maintenance centre.

Access to railway undertaking maintenance installations does not involve the payment of a fee regarding the National Rail Network.

7.3.6.6 Capacity Allocation

N/A

7.3.7 Other technical facilities, including cleaning and washing facilities

7.3.7.1 General Information

The National Rail Network has a cleaning plant including a washing installation at the Storage and Maintenance Centre in Luxembourg.

7.3.7.2 Services

✉	**Société Nationale des Chemins de fer Luxembourgeois**
	Service Trains et Matériel
	Division Finances
	16, route de Thionville
	L-2610 Luxembourg
Phone:	+352 2489 7284
E-Mail	tm.finances@cfl.lu

7.3.7.3 Service Facility Description

The services provided include:

- Exterior washing of rolling stock using the automatic washing installation
- Interior cleaning
- Deep cleaning of the car bodies
- Graffiti removal
- Toilet emptying and water refilling

7.3.7.4 Charges

Pricing system

Access from the National Rail Network to the cleaning plant in Luxembourg station does not require payment of a charge and the use of the station installations is included in the train path rates and the use of the electric traction installation. Access does not include the use of the cleaning plant. The use of the cleaning plant must be agreed to between the applicant and the railway undertakings concerned.

Tariffs

2025	2026	
250	250	€/body

The provision of the other services mentioned above is based on an offer followed by an order.

7.3.7.5 Access Conditions to cleaning and washing facilities

Access to the cleaning plant by the National Rail Network does not require the payment of a fee.
N/A

7.3.8 Maritime and Inland Port Facilities

7.3.8.1 General Information

The inland port on the Moselle River at Mertert Port is connected to the National Rail Network.

7.3.8.2 Services

Point of contact:

✉	**Société du Port de Mertert S.A.** Direction du Port L-6688 Mertert
Phone	+352 74 04 64
Fax	+352 74 04 64 30
E-Mail	info@portmertert.lu

7.3.8.3 Service Facility Description

N/A

7.3.8.4 Charges

N/A

7.3.8.5 Access Conditions to Inland Port Facilities

Terms and conditions of the inland port in Mertert sub must be agreed between the applicant and the operator of the port.

Access to the port of Mertert does not involve the payment of a fee regarding the National Rail Network. Service is normally done by shunting movements departing from Wasserbillig station.

7.3.8.6 Capacity Allocation

N/A

7.3.9 Relief Facilities

7.3.9.1 General Information

Relief tracks for staff and for changing locomotives are available at Luxembourg-Triage and Bettembourg-Triage stations. In other stations, relief is possible depending on track availability. An analysis will be done when processing the train path request.

7.3.9.2 Services

	Société Nationale des Chemins de Fer Luxembourgeois Direction Gestion Infrastructure Service Exploitation Infrastructure
✉	Programmation Exploitation B.P. 1803 L-1018 Luxembourg L-6688 Mertert
E-Mail	EI-PE@cfl.lu

7.3.9.3 Service Facility Description

The description of the facilities is described in the annexed Excel files.

7.3.9.4 Charges

Access to personnel relief and locomotive change tracks is not subject to a charge.

7.3.9.5 Access Conditions to the supply of services in services facilities

Access to the cleaning plant by the National Rail Network does not require the payment of a fee.

7.3.9.6 Capacity Allocation

N/A

7.3.10 Refuelling facilities

7.3.10.1 General Information

The National Rail Network has a fuel supply post in the Luxembourg Storage and Maintenance Centre.

7.3.10.2 Services

Railway undertakings that have access to the fuel supply station at the Luxembourg Storage and Maintenance Centre can obtain refuelling with rail diesel oil as per NBN 52716 (red dye).

✉	**Société Nationale des Chemins de fer Luxembourgeois**
	Service Trains et Matériel
	Division Finances
	16, route de Thionville
	L-2610 Luxembourg
Phone:	+352 2489 7284
E-Mail	tm.finances@cfl.lu

7.3.10.3 Service Facility Description

If desired, railway undertakings can access the fuel supply station at the Luxembourg Holding and Maintenance Centre. The installation is serviced by railway undertaking personnel who have access to it using an electronic key provided by the infrastructure manager. This electronic key is dedicated to a specific motive power unit and can only be used for that machine. In the event of the loss or destruction of the electronic key, a new key can be supplied at the cost of manufacturing it. If necessary, refuelling can be carried out without an electronic key. However, this backup procedure will incur a charge for manual processing, as defined in sections 7.3.10.4.

7.3.10.4 Charges

The charge associated with access to the fuel supply post in the Luxembourg Storage and Maintenance centre includes its use by way of an electronic key.

The charge for manual processing payable for refuelling operations without an electronic key is set as the product of an individual charge per operation and the number of refuelling operations without an electronic key.

$$T_{tm} = t_{tm} \cdot N$$

where

T_{tm} is the manual processing charge [€];

t_{tm} is the charge per day [€/operation];

N is the number of refueling operations without an electronic key.

The charge associated with the supply of fuel is fluctuating and fixed according to the cost price. It equals the maximum price for agricultural diesel fixed by the Ministry of Economy.

Pricing system

The fee associated with access to the fuel supply station at the Luxembourg Storage and Maintenance Centre and its use is defined in the product of a single rate per operation and the number of refuelling operations.

$$G_A = c_{G,A} \cdot N$$

where

G_A is the access fee [€];

$c_{G,A}$ is the charge per operation [€/operation];

N is the number of refuelling operations.

Tariffs

	2025	**2026**	
$c_{G,A}$	3,69	3,78	€/operation
t_{tm}	68,68	70,40	€/operation

7.3.10.5 Access Conditions to the fuel supply infrastructure

Access to the fuel supply infrastructure is limited to the time strictly needed to perform refuelling operations. The infrastructure manager, in conjunction with ACF and the concerned railway

undertakings, draws up a track occupation plan on each change of timetable, which is subsequently adapted to requirements. Unscheduled refuelling is only possible during the remaining periods of time. Access to the fuel supply infrastructure is contingent upon payments under the conditions and at the prices indicated in sections 7.3.9.4.

Passenger stations

The charge for access to passenger stations, the buildings, and the other associated infrastructures includes the use of the tracks, platforms, and areas open to the public, including elevators and escalators. It also includes the posting of departing trains according to the available installations, and announcements for trains departing from Luxembourg station, and announcements of major disturbances on the platforms, depending on the availability.

Freight terminals

The charge for access to freight terminals includes the use of the loading platforms and tracks.

The pricing for the use of the Bettembourg container and rail motorway terminals can be obtained from the operators whose particulars are given in 7.3.3.2.

The pricing for the use of the Mertert Port installations, other than the railway tracks, can be obtained from the operators whose particulars are given in 7.3.8.5.

7.3.10.6 Capacity Allocation

The capacity allocation process is described in Chapter 4 of this document.

LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics

Administration des chemins de fer

FRAMEWORK – AGREEMENT (Model)

(For the use of capacity for a period greater than one timetable year)

1) Concerned parties:

ACF **1, Porte de France** **L-4360 Esch-sur-Alzette**	on one hand	**Applicant** **Address**	on the other hand

2) Purpose of the framework-agreement

Number of train paths requested by a candidate per hour or during a certain moment of the day on a certain line with a definition of the characteristics of this capacity during the timetable years « Year 1 » to « Year 2-5 »).

The ACF guarantees that it will provide the desired number of train paths per hour or during a certain moment of the day on a certain line with the wanted definition of the characteristics during the timetable period « Year 1 » to « Year 2-5 »

2) Obligations of the concerned parties

The rights and obligations of the two parties are indicated in the NS.
The applicant commits to order at least ….% of the path numbers fixed in this frame-work agreement and commits to use at least ….% of the ordered paths concerned by this frame-work agreement.

ACF commits to allocate ……% of the number of paths fixed in this agreement.

Each party commits to pay a sum of …… euros to the other party if it does not respect the obligations of the present agreement or causes an earlier termination of this frame-work agreement.

3) Validity

This frame-work agreement is valid from …….. to …….

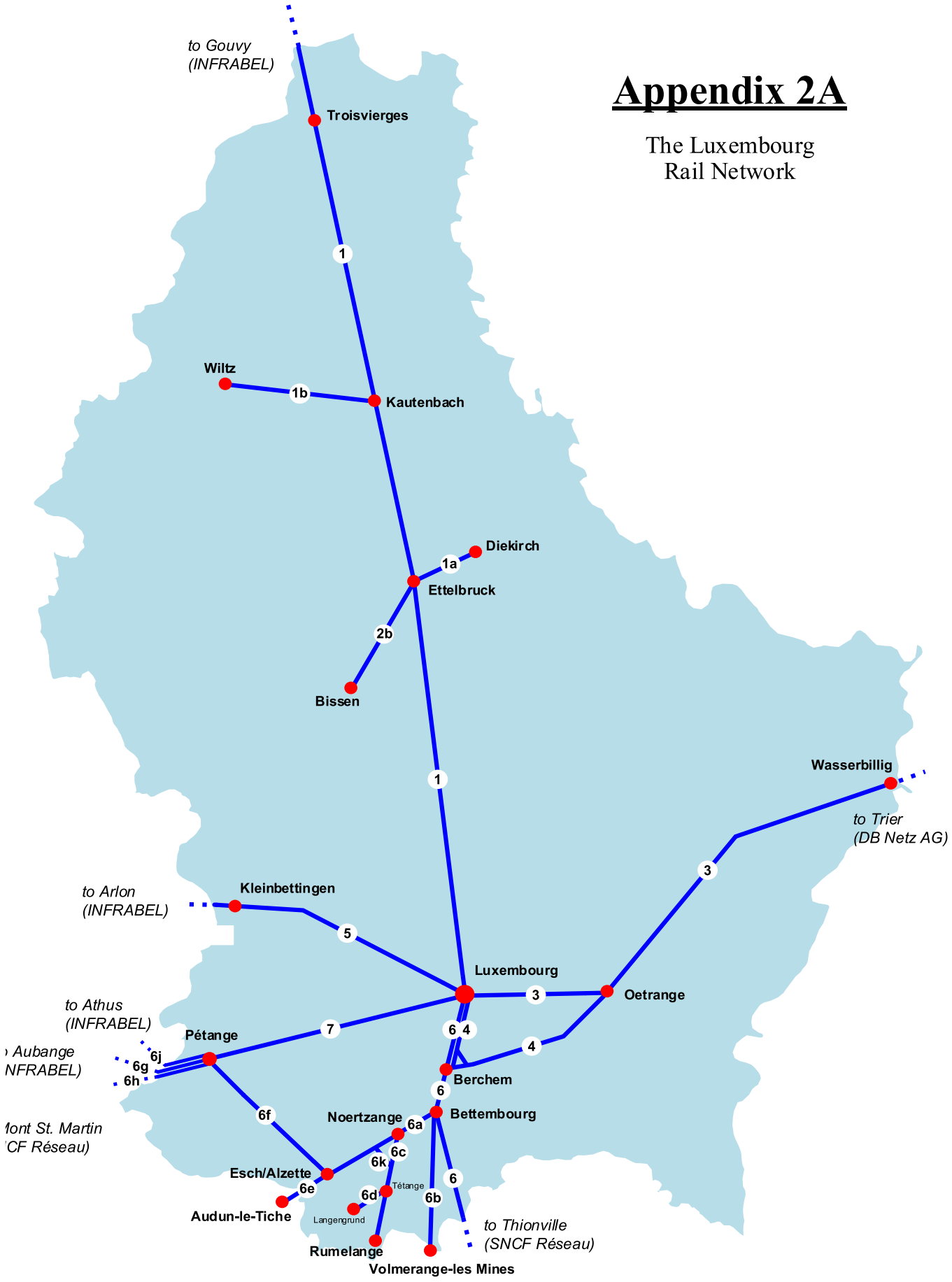
Established in ……. on ……

For the ACF, For the applicant,

Name and signature Name and signature

Appendix 2A

The Luxembourg
Rail Network



Appendix 2A: The Luxembourg Rail Network

LINES

Directory and Numbering

Line 1	*Luxembourg - Troisvierges-border*
Line 1a	*Ettelbruck - Diekirch*
Line 1b	*Kautenbach - Wiltz*
Line 2b	*Ettelbruck - Bissen*
Line 3	*Luxembourg – Wasserbillig-border via Sandweiler-Contern*
Line 4	*Luxembourg - Berchem - Oetrange*
Line 5	*Luxembourg - Kleinbettingen-border*
Line 6	*Luxembourg - Bettembourg-border*
Line 6a	*Bettembourg - Esch/Alzette*
Line 6b	*Bettembourg - Dudelange-Usines (Volmerange)*
Line 6c	*Noertzange - Rumelange*
Line 6d	*Tétange - Langengrund*
Line 6e	*Esch/Alzette - Audun-le-Tiche*
Line 6f	*Esch/Alzette - Pétange*
Line 6g	*Pétange - Rodange-border (Aubange)*
Line 6h	*Pétange - Rodange-border (Mont St. Martin)*
Line 6j	*Pétange - Rodange-border (Athus)*
Line 6k	*Brucherberg - Scheuerbusch*
Line 7	*Luxembourg – Pétange*
Line 8	*Bettembourg – Luxembourg (in construction)*

JONCTIONS WITH BORDERING INFRASTRUCTURES

Directory

Luxembourg Network Line (kilometer point)	Luxembourg Border Station	Bordering Infrastructure	Luxembourg Infrastructure line (kilometer point)	Bordering Infrastructure
line 1 (pk 93,431)	Troisvierges	INFRABEL	line 42 (bk 80,123)	Gouvy
line 3 (pk 37,443)	Wasserbillig	DB Netz	line 3140 (km 19,162)	Igel
line 5 (pk 18,765)	Kleinbettingen	INFRABEL	line 162 (bk 207,742)	Arlon
line 6 (pk 0,000)	Bettembourg	SNCF Réseau	line 180 (km 203,7)	Thionville
line 6g (pk 4,092)	Pétange	INFRABEL	line 165 (bk 0,621)	Halanzy
line 6h (pk 6,161)	Pétange	SNCF Réseau	line 2 (km 248,640)	Longwy
line 6j (pk 4,092)	Pétange	INFRABEL	line 167 (bk 214,788)	Athus

- INFRABEL – Réseau Ferré de Belgique

✉	INFRABEL Avenue Fonsny, 13 B-1060 Bruxelles
Tél.	++32 2 432 29 11
Fax	++32 2 432 28 23
E-mail	mailto:oss-rne@infrabel.be
Web	www.infrabel.be

DB NETZE – Réseau Ferré d'Allemagne

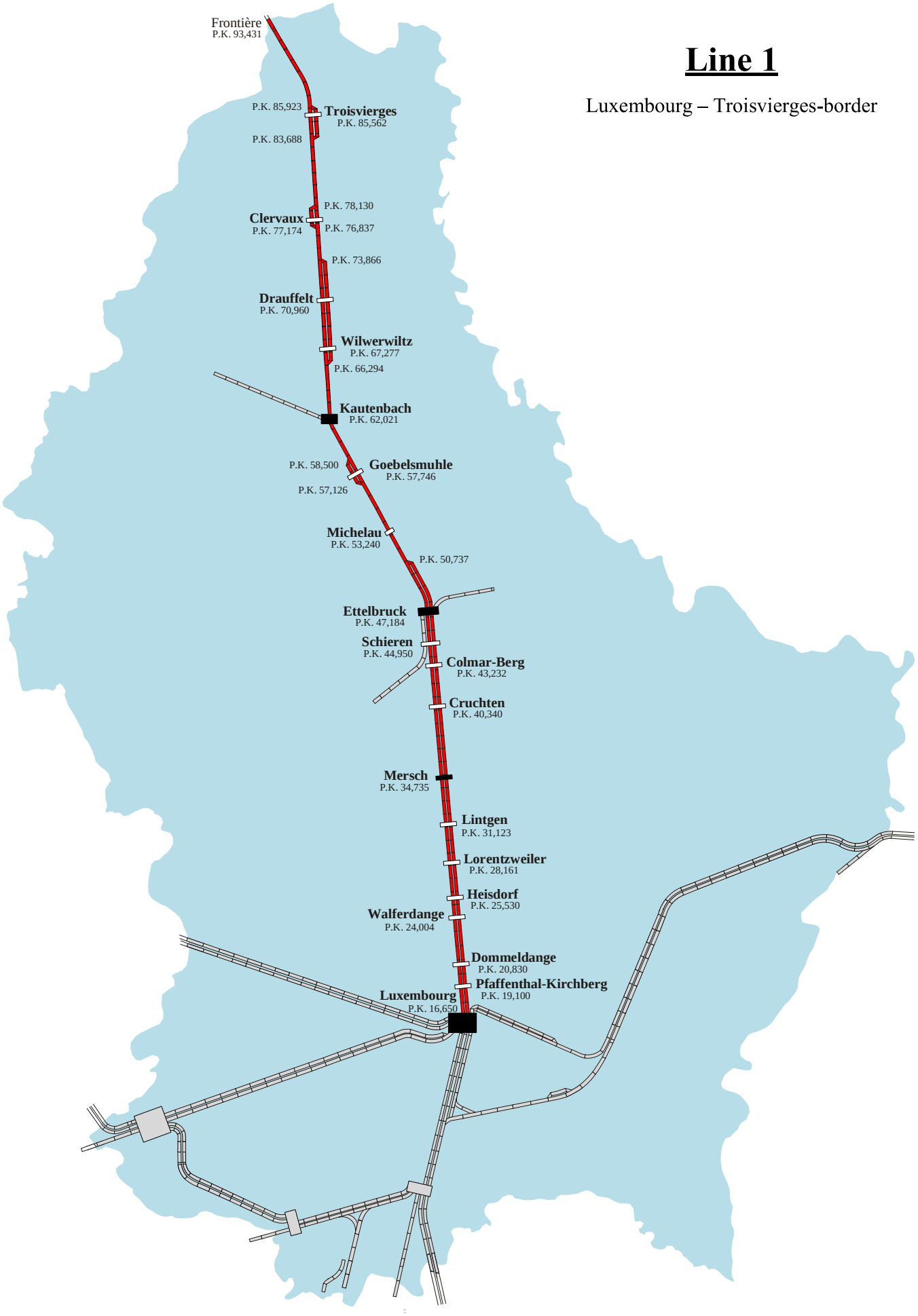
✉	DB Infra Go Theodor Heuss Allee 7 D – 60486 Frankfurt/Main
Tél.	++49 69 265 30550
Fax	++49 69 265 30503
E-mail	mailto:oss@deutschebahn.com
Web	www.dbinfrago.com/web

- SNCF Réseau

	SNCF Réseau Siège social 92, avenue de France F-75648 PARIS CEDEX 13
Phone	+33 (0) 1 53 94 33 33
Fax	+33 (0) 1 53 94 38 22
E-mail	mailto:GuichetUnique@rff.fr
Web	http://www.sncf-reseau.fr

Line 1

Luxembourg – Troisvierges-border



Line 1

LUXEMBOURG – TROISVIERGES-border

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Luxembourg – Troisvierges-border	76,8 km
	Layout	
2.3.1	Number of line tracks	2 tracks and partly single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	between 60 and 120 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	20, without any restrictions
	Platform length	variable
	Platform height	360 mm(except Luxembourg; 760 mm; Pfaffenthal-Kirchberg, Lorenzweiler, Colmar-Berg (VG), Mersch and Ettelbruck: 550 mm) 320 mm (if radius less than 1500 m)
2.3.8	Maximum train length	750 m [tractable engin(s) included]
	Minimum curve radius	Luxembourg – Ettelbruck: 331,730 m Ettelbruck –Kautenbach: 220,000 m Kautenbach – Troisvierges/platform p.k. 85,900: 280,000 m Troisvierges/platform p.k. 85,900 – Troisvierges/border: 382,500m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	single track, dual track signalled for 2 way operation
	Normal traveling direction	on the right
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2 simplified lateral signaling
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electric and electronic commands and controls

	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers
2.3.9	**Traction Energy**	
	System	catenary supplied with 2x 25 kv AC 50 Hz between Luxembourg and Troisvierges and 25kV AC 50Hz from Troisvierges to the Infrabel border
	Catenary type	type 85 SNCF
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N , Fa max. 200 N
	Refuelling points Type of fuel	Luxembourg (Storage Center) – Rail Gasoil per NBN T 52-716 – red colorage
	Preheating supply	Luxembourg (Storage Center)
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 1

LUXEMBOURG – TROISVIERGES-border

Detailed Information

Chapter DRR									
2.3.3				/	/	2.3.7	2.3.6		/
1	2	3	4	5	6	7	8	9	1
Distance km		**Location**	**Geographical situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Charact eristic slope mm/m**	**Charact eristic ramp mm/m**	**Stopping distance**
	0	Luxembourg	N 49° 35' 59'' E 6° 8' 05''	9	S	x	90	13	0	1200 m
2,5	2,5	Pfaffenthal-Kirchberg	N 49° 37' 07'' E 6° 07' 58''	2						
1,7	4,2	Dommeldange	N 49° 38' 02'' E 6° 8' 11''	3	S					
3,2	7,4	Walferdange	N 49° 39' 43'' E 6° 8' 11''	2			120	7	3	
1,5	8,9	Heisdorf	N 49° 40' 31'' E 6° 8' 21''	2						
2,6	11,5	Lorentzweiler	N 49° 41' 51'' E 6° 8' 25''	2						
3,0	14,5	Lintgen	N 49° 43' 16'' E 6° 7' 22''	2			100			
3,6	18,1	Mersch	N 49° 45' 6'' E 6° 6' 37''	3	S					
5,6	23,7	Cruchten	N 49° 47' 46'' E 6° 7' 11''	2			90	6	1	
2,9	26,6	Colmar-Berg	N 49° 48' 54'' E 6° 6' 3''	2						
1,7	28,3	Schieren	N 49° 49' 45'' E 6° 5' 42''	2			110			
2,2	30,5	Ettelbruck	N 49° 50' 50'' E 6° 6' 24''	4	S	x				
6,1	36,6	Michelau	N 49° 53' 48'' E 6° 5' 31''	1			90	0	7	1000 m
4,5	41,1	Goebelsmühle	N 49° 55' 16'' E 6° 3' 12''	2						
4,3	45,4	Kautenbach	N 49° 56' 55'' E 6° 1' 20''	2	S					
5,3	50,7	Wilwerwiltz	N 49° 59' 18'' E 6° 0' 1''	2			95	0	15	
3,7	54,4	Drauffelt	N 50° 0' 53'' E 6° 0' 24''	2						
6,2	60,6	Clervaux	N 50° 3' 41'' E 6° 1' 29''	3						
4,4	68,9	Troisvierges	N 50° 7' 9'' E 5° 59' 27''	3	S					
7,9	76,8	Troisvierges-frt	N 50° 10' 22'' E 5° 57'' 55''	0		x	100	16	16	

Line 1a

Ettelbruck – Diekirch

Line 1a

ETTELBRUCK - DIEKIRCH

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Ettelbruck - Diekirch	4,1 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	80 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	360 mm. Ettelbruck: 550 mm
2.3.8	Maximum train length	178 m [tractable engin(s) included]
	Minimum curve radius	190,000 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	voie unique
	Normal traveling direction	/
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	CFL signalling according to RGE book 2, simplified lateral signaling
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electric commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers

2.3.9	**Traction Energy**	
	System	catenary supplied with AC 25 kV at 50 Hz
	Catenary type	type 85 SNCF LCSR
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points , Type of fuel	none
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 1a

ETTELBRUCK – DIEKIRCH

Detailed Information

Chapter DRR									
2.3.3				/	/	*2.3.7*	*2.3.6*		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Ettelbruck	N 49° 50’ 50’’ E 6° 6’ 24’’	3	F, S	x	80	5	3	700 m
4,1	4,1	Diekirch	N 49° 51’ 53’’ E 6° 9’ 13’’	1						

Line 1b

Kautenbach – Wiltz

Line 1b

KAUTENBACH - WILTZ

General information

Chapter DRR	Parameters	Data, values
	Distance	
	Kautenbach - Wiltz	9,0 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	55 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	2, without restrictions
	Platform length	various
	Platform height	380 mm
2.3.8	Maximum train length	247 m [tractable engin(s) included]
	Minimum curve radius	189,000 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	single track
	Normal traveling direction	/
	Trafic information system - Regulation	None
	Vehicle localizing system	None
2.3.10	**Signalisation and Safety**	
	Signalisation	CFL signalling according to RGE book 2, simplified lateral signaling
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electric commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers

2.3.9	**Traction Energy**	
	System	catenary supplied with AC 25 kV at 50 Hz
	Catenary type	type 85 SNCF LCSR
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N , Fa max. 200 N
	Refuelling points , Type of fuel	none
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 1b

KAUTENBACH – WILTZ

Detailed Information

Chapter DRR									
2.3.3				/	/	2.3.7	2.3.6		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Kautenbach	N 49° 56’ 55’’ E 6° 1’ 20’’	1	S		55	3	16	400 m
4,5	4,5	Merkholtz	N 49° 57’ 24’’ E 5° 58’’ 54’’	1						
2,7	7,2	Paradiso	N 49° 57’ 55’’ E 5° 57’ 11’’	1						
2,0	9,2	Wiltz	N 49° 58’ 0’’ E 5° 55’ 42’’	2						

Line 2b

Ettelbruck – Bissen

Line 2b

ETTELBRUCK - BISSEN

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Ettelbruck - Bissen	8,7 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	40 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	none
2.3.8	Maximum train length	198 m [tractable engin(s) included]
	Minimum curve radius	200,000 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Ettelbruck – Colmar-Usines: Règlement Général de l'Exploitation technique (RGE)
	Type of operations	Ettelbruck – Colmar-Usines: single track
	Normal traveling direction	/
	Trafic information system - Regulation	None
	Vehicle localizing system	None
2.3.10	**Signalisation and Safety**	
	Signalisation	CFL signalling according to RGE book 2, simplified lateral signaling
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electric commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	none

	Customer information	none
2.3.9	**Traction Energy**	
	System	none
	Catenary type	/
	Catenary height	/
	Application pressure (pantograph)	/
	Refuelling points , Type of fuel	none

Line 2b

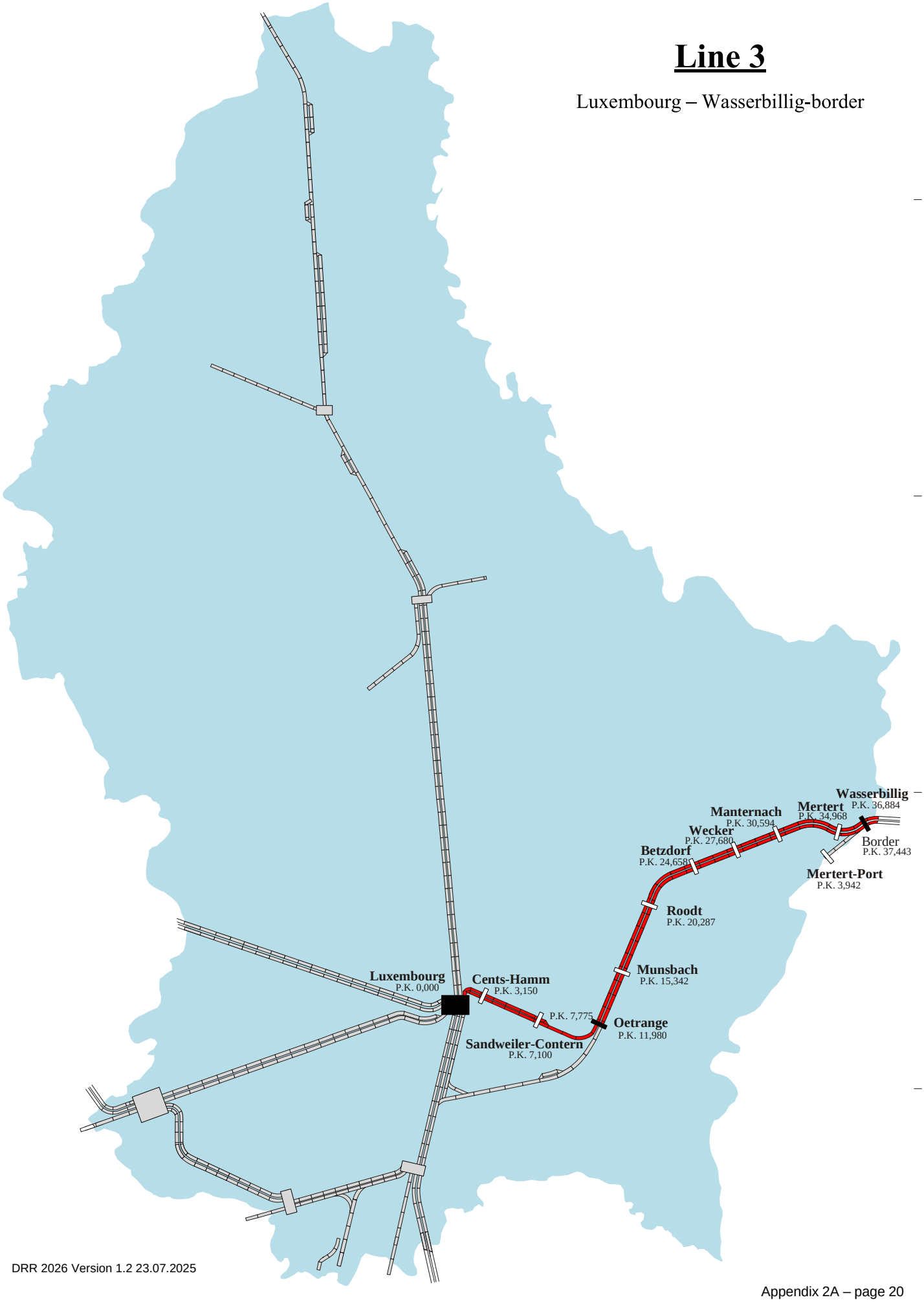
ETTELBRUCK - BISSEN

Detailed Information

Chapter DRR									
2.3.3				/	/	2.3.7	2.3.6		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Ettelbruck	N 49° 50' 50'' E 6° 6' 24''	4	F, S	x	40	9	4	400 m
2,2	2,2	Schieren	N 49° 49' 45'' E 6° 5' 42''	0						
2,5	4,7	Colmar-Usines	N 49° 48' 29'' E 6° 5' 34''	0		x		14	1	
4,0	8,7	Bissen	N° 49° 47' 2'' E 6° 3' 31''	0						

Line 3

Luxembourg – Wasserbillig-border



Line 3

LUXEMBOURG – WASSERBILLIG-border

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Luxembourg – Wasserbillig-frontière Wasserbillig – Wasserbillig sect. Mertert-Port	37,4 km 3,9 km
	Layout	
2.3.1	Number of line tracks	2 tracks, partially one track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	between 60 and 120 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	2, without restrictions
	Platform length	variable
	Platform height	380 mm (except Luxembourg: 760 mm, Cents-Hamm: 550 mm; Sandweiler-Contern; 550 mm))
2.3.8	Maximum train length	670 m [tractable engin(s) included]
	Minimum curve radius	Luxembourg – Oetrange: 250,000 m Oetrange – Wecker p.k. 28,000: 448,800 m Wecker p.k. 28,000 – Wasserbillig/platform p.k. 36,900: 368,125 m Wasserbillig/platform p.k. 36,900 – Wasserbillig/border: 348,250 m
	Exploitation	
	Opening	7/24 (except Wasserbillig - Wasserbillig sect. Mertert- Port: monday to saturday from 04h00 to 20h00)
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	single track, dual track signalled for 2 way operation
	Normal traveling direction	on the right
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electric and electronic commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks

	Passenger Information	display, speakers
2.3.9	**Traction Energy**	
	Systeme	catenary supplied with: 2x 25 kv AC 50 Hz between Luxembourg and Oetrange 25kV 50Hz between Oetrange and Mertert DB Infra Go between Mertert and the frontier point
	Catenary type	between Luxembourg and Sandweiler-Contern: type V200 type 85 SNCF
	Catenary Height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	Luxembourg (Storage Center) – Gasoil rail per NBN T 52-716 – red colorage
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network
	Various	
	Dock infrastructure	Mertert-Port

Line 3

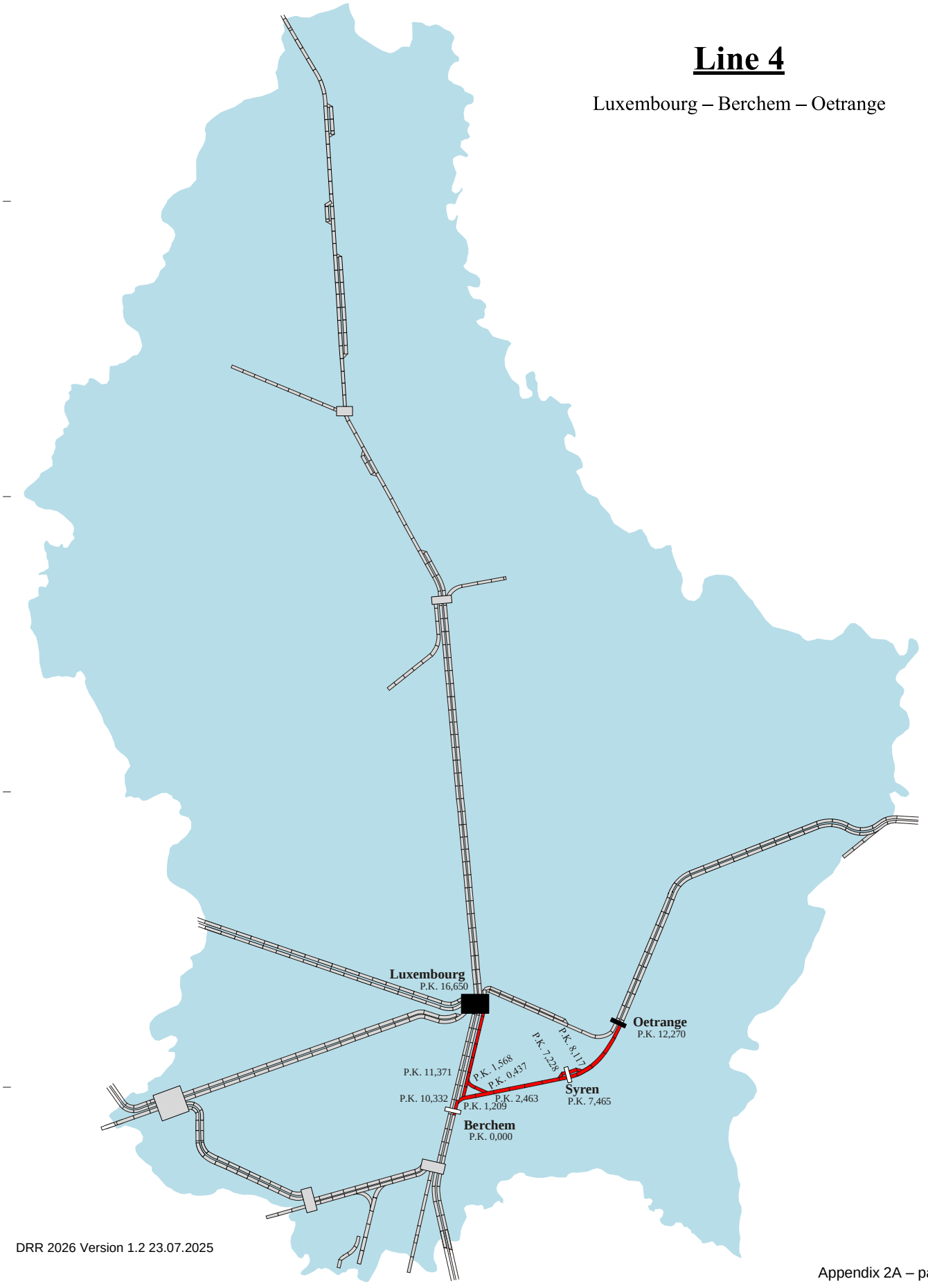
LUXEMBOURG – SANDWEILER-CONTERN – WASSERBILLIG-border

Detailed Information

Chapter DRR									
2.3.3				*/*	*/*	*2.3.7*	*2.3.6*		*/*
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character- istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Luxembourg	N 49° 35' 59'' E 6° 8' 5''	9	F S	x	120	2	15	1200 m
3,1	3,1	Cents-Hamm	N 49° 36' 54'' E 6° 9' 57''	2						
4,0	7,1	Sandweiler-Contern	N 49° 35' 56'' E 6° 12' 46''	2				13	0	
4,9	12,0	Oetrange	N 49° 36' 10'' E 6° 15' 29''	2	S	x	100	7	0	1200 m
3,3	15,3	Munsbach	N 49° 37' 50'' E 6° 16' 6''	2						
5,0	20,3	Roodt	N 49° 39' 59'' E 6° 18' 11''	2						
4,3	24,6	Betzdorf	N 49° 41' 20'' E 6° 20' 55''	2						
3,1	27,7	Wecker	N 49° 42' 0'' E 6° 23' 11''	2	S			11	0	
2,9	30,6	Manternach	N 49° 42' 23'' E 6° 25' 24''	2						
4,4	35,0	Mertert	N 49° 42'11'' E 6° 28' 44''	2						
1,9	36,9	Wasserbillig	N 49° 42' 46'' E 6° 29' 57''	4	F S	x				
0,5	37,4	Wasserbillig-frontière	N 49° 42' 49'' E 6° 30' 23''	0			80	0	1	
		Wasserbillig	N 49° 42' 46'' E 6° 29' 57''	4	F S	x	60	8	9	400 m
2,3	2,3	Klinker	N 49° 41' 59'' E 6° 28' 19''	0						
1,6	3,9	Wasserbillig secteur Mertert-Port	N 49° 41' 17'' E 6° 27' 13''	0	F S	x				

Line 4

Luxembourg – Berchem – Oetrange



Line 4

LUXEMBOURG – BERCHEM - OETRANGE

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Luxembourg – Berchem -Oetrange	16,2 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	between 60 and 120 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	1, without restrictions
	Platform length	variable
	Platform height	380 mm (except Luxembourg: 760 mm)
2.3.8	Maximum train length	670 m [tractable engin(s) included]
	Minimum curve radius	Ls-Oe: 303,000 m; Bc-Oe: 373,000 m Syren, v402 : 300,000 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	single track
	Normal traveling direction	/
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS Level 1
	Safety installations	Electronic controls and checks
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers

2.3.9	**Traction Energy**	
	Systeme	catenary supplied with AC 2x 25 kV at 50 Hz
	Catenary type	type 85 SNCF
	Catenary Height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	Luxembourg (Storage Center) – Gasoil rail per NBN T 52-716 – red colorage
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 4

LUXEMBOURG – BERCHEM- OETRANGE

Detailed Information

Chapter DRR									
2.3.3				/	/	2.3.7	2.3.6		/
1	2	3	4	5	6	7	8	9	10
Distance km	**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Luxembourg	N 49° 35’ 59’’ E 6° 8’ 5’’	10		x	60	0	1	700 m
1,3	1,3	Luxembourg - triage	N 49° 35’ 26’’ E 6° 8’ 2’’	0	F S	x		0	6	
							120	6	0	1200m
3,7	6,3	Berchem *	N 49° 33’ 28’’ E 6° 9’ 21’’	0			80			1000 m
5,1	11,4	Syren	N 49° 34’11’’ E 6° 13’ 15’’	0			90			
4,8	16,2	Oetrange	N 49° 36’ 10’’ E 6° 15’ 29’’	1	F	x		10	0	

* Berchen–Est, for trains travelling between Bettembourg and Oetrange lthe distance distance between Berchem and Syren is equal to 7,5 km

Line 5

Luxembourg – Kleinbettingen-border

Line 5

LUXEMBOURG – KLEINBETTINGEN-border

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Luxembourg – Kleinbettingen-frontière	18,8 km
	Layout	
2.3.1	Number of line tracks	2 tracks signalled for 2 way operations
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	between 40 and 130 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	380 mm (except Luxembourg; 760 mm; Kleinbettingen 550 mm)
2.3.8	Maximum train length	750 m [tractable engin(s) included]
	Minimum curve radius	Gare Luxembourg p.k. 0 – 1,200: 190,000 m (p.k. 0,3 – 0,5) 256,000 m (p.k. 0,6) p.k. 1,200 – 17,000 850,790 m (p.k. 7,9) 746,250 m (p.k. 10,1) 500,000 m (BS various locations) p.k. 17,000 – Kleinbettingen – platform – Kleinbettingen/border: 782,000 m (p.k. 17,2) 500,000 m (p.k. 18,0 + 18,28)
	Exploitation	
	Opening	7/24”
	Regulation to be complied with	Règlement Général de l’Exploitation technique (RGE)
	Type of operations	dual track signalled for 2 way operation
	Normal traveling direction	on the left
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electronic commands and checks
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track

	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers
2.3.9	**Traction Energy**	
	Systeme	catenary supplied with 2x 25 kv AC 50 Hz
	Catenary type	Type V200 STI
	Catenary Height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N , Fa max. 200 N
	Refuelling points Type of fuel	Luxembourg (Storage Center) – Gasoil rail per NBN T 52-716 – red colorage
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 5

LUXEMBOURG – KLEINBETTINGEN-border

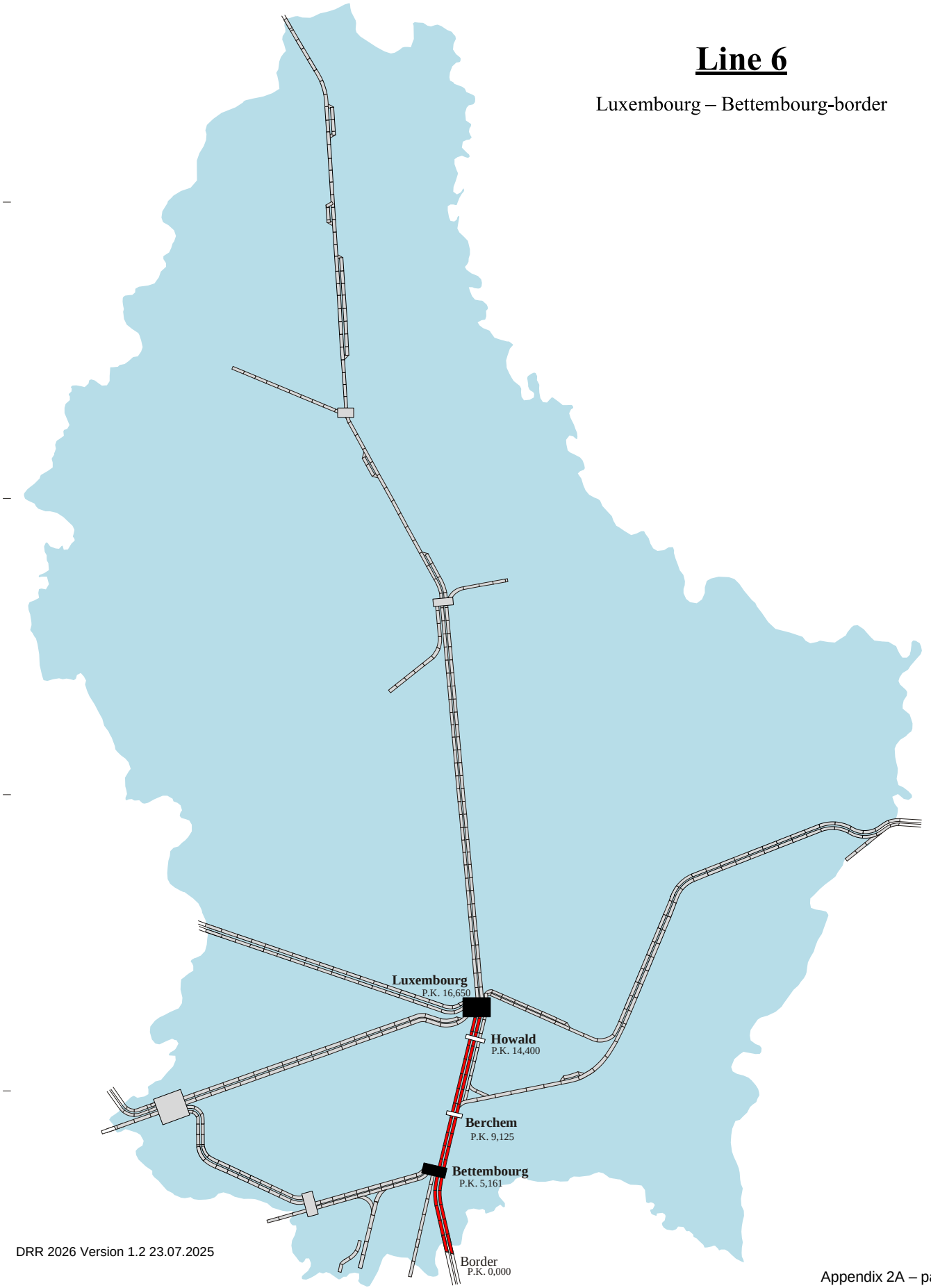
Detailed Information

Chapter DRR									
2.3.3.				/	/	2.3.7	2.3.6		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Chara cter-istic slop e mm/ m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Luxembourg***	N 49° 35' 59'' E 6° 8' 5''	8	F S	x	60	3 ** / 0*	1** / 1*	700 m
1,4	1,4	(Luxembourg-Hollerich)	N 49° 35' 44'' E 6° 7' 14''	0						
4,8	6,2	Bertrange-Strassen	N 49° 36' 45'' E 6° 3' 39''	2	S					
2,5	8,7	Mamer Lycée	N 49° 37' 6'' E 6° 1' 47''	2						
1,1	9,8	Mamer	N 49° 37' 32'' E 6° 1' 12''	2			130	5	9	1200 m
3,2	13	Capellen	N 49° 38' 18'' E 5° 58' 56''	2						
4,8	17,8	Kleinbettingen	N 49° 38' 37'' E 5° 55' 3''	3	S	x				
0,9	18,8	Kleinbettingen-frontière	N 49° 38' 37'' E 5° 54' 15''	0						

* coming from Luxembourg-Triage
** coming from Luxembourg-Voyageurs
*** Luxembourg-Voyageurs or Luxembourg-Triage (distance Luxembourg-Triage - Luxembourg-Hollerich :1,3 km)

Line 6

Luxembourg – Bettembourg-border



Line 6

LUXEMBOURG – BETTEMBOURG-border

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Luxembourg – Bettembourg-frontière	16,6 km
	Layout	
2.3.1	Number of line tracks	2 tracks signalled for 2 way operations
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	between 60 and 140 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	380 mm (except Luxembourg: 760 mm; Howald: 550 mm)
2.3.8	Maximum train length	850 m [tractable engin(s) included]
	Minimum curve radius	Bettembourg/border – Bettembourg/triage entry p.k. 1,500: 974,000 m (p.k. 0,0) 500,000 m (p.k. 1,46) Bettembourg/triage entry p.k. 1,500 – Bettembourg/platform p.k. 5,200: 500,000 m (p.k. 1,46 + 4,6) 773,120 m (p.k. 2,25) 777,650 m (p.k. 4,0) Bettembourg/platform p.k. 5,200 – Bc/N – bifurcation Oetrange: 500,000 (p.k. 5,5) 771,000 (p.k. 8,85) 760,000 m (p.k. 9,76 – 10,12) Bifurcation Oetrange – Howald p.k. 15,460: 550,000 m (p.k. 15,08) Howald p.k. 15,460 – Luxembourg/central station: 190,000 m (p.k. 16,3)
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	2 tracks signalled for 2 way operations
	Normal traveling direction	on the right
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electric and electronic commands and controls

	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers
2.3.9	**Traction Energy**	
	System	catenary supplied with 2x 25 kv AC 50 Hz
	Catenary type	type 85 SNCF
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	Luxembourg (Storage Center) – Rail Gasoil per NBN T 52-716 – red colorage
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 6

LUXEMBOURG – BETTEMBOURG-Border

Detailed Information

Chapter DRR									
2.3.3				/	/	2.3.7	2.3.6		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Luxembourg	N 49° 35' 59'' E 6° 8' 5''	11	F	x	60	0	1*	1200 m
2,3	2,3	Howald	N 49° 34' 52'' E 6° 07' 57''	2			120	8	0	1200 m
4,9	7,5	Berchem	N 49° 32' 33'' E 6° 8' 1''	2						
3,9	11,4	Bettembourg-V	N 49° 30' 58'' E 6° 6' 4''	3		x		1	2	
2,7	14,1	Bettembourg-M	N 49° 29' 38'' E 6° 6' 32''	0	F IM S	x	140 60	9	5	700 m**
2,5	16,6	Bettembourg-frt	N 49° 28' 19'' E 6° 6' 28''	0						700 m**

* 6mm/m via r Luxembourg-sect. Triage
** 1200 m via track 1 (1a) – 2 (2a)
*** The section Luxembourg - Berchem can also be reached via Luxembourg-Triage, Howald, Berchem on line 4
**** 140 km/h via tracks No 1 (1a) – 2 (2a)

Line 6a

Bettembourg – Esch/Alzette

Line 6a

BETTEMBOURG – ESCH/ALZETTE

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Bettembourg – Esch/Alzette	9,5 km
	Layout	
2.3.1	Number of line tracks	2 tracks
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	100 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	nonet
	Platform length	variable
	Platform height	380 mm (except Noertzange and Schifflange : 550 mm)
2.3.8	Maximum train length	850 m [tractable engin(s) included]
	Minimum curve radius	p.k. 0 – 0,800: Bettembourg, v7: 198,000 m (p.k. 0,3) Bettembourg, vp: 209,000 m (p.k. 0,3) p.k. 0,800 – Noertzange p.k. 4,100: 488,750 m (p.k. 3,8) Noertzange p.k. 4,100 – Esch/Alzette platform p.k. 9,500: 490,000 m (p.k. 5,7) 190,000 m (p.k. 9,02)
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	dual track signalled for 2 way operation
	Normal traveling direction	on the right
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electric commands and controls

	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers
2.3.9	**Traction Energy**	
	System	catenary supplied with 2x 25 kv AC 50 Hz
	Catenary type	type 85 SNCF
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	none
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 6a

BETTEMBOURG – ESCH/ALZETTE

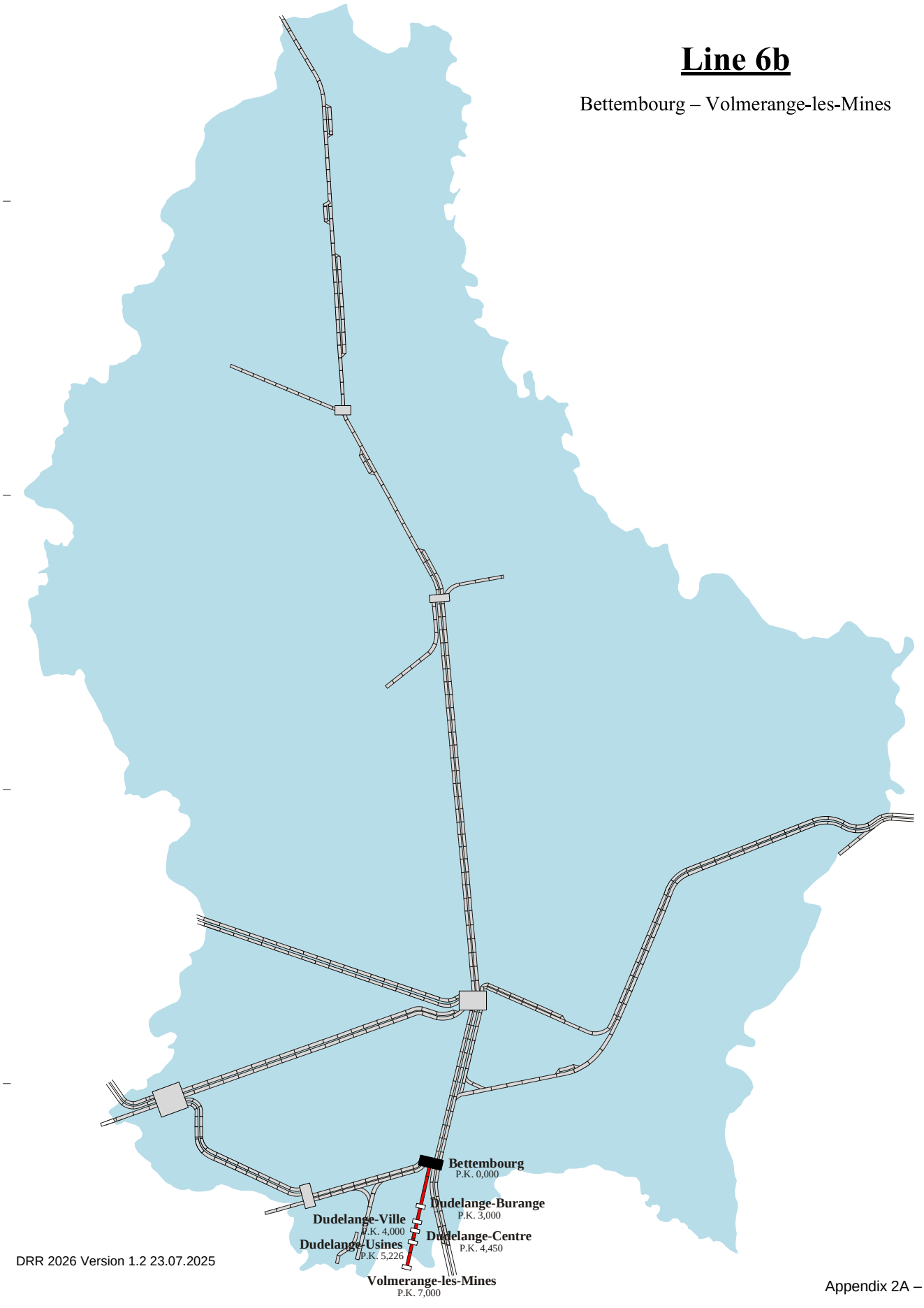
Detailed Information

Chapter DRR									
2.3.3				/	/	2.3.7	2.3.6		/
1	2	3	4	5	6	7	8	9	10
Distance km	**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Charact er-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Bettembourg-V	N 49° 30' 58'' E 6° 6' 4''	2		x	100			1000 m
0,8	0,8	Bettembourg-W	N 49° 30' 52'' E 6° 5' 37''					4	9	
3,3	4,1	Noertzange	N 49° 30' 29'' E 6° 3' 3''	2						
1,4	5,5	Scheuerbusch	N 49° 30' 38'' E 6° 1' 54''	0				3	7	
1,7	7,2	Schifflange	N 49° 30' 23'' E 6° 0' 34''	2						
2,3	9.5	Esch/Alzette	N 49° 29' 38'' E 5° 59' 8''	3	F S	x				

1	2	3	4	5	6	7	8	9	10
Distance km	**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Charact er-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Bettembourg-M	N 49° 29' 38'' E 6° 6' 32''	0	F IM S	x	60			1000 m
2,7	2,7	Bettembourg-W	N 49° 30' 52'' E 6° 5' 37''							

Line 6b

Bettembourg – Volmerange-les-Mines



Line 6b

BETTEMBOURG – DUDELANGE-USINES (VOLMERANGE-LES-MINES)

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Bettembourg – Dudelange-Usines (Volmerange-les- Mines)	7,0 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	80 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	380 mm
2.3.8	Maximum train length	340 m [tractable engin(s) included]
	Minimum curve radius	190,000 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	single track
	Normal traveling direction	/
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electric commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	various equipment

2.3.9	**Traction Energy**	
	System	catenary supplied with 2x 25 kv AC 50 Hz
	Catenary type	type 85 SNCF
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	none
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 6b

BETTEMBOURG – DUDELANGE-USINES (VOLMERANGE-LES-MINES)

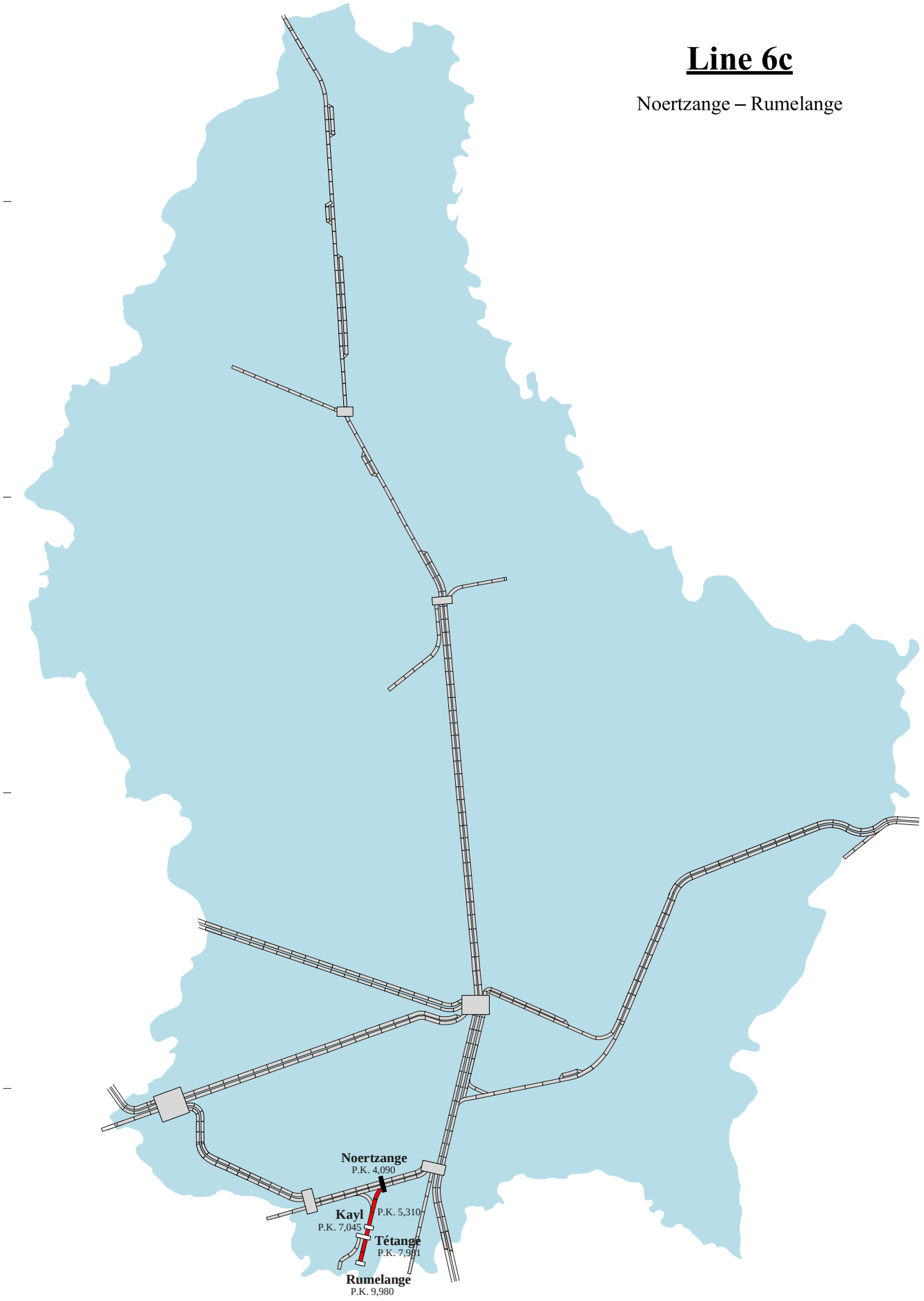
Detailed Information

Chapter DRR									
2.3.3.				/	/	*2.3.7*	*2.3.6*		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Bettembourg-V	N 49° 30’ 58’’ E 6° 6’ 4’’	3		x	80	1	9	700 m
3,0	3,0	Dudelange-Burange	N 49° 29’ 33’’ E 6° 5’ 10’’	1						
1,0	4,0	Dudelange-Ville	N 49° 29’ 0’’ E6° 4’ 58’’	1						
0,5	4,5	Dudelange-Centre	N 49° 28’ 43’’ E 6° 4’ 56	1						
0,7	5,2	Dudelange-Usines	N 49° 28’ 21’’ E 6° 4’ 46’’	2	S	x				
1,8	7,0	Volmerange-les-Mines*	N 49° 27’ 24’’ E 6° 4’ 44’’	1						

* in french territory

Line 6c

Noertzange – Rumelange



Line 6c

NOERTZANGE – RUMELANGE

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Noertzange - Rumelange	5,9 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	75 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	380 mm (except Kayl: 760 mm and Noertzange: 550 mm)
2.3.8	Maximum train length	510 m [tractable engin(s) included until Tétange] 244 m [tractable engin(s) included until Rumelange]
	Minimum curve radius	Noertzange quai v3: 325,000 m Noertzange V004 sans quai/voie unique 271,400 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	single track
	Normal traveling direction	/
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electronic commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers

2.3.9	**Traction Energy**	
	System	catenary supplied with 25 kv AC 50 Hz
	Catenary type	type SNCF before 85 except in stations of Noertzange, Rumelange and Tétange : type 85 SNCF
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	none
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 6c

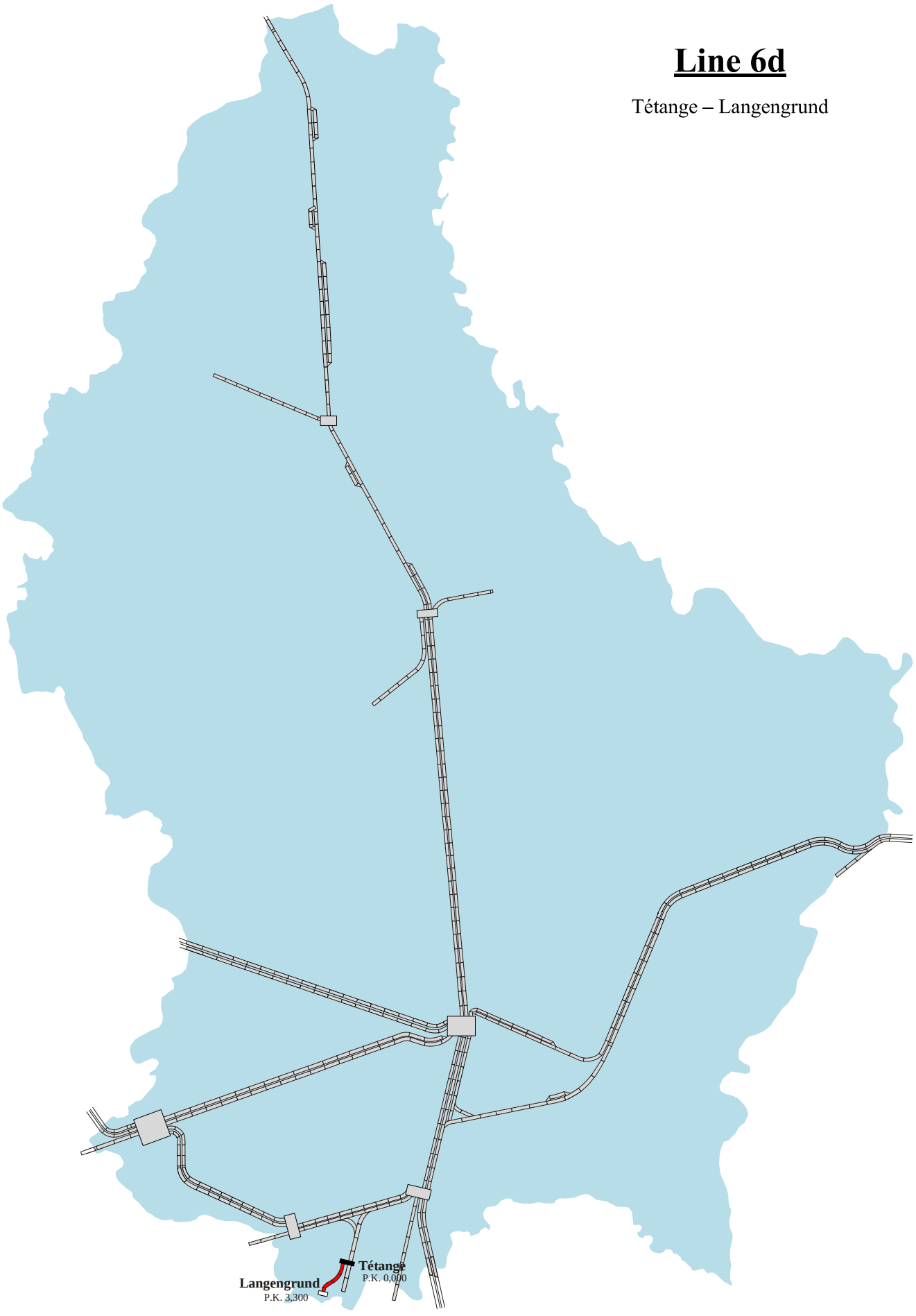
NOERTZANGE - RUMELANGE

Detailed Information

Chapter DRR									
2.3.3				/	/	*2.3.7*	*2.3.6*		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Noertzange	N 49° 30' 29'' E 6° 3' 3''	3			75	1	10	700 m
1,2	1,2	Brucherberg	N 49° 30' 3'' E 6° 2' 19''	0						
1,8	3,0	Kayl	N 49° 29' 8'' E 6° 2' 6''	1						
0,9	3,9	Tétange	N 49° 28' 38'' E 6° 2' 5''	1	S	x		2	4	
2,0	5,9	Rumelange	N 49° 27' 36'' E 6° 1' 57''	1						

Line 6d

Tétange – Langengrund



Line 6d

TÉTANGE - LANGENGRUND

General Information

	Parameters	Data, values
	Distance	
	Tétange - Langengrund	3,3 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	40 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	1, without restrictions
	Platform length	/
	Platform height	/
2.3.8	Maximum train length	440 m [tractable engin(s) included]
	Minimum curve radius	184,282 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	single track
	Normal traveling direction	/
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electronic commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	none

2.3.9	**Traction Energy**	
	System	catenary supplied with 25 kv AC 50 Hz
	Catenary type	LCSR before 85
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	none

Line 6d

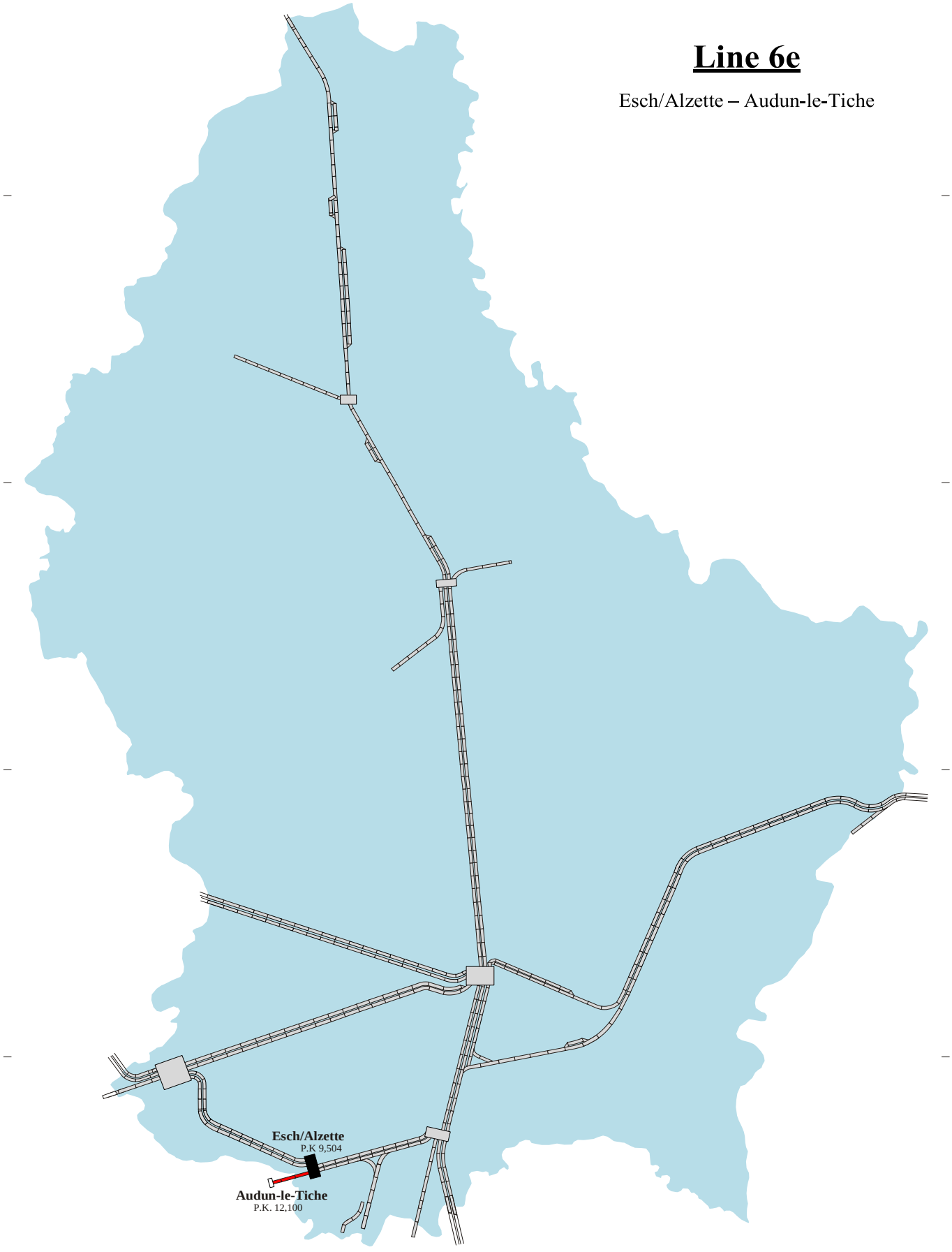
TÉTANGE - LANGENGRUND

Detailed Information

Chapter DRR									
2.3.3				/	/	*2.3.7*	*2.3.6*		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	Freight Terminal (F) Inter-modal (IM) holding siding (S)	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Tétange	N 49° 28' 38'' E 6° 2' 5''	0	S	x	40	1	21	400 m
3,3	3,3	Langengrund	N 49° 27' 56'' E 6° 0' 36''	0						

Line 6e

Esch/Alzette – Audun-le-Tiche



Line 6e

ESCH/ALZETTE – AUDUN-LE-TICHE

Detailed Information

Chapter DRR	Parameters	Data, values
	Distance	
	Esch/Alzette – Audun-le-Tiche	2,7 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	40 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	380 mm
2.3.8	Maximum train length	850 m [tractable engin(s) included]
	Minimum curve radius	330,000 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	General Operating Rules (G.O.R.)
	Type of operations	Single track
	Normal traveling direction	/
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L0
	Safety installations	none (except Esch/Alzette: electronic coommand and checks)
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks

	Passenger Information	display, speakers
2.3.9	**Traction Energy**	
	System	catenary supplied with 25 kv AC 50 Hz
	Catenary type	type SNCF before 85
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	none
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 6e

ESCH/ALZETTE – AUDUN-LE-TICHE

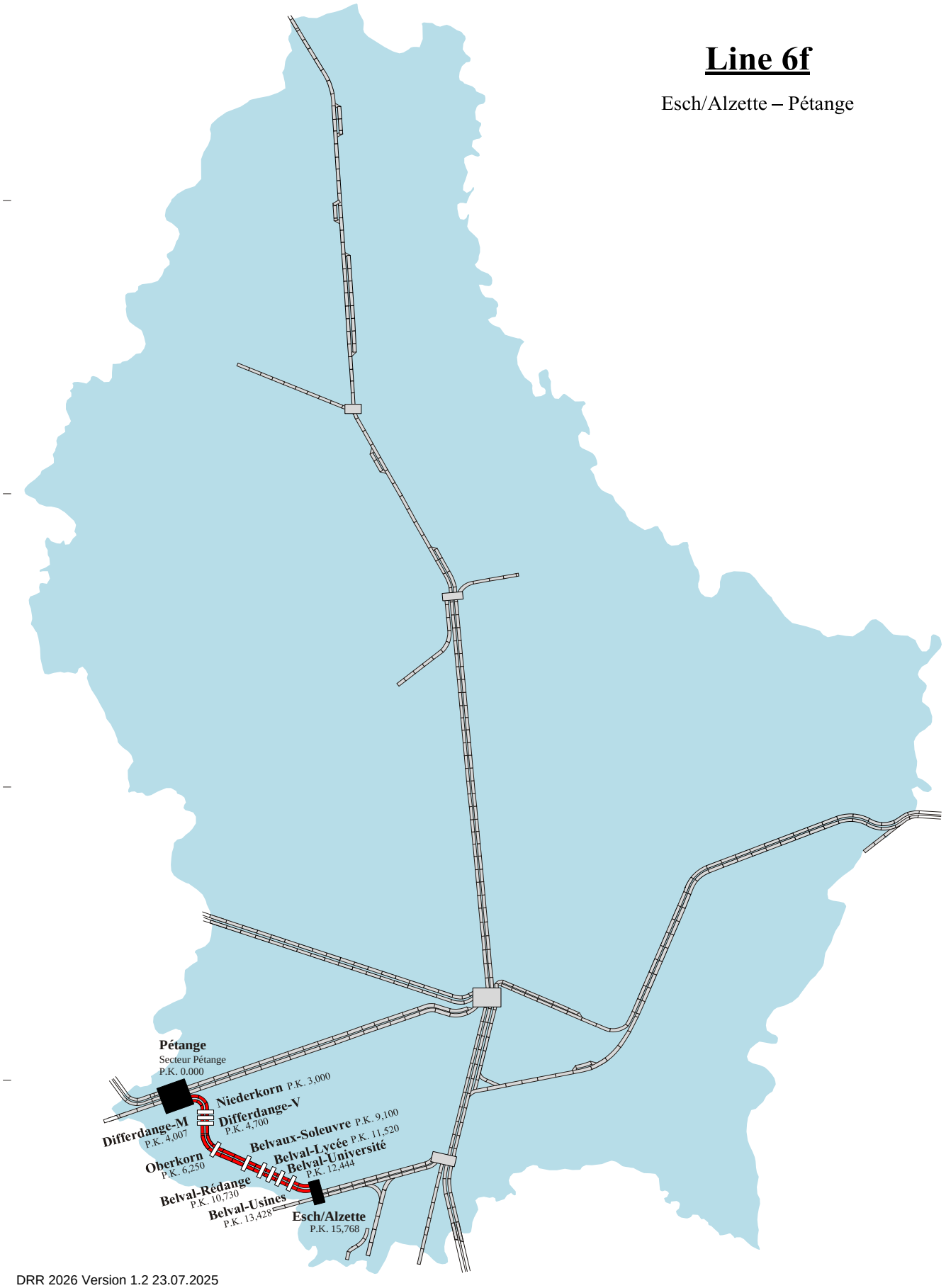
Detailed Information

Chapter DRR									
2.3.3				/	/	*2.3.7*	*2.3.6*		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-matio n statio n**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Esch/Alzette	N 49° 29’ 38’’ E 5° 59’ 8’’	1	S	x	40	4	5	400 m
2,7	2,7	Audun-le-Tiche*	N 49° 28’ 42’’ E 5° 57’ 29’’	1						

* in french territory

Line 6f

Esch/Alzette – Pétange



Line 6f

ESCH/ALZETTE – PÉTANGE

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Esch/Alzette – Pétange sect. Pétange – sect. Rodange	15,7 km 2,6 km
	Layout	
2.3.1	Number of line tracks	2 tracks
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	90 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	380 mm (except Oberkorn and Rodange: 550 mm)
2.3.8	Maximum train length	850 m [tractable engin(s) included]
	Minimum curve radius	296,410 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation (RGE)
	Type of operations	dual track signalled for 2 ways operation
	Normal traveling direction	on the right
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	electronic and electric commandes and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers

2.3.9	**Traction Energy**	
	System	catenary supplied with 2x 25 kv AC 50 Hz
	Catenary type	type 85 before SNCF
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	none
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 6f

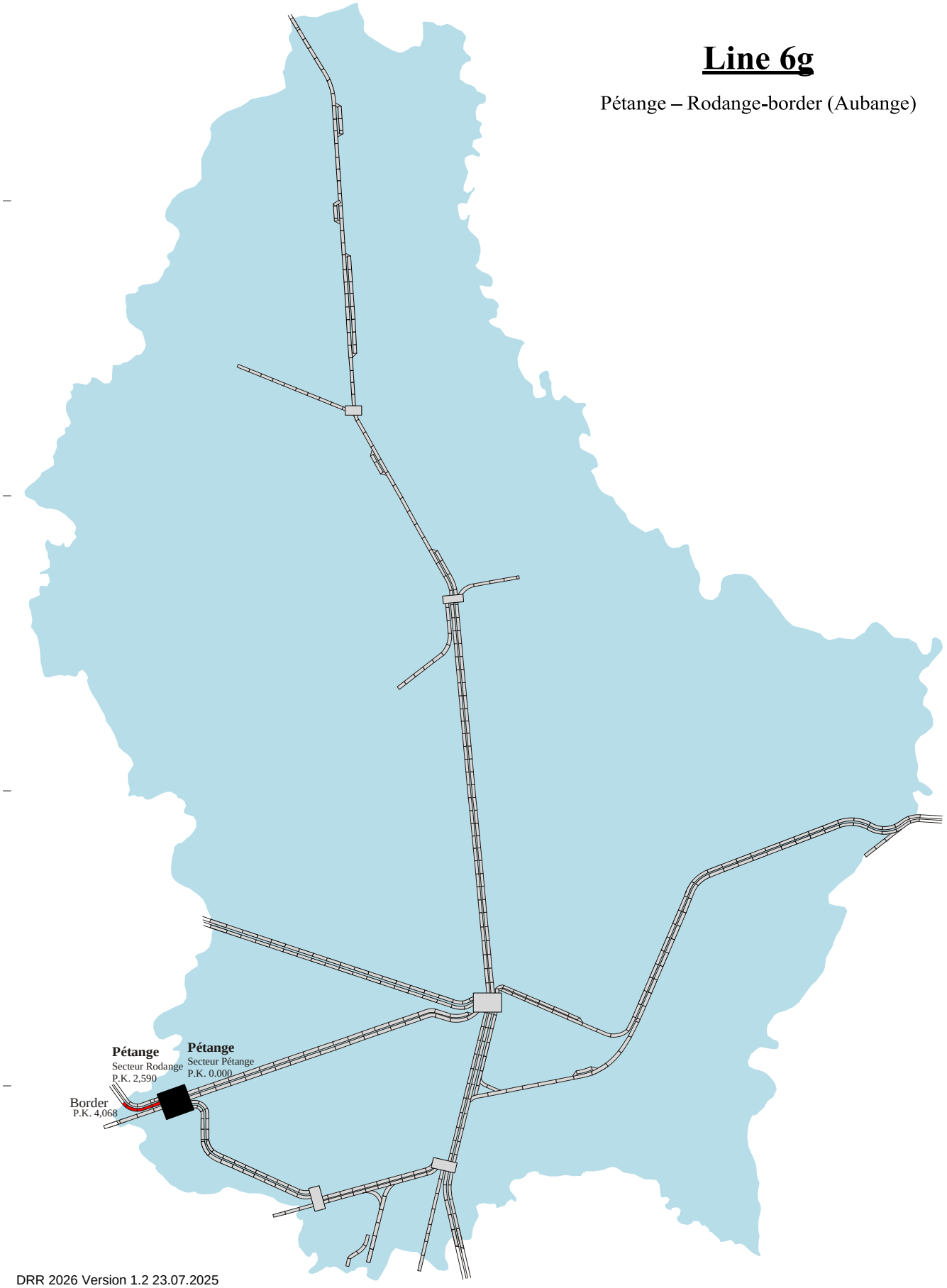
ESCH/ALZETTE - PÉTANGE

Detailed Information

Chapter DRR									
2.3.3				/	/	2.3.7	2.3.6		/
1	2	3	4	5	6	7	8	9	10
Distance km	**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Esch/Alzette	N 49° 29' 38'' E 5° 59' 8''	3	F S	x		4	5	
2,3	2,3	Belval-Usines	N 49° 29' 45'' E 5° 57' 31''	0	F S	x				
1,0	3,3	Belval-Université	N 49° 29' 59'' E 5° 56' 47''	2						
0,9	4,2	Belval-Lycée	N 49° 30' 5'' E 5° 56' 2''	2						
0,8	5,0	Belval-Rédange	N 49° 30'10'' E 5° 55' 26''	2						
1,6	6,6	Belvaux-Soleuvre	N 49° 30' 54'' E 5° 55' 33''	2			90	16	16	1000 m
3,0	9,6	Oberkorn	N 49° 30' 37'' E 5° 53' 28''	2						
1,4	11,0	Differdange-V	N 49° 31' 20'' E 5° 53' 29''	2						
0,7	11,7	Differdange-M	N 49° 31' 42'' E 5° 53' 30''	0	F S	x		8	1	
1,0	12,7	Niederkorn	N49° 32' 14' E 5° 53' 40''	2						
3,0	15,7	Pétange (sect. Pétange)	N 49° 33' 14'' E 5° 52' 43''	3	F S	x				
1,3	17,0	Lamadelaine	N 49° 33'12' E 5° 51' 39''	2			100	15	0	700 m
1,3	18,3	Pétange (sect. Rodange)	N 49° 33' 4'' E 5° 50' 36''	5	S	x				

Line 6g

Pétange – Rodange-border (Aubange)



Ligne 6g

PÉTANGE – RODANGE-Border (AUBANGE)

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Pétange sect. Pétange – Rodange border	4.1 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	between 70 and 100 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	380 mm (except 3rd platform in Rodange: 550 mm)
2.3.8	Maximum train length	850 m [tractable engin(s) included]
	Minimum curve radius	p.k. 0,0 – 3,000: 500,000 m p.k. 3,000 – Rodange/frt (Aubange): 295,000 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation (RGE)
	Type of operations	single track
	Normal traveling direction	/
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	electronic commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers

2.3.9	**Traction Energy**	
	System	catenary supplied with 25 kv AC 50 Hz
	Catenary type	type 85 SNCF
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	none
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 6g

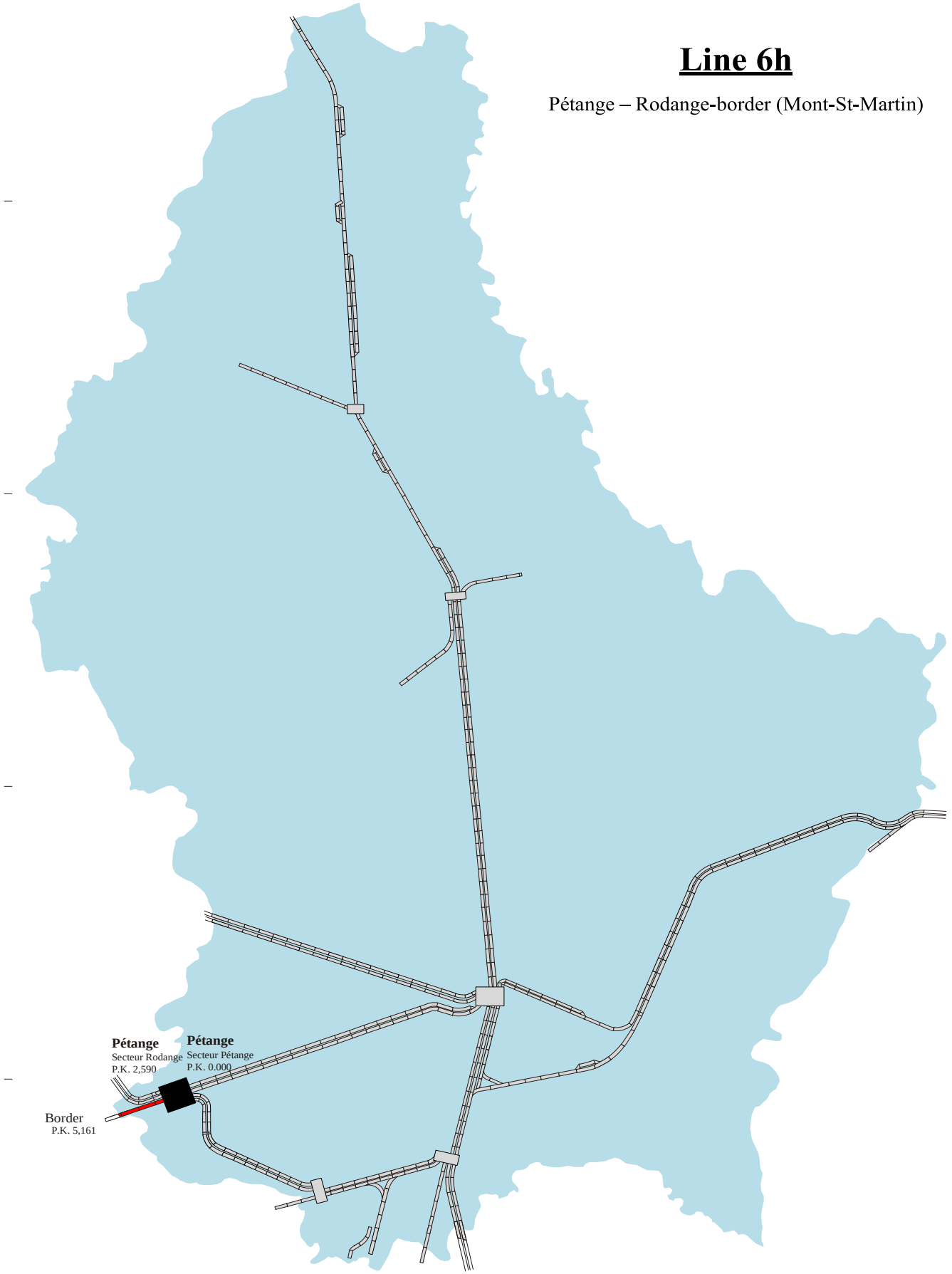
PÉTANGE – RODANGE-Border (AUBANGE)

Detailed Information

Chapter DRR									
2.3.3				/	/	*2.3.7*	*2.3.6*		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Pétange (sect. Pétange)	N 49° 33’ 14’’ E 5° 52’ 43’’	3	F S	x	100	14	0	700 m
1,3	1,3	Lamadelaine	N 49° 33’12’’ E 5° 51’ 39’’	2	-	-				
1,3	2,6	Pétange (sect. Rodange)	N 49° 33’ 4’’ E 5° 50’ 36’’	4	F S	x	70	5	0	
1,5	4,1	Rodange-frontière	N 49° 33’ 7’’ E 5° 49’ 29’’	0						

Line 6h

Pétange – Rodange-border (Mont-St-Martin)



Line 6h

PÉTANGE – RODANGE-Border (MONT-ST.-MARTIN)

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Pétange sect. Pétange – Rodange border	5.2 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	100 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	380 mm (except Rodange: 550 mm)
2.3.8	Maximum train length	850 m [tractable engin(s) included]
	Minimum curve radius	p.k. 0,0 – 3,000: 500,000 m p.k. 3,000 – Rodange/frt(Mont St. Martin)): 460,250 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation (RGE)
	Type of operations	single track
	Normal traveling direction	/
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	electronic commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers

2.3.9	**Traction Energy**	
	System	catenary supplied with 25 kv AC 50 Hz
	Catenary type	type SNCF before 85
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	none
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 6h

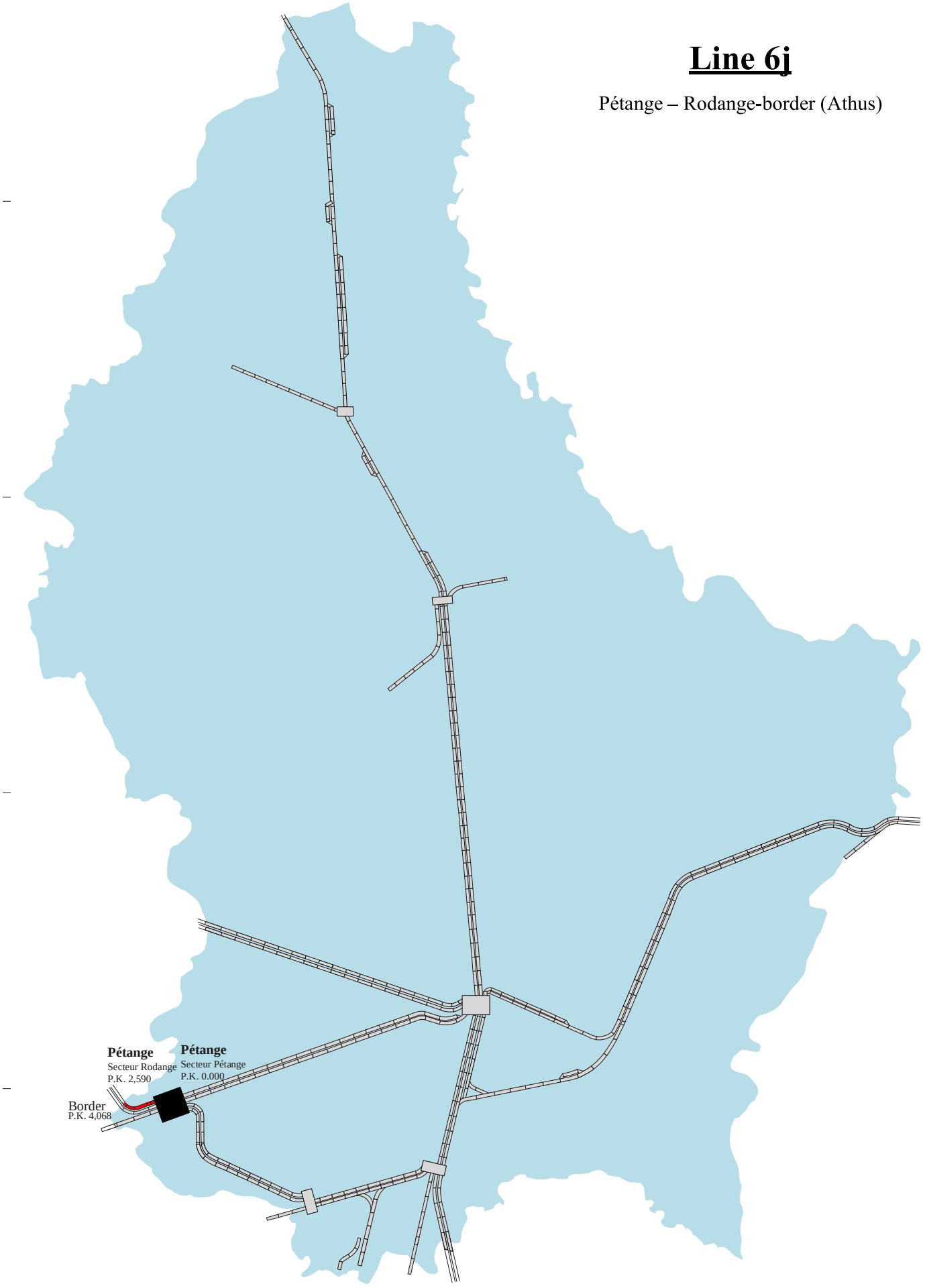
PÉTANGE – RODANGE-Border (MONT ST. MARTIN)

Informations détaillées

Chapter DRR									
2.3.3				*/*	*/*	*2.3.7*	*2.3.6*		*/*
1	2	3	4	5	6	7	8	9	10
Distance km	**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Pétange (sect. Pétange)	N 49° 33’ 14’’ E 5° 52’ 43’’	3	F S	x	100	14	0	700 m
1,3	1,3	Lamadelaine	N 49° 33’12’’ E 5° 51’ 39’’	2						
1,3	2,6	Pétange (sect. Rodange)	N 49° 33’ 4’’ E 5° 50’ 36’’	4	F S	x				
2,6	5,2	Rodange-frontière	N 49° 32’ 35’’ E 5° 48’ 37’’	0				7	0	

Line 6j

Pétange – Rodange-border (Athus)



Line 6j

PÉTANGE – RODANGE-Border (ATHUS)

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Pétange sect. Pétange – Rodange border	4.1 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	between 70 and 100 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	380 mm (except Rodange: 550 mm)
2.3.8	Maximum train length	850 m [tractable engin(s) included]
	Minimum curve radius	p.k. 0,0 - quais Rodange – p.k. 3.000: 500,000 m p.k. 3,000 - Rodange/frt (Athus): 291,250
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation (RGE)
	Type of operations	single track
	Normal traveling direction	/
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	electronic commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	display, speakers

2.3.9	**Traction Energy**	
	System	catenary supplied with 25 kv AC 50 Hz
	Catenary type	type 85 SNCF
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N,
	Refuelling points Type of fuel	none
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 6j

PÉTANGE – RODANGE-Border (ATHUS)

Detailed Information

Chapter DRR									
2.3.3				/	/	*2.3.7*	*2.3.6*		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Pétange (sect. Pétange)	N 49° 33’ 14 E 5 52’ 43’’’	3	F S	x	100	14	0	700 m
1,3	1,3	Lamadelaine	N 49° 33’12’’ E 5° 51’ 39’’	2						
1,3	2,6	Pétange (sect. Rodange)	N 49° 33’ 4’’ E 5° 50’ 36’’	4	F S	x	70	5	0	
1,5	4,1	Rodange-frontière	N 49° 33’ 7’’ E 5° 49’ 29’’	0						

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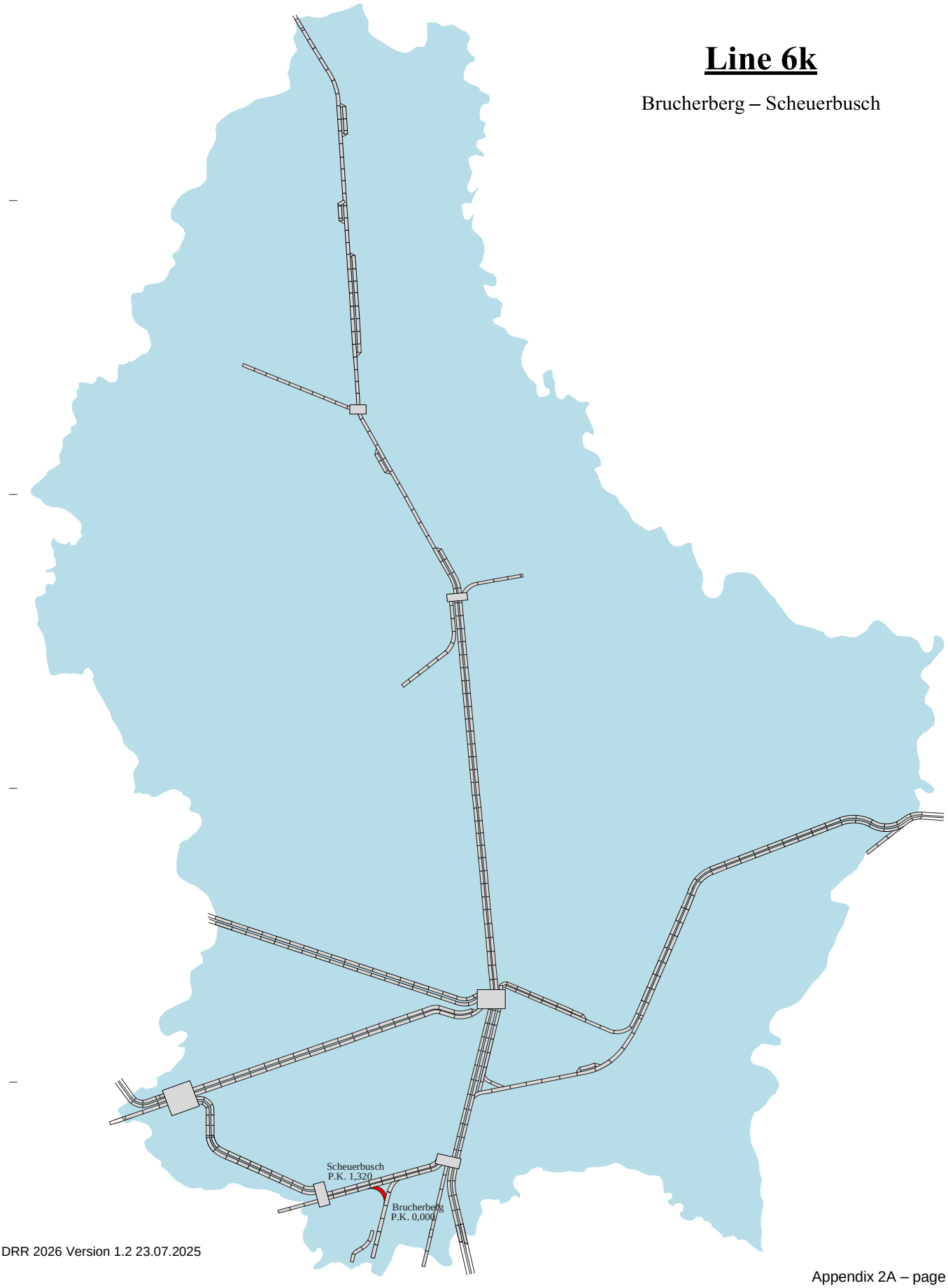
Line 6k

Brucherberg – Scheuerbusch



Line 6k

BRUCHERBERG – SCHEUERBUSCH

Detailed Information

	Parameters	Data, values
	Distance	
	Brucherberg - Scheuerbusch	1,3 km
	Layout	
2.3.1	Number of line tracks	single track
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	60 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	/
	Platform height	/
2.3.8	Maximum train length	510 m [tractable engin(s) included]
	Minimum curve radius	375,000 m
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation technique (RGE)
	Type of operations	single track
	Normal traveling direction	/
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electonic commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track
	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger Information	/

2.3.9	**Traction Energy**	
	System	catenary supplied with 25 kv AC 50 Hz
	Catenary type	type SNCF before 85
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	none
	Preheating supply	none

Line 6k

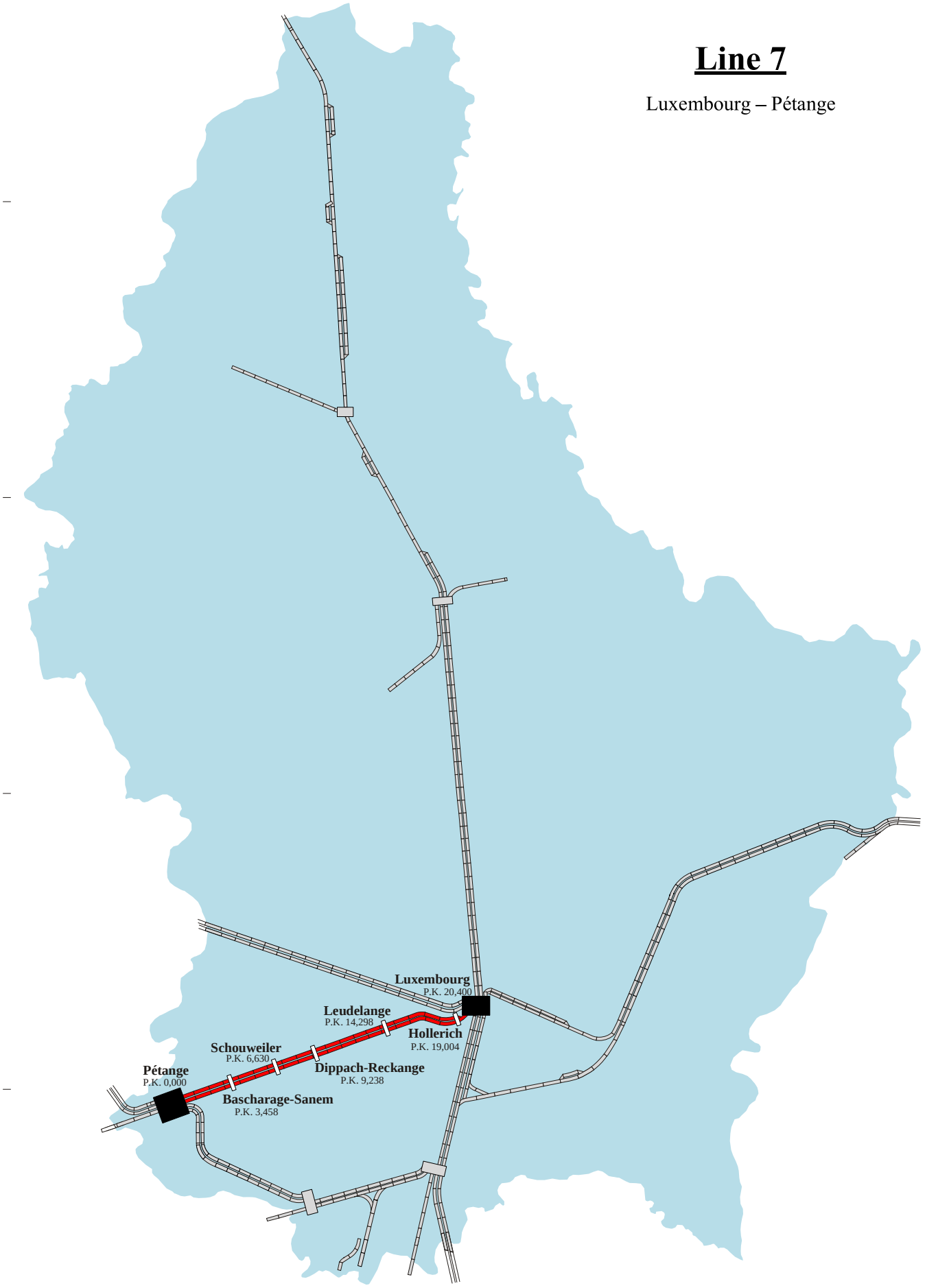
BRUCHERBERG – SCHEUERBUSCH

Detailed Information

Chapter DRR									
2.3.3				/	/	*2.3.7*	*2.3.6*		/
1		2	3	4	5	6	7	8	9	10
Distance km		**Location**	**Geographical Situation WGS84(DMS)**	**Number of tracks at platform**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**For-mation station**	**Speed limit km/h**	**Character-istic slope mm/m**	**Character-istic ramp mm/m**	**Stopping distance**
	0	Brucherberg	N 49° 30’ 3’’ E 6° 2’ 19’’	0			60	4	5	700 m
1,3	1,3	Scheuerbusch	N 49° 30’ 38’’ E 6° 1’ 54’’	0						

Line 7

Luxembourg – Pétange



Line 7

LUXEMBOURG – PÉTANGE

General Information

Chapter DRR	Parameters	Data, values
	Distance	
	Luxembourg – Pétange sect. Pétange – sect. Rodange	20,4km 2,6 km
	Layout	
2.3.1	Number of line tracks	2 tracks
2.3.5	Line Category	D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t)
	Load Limit determined by coupling strength	see appendix 2C
	Line and section speed limit	between 40 and 140 km/h
2.3.2	Track gauge	1435 mm (standard gauge)
	Tunnels	none
	Platform length	variable
	Platform height	380 mm (except Luxembourg: 760 mm and Rodange: 550 mm)
2.3.8	Maximum train length	850 m [tractable engin(s) included]
	Minimum curve radius	p.k. 0,0 – Dippach-Reckange p.k. 9,300: 500,000 m (BS divers emplacements) 883,700 m (p.k. 4,3) 300,00 m (liaison BS 728 + 729) Dippach-Reckange p.k. 9,300 – Hollerich p.k. 19,100: 497,700 m (p.k. 9,7) 439,522 m (p.k. 18,47) 500,000 m (p.k. 19,06)
	Exploitation	
	Opening	7/24
	Regulation to be complied with	Règlement Général de l'Exploitation (RGE)
	Type of operations	dual track signalled for 2 ways operation
	Normal traveling direction	on the right
	Trafic information system - Regulation	none
	Vehicle localizing system	none
2.3.10	**Signalisation and Safety**	
	Signalisation	Ground signalling, CFL signalling according to RGE book 2
2.3.13	Automatic stopping control system Speed control system	ETCS L1
	Safety installations	Electonic commands and controls
	Telecommunications	
	Ground-train radio link	GSM-R
	Track - responsible managing posts	Track telephone circuit, extensions at regular intervals along the track

	Track - substation regulator (catenary power supply)	alarm circuit, extensions at regular intervals along the tracks
	Passenger information	various equipment
2.3.9	**Traction Energy**	
	System	catenary supplied with 25 kv AC 50 Hz
	Catenary type	type 85 SNCF
	Catenary height	6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.)
	Application pressure (pantograph)	Fs min. 70 N, Fa max. 200 N
	Refuelling points Type of fuel	Luxembourg (Storage Center) – Rail Gasoil per NBN T 52-716 – red colorage
	Preheating supply	none
	Commercial department for passengers	
	Facilities and services	https://www.cfl.lu/fr-fr/network

Line 7

LUXEMBOURG – PÉTANGE

Detailed Information

Chapter DRR									
2.3.3				/	/	2.3.7	2.3.6		/
1	2	3	4	5	6	7	8	9	10
Distance km		**Etablissement**	**Situation géographique WGS84(DMS)**	**Nbre de voies à quai**	**Freight Terminal (F) Inter-modal (IM) holding siding (S)**	**Gare de for-mation**	**Vitesse-limite km/h**	**Pente caracté-ristique mm/m**	**Rampe caracté-ristique mm/m**	**Distance d'arrêt**
	0	Luxembourg	N 49° 35' 59'' E 6° 8' 5''	6		x	60	1 / 0*	0 / 1*	700 m
1,4	1,4	Luxembourg (sect. Hollerich)	N 49° 35' 44'' E 6° 7' 14''	2			140	11	11	1200 m
4,7	6,1	Leudelange	N 49° 35' 13'' E 6° 3' 29''	2						
5,1	11,2	Dippach-Reckange	N 49° 34' 21'' E 5° 59' 42''	2						
2,6	13,8	Schouweiler	N 49° 34' 24'' E 5° 57' 37''	2						
3,2	17,0	Bascharage-Sanem	N 49° 33' 30'' E 5° 55' 29''	2						
3,4	20,4	Pétange (sect. Pétange)	N 49° 33' 14'' E 5° 52' 43''	3	F S	x				
1,3	21,7	Lamadelaine	N 49° 33'12'' E 5° 51' 39''	2			100	15	0	700 m
1,3	23,0	Pétange (sect. Rodange)	N 49° 33' 4'' E 5° 50' 36''	5	F S	x				

* distance from Luxembourg (sect. Triage) to Luxemburg - Hollerich: 1.4 km)

Appendix 2B

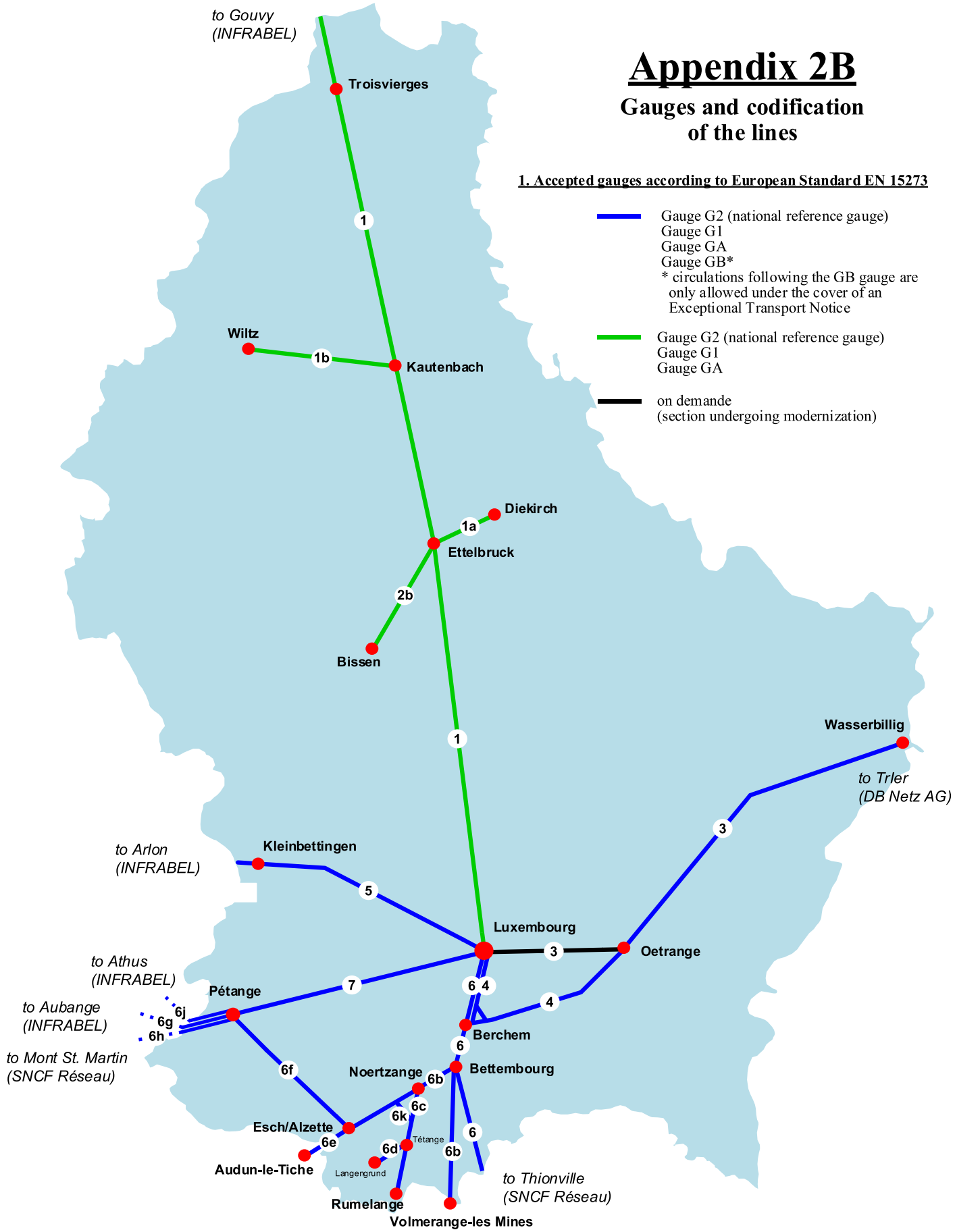
Gauges and codification of the lines

1. Accepted gauges according to European Standard EN 15273

Gauge G2 (national reference gauge)
Gauge G1
Gauge GA
Gauge GB*
* circulations following the GB gauge are only allowed under the cover of an Exceptional Transport Notice

Gauge G2 (national reference gauge)
Gauge G1
Gauge GA

on demande
(section undergoing modernization)



Note: In stations, the gauges mentionned above are not allowed on all tracks

Appendix 2B

Gauges and codification of the lines

2. Codification of combined transport lines according to IRS 50596-6

Note: - In stations, the codifications mentionned above are not allowed on all tracks.
- Circulations exceeding P21/C21 respectively P339/C340 are permitted only under the cover of an Exceptional Tranport Notice.

Appendix 2C : Load limit determined by coupling strength

Line	Line section	Load limit	Line section	Load limit
1	Luxembourg – Ettelbruck	6400	Gouvy – pk 91.750	2290
	Ettelbruck – Kautenbach	3230	pk 91.750 – Troisvierges	6400
	Kautenbach – Troisvierges	2410	Troisvierges – Ettelbruck	6400
	Troisvierges – pk 91.750	2290	Ettelbruck – Dommeldange	4150
	pk 91.750 – Gouvy	6400	Dommeldange – Luxembourg	2450
1a	Ettelbruck – Diekirch	6400	Diekirch – Ettelbruck	4450
1b	Kautenbach – Wiltz	2450	Wiltz – Kautenbach	6400
2b	Ettelbruck – Colmar-Usines	2720	Bissen – Colmar-Usines	3200
	Colmar-Usines – Bissen	2270	Colmar-Usines – Ettelbruck	3200
3	Luxembourg – Sandweiler-Contern	2290	Wasserbillig (secteur Mt-P) – Wasserbillig (secteur W)	3460
	Sandweiler-Contern – Oetrange	6400	Wasserbillig – Wecker	2980
	Oetrange – Wasserbillig	6400	Wecker – Oetrange	3380
	Wasserbillig (secteur W) – Wasserbillig (secteur Mt-P)	3460	Oetrange – Luxembourg (via Sandweiler-Contern)	2450
4	Luxembourg – Berchem	4590	Oetrange – Berchem	3400
	Berchem – Oetrange	4070	Berchem – Luxembourg	3760
5	Luxembourg – Kleinbettingen	3890	Stockem – Arlon	2290
	Kleinbettingen – Arlon	2770	Arlon – Kleinbettingen	4490
	Arlon – Stockem	3570	Kleinbettingen – Luxembourg	4490
6	Luxembourg – Bettembourg	4590	Thionville – Bettembourg	2760
			Bettembourg – Berchem	4070
	Bettembourg – Thionville	6400	Berchem – Luxembourg	3760
6a	Bettembourg – Esch-Alzette	3300	Esch-Alzette – Bettembourg	6400
6b	Bettembourg – Dudelange-Usines	3790	Dudelange-Usines – Bettembourg	6400
6a/6c	Bettembourg – Rumelange	3300	Rumelange – Bettembourg	6400
6a/6c/ 6k	Esch-Alzette – Rumelange	4840	Rumelange – Esch-Alzette	4310
6d	Tétange – Langengrund	1910	Langengrund – Tétange	6400
6e	Esch-Alzette – Audun-le-Tiche	4840	Audun-le-Tiche – Esch-Alzette	6400
6f	Esch-Alzette – Belval-Usines	3300	Pétange – Differdange	3630
	Belval-Usines – Belvaux-Soleuvre	2320	Differdange – Belvaux-Soleuvre	2320
	Belvaux-Soleuvre – Differdange	6400	Belvaux-Soleuvre – Belval-Usines	6400
	Differdange – Pétange	6400	Belval-Usines – Esch-Alzette	6400
6g	Pétange secteur P – Pétange secteur R	6400	Rodange frt (Aubange) – Pétange secteur R	4540
	Pétange secteur R – Rodange frt (Aubange)	6400	Pétange secteur R – Pétange secteur P	2390
6h	Pétange secteur P – Pétange secteur R	6400	Rodange frt (MSM) – Pétange secteur R	4190
	Pétange secteur R – Rodange frt (MSM)	6400	Pétange secteur R – Pétange secteur P	2390
6j	Pétange secteur P – Pétange secteur R	6400	Rodange frt (Athus) – Pétange secteur R	4740
	Pétange secteur R – Rodange frt (Athus)	3960	Pétange secteur R – Pétange secteur P	2390
7	Luxembourg – Pétange	3200	Pétange - Luxembourg	3160

Appendix 2D: Table of roaming agreements with CFL

Country	GSM-R Network	GSM P interconnected to GSM-R	MCC MNC	foreign SIM card at CFL	CFL SIM card abroad
Luxembourg	CFL		270 71	YES	YES
				NO	NO
Germany	DB Netz		262 10	YES	YES
		TMD	262 01	NO	YES
Belgium	Infrabel		206 02	YES	YES
		Orange		NO	NO
France	SNCF Réseau		208 14	YES	YES
		SFR		NO	NO
United Kingdom	Network Rail		234 13	NO	NO
				NO	NO
Hungary	MAV		2016 19	NO	NO
				NO	NO
Poland	PKP PLK		260 09	NO	NO
				NO	NO
Italy	RFI		222 30	NO	NO
		TIM + Vodafone		NO	NO
Switzerland	SBB + BLS		228 06	NO	NO
		Swisscom		NO	NO
Czech Republic	SZDC		230 98	NO	NO
		O2		NO	NO
Austria	ÖBB		232 91	NO	NO
				NO	NO
Danemark	Banedanmark		238 23	NO	NO
				NO	NO
Spain	ADIF		214 51	NO	NO
				NO	NO
Norway	JBV		242 20	NO	NO
		Telenor		NO	NO
Netherlands	ProRail		204 21	NO	NO
		KPN		NO	NO
Sweden	Trafiverket		240 21	NO	NO
		Tele 2 + Telia		NO	NO
Slovakia	ZSR		231 99	NO	NO
				NO	NO
Slovenia	SZ		293 10	NO	NO
				NO	NO

LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics

Administration des chemins de fer

Path request
for the Luxembourg Rail Network

Date

--> J-5 : to be saved and sent by email to oss@acf.etat.lu

reset

print

--> J-4 - J : to be saved and sent by email to oss-ct@acf.etat.lu

J = workdays !

☐ Path study

☐ Path creation

☐ Path modification

☐ Path annulation

☐ to incorporate in Avis-trains ☐ to incorporate in Avis-Horaires

1) Customer

2) Costumer Contact and phone number :

3) Running days

4) Path-Number (if known)

5) Path category (code, profile)

6) Departure Station

7) Arrival Station

8) Desired Arrival or departure time (if not known by path number)
☐ Departure ☐ Arrival

9) Maximal speed

10)via (if not known by path number)

11) desired intermediate stops (if not known by path number)

12) Traction engins

13) Maximal train-path lenght(m)

14) Maximal towed load (t)

15) Name of the RU operating the path if different from customer

16) Name of the other RU's running in cooperation

17) ATE number (where applicable)

18) Additional Information

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Gauges and codification of the lines

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Gauge G2 (national reference gauge)
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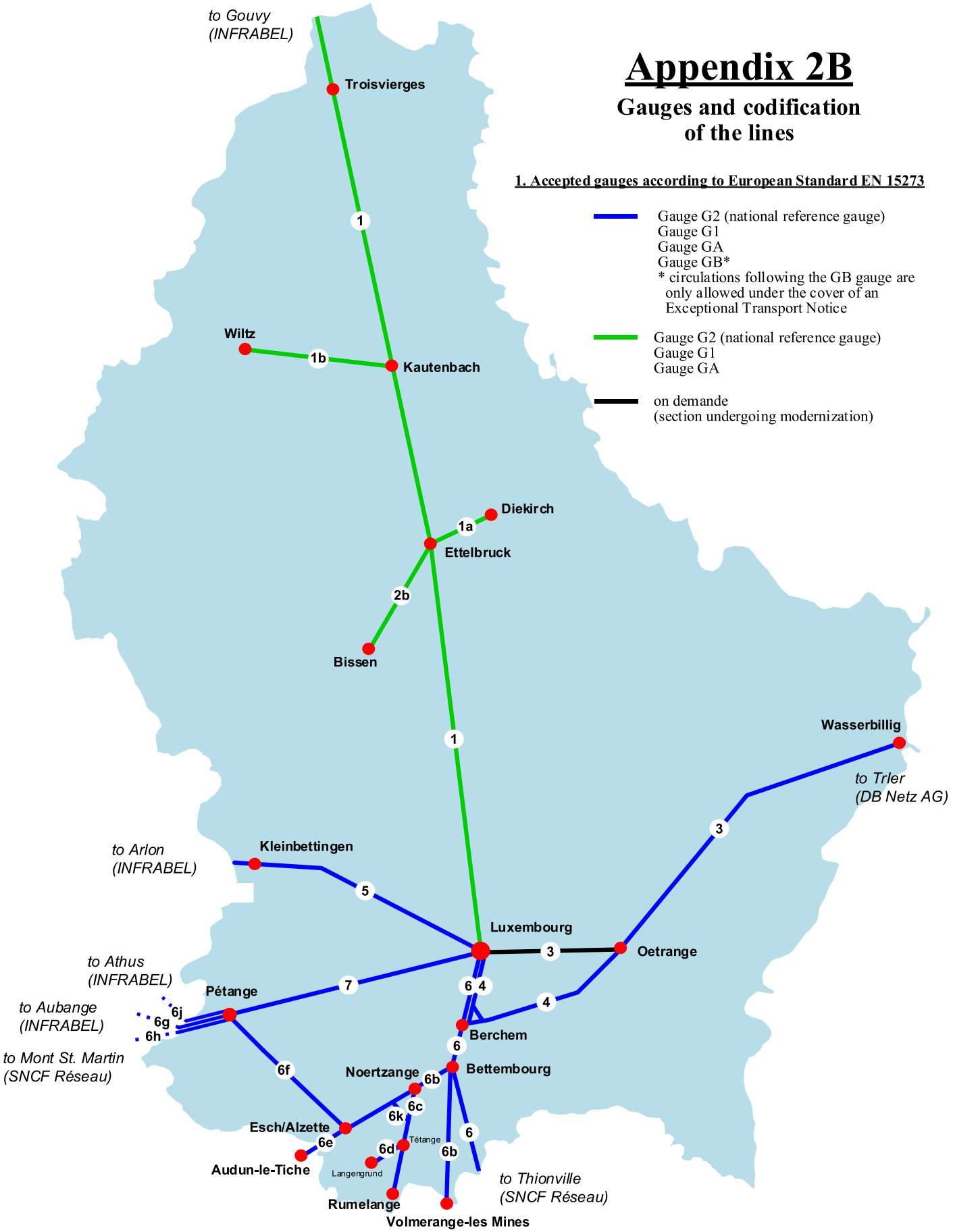

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		TMD	262 01	NO	YES
Belgium	Infrabel		206 02	YES	YES
		Orange		NO	NO
France	SNCF Réseau		208 14	YES	YES
		SFR		NO	NO
United Kingdom	Network Rail		234 13	NO	NO
				NO	NO
Hungary	MAV		2016 19	NO	NO
				NO	NO
Poland	PKP PLK		260 09	NO	NO
				NO	NO
Italy	RFI		222 30	NO	NO
		TIM + Vodafone		NO	NO
Switzerland	SBB + BLS		228 06	NO	NO
		Swisscom		NO	NO
Czech Republic	SZDC		230 98	NO	NO
		O2		NO	NO
Austria	ÖBB		232 91	NO	NO
				NO	NO
Danemark	Banedanmark		238 23	NO	NO
				NO	NO
Spain	ADIF		214 51	NO	NO
				NO	NO
Norway	JBV		242 20	NO	NO
		Telenor		NO	NO
Netherlands	ProRail		204 21	NO	NO
		KPN		NO	NO
Sweden	Trafiverket		240 21	NO	NO
		Tele 2 + Telia		NO	NO
Slovakia	ZSR		231 99	NO	NO
				NO	NO
Slovenia	SZ		293 10	NO	NO
				NO	NO

RESTREINT

LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics

Administration des chemins de fer

Date

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☐ Path study

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☐ to incorporate in Avis-trains ☐ to incorporate in Avis-Horaires

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4) Path-Number (if known)

5) Path category (code, profile)

6) Departure Station

7) Arrival Station

8) Desired Arrival or departure time (if not known by path number)
☐ Departure ☐ Arrival

9) Maximal speed

10)via (if not known by path number)

11) desired intermediate stops (if not known by path number)

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TIMETABLING and DOCUMENTS published by ACF

1) WORKING TIMETABLE

The « working timetable » also known as « service timetable » is a table with all the train paths allocated by the Administration des chemins de fer (ACF) for the Luxemburgish Rail Network NS, Chapter 4). These train paths are represented by their number, running days, categories, journeys, departure and arrival times at the different locations.

In accordance with IM and UI (User of Infrastructure) requirements the output of this working timetable is a diagram, a list, a spreadsheet or a database. Parts of the working timetable can represent all the trains for one client, the timetable of a line, the timetable of a location, or the timetable or schedule of an specific train and so on….

2) GOAL AND IMPORTANCE OF THE WORKING TIMETABLE

The goal of the « working timetable » and its different extracts is to guarantee a non-discriminatory allocation of train paths needed by the UI's and to ensure Traffic operation respecting the necessary security requirements, punctuality, efficiency and productivity on the Luxembourgish rail network.

3) CONDITIONS WHICH HAVE TO BE MET BY PATHS BELONGING TO THE WORKING TIMETABLE

In order to run a train, paths have to respect the following conditions:

- technical conditions which are valid for all the trains, which are compulsory and heavily interrelated.
- commercial conditions asked by the client ordering the path.

Train paths are constructed regarding following conditions:

- composition index (profile) which defines the maximum speed and the breaking conditions of the train,
- the gradient profile and the curves of the track,
- traction force of the engine,
- the normal weight of the train,
- the spacing rules between two trains on open track,
- the train running rules in stations.

4) THE LOAD OF TRAINS

The «maximum load» of an engine is the greatest possible load hauled by this engine on a certain line or line section regarding the technical data of this engine and independent of the timetable. UI have to provide this information.

The maximum coupling load is the greatest possible load hauled on a line without risking a braking of couplings. UI must provide this information.

The admissible load of a train on a certain line or line section is the greatest possible load hauled by the engine(s) of a train respecting a given timetable and the maximum coupling load.

The normal load of a train is the load hauled indicated in the path request and respecting the admissible load.

The real load of a train is the load hauled when running in operational. As the timetable of a train is calculated respecting the admissible load, this real load must not be greater than the admissible load.

5) STOPS

Two kinds of stops exist: stops foreseen in the timetable and stops not foreseen due to operational reasons.

The foreseen stops in a timetable are:

- regular stops, which are normally respected when the train is running.
  Regular stops are described in timetable with an arrival time and a departure time at the establishment where those stops are foreseen.

  Regular stops just needed for internal purposes from the UI are called **service stops**. Service stops can be shown in timetabling documents with the character S.

  Regular stops just needed for foreseen operational reasons are called **running stops.** These **running stops** can be shown in timetabling documents with the character **+.**

- optional stops, which are only respected if needed.

  Optional stops are shown in timetabling documents with the character «F» placed between the arrival time and the departure time at the concerned establishment.

6) RUNTIMES

The theoretical time needed by a train to run between two neighbouring locations depends on:

- the distance between the two locations,
- the category defined in the classification of trains,
- the permanent speed restrictions on the line,
- the speed restrictions from mandatory signals,
- the technical data of the motive power units,
- the technical data of hauled stock,
- the weight of the train,
- the gradient profile and the curves of the line.

ACF uses a tool that takes into consideration all these parameters to calculate the runtimes.

7) RUNTIME TABLES (RTT)

To determine the necessary runtimes of a train path on a line, a line section or between the departure station and the arrival station runtime tables are created for any train category, motive power units, and generally for each part of 400t hauled stock without exceeding the admissible load. Runtime tables may also be set up for the normal load of a train.

Infrastructure user (UI) are obliged to inform ACF about the following technical data:

- haulage capacity data of the motive power units (kN) in increments of 10 km/h or a graph with this information,
- the length of the motive power unit,
- the number of motive power units,
- the number of axles of the motive power unit,
- the wheel-base of the motive power unit,
- the operational weight (tare weight in tons, additional operational load in tons, rotative mass coefficient 0/00) of the motive power unit,

- the brake system (P or G),
- the default acceleration in m/s2 (else 0,5 m/s2),
- the default deceleration in m/s2 (else 0,5 m/s2),
- the maximum speed of the motive power unit and the hauled stock (else : the speed indicated in the composition index)
- the length of the hauled stock (else : 700 m)

Journey times are calculated by the capacity management tool, based on the incorporated journey demand.

8) CREATING A TIMETABLE

ACF is the only competent authority to create a timetable. No train is allowed to run on the Luxembourgish rail network without having a timetable given by the ACF. An exception is foreseen for urgent breakdown trains to solve a severely disrupted situation and to restore the situation to a normal state. In this case, Supervision Traffic from the infrastructure manager CFL allocates a train number and run times are taken from a train's timetable having the same composition index as the breakdown train.

The working timetable is created for the annual period foreseen in the general description of the network statement (NS 4.2.2.)

A periodical adaption of the working timetable is generally done. The update calendar is published in chapter 4.3.1 of the NS. Interested parties are informed by Avis-Horaires. Trains published in Avis-Horaires are valid until the end of the service timetable. Planned construction sites must be taken into account.

Path requests outside of the working timetable and it's adaptations (New path, path cancellation, path modification) are published by ACF in a document called Avis-trains.

While creating the timetable of a train path ACF considers train spacing rules on the lines and in stations and makes sure that it is possible for the train to observe the schedule.

For this purpose, ACF uses a path management and construction software.

A Path request is only allowed if the indicated motive power unit is allowed to run on the Luxembourgish rail network and the applicant has given all the technical information of the chapter Runtime Tables as well as all restrictions and special characteristics.

A consultation of interested parties, UI, IM, applicant is done according to the process calendar NS 4.3.1. point 4 before publishing the final offer of the working timetable. If necessary, incompatibilities reported by the infrastructure manager and by the other interested parties are corrected.

9) TRAIN NUMBERING

Trains are identified by a train number with a maximum of six digits and which is normally unique during the same calendar day. A delayed train is allowed to keep his train number the following days only if there is no overlapping with a train running with the same number on the Luxembourgish rail network.

International trains

International trains have train number according to the UIC leaflets 419-1 and 419-2

Table of numbers for extra passenger trains between Luxembourg and Belgium and v/v whose allocation is managed by ACF:

Border points	Short term	Operational

All	18500-18699	18700-18799

Table of numbers for light-running passenger trains between Luxembourg and Belgium and v/v whose allocation is managed by ACF:

Border points	Long term	Short term	Operational
All	19401-19460	19461-19480	19481-19499

Principle of numbering international freight trains

40xxx à 43xxx combined transport trains
44xxx à 45xxx single-wagon trains
46xxx single-wagon trains and closed trains with a single load (block trains)
47xxx à 49xxx closed trains with a single load (block trains)

Table of international freight train numbers whose allocation is managed by the ACF:

RELATIONS	Combined		Direct freight trains		Block trains	
	Long and Medium Term	Short term	Long and Medium Term	Short term	Long and Medium Term	Short term
NL–BE–LU	43860-43879	43880-43899	45860-45879	45880-45899	48860-48879	48880-48899
BE-LU	41700-41779	41780-41799	45700-45779	45780-45799	48700-48779	48780-48799

Table of light running trains between Luxembourg et Belgium whose allocation is managed by the ACF:

Border points	Long term	Short term	Operational
All	83700 - 83750	83751 - 83775	83776 - 83799

On the Luxembourgish rail network international regional trains may keep the national train number of the neighbouring network even if those are not compatible with the UIC leaflets, the only condition is that they have to be unique during the same calendar day.

National passenger trains (V120, V140)

In the working timetable national passenger trains have generally a 4-digit number chosen by mutual agreement between the applicant or the UI and ACF. Typically for cadenced connection, the first two digits represent the connection and the last two digits the chronological order. There is no parity rule for these train numbers. For trains running outside cadence another 4-digit number is allocated.

Special or extraordinary passenger trains have normally a 5-digit number in the range

- 17000 - 17999

National passenger trains crossing a border are numbered in a common consent with the neighbouring infrastructure manager or allocation body.

National freight trains (MA80, MA90, ME100, ME120)

National freight trains do have a 5-digit number in the following range:

Freight Trains		
Block trains	Direct freight trains	Freight trains serving multiple stations
20000-29999	30000-37999	70000-79999

The fifth digit stands for the parity. The parity of this digit is uneven for trains running from their origin in direction corresponding to the order of the locations of the line described in chapter 1 of the appendix of the RGE and is even for the other direction.

The numeration for the direct freight with SNCF: 38000-39999

A different numeration can be agreed between the RU and ACF.

A different numbering is possible by mutual agreement between ACF and the UI or the applicant.

National light-running passenger trains (HPV120, HPV140)

A light-running passenger train has a 6-digit number from 5X0000 to 5X9999 where the second digit stands for the number 1,2,3,4,5,6, 7,8 or 9. The four last digits correspond to the train for which it is foreseen.

A cross light-running passenger train (HPV120, HPV140) has a 6-digit number from 5X0000 à 5X999 where the second digit stands for the number 1,2,3,4,5,6 7,8 or 9, and the third digit is noted zero (“0”), The three last digits corresponds to the train for which it is foreseen.

For any other run a number from the range 610000 - 610999 * is assigned by the ACF for requests from D-4 to D and a number from the range 620000 to 620999 * for requests up to D-5.

*also applies to light-running trains providing or having provided a passenger train

A different numbering is possible by mutual agreement between ACF and the UI or the applicant.

National light-running trains (HLP80, HLP100, HLP120, TL80, TL100, TL120)

In the working timetable a light-running locomotive train has a 6-digit number for motive power units coming from a certain train or going to a certain train where the first five digits are identical to this train number followed by one digit 0,1,2,3,4, 6,7,8 or 9. The parity of this digit is uneven for trains running from their origin in direction corresponding to the order of the locations of the line described in chapter 1 of the appendix of the RGE and is even for the other direction.

For any other run a number from the range 630000 - 630999 is assigned by the ACF for requests from D-4 to D and a number from the range 640000 - 640999 for requests until D-5.

A different numbering is possible by mutual agreement between ACF and the UI or the applicant.

National test and training trains (All profiles)

A number from the range 616000 - 616999 is assigned by the ACF for requests from D-4 to D and a number from the range 617000 to 617999 for requests up to D-5

National service trains (TS80, TS100, TS120)

In general numbers of service trains have 5-digits in the following range

- 8X000 – 8X239 for special trains created by Avis-trains court Terme
- 9X000 – 9X239 for special trains created by Avis-trains.

The second digit X stands for the line number 1,2,3,4,5,6 or 7 without the eventual letter of the line.

The third and the fourth digits generally stand for the departure hour at the departure station.

The fifth digit stands for the chronological order. The parity of this digit is uneven for trains running from their origin in direction corresponding to the order of the locations of the line described in chapter 1 of the appendix of the RGE and is even for the other direction.

Train path versions

In the working timetable different version of a train path having the same numbering are allowed but they must have different running days. These train paths, which differ from the original train path by another itinerary or another timetable on the same itinerary, are characterized by their train number followed by a version number.

Train path modifications foreseen by Avis-trains or Avis-trains court Terme may also have a different timetable or a different itinerary.

Special attention concerning these train paths is necessary in order to avoid wrongly routed trains.

MOTRA and CS

The CS entering and exiting an emergency lane are designated by a number consisting of 6 digits beginning with 888 and followed by 3 digits to be requested by the traffic manager from the Traffic Supervision. Only the approximate departure time will be shown as the timetable. In communications with CS drivers, and between the traffic controller(s), as well as in written instructions, the CS must always be designated as such, e. g. "CS 888 123".

Shunting movement

The following table shows the specific and unique train numbers for the GSM R system, allocated by the Railway Administration to the CFL Infrastructure Manager, for shunting movements.

Range of action PD Luxembourg	00001-00015
Range of action CCC Ettelbruck	00016-00025
Range of action PD Wasserbillig	00026-00035
Station Mertet-Port	00036-00039
Range of action PD Kleinbettingen	00040-00049
Stations of Bettembourg	00050-00065
Station Dudelange-Usines	00066-00069
Range of action PD Esch/Alzette	00070-00079
Range of action CCC Belval-Usines	00080-00089
Range of action PD Pétange	00090-00099

Specific and unique GSM_R train numbers for maintenance and planning purposes

The range 700401 to 700420 is for the exclusive use of planning and maintenance of the GSM-R system

10) DEFINITION OF THE RUNNING DAYS EXPRESSION (RUNNING DAYS)

Definition of the running days expression:

No indication of a running day or « tlj » = Train is running every day in the timetable period;
C ... = is running on …;
C + le(s) =also is running on....;
C le(s) = is running on ....;
C …du… au…= is running from... to…
C… à p. du… = is running starting on the….
C…. jusqu'au… or C…jq… = is running until the…
N ... = is not running
N - = is not running the….
N… du…. au…= is not running from….to…...
N… à p. du…..= is not running starting on the….
N…. jusqu'au….or N…….jq……= is not running until the…..

1 = Monday except public holidays
2 = Tuesday except public holidays
3 = Wednesday except public holidays
4 = Thursday except public holidays
5 = Friday except public holidays
6 = Saturday except public holidays
7 = Sunday even if except public holiday
8 = Public holiday except if Sunday; (Public holiday dominates the working days (1-6))
9 = Day after public holiday except if also public holiday; (the day after public holiday is **additional** to the other days (2-7))

F = optional
FN ... = optional and never runs on....;
FC ... = optional and may run only on….

Various combinations are possible:

C36 shows that the train is running on Wednesdays and Saturdays which are not public holidays;

C1-5 shows that the train is running from Monday to Friday on days which are not public holidays;
N178 shows that the train is not running on Mondays, Sundays and Public holidays;

C23 à p. du 15.5.15 shows that the train is running on Tuesdays and Wednesdays beginning the 15 may 2015 except if public holiday;

N78 du 16.8.15 au 1.10.15 shows that the train is running from 16.8.2015 to 1.10.2015 except Sundays and Public holidays

C1 C+26.,27.12.14,2.1.,21.,22.4.,2.,30.5.,3.11.15 shows that the train is running every Monday except Public holidays and additionally on 26.12.2014, 27.12.2014, 2.1.2015, 21.4.2015, 22.4.2015, 2.5.2015, 30.5.2015, and 3.11.2015

When the shown running day expression includes or excludes specific days, the year is shown (2 or 4 digits) only if the running days would not be unique in case of a timetable period with more than 365 calendar days.

N78 du 16.8. au 1.10. = N78 du 16.8.15 au 1.10.15 = N78 du 16.8.2015 au 1.10.2015 = N78 du 16.8. au 1.10.15

After the day number there is always a dot between the day number and the month number. If the following day belongs to the same month both days are separated by a dot and a comma, the last concerned day in the month is only followed by a dot before the month.

Example : **C1 C+26.,27.12.14,2.1.,21.,22.4.,2.,30.5.,3.11.15**

The month number is always followed by a dot, if a shown running day expression continues with days of one of a following month; the month number is followed by a dot and a comma….

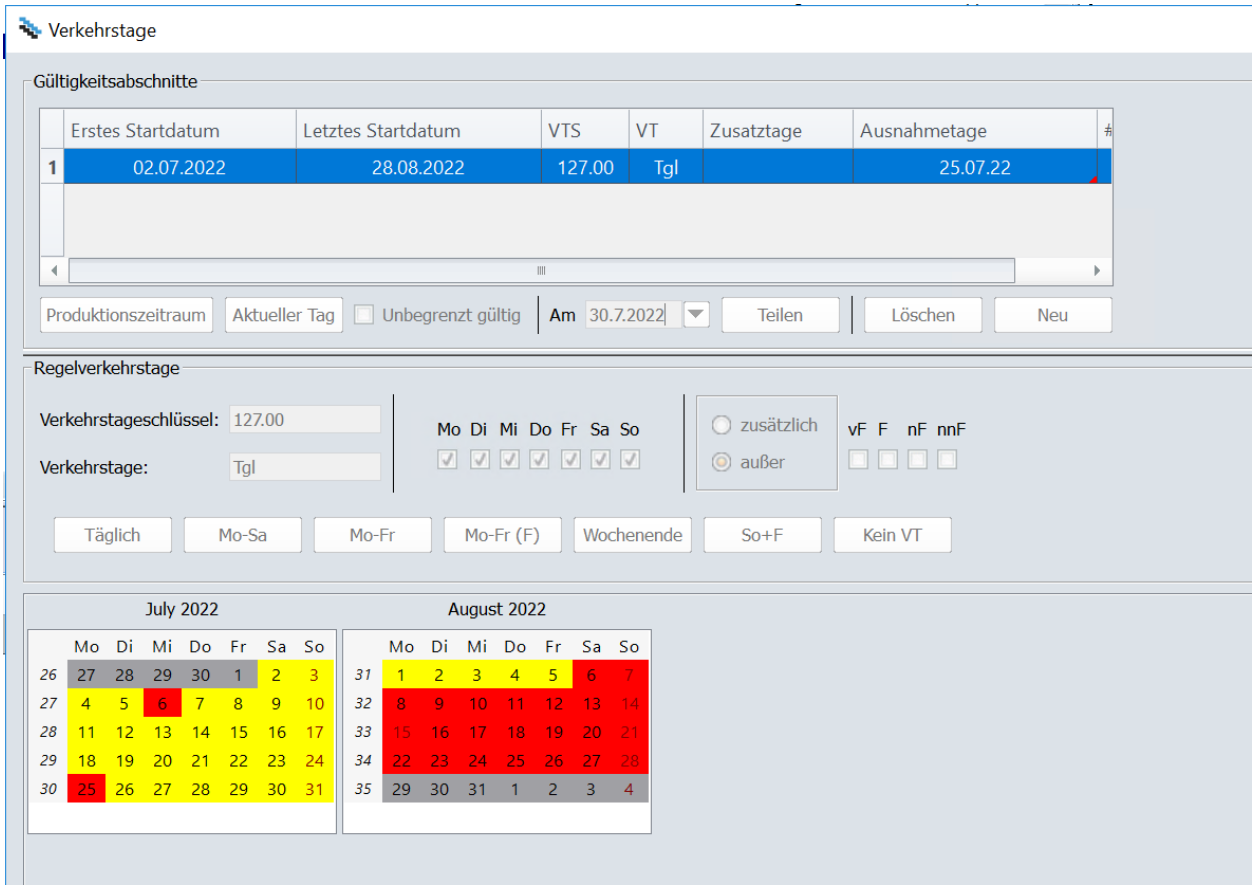
A comma used as a separation in the shown running days expression means that the information after the comma is related to the information before the comma. Example: **N678 jusqu'au 31.1.15, à p.du 1.3.15**
A semicolon used as a separation in a running days expression means that the information after the semicolon is not related to the information before the semicolon. Example :

Exemple :
N678 jusqu'au 31.1.15; à p. du 1.3.15 = N678 jusqu'au 31.1.15; tlj à p. du 1.3.15

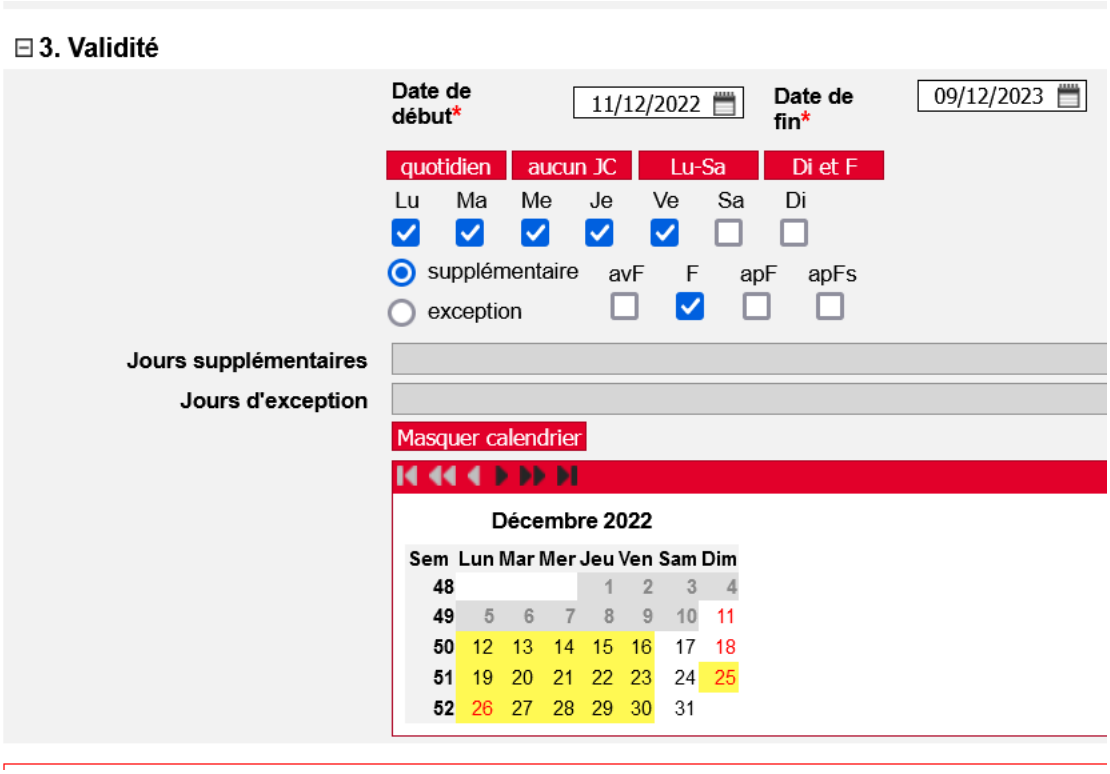
It is avaible to select the circluation's days, for example every Monday: click on "Mo" (Montag)
In the case of a train circulation every Tuesday and Thursday, click : "Di" (Dienstag", "Do" (Donnerstag).

In order to add bank holidays days, select : "zusätzlich" and "F" (Feiertag)

The screen allow verifying the selected days:


Verkehrstage
Gültigkeitsabschnitte
Erstes Startdatum
Letztes Startdatum
VTS
VT
Zusatztage
Ausnahmetage
1
02.07.2022
28.08.2022
127.00
Tgl
25.07.22
Produktionszeitraum
Aktueller Tag
Unbegrenzt gültig
Am
30.7.2022
Teilen
Löschen
Neu
Regelverkehrstage
Verkehrstageschlüssel:
127.00
Verkehrstage:
Tgl
Mo Di Mi Do Fr Sa So
zusätzlich
außer
vF F nF nnF
Täglich
Mo-Sa
Mo-Fr
Mo-Fr (F)
Wochenende
So+F
Kein VT
July 2022
August 2022

Validity in Trassenportal:



avF: before bank holidays days
F: bank holidays days
apF: after bank holidays days
apFs: +2days after bank holidays days

It is possible to define the validity with the “starting date” and the “end date”.
If one train is circulating every Mondays, select “Mo”, in order to exclude the monad in bank holidays, select: exception” and “F” (Feiertag).

The access in Trassenportal is possible for every applicant with one circulating permission et a valid security certificate.

11) LIST OF ABBREVIATIONS TO BE USED FOR THE DESIGNATION OF ESTABLISHMENTS

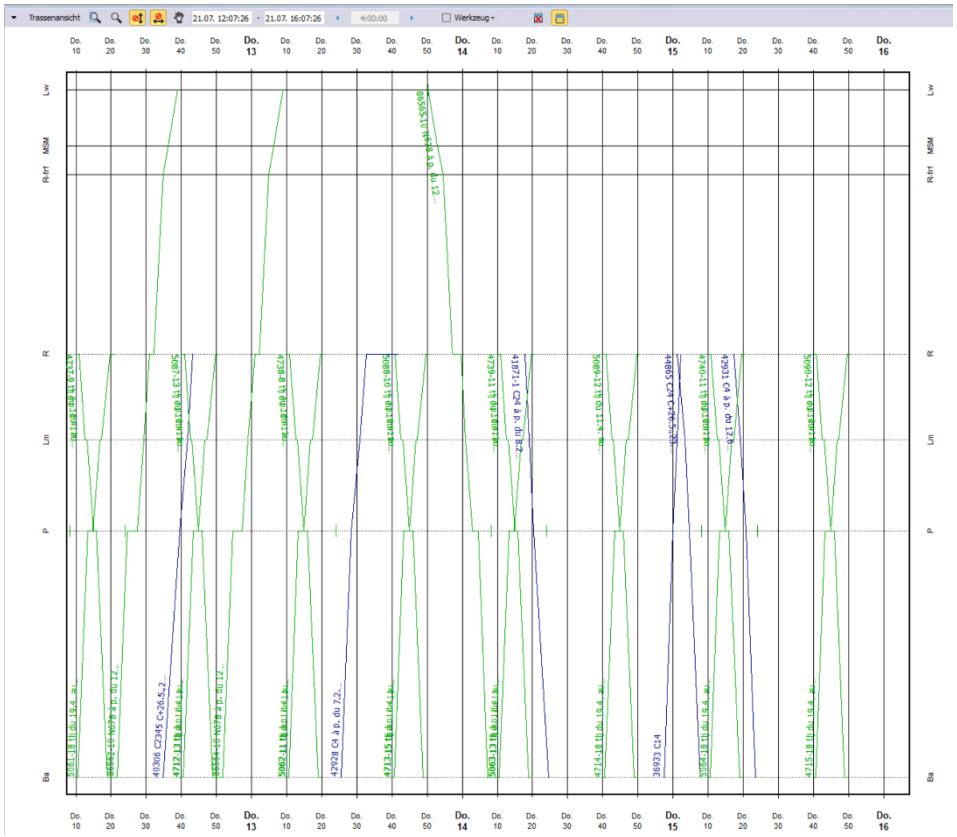
A	Athus
Ar	Arlon
Au	Audun-le-Tiche
Aub	Aubange Bifurcation
Aut	Autelbas
Ba	Bascharage-Sanem
Ba-N	Bascharage Nord
Bb	Brucherberg
Bc	Berchem
Bc-E	Berchem Est
Bc-N	Berchem Nord
Bc-S	Berchem Sud
Bd	Bürden
Bi	Bissen
Bl-Pb	Bellain poste de block
BLy	Belval Lycée
Br	Belval-Rédange
Bs	Belvaux-Soleuvre
Bt-C	Bettembourg-CT
Bt-D	Bettembourg-D
Bt-frf	Bettembourg-frontière
Bt-M	Bettembourg-M
Btr	Bertrange-Strassen
Bt-V	Bettembourg-V
Bt-W	Bettembourg-Ouest
Bu	Belval-Usines
BUn	Belval-Université
Bz	Betzdorf
Bz-Pb	Betzdorf Poste de block
Cb	Colmar-Berg
Cp	Capellen
Cs	Cents-Hamm
Ct	Cruchten Pa
Ct-Tra	Cruchten Poste de transition
Cu	Colmar-Usines
Cv	Clervaux
D	Differdange-M
Db	Dudelange-Burange
Dc	Dudelange-Centre
Df	Drauffelt
Di	Differdange
Dk	Diekirch
Dm	Dommeldange
Dr	Dippach-Reckange
Dr-N	Dippach Nord
Du	Dudelange-Usines
Kb-frb	Kleinbettingen-frontière
Kt	Kautenbach
L	Luxembourg
L-Cs	Luxembourg Cents-Hamm
Ld	Leudelange
Lg	Langengrund
Lh	Luxembourg-Hollerich
Li	Lintgen
Liv	Livange
Lm	Lamadelaine
Lr	Lorentzweiler
Ls	Luxembourg-Sud
L-St	Luxembourg-St
L-St3	Luxembourg-St (ligne3)
Lt	Luxembourg-Triage
Lw	Longwy
M	Mersch
Mb	Munsbach
Mb-Pb	Munsbach Poste de block
Mc	Michelau
Me	Mecher
Mk	Merkholtz
Mk-Pb	Merkholtz Poste de block
Mn	Manternach
Mn-Pb	Manternach Poste de Block
Mr	Mamer
Mr-L	Mamer Lycée
MSM	Mont St Martin
Mt	Mertert
Nk	Niederkorn
Nz	Noertzange
Oe	Oetrange
Ok	Oberkorn
P	Pétange
Pa	Paradiso
Pf-K	Pfaffenthal-Kirchberg
R	Rodange (secteur)
R-frb1	Rodange frontière B Aub
R-frb2	Rodange frontière B A
R-frf	Rodange frontière francaise
Rt	Roodt
Rt-Tra	Roodt Poste de transition
Ru	Rumelange
Sc	Sandweiler-Contern
Schb	Scheuerbusch
Sg	Schifflange

Dv	Dudelange-Ville
Eb	Ettelbruck
Es	Esch-sur-Alzette
Es-L	Esch-Lallange
Es-Us	Esch-Usine
F	Fentange
F-S4	Fentange Sud (ligne 4)
F-S6	Fentange Sud (ligne 6)
Ga	Luxembourg-Gasperich
Gb	Goebelsmuehle
Gy	Gouvy
Hd	Heisdorf
Hg	Hettange-Grande
Ho	Howald
Ig	Igel
Ka	Kayl
Kb	Kleinbettingen
Sr	Schieren
Sr-2	Schieren (ligne 2)
Sw	Schouweiler
Sy	Syren
Tg	Tétange
Thl	Thionville
Tv	Troisvierges
Tv-frb	Troisvierges frontière
Tv-P	Troisvierges-Pfaffenmuehle
Vm	Volmerange-les-Mines
W	Wasserbillig
Wf	Walferdange
W-frd	Wasserbillig frontière
Wk	Wecker
Ww	Wilwerwiltz
Wz	Wiltz

12) TIMETABLE DOCUMENTS published by ACF

Graph of train running

The «Graph of train running» (GMT) shows all allocated train paths in a distance-time graph. This graph constitutes the basis of the working timetable and is used to set up all other timetable related documents.



(Image 1)

The working timetable book (LMT)

The LMT is a document of the UI, therefore ACF supplies only the basic elements in the form of a structured text file which allows the concerned UI to produce their own LMT. On demand, ACF produces a basic LMT ready to use, which is directly issued from the timetabling software without any supplementary information. (Image 3).

```
------------------------------------------------------
Z,MA90, 30007,G, ,""
S,"C 2.8.15"
W, 1,"conduit TE suivant ATE No 313 1 8 620 15"
W, 2,"circulation à contresens entre Es-L et Nz"
B,2320
T,2x37
L,243.8,  0,Lw     ,    ,     , 1  ,11.56
L,247.1,  0,MSM    ,    ,     ,    ,11.59
F,A66
L,  5.2, 90,RFRF   ,    ,     ,    ,12.02
B,2320
L,  2.6, 90,R      ,C13 ,     ,    ,12.04
L,  0.0, 90,P      ,C15 ,     ,    ,12.07
L,  0.6, 70,
L,  0.8, 75,
L,  4.0, 75,D      ,C17 ,     ,    ,12.12
L,  5.0, 90,
L,  8.9, 70,
L,  9.1, 70,Bs     ,    ,     ,    ,12.17
L,  9.9, 65,
L, 13.4, 65,Bu     ,C22 ,     ,    ,12.21
L, 14.4, 60,
L,  9.5, 60,Es     ,C13 ,     ,    ,12.24
L,  9.0, 90,
L,  8.0, 90,Es-L   ,    ,     , 2  ,12.25
L,  6.3, 85,
L,  5.4, 85,Schb   ,    ,     ,    ,12.27
L,  4.1, 85,Nz     ,    ,     ,    ,12.28
L,  3.0, 90,
F,A65
L,  2.5, 90,RST6A  ,
L,  0.9, 60,Bt-W   ,    ,12.31,    ,
------------------------------------------------------
```

(Image 2)

Avis-Trains

«**Avis-Trains**» (AT) and « **Avis-Trains court Terme** » (ATCT) are set up by the ACF to inform the UI and IM about.

- the running timetable of a special train,
- the temporary running of an optional train,
- temporary modifications to the timetable of regular and optional trains,
- the temporary cancelling of regular trains.

Avis-Trains are numbered in a continuous range from 001 to 9999 beginning with the timetable period every year on Sunday at 0.00 h following the second Saturday in December.

Avis-Trains are valid for the period indicated in the Avis-Trains. Avis-Trains are published at least 3 working days (mo-fri) before the starting date.

Avis-Trains court Terme are numbered in a continuous range from 10000 to 99999 beginning with the timetable period every year on Sunday at 0.00 h following the second Saturday in December.

They are published as soon as possible but at the latest before the scheduled departure at the departure station.

Timetables annexed to the Avis-trains have the same layout as in LMT

You can find a draft classic Avis-Trains on page 17.

You can find an automated processed Avis-Trains court Terme on page 16.

LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics

Administration des chemins de fer

Esch-sur-Alzette, le JJ MMM AAAA

Document établi par
Nom Prénom
Fonction ACF
Adresse_email
Tél :
Fax :

AVIS – TRAINS (M ou V) No XXX

(pour l'UI « Nom de l'UI »)

Horaire AAAA

Objet :

Valable :

Demandeur : **Libellé du demandeur ou code indiqué par le demandeur**
Responsable UI: M. Nom Prénom tél +XX XX XX XXX

Distribution : aux postes de l'utilisateur de l'infrastructure par « **Nom de l'UI** »
aux postes du gestionnaire d'infrastructure par **GI/AQF**

1) Parcours extraordinaires mis en marche

- **Sillon No *Indice Composition* traction caractéristique charge** circule **de Poste A à Poste Z**
- **……..**

2) Parcours réguliers supprimés

- **Sillon No *Indice Composition* traction caractéristique charge** prévu **de Poste A à Poste Z** est supprimé le(s) dates
- **……..**

3) Parcours modifiés

- **Sillon No *Indice Composition* traction caractéristique charge** prévu **de Poste A à Poste Z** est modifié le(s) dates
- **…….**

4) Remarques :

5) Train xxxxx conduit selon transport exceptionnel suivant ATE aaa a a aaa aa

6) Horaires

- en annexe

L'Administration des chemins de fer

Nom Prénom

13) LIST OF PUBLIC HOLIDAYS FOR THE TIMETABLE PERIOD 2026 :

Thursday, 25th of December 2025 (Christmas)
Friday, 26th of December 2025 (Boxing Day)
Thursday, 1st of January 2026 (New Year's Day)
Monday, 6th of April 2026 (Easter Monday)
Friday, 1st of May 2026 (Mayday/ Labor Day)
Saturday, 9th of May 2026 (Europe Day)
Thursday, 14th of May 2026 (Ascension Day)
Monday, 25th of June 2026 (Whit Monday)
Tuesday, 23rd of June 2026 (National Day)
Saturday, 15th of August 2026 (Assumption Day)
Sunday, 1st of November 2026 (All Saints' Day)

Appendix 3C : Table of codes

	Infrastructure Manager				Railway undertaking				
	Operational/planning Management	Infrastructure installations	Civil engineering causes	Causes of other IM	Commercial causes	Rolling stock	Causes of other RU	External causes	Dangerous events; Incidents and Accidents; other secondary causes and diverse
	1-	2-	3-	4-	5-	6-	7-	8-	9-
0	Timetable compilation from ACF	Signalling installations	Planned construction work	Delay caused by next IM DB Netz ; SNCF Réseau; Infrabel	Exceeding the stop time	Roster planning/ re-rostering	Delay caused by next RU SNCB, SNCF, DB Regio	Strike	Dangerous incidents, accidents and hazards
-1	Formation of train by Infrastructure Manager	Signalling installations at level crossings	Irregularities in exécution of construction work	Delay caused by previous IM DB Netz ; SNCF Réseau; Infrabel	Request of the RU	Formation of train by the UI	Delay caused by previous RU SNCB, SNCF, DB Regio	Administrative formalities	
-2	Mistakes in operational procedures	Telecommunication installations	Speed restriction due to defective track		Loading operations	Problems affecting coaches (passenger transport)	Shunting movements	Outside influence	Train occupation caused by the lateness of the same or another train
-3	Wrong application of priority rules	Power supply equipment			Loading irregularities	Problems affecting wagons (freight transport)		Effects of weather and natural causes	Turn around
-4		Track			Commercial preparation of train	Problems affecting power cars, locomotives and railcars		Delay caused by external reasons on the next network	Connection
-5		Structures			Shunting movements				Further investigation needed
-6									
-8	Staff (EI - CFL Infrastructure operation)	Staff Infrastructure Maintenance (CFL MI)			RU Staff exept driving staff and train accompanying staff	Driving staff and train accompanying staff			
-9	Other causes	Other causes	Other causes		Other commercial causes	Other causes related to Rolling Stock		Other causes	

UIC code - following UIC leaflet 450-2	Code Law of June 6, 2019	Code RFL	Designation	Notes
1		1 - Operational/planning Management		
10	1.1	100	Timetable compilation by ACF	
		105	Strategic time decision	only used on order of the Quality Department
11	1.2	110	Formation of trains if managed by Infrastructure Manager	
12	1.3	121	Wrongly routed	
		122	Deadlock	
		125	Serious mistakes in operational procedures	
13	1.4	130	Wrong application of priority rules	
18	1.5	180	Staff (EI - CFL Infrastructure operation)	
19	1.6	190	Other causes relating to operational and planning management	
2		2- Infrastructure installations		
20	2.1	200	Signalling installations	
		201	Signals	
		202	Track Circuit/Axle Counters	
		203	Block Sections	
		206	Ground safety system	
21	2.2	210	Signalling installations at level crossings	
22	2.3	220	Telecommunication installations	
		225	Computer installations and customer information systems	
23	2.4	230	Fixed installation of electrical traction	
		235	Other power supply systems	
24	2.5	240	Turnout - points and crossings	
		241	Track	
		245	Rail fracture/Subsidence of the track	
		249	Intervention requested by the Infrastructure Maintenance (CFL MI) Department for urgent non scheduled work	
25	2.6	250	Impassability of engineering structures	
28	2.7	280	Staff Infrastructure Maintenance (CFL MI)	
		285	Errors in operating procedures by the Infrastructure Maintenance Staff (CFL MI)	
29	2.8	290	Other causes related to infrastructure installations	
3		3- Civil engeneering causes		
30	3.1	300	Work planning	All delays arising from planned and approved work not included in the timetables
		301	Periodic work/by local agreement according to joint Infrastructure operation dept. (CFL EI) /Infrastructure Maintenance (CFL IM) dept. instructions	
		305	Work planning	
		309	Cancellation of scheduled work	
31	3.2	310	Irregularities in work execution	
32	3.3	320	Speed limit due to defective track	
39	3.4	390	Other causes	
4		4- Causes of other MI		
40	4.2	401	Attributable to the following IM: Infrabel	
		402	Attributable to the following IM: SNCF Network	
		403	Attributable to the following IM: DB Netz	
41	4.1	411	Attributable to the previous IM: Infrabel	
		412	Attributable to the previous IM: SNCF Network	
		413	Attributable to the previous IM: DB Netz	
5		5 - Commercial causes		
50	5.1	500	Exceeding the stop time	
		501	Absence or late "ready to depart"	
		505	Loss of time along the way	
51	5.2	510	Request of the RU	
52	5.3	520	Loading operations	
53	5.4	530	Loading irregularities	

UIC code - following UIC leaflet 450-2	Code Law of June 6, 2019	Code RFL	Designation	Notes
54	5.5	540	Commercial preparation of the train	
55		550	Specific RU maneuvering movements	
58	5.6	580	RU Staff (except driving staff and train accompanying staff)	
59	5.7	590	Other commercial causes	
6		6- Rolling Stock		
60	6.1	600	Roster planing/ re-rostering	
		605	Planning AV (RU CFL)	
61	6.2	610	Formations of trains by the RU	Delays in the planned formation of regular trains due to the operating situation, provided that a precise assignment to another cause is not possible
62	6.3	620	Problems affecting coaches	
63	6.4	630	Problems affecting wagons	
64	6.5	640	Problems affecting traction units	
68	6.6	680	Staff (driving staff)	
		685	Staff (train accompanying staff)	
69	6.7	690	Other causes related to Rolling Stock	
		691	Railway equipment testing	
7		7 - Causes of other RU		
70	7.1	701	Delay caused by next RU: SNCB, SNCF Mobilités, DB Regio	
71	7.2	711	Delay caused by previous RU: SNCB, SNCF Mobilités, DB Regio	
		719	Exceptional transport/Transport of dangerous goods (TDG) RID	
		720	Maneuvering movements (passengers)	
		721	Maneuvering movements (goods)	
8		8 - External causes		
80	8.1	800	Strike	
81	8.2	810	Administrative formalities	
82	8.3	820	External factors	
83	8.4	830	Effect of weather or natural causes	
84	8.5	840	Delay caused by external reasons on next network	
89	8.6	890	Other external causes	
9		9- Dangerous events/ Incidents/ Accidents and other secondary causes		
90	9.1	900	Dangerous incidents/ accidents and hazards	
92	9.2 9.3	920	Train occupation caused by the lateness of the same or another train	
93	9.4	930	Turnaround	
94	9.5	940	Connections (with waiting time)	
95	9.6	950	Further investigation needed	
		955	Doubtful cases after validation procedure	