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 2028
## Version 1.0



Picture: Mike Wohl

**DRR 2028 23.11.2026**

# Table of Contents

Version Control ..... 6
GLOSSARY ..... 6
1 General Information ..... 11
1.1 Introduction ..... 11
1.2 Purpose of the Network Statement ..... 11
1.3 Legal Aspects ..... 11
1.3.1 Legal Framework ..... 11
1.3.2 Legal Status and Liability ..... 14
1.3.3 Appeals Procedure ..... 15
1.4 Structure of NS ..... 16
1.5 Validity Period, Updating and Publishing ..... 16
1.5.1 Validity Period ..... 16
1.5.2 Updating Process ..... 17
1.5.3 Publishing ..... 17
1.6 Contacts ..... 17
1.6.1 Requests for train paths ..... 17
1.6.2 Information regarding the Network Statement ..... 17
1.6.3 Recourse to the independent national regulatory body ..... 18
1.6.4 Exceptional transports ..... 18
1.6.5 Authorisation for placing in service of railway rolling stock ..... 18
1.6.6 Certification of train drivers ..... 18
1.6.7 Request for a corrective number for the compatibility codes according to IRS 50596-6 19
1.6.8 Neighbouring infrastructure managers ..... 19
1.7 Cooperation between European IMs/ABs ..... 20
1.7.1 Rail Freight Corridors ..... 20
1.7.2 RailNetEurope (RNE) ..... 20
1.7.3 One-Stop-Shop (OSS) ..... 21
1.7.4 RNE Tools ..... 22
2 INFRASTRUCTURE ..... 23
2.1 Introduction ..... 23
2.2 Extent of Network ..... 23
2.2.1 Limits ..... 23
2.2.2 Connecting Railway Networks ..... 24
2.3 Network Description ..... 24

2.3.1 Track Typologies ..... 25
2.3.2 Track Gauges ..... 25
2.3.3 Stations and Nodes ..... 25
2.3.4 Loading Gauge and Codification ..... 25
2.3.5 Weight Limits per axle/meter load ..... 25
2.3.6 Line Gradients ..... 26
2.3.7 Maximum Line Speed ..... 26
2.3.8 Maximum train lengths ..... 26
2.3.9 Power Supply ..... 26
2.3.10 Signalling Systems ..... 26
2.3.11 Traffic Control Systems ..... 26
2.3.12 Communication Systems ..... 26
2.3.13 Train Control Systems ..... 27
2.3.14 Speed control and automatic train stop systems ..... 27
2.4 Traffic Restrictions ..... 27
2.4.1 Specialised Infrastructure ..... 27
2.4.2 Environmental Restrictions ..... 27
2.4.3 Dangerous Goods ..... 27
2.4.4 Tunnel Restrictions ..... 27
2.4.5 Bridge Restrictions ..... 28
2.4.6 Other Restrictions ..... 28
2.5 Infrastructure Availability ..... 28
2.6 Infrastructure Development ..... 28
3 ACCESS CONDITIONS ..... 29
3.1 Introduction ..... 29
3.2 General Access Requirements ..... 29
3.2.1 Conditions for Applying for Capacity ..... 29
3.2.2 Conditions for Access to the Railway Infrastructure ..... 30
3.2.3 Licenses ..... 30
3.2.4 Single Safety certificate ..... 31
3.2.5 Insurance ..... 32
3.3 Contractual Arrangements ..... 32
3.3.1 Framework agreement ..... 32
3.3.2 Contract with RUs ..... 32
3.3.3 Contract with non-RU Applicants ..... 33
3.3.4 General Terms and Conditions ..... 33

3.4 Specific Access Requirements ..... 33
3.4.1 Rolling Stock Acceptance Process Guidelines ..... 33
3.4.2 Staff Acceptance Process ..... 34
3.4.3 Exceptional Transport ..... 34
3.4.4 Dangerous goods ..... 35
3.4.5 Test Trains and Other Special Trains ..... 36
4 CAPACITY ALLOCATION ..... 37
4.1 Introduction ..... 37
4.2 Process description ..... 37
4.2.1 Bodies ..... 37
4.2.2 General Description of the Process ..... 39
4.3 Reserving Capacity for Temporary Capacity Restrictions ..... 40
4.3.1 General principles ..... 40
4.3.2 Consultation of applicants ..... 43
4.3.3 Paths modification due to capacity restrictions ..... 43
4.4 Impacts of Framework Agreements ..... 43
4.5 Path Allocation Process ..... 43
4.5.1 Annual Timetable Path Requests ..... 44
4.5.2 Late Annual Timetable Path Requests ..... 45
4.5.3 Ad-Hoc Path Requests ..... 46
4.5.4 Coordination Process ..... 46
4.5.5 Dispute Resolution Process ..... 47
4.6 Congested Infrastructure: Definition, Priority Criteria and Process ..... 48
4.7 Exceptional Transports and Dangerous Goods ..... 49
4.8 Rules After Path Allocation ..... 49
4.8.1 Rules for Path Modification by the Applicant ..... 49
4.8.2 Rules for Path Alteration by the AB ..... 50
4.8.3 Non-Usage Rules by the applicant ..... 50
4.8.4 Rules of Deletion and Cancellation by the Applicant ..... 51
4.9 Timetabling and Capacity Redesign (TTR) for Smart Capacity Management ..... 51
4.9.1 Objectives of TTR ..... 51
4.9.2 Process Components ..... 52
4.9.3 Implementation ..... 53
4.9.4 TTR Pilot Project ..... 57
4.10 Capacity Allocation Principles for RFCs ..... 58
5 SERVICES AND CHARGES ..... 59

5.1 Introduction ..... 59
5.2 Charging Principles ..... 59
5.3 Minimum Access Package and Charges ..... 59
5.3.1 Charging system ..... 60
5.3.2 Tariffs ..... 62
5.4 Additional Services and Charges ..... 65
5.4.1 Traction current ..... 65
5.4.2 Pre-heating and pre-conditioning of rolling stock ..... 67
5.4.3 Services for exceptional transports and dangerous goods ..... 67
5.5 Ancillary Services and Charges ..... 70
5.5.1 Access to the telecommunication network ..... 70
5.5.2 Provision of additional information ..... 70
5.5.3 Technical inspection of rolling stock ..... 70
5.5.4 Ticketing services in passenger stations ..... 70
5.5.5 Specialized heavy maintenance services ..... 70
5.5.6 Other ancillary services ..... 70
5.6 Financial Penalties and Incentives ..... 70
5.6.1 Penalties for Path Modification ..... 70
5.6.2 Penalties for Path Alteration ..... 71
5.6.3 Penalties for non-usage ..... 71
5.6.4 Penalties for Path Cancellation ..... 71
5.6.5 Incentives/Discounts ..... 72
5.7 Performance scheme ..... 72
5.7.1 General principles and objectives ..... 72
5.7.2 Performance monitoring ..... 72
5.7.3 Financial model ..... 73
5.7.4 Governance and dispute resolution system ..... 74
5.8 Changes to Charges ..... 74
5.9 Billing Arrangements ..... 75
5.9.1 Minimum services ..... 76
5.9.2 Additional Services ..... 78
6 OPERATIONS ..... 79
6.1 Introduction ..... 79
6.2 Operational Rules ..... 79
6.3 Operational Measures ..... 79
6.3.1 Principles ..... 79

6.3.2 Operational Regulation ..... 79
6.3.3 Disturbances ..... 81
6.4 Tools for Train Information and Monitoring ..... 82
6.4.1 TIS Train Information System ..... 82
6.4.2 ARAMIS Web ..... 82
7 SERVICE FACILITIES ..... 84
7.1 Introduction ..... 84
7.2 Service Facility Overview ..... 84
7.3 Service Facilities Managed by CFL IM ..... 85
7.3.1 Common provisions ..... 85
7.3.2 Passenger Stations ..... 85
7.3.3 Freight terminals ..... 88
7.3.4 Shunting Stations and Train Formation Facilities, including Shunting Facilities ..... 90
7.3.5 Storage Sidings ..... 91
7.3.6 Maintenance facilities ..... 93
7.3.7 Cleaning and washing facilities ..... 94
7.3.8 Maritime and Inland Port Facilities ..... 95
7.3.9 Relief Facilities ..... 96
7.3.10 Refuelling facilities ..... 97
Appendixes ..... 99

# Version Control

| Chapter | Adaptation |
|---|---|
| **4.2.2.4** | The text has been adapted based on the applicable rules. |
| **4.8.1** | The text has been adapted based on the applicable rules. |
| **4.9.1** | The text has been adapted based on the applicable rules. |
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| **4.9.3.2.1** | The text has been adapted based on the applicable rules. |
| **4.9.3.3** | The text has been adapted based on the applicable rules. |
| **4.9.4** | The text has been adapted based on the applicable rules. |

# GLOSSARY [1]

| | |
|---|---|
| Allocation | The process by which the assignment of the railway infrastructure capacities is granted to an applicant. |
| Allocation Body | An Allocation Body refers to an entity responsible for allocating railway infrastructure capacity, a function that the Infrastructure Manager or another designated body can perform. This ensures fair and non-discriminatory access to railway infrastructure for all railway undertakings. (ACF takes on this role) |
| 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 of the annual programming process. |
| 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 |

[1] The RNE glossary can be found on the following website: RNE-NSCID-Glossary-2026-edition.xlsx & additional definitions can be found at the following link under Article 5:Regulation - EU - 2026/1184 - EN - EUR-Lex

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| | commercial interest in procuring infrastructure capacity. |
| Basic running | The minimum running time technically possible for a train to cover a given route, considering the characteristics of the infrastructure and the rolling stock. |
| Capacity | The total available capability of a specific railway infrastructure element (such as a track section, station, or junction) to accommodate train paths within a defined period, considering all technical, operational, and safety constraints. It represents the maximum number of train paths that can be scheduled and reliably operated without compromising safety or service quality. |
| Coordination | The procedure implemented by the allocation body (ACF) and applicants to seek a solution in case of competing requests for the reservation of infrastructure capacity. |
| First come, First served Principle | Means a principle for the allocation of railway infrastructure capacity where priority in the allocation process is given according to the chronological order of the capacity requests. |
| Force Majeure | Means any unforeseeable, unavoidable or exceptional event or situation beyond the control of the operational stakeholder which cannot be overcome with reasonable foresight and diligence, cannot be solved by measures which are, from a technical, financial or economic point of view, reasonably possible for the operational stakeholder, which has actually happened and is objectively verifiable and which makes it impossible for the operational stakeholder to fulfil, temporarily or permanently, its obligations in accordance with Directive 2012/34/EU or its contractual obligations. |
| 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 |

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| | 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 the network may be allocated to different bodies or firms. (CFL IM assumes this role. For more information: Art. 7 of the Law of 6 June 2019 on the management, access to, and use of railway infrastructure and the regulation of the rail-road market) |
| Interoperability | Means interoperability as defined in Article 2, point 2), of Directive (EU) 2016/797 of the European Parliament and of the Council[2] |
| Luxembourg Railway Network (RFL) | The railway infrastructure includes the national railway network and the tertiary network, as defined by the "Law of 6 June 2019 transposing Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger rail transport services and the governance of railway infrastructure", and in the Network Statement (NS). |
| National railway network | The public railway infrastructure established on the territory of the Grand Duchy, as defined in the law on the management of railway infrastructure, except for the tertiary network. |
| Network | The entire railway infrastructure managed by an infrastructure manager. |
| Number of bodies | Number of items making up a passenger train, including locomotives. |
| Operational Stakeholder[3] | Means an applicant, association of applicants, infrastructure manager, operator of service |

[2] Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44, ELI: Directive - 2016/797 - EN - EUR-Lex).

[3] Source: Regulation (EU) 2026/1184 of the European Parliament and of the Council of 20 May 2026 on the use of railway infrastructure capacity in the single European railway area, Article 3 (Definitions).

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| | facility, provider of rail-related services and any other entity directly involved in operating a rail transport service; |
| 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 during the annual timetabling process. |
| Saturated or congested infrastructure | The section 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 Annex 3A. |
| Service train | A train used for the maintenance of |

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| | infrastructure or other non-commercial purposes. |
| 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.<br>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”. |

# 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.

To guarantee transparency and equal treatment of all railway operators, the ACF publishes the Network Statement, a key document that outlines the available infrastructure capacity, access conditions, and pricing information. The Network Statement follows a Common Structure, which is designed to standardize the presentation of information across European countries.
This harmonized format facilitates easier access and understanding for railway undertakings, supports fair competition, and complies with European Union regulations aimed at opening and regulating the railway market.

The national railway infrastructure is managed on behalf of the State of the Grand Duchy of Luxembourg by the Infrastructure Management Directorate of the Société Nationale des Chemins de Fer Luxembourgeois (hereinafter referred to as "CFL IM"), in accordance with the Grand-Ducal Regulation of 26 March 2026 approving the railway infrastructure management contract and the agreement relating to the management of assets forming part of the railway infrastructure, signed on 12 December 2025 between the State and the Société Nationale des Chemins de Fer Luxembourgeois. As infrastructure manager, CFL IM is, inter alia, responsible for the management and regulation of railway traffic.

## 1.2 Purpose of the Network Statement

The objective of this Network Statement (NS), prepared in accordance with Directive 2012/34/EU Articles 3(26) and 27, is to provide transparent and non-discriminatory information to all applicants regarding access to and use of the national railway infrastructure. The NS sets out the conditions, procedures, and criteria for accessing the rail network, thereby promoting fair competition and facilitating market opening within the railway sector. It is intended to assist applicants in planning their transport services in the Grand Duchy of Luxembourg and may be updated as necessary. Furthermore, the NS includes information on the fees payable for the use of the infrastructure.
For your information, please note that this document does not claim to be exhaustive.

## 1.3 Legal Aspects

### 1.3.1 Legal Framework

The following list of documents is based on information available as of 4th September 2026. It should be considered non-exhaustive.

- DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area (recast)
- Law of 5 February 2021 on railway interoperability, railway safety and the certification of train drivers
- Regulation (EU) 2016/796 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (ERA).
- Regulation (EU) 2026/1184 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 20 May 2026 on the use of railway infrastructure capacity in the single European railway area,

amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010

- Commission Implementing Regulation (EU) 2026/253 of 6 February 2026 on a technical specification relating to the telematics subsystem of the rail system in the European Union for interoperability of data sharing in rail transport (TEL TSI) and repealing Regulations (EU) No 454/2011 (TAP TSI) and (EU) No 1305/2014 (TAF TSI)
- Directive (EU) 2016/797 on the interoperability of the rail system within the European Union
- Directive 2007/59/EC, as amended, on the certification of train drivers operating locomotives and trains on the railway system in the Community
- Regulation (EU) No 913/2010, as amended, of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (repealed by Regulation (EU) 2026/1184; continues to apply as described in 4.9.1)
- Regulation (EU) No 321/2013, as amended, of the Commission of 13 March 2013 on the technical specification for interoperability relating to the subsystem 'Rolling Stock – Freight Wagons' of the rail system in the European Union and repealing Decision 2006/861/EC (consolidated text)
- Commission Implementing Regulation (EU) No 402/2013 of 30 April 2013 on the common safety method for risk evaluation and assessment and repealing Regulation (EC) No 352/2009
- Regulation (EU) No 1299/2014 of the Commission of 18 November 2014 on the technical specifications for interoperability relating to the 'Infrastructure' subsystem of the rail system in the European Union
- Regulation (EU) No 1300/2014 of the Commission of 18 November 2014 on the technical specifications for interoperability relating to the accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility
- Regulation (EU) No 1301/2014 of the Commission of 18 November 2014 on the technical specifications for interoperability relating to the 'Energy' subsystem of the Union's rail system
- Regulation (EU) No 1302/2014 of the Commission of 18 November 2014 on the technical specification for interoperability relating to the 'Rolling Stock' subsystem — 'Locomotives and Passenger Rolling Stock' of the rail system in the European Union
- Regulation (EU) No 1303/2014 of the Commission of 18 November 2014 on the technical specification for interoperability relating to safety in railway tunnels of the rail system in the European Union
- Regulation (EU) No 1304/2014 of the Commission of 26 November 2014 on the technical specification for interoperability relating to the subsystem 'Rolling Stock – Noise', amending Decision 2008/232/EC and repealing Decision 2011/229/EU
- Regulation (EU) 2018/643 of the European Parliament and of the Council of 18 April 2018 on rail transport statistics (recast), repealing Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics
- Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013
- Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on the criteria applicable to applicants for railway infrastructure capacity requests and repealing Regulation (EU) No 870/2014
- Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure for granting railway undertakings' licences
- Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for calculating the cost directly incurred as a result of operating the train service

- Commission Implementing Regulation (EU) 2015/1100 of 7 July 2015 on the reporting obligations of Member States in the framework of monitoring the rail market
- Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity
- Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services
- Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU
- Commission Implementing Regulation (EU) 2018/545 of 4 April 2018 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process pursuant to Directive (EU) 2016/797
- Commission Implementing Regulation (EU) 2018/1795 of 20 November 2018 establishing the procedure and criteria for the application of the economic equilibrium test pursuant to Article 11 of Directive 2012/34/EU of the European Parliament and of the Council, repealing Implementing Regulation (EU) No 869/2014 of the Commission of 11 August 2014 on new rail passenger services
- Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the 'Operation and Traffic Management' subsystem of the rail system within the European Union and repealing Decision 2012/757/EU, repealing Regulation (EU) 2015/995 of the Commission of 8 June 2015 amending Decision 2012/757/EU on the technical specification for interoperability relating to the 'Operation and Traffic Management' subsystem of the rail system in the European Union
- Commission Implementing Regulation (EU) 2019/774 of 16 May 2019 amending Regulation (EU) No 1304/2014 as regards the application of the technical specification for interoperability relating to the subsystem rolling stock — noise to the existing fleet of freight wagons
- Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU
- Commission Implementing Regulation (EU) 2023/1695 of 10 August 2023 on the technical specification for interoperability relating to the 'Control-Command and Signalling' subsystems of the rail system in the European Union and repealing Regulation (EU) 2016/919, repealing Regulation (EU) 2016/919 of the Commission of 27 May 2016 on the technical specification for interoperability relating to the 'Control-Command and Signalling' subsystems of the rail system in the European Union
- Commission Decision 2011/155/EU on the publication and management of the reference document referred to in Article 27(4) of Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community (notified under document number C (2011) 1536)
- Amended Law of 17 December 1859 on railway policing
- Law of 15 June 2006 approving the Protocol signed in Vilnius on 3 June 1999 amending the Convention concerning International Carriage by Rail (COTIF) of 9 May 1980
- Law of 30 April 2008 providing for
    - the creation of the Administration for Technical Investigations
    - the amendment of the amended Law of 22 June 1963 establishing the remuneration system for State civil servants, and
    - the repeal of the Law of 8 March 2002 on technical investigation bodies relating to accidents and serious incidents in the fields of civil aviation, maritime transport and railways
- Law of 18 December 2006

  - authorising the acquisition of the railway infrastructure belonging to Arcelor S.A.;
  - amending the amended Law of 10 May 1995 on the management of railway infrastructure;
  - amending the Law of 28 March 1997;
  - approving the Additional Protocol of 28 January 1997 amending the Belgian-French-Luxembourg Convention on the operation of the railways of the Grand Duchy, signed in Luxembourg on 17 April 1946;
  - approving the amended statutes of the Société Nationale des Chemins de Fer Luxembourgeois (CFL)
- Concerning financial interventions and State supervision concerning the CFL, amending the Law of 10 May 1995 on the management of railway infrastructure.
- Law of 19 June 2009 on order and security in public transport.
- Law of 16 December 2011 approving the Luxembourg Protocol on Matters Specific to Railway Rolling Stock to the Convention on International Interests in Mobile Equipment, signed in Luxembourg on 23 February 2007.
- Law of 28 April 2017 on the control of major-accident hazards involving dangerous substances and amending the amended Law of 10 June 1999 on classified establishments.
- Amended Law of 6 June 2019 on the management, access and use of railway infrastructure and on the regulation of the railway market
- Convention concerning International Carriage by Rail of 9 May 1980 as amended by the Protocol of 3 June 1999, excluding Appendices E (CUI), F (APTU), and G (ATMF) (COTIF)
- Grand-ducal Regulation of 7 November 2008 laying down supplementary specifications relating to accidents and incidents occurring in the railway sector
- Grand-Ducal Regulation of 26 March 2026 approving the railway infrastructure management contract and the agreement relating to the management of assets forming part of the railway infrastructure, signed on 12 December 2025 between the State and the Société Nationale des Chemins de Fer Luxembourgeois.
- Grand-ducal Regulation of 21 September 2011 defining the procedures for issuing, using, and withdrawing the identification documents of the staff of the Administration for Technical Investigations designated to act as investigators, of external investigators designated for that Administration, and of experts involved in technical investigations relating to accidents and serious incidents in civil aviation, maritime transport, and rail transport
- Grand-ducal Regulation of 31 May 2015 on identification cards and letters of accreditation for certain agents and external experts of the Railway Administration
- Grand-ducal Decree of 5 April 2017 publishing the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID), Appendix C to the Convention concerning International Carriage by Rail (COTIF), signed in Vilnius on 3 June 1999 and approved by the Law of 15 June 2006, including the amendments in force as of 1 January 2017
- Infrastructure Manager Regulation No. 219 concerning the admission of rolling stock to the Luxembourg railway network
- Infrastructure Manager Regulation No. 200 (test runs, see 3.4.5)
- General Technical Operations Regulations (RGE) of the Infrastructure Manager

## 1.3.2 Legal Status and Liability

### *1.3.2.1 General Remarks*

Notwithstanding the stipulations of the point 1.3.2.2, the provisions of chapters: 4, 5,6 , and 7 are part of the railway infrastructure utilization contract if 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.

However, in a framework agreement, or under the conditions of the infrastructure contract of use, these provisions of the NS may be derogated from on the formal 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 the 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.
CFL IM, 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 4th September 2026. 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.
Information on service facilities not managed by the infrastructure manager (see chapter 7) is provided for information only and is not binding.

### 1.3.3 Appeals Procedure

The function of the independent national regulatory body for the railway sector is fulfilled by l'Institut Luxembourgeois de Régulation (ILR), hereinafter "The Regulator". In accordance with Directive 2012/34/EU Articles 46 (6) and 56 (1a–b), this chapter describes the procedure for applicants to appeal against any action or decision taken by the allocation Body (AB)/Infrastructure Manager (IM), including those related to the content of the Network Statement. 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 or structure of the charges for the use of the infrastructure, which it is or may be required to pay;
- The provisions on access to railway infrastructure and services.
- Access to services and their pricing;
- Traffic management;
- Renewal planning and scheduled or unscheduled maintenance;
- Compliance with the requirements of Articles 15, 22 to 24 and 52 of the law, and with those on conflicts of interest.

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. The Regulator decides on all complaints, adopts the necessary measures, and communicates its 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 periodic penalty payment, stipulates the technical and financial conditions for the settlement of the dispute within the allotted time. If necessary, for settling the dispute, 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 Allocation Body (ACF) or require the amendment of the decision in question in accordance with the guidelines set by the Regulator.

The Regulator's decision may be appealed before the administrative court.

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

## 1.4 Structure of NS

The Network Statement (NS) follows the Common Structure recommended by the RailNetEurope (RNE) to ensure consistency and ease of use for applicants across different countries. This structure facilitates transparency and comparability by organizing key information in a standardized manner.

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 12th  December 2027 to 9th of December 2028  inclusive.

It is based on data known on 4th September 2026, 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 capacity allocated for 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

The Network Statement is updated regularly to reflect any changes. In cases where amendments affect significant aspects of the infrastructure or the conditions of access, a consultation process with all interested parties will be organized. This includes railway undertakings, the Infrastructure Manager, ILR (Regulator), service providers, and the ministry (MMTP).
The consultation process involves the publication of proposed changes, allowing stakeholders to review and provide feedback within a timeframe. Comments and objections are carefully considered by the AB (ACF), which may organize meetings or workshops to discuss the proposed amendments. Following this process, the Network Statement is finalized and published with a summary of the consultation outcomes.

### 1.5.3 Publishing

Network Statement (NS) 2028 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: Administration des chemins de fer - Le gouvernement luxembourgeois

Links to the English versions of all Network Statements, available, can be found on the RailNetEurope (RNE) website: RNE Network Statement Common Structure - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure

ACF also makes the content of its NS available in the Network and Corridor Information (NCI) portal. Access to the NCI is free of charge and without user registration: https://rne.eu/it/products/nci/

## 1.6 Contacts

The following contacts provide information on railway traffic.

### 1.6.1 Requests for train paths

Requests for train paths are to be sent to:

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Sillons<br>Guichet Unique<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **Phone** | +352 26 19 12 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 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:

| | |
|---|---|
| **Address** | Institut Luxembourgeois de Régulation<br>Service Ferroviaire<br>17, rue du Fossé<br>L-1536 Luxembourg |
| **Phone** | +352 28 22 82 28 |
| **Fax** | +352 28 22 82 29 |
| **E-Mail** | ferroviaire@ilr.lu |

### 1.6.4 Exceptional transports

Requests for exceptional transport are to be sent to:

| | |
|---|---|
| **Address** | Société Nationale des Chemins de Fer Luxembourgeois<br>Direction Gestion Infrastructure<br>Division Planification Exploitation<br>GI-PE4<br>B.P. 1803<br>L-1018 Luxembourg |
| **Phone** | +352 24 89 54 64 |
| **E-Mail** | gi.ate@cfl.lu |

### 1.6.5 Authorisation for placing in service of railway rolling stock

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

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Interopérabilité et Sécurité<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **Phone** | +352 26 19 12 35 or +352 26 19 12 33 |
| **E-Mail** | vehicle-authorisation@acf.etat.lu |

### 1.6.6 Certification of train drivers

For information on train driver licensing, please contact:

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Interopérabilité et Sécurité<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **E-Mail** | licences.conducteurs@acf.etat.lu |

For information regarding recognition examiners and training centres, please contact:

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Interopérabilité et Sécurité<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **E-Mail** | certification@acf.etat.lu |

### 1.6.7 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:

| | |
|---|---|
| **Address** | Société Nationale des Chemins de Fer Luxembourgeois<br>Direction Gestion Infrastructure<br>B.P. 1803<br>L-1018 Luxembourg |
| **Phone** | +352 24 89 45 12 |
| **E-Mail** | GI.Courrier@cfl.lu |

### 1.6.8 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 | Network Statement |
| **Belgium** | INFRABEL Right On Track | Network statement Infrabel |

| | | |
|---|---|---|
| **France** | SNCF RÉSEAU | Network Statements \| SNCF Réseau |

## 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 Corridor Information Document (CID) provides comprehensive details on the corridor's infrastructure, services, and operating rules. It is available on the corridor's website and should be consulted for further information.
Relevant information regarding the RFC and its operation can be found in this Network Statement, especially in Chapter 4 (Path Allocation Procedures) and Chapter 5 (Tariffs and Charges).

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

| | |
|---|---|
| **Address** | RFC NORTH SEA RHINE MEDITERRANEAN C-OSS<br>Fonsnylaan 13<br>B-1060 Bruxelles |
| **Phone** | +49 69 265 31120 or +32 490 47 15 22 |
| **E-mail** | coss@nrsm.eu |
| **Web** | https://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 RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure .
Furthermore, the Infrastructure Manager is involved in other international cooperation frameworks such as PRIME (Platform for Railway Infrastructure Managers Europe), CER (Community of European Railway and Infrastructure Companies), and EIM (European Rail Infrastructure Managers).
Other operational cooperation activities are described in Chapter 6 of this Network Statement.

### 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, applicants 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 OSS / C-OSS - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure.

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

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Sillons<br>Guichet Unique<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **Phone** | +352 26 19 12 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 Charging Information System - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure.

# 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 IM).

This chapter contains a description of the functional and technical characteristics of the railway infrastructure managed by CFL IM. It is formulated to meet the existing and new Railway Undertakings' information needs in connection with their planning of railway traffic. Reference is made to CFL IM's internal documents, Technical Rules, 'Supplementary Information and Regulations', as well as available maps.

The information provided relates to the situation existing on 4th September 2026 and is consistent with the rail infrastructure register (RINF) maintained in accordance with Directive 2012/34/EU Article 27(2) and Annex IV 1, as well as Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure. The register can be accessed over the following link https://data-interop.era.europa.eu/. 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 trains will lead to an update of this document.

For a geographical overview of the rail network managed by CFL IM, please refer to https://www.cfl.lu/fr/plan-du-reseau .

## 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 Annex 2A. The characteristics of the infrastructure are presented below in chapter 2.3.

This information is provided in accordance with Directive 2012/34/EU Article 27(2) and Annex IV 1, ensuring compliance with the regulatory requirements for the management and publication of railway infrastructure data.

Additional information can be obtained from the following address:

| | |
|---|---|
| **Address** | Société Nationale des Chemins de fer Luxembourgeois<br>Direction Gestion Infrastructure<br>B.P. 1803<br>L-1018 Luxembourg |

### 2.2.2 Connecting Railway Networks

The infrastructure managed by the Infrastructure Manager (IM) covers the entire national rail network of Luxembourg. The geographic limits of this network and its junction points with neighbouring infrastructure managers (IMs) are defined in Annex 2A.

The network connects with the national rail networks of Belgium (operated by INFRABEL), Germany (DB InfraGO), and France (SNCF Réseau).

The following table lists the international border crossings, including the Luxembourg network lines, corresponding border stations, and connecting infrastructure managed by the neighbouring IMs:

| Luxembourg network line (kilometre point) | Luxembourg network border station | Border infrastructure | Border infrastructure line (kilometre point) | Border station of the neighbouring infrastructure |
|---|---|---|---|---|
| line 1 (pk 93,431) | Troisvierges | INFRABEL | line 42 (bk 80,123) | Gouvy |
| line 3 (pk 37,443) | Wasserbillig | DB InfraGO | 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 180 000 (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 202 000 (km 248,640) | Longwy |
| line 6j (pk 4,092) | Pétange | INFRABEL | line 167 (bk 214,788) | Athus |

All lines of the network are available for normal railway traffic operations. Certain lines or sections of the network may be subject to operational constraints; details on these restrictions can be obtained from the Infrastructure Manager.
For detailed information on service facilities operated by the IM or other neighbouring IMs, please refer to Chapter 7 of this Network Statement.

## 2.3 Network Description

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

- 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 Annex 2A relate to ordinary transport. For exceptional transport, see chapter 4.7.

For more detailed infrastructure data, additional documents such as the Technical Rules, Supplementary Information and Regulations, and maps are available. Furthermore, the rail infrastructure register, maintained in accordance with Directive 2012/34/EU, provides comprehensive and up-to-date information and can be accessed online at https://data-interop.era.europa.eu/ .

For further information or specific inquiries, please contact:

| | |
|---|---|
| **Address** | Société Nationale des Chemins de Fer Luxembourgeois<br>Direction Gestion Infrastructure<br>B.P. 1803<br>L-1018 Luxembourg |
| **Phone** | +352 24 89 45 12 |
| **E-Mail** | GI.Courrier@cfl.lu |

### 2.3.1 Track Typologies

The network infrastructure consists of the following track lengths:

- 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, with a track gauge of 1,435 mm, in accordance with EN 15273:2013. There is no other track gauge present on the network.

### 2.3.3 Stations and Nodes

A list of all stations and nodes can be found in Annex 2A of this document. This annex includes key characteristics of each station and node, such as distances between nodes, the length of station tracks, and, at a minimum, the permitted train length for each station.

### 2.3.4 Loading Gauge and Codification

Appendixes 2B1 and 2B2 define the gauges (according to European Standard EN 15273) accepted on the various lines of the National Rail Network and include the coding of the various lines (according to the leaflet IRS 50596-6) of the National Rail Network for combined transport. They also indicate the applicable loading gauge for each route section, referring to EN 15273 and the Combined Traffic Codes.

### 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 |

These weight limits apply to all lines and are in accordance with UIC leaflet 700-0. Any additional

restrictions or specific limits applicable to individual route sections are detailed in the relevant infrastructure documentation.

### 2.3.6 Line Gradients

Annex 2A provides information about the various gradients of the lines and line sections, including the maximum or critical gradient for each route section.

### 2.3.7 Maximum Line Speed

See Annex 2A for detailed information, including the maximum permitted speed per line for each route section.

### 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 transit 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, it may not exceed 850 meters, including the tractive vehicles, except with the authorisation of CFL IM.
See Annex 2A.

### 2.3.9 Power Supply

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

### 2.3.10 Signalling Systems

See Annex 2A.

### 2.3.11 Traffic Control Systems

See Annex 2A and chapter 6.3.

### 2.3.12 Communication Systems

CFL IM 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 RUs holding a valid single 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 IM may be compatible with the networks of foreign countries within the limits of the agreements that CFL IM has reached with the operators of these systems (cf. Annex 2C).
- Case of a Cab Radio equipped with SIM cards from foreign countries wishing to operate in Luxembourg. RUs whose Cab radios are equipped with foreign SIM cards must also ensure

compatibility with Luxembourg's GSM-R network (see Annex 2C).
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 Annex 2C. 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 along the line, 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

ETCS L1 is mandatory. See Annex 2A.

### 2.3.14 Speed control and automatic train stop systems

See Annex 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 chapter 4.7. There are no line sections with restrictions for dangerous goods.

### 2.4.4 Tunnel Restrictions

None.

### 2.4.5 Bridge Restrictions

None.

### 2.4.6 Other Restrictions

For the acceptance of exceptional consignments, see 4.7.

## 2.5 Infrastructure Availability

See Annex 2A for detailed information. In accordance with Commission Delegated Decision (EU) 2017/2075, information on traffic restrictions imposed by the Infrastructure Manager (IM) due to infrastructure management needs is provided. These restrictions may include temporary capacity limitations such as track work, possessions, and other capacity constraints, as well as restrictions on route opening hours. For further details, please refer to Chapter 4.3, Reserving Capacity for Temporary Capacity Restrictions.

## 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: https://groupe.cfl.lu/fr-fr/project.

These projects include detailed information on the nature of the works and their expected impact on the network's operational characteristics, both during the construction period and after completion. 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.
The information provided in this chapter is not limited to the validity period of this Network Statement, ensuring a comprehensive overview of ongoing and future infrastructure developments in accordance with Directive 2012/34/EU Article 8 (3).

# 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 infrastructure 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).
This law, together with relevant national and international regulations, sets the main legal framework for both domestic and international railway traffic. These regulations ensure compliance with national legislation as well as international agreements and directives applicable to railway operations and market access.
Safety and interoperability aspects are regulated by the Law of 5 February 2021 on railway interoperability, railway safety and train driver certification.

### 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 Regulation (EU) No 913/2010. The conditions applicable to Rail Freight Corridors (RFCs) are detailed in 4.10 of this Network Statement and must be complied with by all applicants.

In addition, applicants whose credit ratings suggest potential difficulties in honouring regular payments for infrastructure charges may be required to provide a financial guarantee to preserve their legitimate expectations regarding the use of infrastructure. For further details, please refer to Chapter 5.2 Charging Principles.

### 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 both freight and passenger transport operations 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 Union law. Furthermore, the access rights not provided for by European law can be granted to these companies on a reciprocal basis. These rights include freight, passenger, and traction services.

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 Administration des chemins de fer - Le gouvernement luxembourgeois.

### 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:

| | |
|---|---|
| **Address** | Ministère de la Mobilité et des Travaux publics<br>Direction générale Mobilité, circulation et infrastructures de transport<br>Département des transports<br>4, place de l'Europe<br>L-1499 Luxembourg |
| **Phone** | +352 247-84400 |
| **E-Mail** | rail@mmtp.etat.lu |

### 3.2.4 Single 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 single safety certificate issued by ERA or another competent authority of another Member State may be fully or partially recognised.

Applications for a single safety certificate must be submitted exclusively online via the ERA One-Stop Shop (OSS), 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:

- 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, CSTs and other relevant legislative provisions, to manage risks and provide safe transport services on the network; and
- Complying 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.

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Interopérabilité et Sécurité<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **Phone** | +352 26 19 12 27 |

| | |
|---|---|
| **E-Mail** | certification@acf.etat.lu |

For more information, please refer to the relevant ERA webpage on single safety certificates:
https://www.era.europa.eu/applicants/applications-single-safety-certificates_en

### 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, a recent auditor's report shall be submitted annually to the infrastructure manager and to any request from the latter.
No fixed minimum amount applies; the railway undertaking must be sufficiently insured under market conditions (amended law of 6 June 2019).

## 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 Annex 1A.
Neither ACF nor the infrastructure manager can agree infrastructure enhancements bilaterally with a railway undertaking. A framework agreement does not require the approval of a third party.

### 3.3.2 Contract with RUs

Any railway undertaking providing rail transport services enters an infrastructure usage contract (CUI) with the Railway Administration. This access contract will regulate the administrative, technical, and financial terms related to the operation of the railway undertaking'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 7 of the NS.

The contract is required before operation. It is not subject to independent approval.
This contract covers access to the track and the minimum access package. It also includes the service facilities managed by the infrastructure manager whose access is included in the path (passenger stations, national network freight terminals, marshalling yard and train formation tracks). For these installations, the RU must request their use when requesting a path (see chapter 7).
A separate contract or agreement with the operator or owner of the facility is required only for:

- the container terminal and the Bettembourg railway motorway (CFL terminals, see 7.3.3);
- maintenance facilities (the facility owner, see 7.3.6);
- the inland port of Mertert (the operator of the port, see 7.3.8).

Complementary and related services are described in Chapter 5. Exceptional transport operations requiring special support are the subject of a tailor-made contract (5.4.3).

### 3.3.3 Contract with non-RU Applicants

Applicants that are not railway undertakings also need a contract with ACF. 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 applicants.

## 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: Register - ERA OSS.

If you need further information, please contact:

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Interopérabilité et Sécurité<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **Phone** | +352 26 19 12 35 or +352 26 19 12 33 |
| **E-Mail** | vehicle-authorisation@acf.etat.lu |

The main stages of the authorisation process include the submission of the application with all required technical and safety documentation, an evaluation and assessment phase by ERA and the relevant national authorities, and finally the issuance or refusal of the authorisation. The typical timeline for completion depends on the complexity of the application but generally follows the deadlines set out in the relevant EU regulations.

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 concern, among others:

- Working vehicles circulating for the needs of the infrastructure manager.
- Vehicles circulating for 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:

| | |
|---|---|
| **Address** | Société Nationale des Chemins de Fer Luxembourgeois<br>Direction Gestion Infrastructure<br>B.P. 1803<br>L-1018 Luxembourg |
| **Phone** | +352 24 89 45 12 |
| **E-Mail** | GI.Courrier@cfl.lu |

Please note that while the Infrastructure Manager is responsible for the special circulation authorisations (ARFL/AC), the general rolling stock authorisation process is managed by ERA and the competent national authorities.

### 3.4.2 Staff Acceptance Process

The qualification of train drivers must comply with the law of 5 February 2021 on railway interoperability, rail safety, and the certification of train drivers.
The competent authority for train driver licences and for the recognition of training centres and examiners is ACF (Administration des chemins de fer). For further information and contact details, please refer to Chapter 1.6. Further information is available on the ACF website: https://acf.gouvernement.lu/fr/interoperabilite-securite.html

### 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 Exceptional Transport (TE) within the meaning of the provisions of the CIM[4], the stipulations of the IRS 50502 and the UIC ("Union Internationale des Chemins de fer") Loading Directives:

- 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.
- 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.
- Rigid loading units transported on 2 wagons with a pivoting crossmember/sliding pivoting crossmember with protection wagons and intermediate wagons.
- Flexible units loaded on more than 2 wagons.

The body responsible for the rules governing exceptional transports is the Société Nationale des Chemins de Fer Luxembourgeois (CFL) Infrastructure Manager.

For further information and contact details, please refer to Chapter 1.6 or contact directly at:

| | |
|---|---|
| **Address** | Société Nationale des Chemins de Fer Luxembourgeois<br>Direction Gestion Infrastructure<br>Division Planification Exploitation<br>GI-PE4<br>B.P. 1803<br>L-1018 Luxembourg |
| **Phone** | +352 24 89 54 64 |
| **E-Mail** | gi.ate@cfl.lu |

For the capacity allocation process related to exceptional transports and dangerous goods, please refer to Chapter 4.7. Details of other relevant services provided by the IM can be found in Chapter 5 Services and Charges and Chapter 7.

### 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.
For the capacity allocation process, see 4.7. For related services, see chapters 5 and 7. The national rules are set out in the Grand-Ducal Decree of 5 April 2017 publishing the RID (see 1.3.1).

[4] CIM (Uniform Rules concerning the Contract of International Carriage of Goods by Rail) is an international legal convention that governs the contract for the carriage of goods by rail.
It constitutes Appendix B to the COTIF (Convention concerning International Carriage by Rail) and automatically applies to any contract for the transport of goods by rail for consideration, where the place of taking over and the place of delivery are in two different Member States.

### 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 blocking of the adjacent track, prohibition of crossing or overtaking, ERTMS tests, homologation and rolling stock tests, ....), the application must be sent no later than 15 workdays 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.

# 4 CAPACITY ALLOCATION

## 4.1 Introduction

This chapter defines the procedures for the allocation of capacity.
The allocation of infrastructure capacity is entrusted by law to ACF (see 1.3).

## 4.2 Process description

PCS is an international path request coordination system for Railway Undertakings (RUs) and other applicants, Infrastructure Managers (IMs), Allocation Bodies (ABs) and Rail Freight Corridors (RFCs). The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Furthermore, PCS is the only tool for publishing the binding PaP and Reserve Capacity offer and for managing international path requests on RFCs.
Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu.
More information can be found on:
Path Coordination System - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure

### 4.2.1 Bodies

**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, TEL TSI and, if these services are unavailable, exceptionally by email.
In the latter case, the information provided for in Annex 3B is mandatory. The acknowledgment of receipt is formalized by the following mention:
"The Railway Administration hereby confirms that it has received all data necessary for processing the path request, sent by email on [date] at [time]."

Contact data:

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Sillons<br>Guichet Unique<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **Phone** | +352 26 19 12 23 |
| **E-Mail** | oss@acf.etat.lu |

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

| | |
|---|---|
| **Address** | Administration des chemins de fer Direction Gestion<br>Division Sillons<br>Attribution sillons à très court terme |
| **Phone** | +352 26 19 12 44 |
| **E-Mail** | oss-ct@acf.etat.lu |

**Traffic Supervision:**
The Infrastructure Manager's Traffic Supervision unit ensures the coordination of all actors within the railway system to guarantee smooth, safe and optimal train operations. It continuously monitors the evolution of traffic and intervenes, in coordination with the relevant services, whenever disruptions, engineering works or events affect operations. It also ensures that customers and stakeholders receive relevant and consistent information, thereby contributing to transparency and service quality.

Contact details:

| | |
|---|---|
| **Address** | Société Nationale des Chemins de Fer Luxembourgeois<br>Service Exploitation Infrastructure<br>Supervision Trafic<br>Bâtiment Bas<br>16, route de Thionville<br>L-2610 Luxembourg |
| **Phone** | +352 248 933 35 |
| **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:

| | |
|---|---|
| **Address** | Institut Luxembourgeois de Régulation<br>Service Ferroviaire<br>17, rue du Fossé<br>L-1536 Luxembourg |
| **Phone** | +352 28 22 82 28 |
| **E-Mail** | ferroviaire@ilr.lu |

## 4.2.2 General Description of the Process

### *4.2.2.1 Requests*

Applicants shall submit applications to ACF for the rights to use the infrastructure, in return for charges under Chapter 5. Applications may be submitted either directly by an applicant 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 the international, national, or cross-border level.

For requests concerning regular train paths for the 2028 timetable 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.

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 ACF is setting up the TEL TSI [5](Technical Specification for Interoperability relating to Telematics Applications for Freight/Passenger Services) data exchange system as part of its European deployment. The interface is expected to be operational at the end of January 2027. This is a foreseen date and is not guaranteed. 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 following website: Path Coordination System - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure.

The information in Annex 3B is mandatory.

A list of public holidays in the timetable year 2028 can be found in Annex 3A “Timetabling and documents published by ACF” of this NS.
An explanation of the running days expressions (characteristics) for the train path to be used can be found in Annex 3A “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 TEL 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 applicant 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 chapter 4.5,

[5] The former TAF/TAP TSI has been renamed to TEL TSI (Telematics TSI)

for a maximum period corresponding to the service timetable. An applicant that is not a railway undertaking designates the railway undertaking that will use the path (see 3.2.1).

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*

Requests to modify and cancel train paths should be addressed to the Railway Administration.

The authorized means of transmission are as follows: Trassenportal, TEL TSI (once operational) and email for path order. The information in Annex 3B is mandatory.
The time of receipt is set by :

- The date and time (Luxembourg) of receipt in the ACF capacity management tool,

The date and time (in Luxembourg) of receipt of train path orders by email (in case of unavailability of other services)
Processing times and response procedures are determined by the time available between the date of receipt of the order and the scheduled departure date of the train.

The time limits applicable are those for ad hoc requests for train paths as defined in the table in point 4.5.3.

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 7 calendar 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. If no action happens from side of the applicant (within the 7 days), the offer will be obsolete.

Path cancellations are automatically processed by the ACF path allocation system, which is displayed immediately in Trassenportal.

## 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 infrastructures 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:

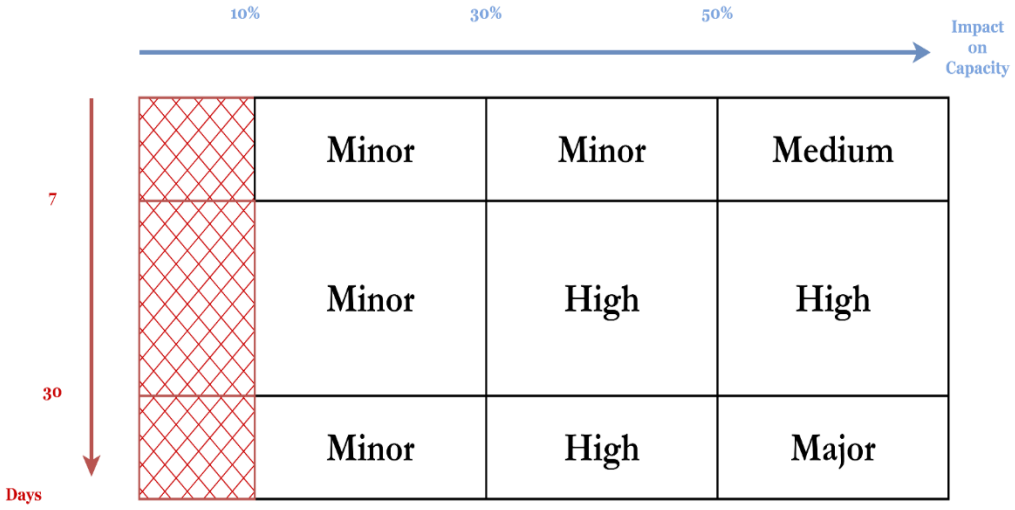



*Figure 1 : Source: TCR Guidelines of RNE; diagram redrawn*

The deadlines to be met for joint transmission and publication by CFL IM and ACF are set out in the table below, in accordance with Annex VII of Directive 2012/34/EU, as replaced 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="11">Consultation and Coordination</td><td rowspan="9">Consultation and Coordination</td><td rowspan="6">Consultation and Coordination</td><td rowspan="5">Consultation and Preliminary Coordination</td><td>Preliminary Coordination</td><td>Before X-39</td></tr>
<tr><td>Definition of the Major Impact TCR Strategy for the Capacity Strategy</td><td>X-39</td></tr>
<tr><td>Consultation and Preliminary Coordination</td><td>X-39-X-36</td></tr>
<tr><td>Publication of the Major Impact TCR Strategy in the Capacity Strategy</td><td>X-36</td></tr>
<tr><td>Consultation and Coordination</td><td>Before X-25</td></tr>
<tr><td colspan="2">IM-ACF Transmission Schedule</td><td>X-25</td></tr>
<tr><td colspan="2">First TCR Publication</td><td>X-24</td></tr>
<tr><td colspan="2">Consultation and Coordination</td><td>X-24 - X-14</td></tr>
<tr><td colspan="3">IM-ACF Transmission Schedule</td><td>X-13</td></tr>
<tr><td>Publication</td><td colspan="2">Second TCR Publication</td><td>X-12</td></tr>
<tr><td rowspan="3"></td><td rowspan="3"></td><td>X-11 - X-6</td></tr>
<tr><td>IM-ACF Transmission Schedule</td><td>X-5</td></tr>
<tr><td>Publication</td><td>X-4</td></tr>
<tr><td>IM request (if passenger trains are impacted)</td><td rowspan="4"></td><td rowspan="4"></td><td rowspan="4"></td><td rowspan="4"></td><td>TCR-4</td></tr>
<tr><td>IM request (if RFC freight trains are impacted according to Regulation 913/2010/EU)</td><td>TCR-2</td></tr>
<tr><td>IM request (if trains are impacted)</td><td>TCR-1</td></tr>
<tr><td>Decision Modification or Suppression of Paths</td><td>TCR-15d</td></tr>
</table>

*Figure 2: Source: "Guidelines for Coordination/Publication of Planned Temporary Capacity Restrictions for the European Railway Network" - RailNetEurope/diagram redrawn*

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.

In accordance with Directive 2012/34/EU, its Annex VII and the RNE Handbook for Procedures for Temporary Capacity Restriction Management, a formal coordination procedure with neighbouring infrastructure managers (IMs) is applied for all TCRs that may affect cross-border traffic. This includes the systematic exchange of TCR data, joint assessment of operational impacts, and harmonisation of planning timelines.

TCRs are subject to thresholds defined in the RNE TCR Guidelines, such as duration, level of capacity reduction, and relevance for international traffic. TCRs exceeding these thresholds must undergo mandatory international coordination.

For planning purposes, TCRs are clustered according to criteria such as geographical proximity, temporal overlap, operational impact, and the potential to reduce cumulative disruption. Clustering aims to optimise capacity usage and minimise the number of separate restrictions affecting the same corridor. The infrastructure manager shall inform ACF 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/fr/sillon/Planification-des-travaux-sur-le-reseau-ferre-luxembourgeois.html.

### 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 applicants may express their point of view and, for major-impact TCRs, request (before X-24 months) the infrastructure manager to present at least one alternative TCR concept based on the comments made by the parties during these meetings.

In accordance with Directive 2012/34/EU, its Annex VII and the RNE Handbook for Procedures for Temporary Capacity Restriction Management, the consultation process includes a defined deadline by which applicants and the main operators of service facilities may provide their input. This deadline ensures that comments can be incorporated before the finalisation of the TCR planning.

Applicants are informed of:

a. the planned day of the restriction,
b. the time of day and, as soon as available, the exact start and end hour,
c. the section of line affected, and
d. where applicable, the capacity of diversionary lines.

This information is published on ACF website: https://acf.gouvernement.lu/fr/sillon/Planification-des-travaux-sur-le-reseau-ferre-luxembourgeois.html

### 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/TEL TSI). 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 priority criteria in 4.6in 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 3.3.1.

## 4.5 Path Allocation Process

The deadlines relevant to the Path Allocation Process are aligned, whenever possible, with the

RailNetEurope Calendar for Timetable 2028, in accordance with Directive 2012/34/EU (Article 43), Annex IV point 3(c), and Annex VII.
The RailNetEurope Calendar for Timetable 2028 is available at: Downloads - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure

The deadlines relevant to the Path Allocation Process are aligned, whenever possible, with the RailNetEurope Calendar for Timetable 2028, in accordance with Directive 2012/34/EU (Article 43), Annex IV point 3(c), and Annex VII. These deadlines include all key milestones for the submission, coordination, allocation, and publication of train paths. A detailed overview of these deadlines is provided in Chapter 4.5.1 of this Network Statement.

For the 2028 service timetable, the calendar for the train path allocation process is presented below:

| Timetable 2028 | Applicant | | ACF | |
|---|---|---|---|---|
| | Submission Period | | Answering Period | |
| | First date | Last date | First date | Last date |
| Feasibility studies on annual path requests placed on time | 14/09/2026 | 15/02/2027 | | 15/03/2027 |
| Feasibility studies on late path requests | 16/02/2027 | 11/10/2027 | 24/08/2027 | Submission date + 30 calendar days |
| Construction of Pre-arranged Paths | | | Oct-26 | 11/01/2027 |
| Path requests are placed on time<br>Publication Draft Offer<br>Observation phase<br>Publication Final Offer | 15/03/2027<br><br>06/07/2027 | 12/04/2027<br><br>06/08/2027 | 13/04/2027 | 05/07/2027<br>05/07/2027<br><br>23/08/2027 |
| Late path requests | 27/04/2027 | 11/10/2027 | 24/08/2027 | 04/11/2027 |
| Publication Timetable 2028 | | | | 12/11/2026 |
| Ad-Hoc Path[6] requests | 12/10/2027 | 09/12/2028 | | 09/12/2028 |
| Timetable 2028 running period | 12/12/27 - 09/12/28 | | | |

Orders that do not meet the respective deadlines necessary for train path allocation (either annual timetable or late path request) cannot be accepted in the respective step.
Requests for Ad-Hoc train paths will be managed by Avis-Trains or Avis-Trains Court Terme.

### 4.5.1 Annual Timetable Path Requests

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

1) Applicants can submit Feasibility Study requests in connection with the network managed by ACF from X-15 at the earliest. In case of an international request, the study will be elaborated jointly by the concerned CAE.

[6] Ad-Hoc requests are only processed after the response period for late requests, so from 6/11/26 (which implies that the deadline of answering within 5 working days may not be respected)

2) 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.
3) Introduction of capacity requests: ACF 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.
4) 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
5) 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.
6) Final proposal: ACF adapts the timetable draft as necessary to comply with the observations received and submits its final answer to the applicants.
7) Processing of late requests: ACF 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.
8) Processing of Ad-Hoc requests: Depending on the residual capacity, ACF 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.

### 4.5.2 Late Annual Timetable Path Requests

The process of the late annual timetable path requests involves the following stage:

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.

### 4.5.3 Ad-Hoc Path Requests

The Railway Administration (ACF) processes orders as soon as possible by respecting the expected lead times (see Figure 3 below).

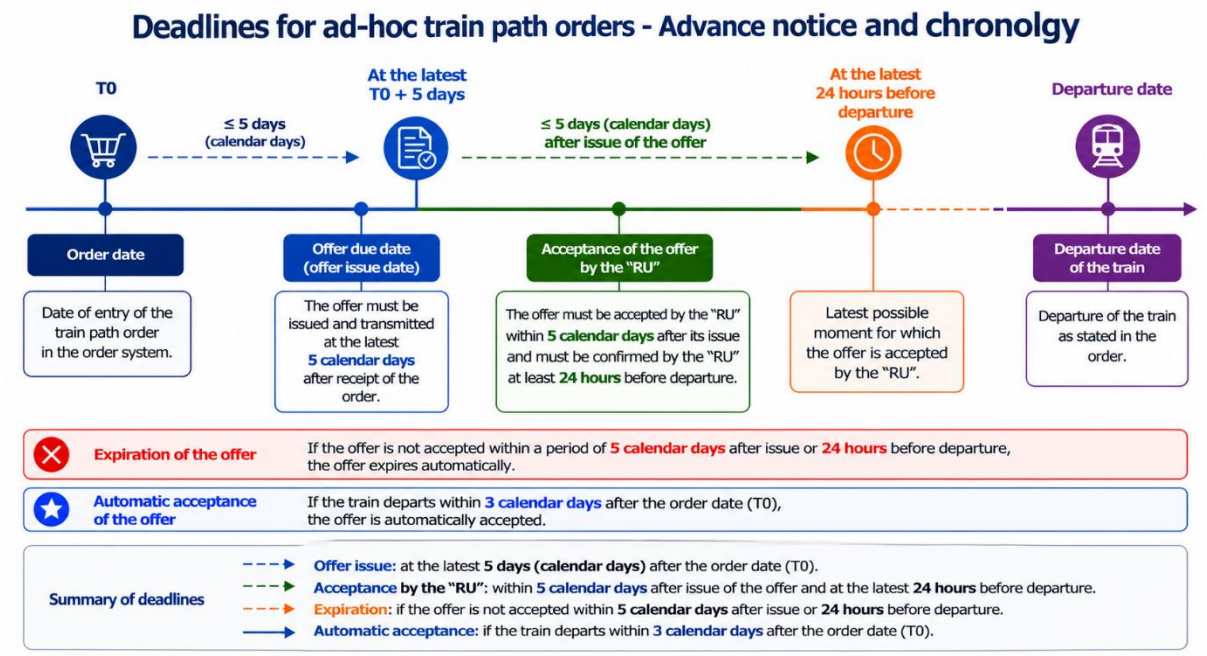



*Figure 3*

The processing time and response procedures depend on the delay between the order date (including modification and cancellation) and the train's scheduled departure date.
Information on unused and available capacity shall be made available to all applicants who may wish to make use of such capacity.
The Railway Administration shall, where appropriate, carry out an assessment of the need to maintain a capacity reserve within the final operating schedule to enable it to respond rapidly to foreseeable ad hoc capacity requests. This provision also applies in cases where the infrastructure is saturated.
As regards the catalogue of pre-arranged train paths and reserve capacity on the RFC NORTH SEA RHINE MEDITERRANEAN corridor, see 1.7.1.

### 4.5.4 Coordination Process

In accordance with Directive 2012/34/EU Article 46 and Annex IV point 3(d), the coordination process is applied whenever conflicting capacity requests arise, and a solution cannot be achieved through standard allocation.

During this process, applicants shall be provided with the following information in accordance with point 3(d) of Annex IV to Directive 2012/34/EU:

- the conflicting train paths requested by other applicants,
- train paths provisionally allocated to other applicants,
- the alternative paths proposed by the ACF,
- the full details of the criteria used in the capacity allocation 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 one month. 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 applicant’s appeal may be initiated by referring the matter to the ILR, in accordance with the law of 6 June 2019 (see 1.3.3).
This dispute resolution process applies in all situations where an applicant contests a decision related to capacity allocation, coordination, priority criteria, or any other measure taken by ACF during the timetable process.

The competent body for dispute resolution is the Institut Luxembourgeois de Régulation (ILR).

| | |
|---|---|
| **Address** | Institut Luxembourgeois de Régulation<br>Service Ferroviaire<br>17, rue du Fossé<br>L-1536 Luxembourg |
| **Phone** | +352 28 22 82 28 |
| **E-Mail** | ferroviaire@ilr.lu |

In case of a dispute, applicants must provide the Regulator with all relevant information, including:

- the contested decision,
- the requested train path(s),
- the operational justification for the request,

- any supporting documentation demonstrating the impact on their services.

The ILR handles disputes within the time limits described in 1.3.3, ensuring that a decision is taken as quickly as possible.
The dispute resolution process does not suspend or delay the ongoing capacity allocation process unless explicitly decided by the ILR.

## 4.6 Congested Infrastructure: Definition, Priority Criteria and Process

In accordance with Directive 2012/34/EU Articles 47, 50 and 51, and Articles 17 and 60 of the amended law of 6 June 2019, an infrastructure section is considered congested when demand for capacity exceeds the available capacity during a given period, or when it is foreseeable that such a shortage will occur. No infrastructure section is currently declared congested.

- Following the coordination of requested train paths and consultation with applicants, ACF 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, covering 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 4.5 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.
Where infrastructure is declared congested, the infrastructure manager undertakes a Capacity Analysis in accordance with Article 50 of Directive 2012/34/EU. This analysis identifies the causes of congestion and evaluates possible measures to remedy it.

If the congestion persists, the infrastructure manager prepares a Capacity Enhancement Plan as

required by Article 51. This plan includes operational, organisational and infrastructure-related measures, a timetable for implementation, and an assessment of expected improvements.

## 4.7 Exceptional Transports and Dangerous Goods

Railway undertakings must notify ACF of any exceptional transport when submitting their path request. Nevertheless, the RU must notify CFL IM of any dangerous goods before departure of the train. Notification of exceptional transport must include all relevant technical characteristics (weight, gauge, loading profile, special operational requirements) and must be submitted within the same deadlines applicable to the corresponding path request.
For exceptional transports requiring operational adaptations or capacity checks, the notification must be provided no later than 1 hour before the planned operation.
Exceptional transports may be carried out by running trains on regular paths scheduled for this purpose. The scheduling then considers all operating measures specific to the exceptional transport when the path is reserved.
In the event of an exceptional transport operation on a path not provided for this purpose and where such operation requires modification of the railway infrastructure capacity:

- If this modification affects only the railway undertaking concerned, without affecting the capacities allocated to other railway undertakings, it shall be adopted in consultation with that undertaking;
- If this modification affects several railway undertakings, ACF shall propose alternative capacities to them at least ten workdays before the exceptional transport operation, with a view to holding consultations.
  The transport of dangerous goods is not subject to any specific 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

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 (NS)to identify the competent body.

A clear distinction must also be made between the responsibilities of the CFL Infrastructure Manager (CFL IM) and those of the ACF: the CFL IM 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 CFL IM 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 CFL IM are limited to train movements on day D and D+1.

### 4.8.1 Rules for Path Modification by the Applicant

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 neighbouring 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.
The final CAE in the chain informs the coordinating CAE that the harmonised offer is ready to be sent. Applicants must accept the modified path offer within 7 calendar days of receipt. If no response is given, the initial path remains active.

The process for path modification follows the principles and timelines set out in the RNE Handbook for International Path Modification Management (version 5.0). Applicants shall ensure that modification requests comply with the procedural steps and coordination requirements defined therein.

If a modification results in changes that trigger penalty conditions, the applicable rules and charges are defined in chapter 5.6.1. Applicants are required to consult these provisions before submitting a modification request.

### 4.8.2 Rules for Path Alteration by the AB

When a CAE plans to trigger the path 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 path. The initiator must assess whether the change in path 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 CAE must inform all potentially involved actors, including the CAE of the next and previous path sections, about the start of the process and the estimated impact at borders. The concerned CAEs must determine whether their neighbouring CAEs 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 path offer is considered rejected and the initial path remains active. The CAE has the right to withdraw the initially assigned path 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 accordance with Directive 2012/34/EU Articles 36 and 52(2), the thresholds for non-usage apply when an allocated path is not used repeatedly or systematically, or when the applicant fails to operate

the path for a continuous period of two months in the presence of competing requests.
Applicants must notify ACF immediately if they foresee that an allocated path will not be used, to avoid penalties and allow reallocation of capacity.
Where applicable, penalties for non-used paths are described in Chapter 5.6.3.
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 5.6.3 in case of no-show.
Regardless of the above, ACF may withdraw a path that has not been used for a period of two months when a competing request for infrastructure capacity has been submitted.
The withdrawal decision shall be preceded by a notice period of fifteen (15) working days and consultation with the concerned beneficiaries. The decision shall specify the duration of the withdrawal. This provision shall not apply where the under-utilisation is due to non-economic reasons beyond the operator's control.

### 4.8.4 Rules of Deletion and Cancellation by the Applicant

In case of a not needed allocated path, a fee is due. The amount depends on the timing of the cancellation notice and is calculated according to 5.6.4.
Deadlines for path cancellation are up to 6 hours after scheduled departure. The cancellation is automatically accepted. If no cancellation is notified within this period, the path is treated as a no-show and 5.6.3applies.

## 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 working on a project called Timetabling and Capacity Redesign (TTR) to harmonize and improve the European rail timetabling system with the goal of increasing the competitiveness of rail transport.

TTR consists of an improved planning process for the distribution of infrastructure capacity, including management of Temporary Capacity Restrictions (TCRs), and the introduction of new capacity allocation procedures. The purpose of TTR is to better serve all market needs and achieve an optimized use of existing railway capacity.

For passenger traffic, this means earlier availability of the final timetable, allowing passengers to purchase tickets earlier and with greater reliability. For freight traffic, TTR will provide more possibilities for short-term train path requests closer to the first day of operation, thus offering greater flexibility to meet customer demands.

Detailed information on the project can be found at:

- RNE TTR page (TTR Advisory Board (AB) - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure)
- Forum Train Europe TTR services (Forum Train Europe: fte)
- ACF Web (Timetabling Redesign (TTR) - Railway Administration - The Luxembourg Government)

TTR will be implemented gradually based on decisions by RNE members. According to the updated

implementation plan ("Implementation of Scope of TTR 2028 & 2029"), the main TTR process components are planned to be applied for timetable 2028, while full implementation may extend to timetable 2029 or 2030 depending on the evolving European legal framework.
The objectives and implementation timeline of TTR for timetable 2028 are defined in the document "Implementation of Scope of TTR 2028 & 2029", agreed by the members of RailNetEurope. This document provides the harmonised milestones and national implementation requirements for all Infrastructure Managers.

### 4.9.2 Process Components

The TTR process is built around the following components:

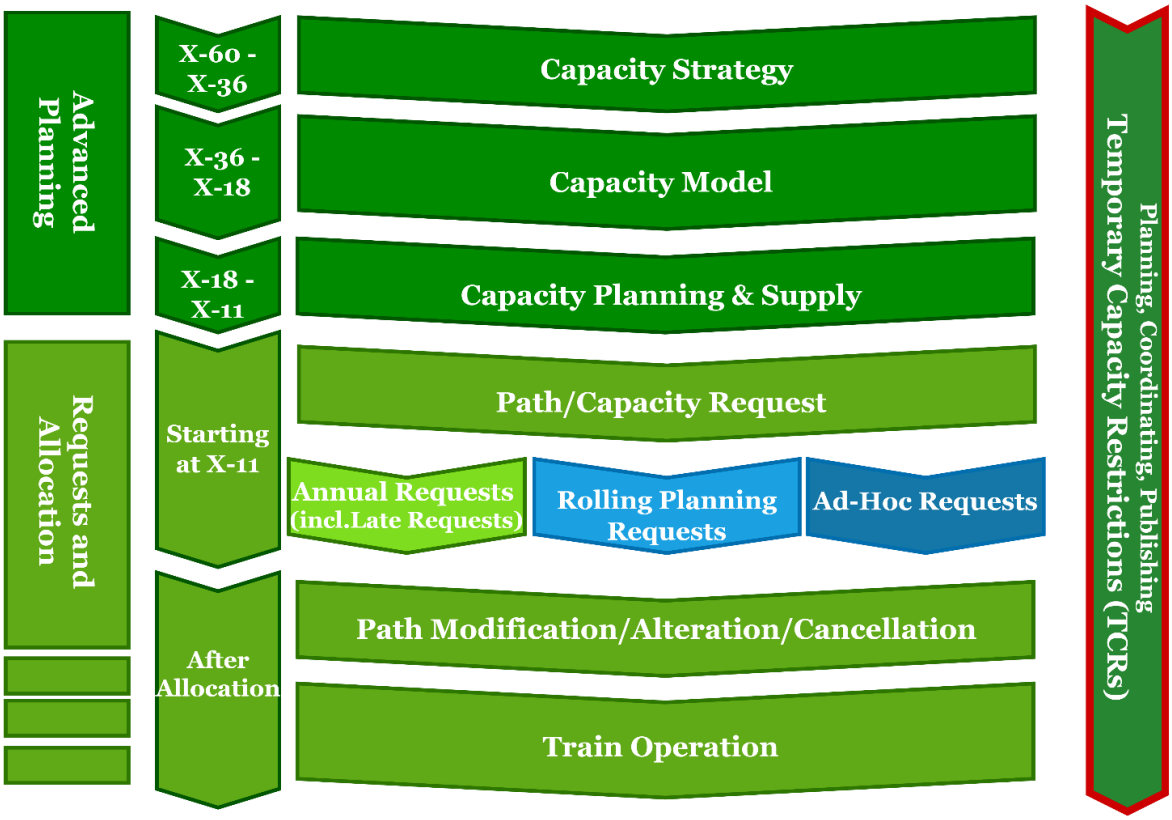



*Figure 4: TTR process (RNE)-redrawn*

The essential components are described in further detail below.
The forecast planning for the implementation:

- Capacity Strategy ([7]X-60 to X-36 months): The capacity strategy is the long-term capacity planning of the CAE 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 CAEs and applicants.
- Capacity Model (X-36 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

[7] X stands for the day of the timetable change 2028

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 7.3.5.4 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.
- Capacity Supply: Based on the capacity model, ACF defines the Capacity Supply, which gives applicants information on the available capacity so that they can plan their requests. It is described in chapter 4.9.3.3.
- Feasibility Studies: Feasibility Studies are carried out to verify the technical and operational feasibility of capacity requests and to assess possible conflicts or constraints. These studies support the decision-making process and are described in chapter 4.9.3.4.

CPT is a software tool provided by RailNetEurope (RNE) to support Infrastructure Managers, Capacity Allocation Bodies and Applicants in coordinating and publishing Capacity Models and Capacity Supply, and in submitting Capacity Needs Announcements. Access to CPT is free of charge. User accounts can be requested from RNE CPT Support: support.cpt@rne.eu. Further information is available at: https://rne.eu/it/products/cpt/

### 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 shown in Figure 5. 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 in the implementation of the national process, the ACF developed a capacity model during the 2025 calendar. No special IT solution is needed.

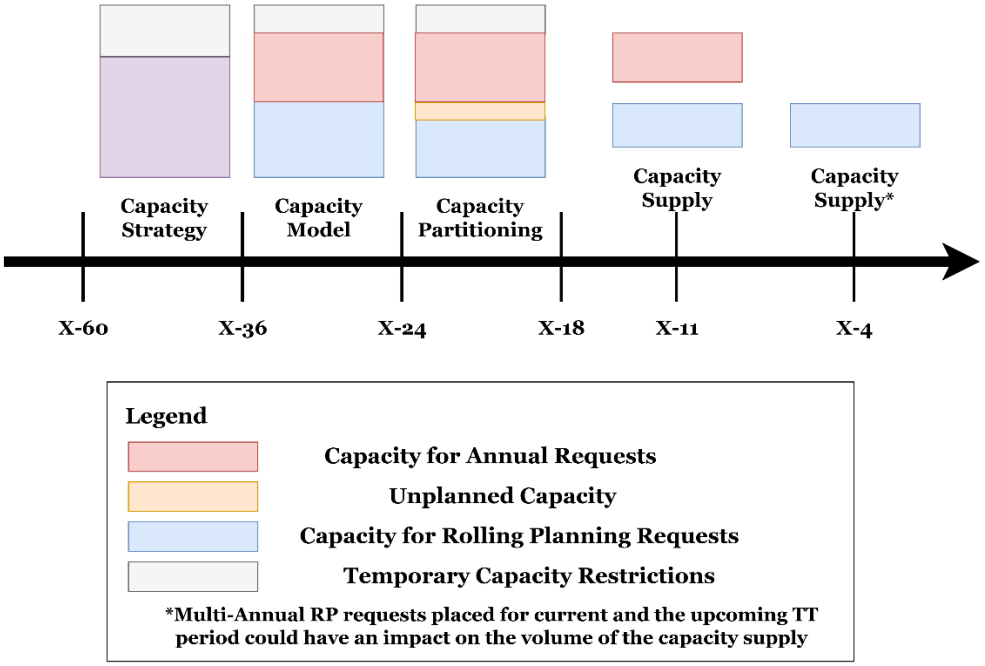



*Figure 5: Source: RNE figure (redrawn) – From capacity strategy to capacity model to capacity supply*

As first steps of the national process implementation, ACF has elaborated the capacity strategy for timetable 2027. For timetable 2028, ACF has elaborated the capacity strategy and the capacity model and will also publish the capacity supply. The capacity strategy and capacity models for the relevant timetable periods will be published via CPT covering the entire Luxembourg railway network.
No special IT solution is needed; existing infrastructure management systems will be adapted to meet TTR requirements.
Further references and detailed TTR deliverables can be found on the RNE website at TTR Advisory Board (AB) - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure and on ACF's website at Timetabling Redesign (TTR) - Administration des chemins de fer - Le gouvernement luxembourgeois
For more information, please contact the TTR National Implementation Manager of ACF:

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Sillons<br>Guichet Unique<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **Phone** | +352 26 19 12 23 |
| **E-Mail** | oss@acf.etat.lu |

#### *4.9.3.1 Capacity Strategy (X-60 to X-36 months)*

The capacity strategy is the long-term capacity planning for a specific line, a part of the network or the entire network. The primary goal is to offer an initial overview of future capacity based on projected volume requirements.

The planned geographical scope of the Capacity Strategy for timetable 2030 covers the entire Luxembourg railway network, including key cross-border connections to ensure coordination with neighbouring infrastructure managers.

The international strategies have been published in a common document at: https://rne.eu/capacity-management/capacity-strategies/
The national strategies have been published at: https://acf.gouvernement.lu/fr/sillon/timetabling-redesign-ttr.html

The updated timeline for the Capacity Strategy follows the harmonised milestones defined in the document "Implementation of Scope of TTR 2028 & 2029".

#### *4.9.3.2 Capacity Model and Capacity Partitioning*

The capacity model is 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.

The preparation and publication of the Capacity Model follow the updated timeline for timetable 2030 as defined in the document "Implementation of Scope of TTR 2028 & 2029".

##### *4.9.3.2.1 Capacity Needs Announcement*

**Planned Geographical Scope:**
The capacity model covers the entire Luxembourg railway infrastructure network, including cross-border sections to ensure harmonized capacity allocation with neighbouring infrastructure managers.
Capacity Needs Announcements for timetable 2030 shall be submitted between X-26 and X-24 months before the timetable period.

**Role of Applicants:**
Applicants play an active role in the process by submitting their capacity needs and providing feedback on the proposed capacity partitioning during consultation phases. Their input is considered carefully to balance demand and technical constraints.

**Publication Platforms:**
The final capacity model and capacity partitioning documents will be published on the RNE website (RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure) and the Luxembourg infrastructure manager's official website (Administration des chemins de fer - Le gouvernement luxembourgeois), ensuring transparency and accessibility

Applicants can announce their capacity needs to ACF via CPT between X-26 and X-24 months for timetable 2029. As CPT has only recently started and users are still being onboarded, ACF also still accepts direct information.

Applicants can announce their capacity needs to ACF between X-26 and X-24 months. Capacity Needs

Announcements must be submitted via the dedicated IT-platform in accordance with the procedures described in the Handbook for Procedures for Capacity Model.

If further information is needed, please contact:

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Sillons<br>Guichet Unique<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **Phone** | +352 26 19 12 23 |
| **E-Mail** | oss@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*

Based on the capacity model, at approximately X-18 (according to the RNE Handbook deadlines), ACF will establish a Capacity Supply based on the following inputs:

- Capacity Model data,
- Pre-planned paths,
- System paths,
- Capacity bandwidths,
- Rolling Planning
- Multiannual capacity commitments.
- Ad-Hoc paths

The definition and publication of the Capacity Supply follow the updated timeline for timetable 2030, in accordance with the document "Implementation of Scope of TTR 2028 & 2029". For timetable 2030, a complete Capacity Supply will be established; no pilot phase requiring updates of the Capacity Model alone is foreseen.

Additionally, the ACF will consider:

- Allocated framework agreement requests from previous years (in line with its standard practice), and
- Unplanned capacity requirements, where applicable.
- Major and High impact TCRs with their specific consequences for capacity planning

This Capacity Supply aims to cover the diverse commercial needs of applicants.
For cross-border lines, these activities will be harmonised with the relevant neighbouring Infrastructure Manager(s) (IM(s)).

To enable applicants to plan and harmonise their requests effectively, the ACF will publish the Capacity Supply for Annual Timetable and Rolling Planning demand (in terms of catalogue paths/bandwidths) by no later than X-11. The capacity offers and drafts will be published in the CPT tool of RNE, later as well in Trassenportal and CI. When these publications take place depends on the calendar made available by RNE (ACP Process - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure).

The Capacity Supply provides applicants with information on available capacity. Its purpose is to facilitate effective planning of requests in accordance with Annex VII of Directive 2012/34/EU.

For more information: Downloads - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure

For timetable 2030, a complete Capacity Supply will be established; no pilot phase requiring updates of the Capacity Model alone is foreseen.

#### *4.9.3.4 Feasibility Studies*

Applicants can submit Feasibility Study requests in connection with the network managed by ACF from X-15 at the earliest. In case of an international request, the study will be elaborated jointly by the concerned CAE.
Feasibility Studies serve to assess the possibility of new or modified train paths, for example when the published Capacity Supply does not provide enough information to the Applicant or for path studies of new traffic. Feasibility Studies shall in principle not lead to a revision of Capacity Partitioning (please see 4.9.3.3).
For best results, it is recommended that Applicants use the Path Coordination System (PCS) for requesting Feasibility Studies.
The detailed description of the Feasibility Study requests can be found in the Handbook for Procedures for Feasibility Studies.

### 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.

The pilot activities follow the updated implementation timeline for timetable 2030 as defined in the document “Implementation of Scope of TTR 2028 & 2029”.

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 with TTR effectively meet the relevant objectives.

These pilot activities form part of the regional implementation clusters established for the stepwise implementation of TTR, to the extent relevant for applicants.

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/

# 5 SERVICES AND CHARGES

## 5.1 Introduction

The basis for the Infrastructure Manager's (IM) charges is the full cost of service provision, including any applicable mark-ups. These costs are calculated in accordance with Implementing Regulation (EU) 2015/909 on direct cost calculation. Exceptions to these principles are applied only where explicitly foreseen by law.
This chapter outlines the services available on the National Rail Network, their access conditions, and possible supply arrangements. It aligns with the structure of Annex II of Directive 2012/34/EU.
The charging principles for fees related to minimum services are as follows:

- Each supplier is responsible for its own pricing in accordance with current instructions.
- The service facilities of the national rail network and their associated charges are detailed in Chapter 7.

According to Article 13 of Directive 2012/34/EU, the services are grouped into four categories:

- Train path allocation and management services
- Train operation services
- Access to service facilities
- Other ancillary services

## 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 scarcity of the capacities. It includes the following elements:

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

This fee covers the administrative treatment associated with the request.

- An element associated with performance regime
- An element associated with the operation of the train path.
- An element associated with the scarcity 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 minimum access package corresponds to the provisions of Annex II (1) of Directive 2012/34/EU and includes the following services:

**Services Included in the Minimum Access Package**
Under the responsibility of the ACF:

- Handling of requests for railway infrastructure capacity;
- The right to utilise granted capacity.

Under the responsibility of the Infrastructure Manager:

- Use of network connections and points (switches);
- Train control, including signalling, regulation, dispatching, communication, and provision of information on train movement;
- Use of the electrical power supply system for traction current, where available.

Additionally, the package covers:

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

**Charges for Minimum Access Package Services**

Charges are applied for the following services within the minimum access package:

- Basic access charge;
- Use of the power supply system for traction current.

**Calculation of Charges**

The methods for calculating charges are based on direct cost principles in accordance with Implementing Regulation (EU) 2015/909. This includes the use of formulas and coefficients as detailed in the pricing documentation.

Specific conditions 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.
- This access also applies to shunting movements in stations.
- The path request must specify the type of traction. Any change in traction type compared to the one originally planned must be communicated to the infrastructure manager and the ACF before the train travels. If a change in traction type impacts the path allocation, the ACF must be informed before the train runs, and the train path will be adapted accordingly.
- The use of the power supply system for traction current is subject to a fee under the conditions and at the price indicated in chapters 5.3.1.5 and 5.3.2.4.

## 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 [€];
$P$ outcome of the performance regime calculation (can be negative or positive) [€].

### *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 different 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];
$L_{th}$[8] is the total theoretical path length [km].

### *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]; realized or planned;
$\alpha_i$ is a modulation factor related to the total mass (train + load hauled) of the train for freight trains and running light and the number of bodies for passenger trains [without dimension];
$\beta j$ 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;
- Running light locomotive.

### *5.3.1.4 Scarcity charge (infrastructure congestion) (S)*

This fee is calculated based on a congestion factor product, the length of the sections 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.

[8] The index th indicates that these are theoretical values.

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 realized or theoretical length of the section [km];
$\gamma_k$ is the rigidity coefficient based on the train timetable margin proposed by the allocation body and accepted by the railway undertaking [without dimension];
$\delta_l$ is the path reservation lead time coefficient [without dimension].

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 section, 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 realized length of the train path used for electric traction [tr.km electric].

### 5.3.2 Tariffs

This chapter 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.

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

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

| Type of train path | 2026 | 2027[9] | |
|---|---|---|---|
| Preconstructed[10] | 0,04 | 0,03[11] | €/km |
| Extraordinary | 0,23 | 0,27[12] | €/km |

[9] The data for the year 2028 is not yet available.
[10] Preconstructed Path ordered in the remaining Capacity
[11] Value updated according to the distributed capacity ratio
[12] Value updated according to the distributed capacity ratio

| | | | |
|---|---|---|---|
| Regular (in yearly timetable) | 0,05 | 0,07[13] | €/km |

### *5.3.2.2 Charge associated with cost directly incurred for operation (C)*

Charge C consists of the unit price below and of the modulation factors in the following tables.

| | 2026 | 2027[14] | |
|---|---|---|---|
| $c_C$ | 2,771 | 3,005 | €/train.km |

a) Modulation factor varying according to train mass ( $\alpha_i$)

**Freight train**:

| Mass category | Associated average mass (tons) | Factor $\alpha_i$ |
|---|---|---|
| 0-400 | 200 | 0,8528 |
| 401-800 | 600 | 1,1858 |
| 801-1200 | 1000 | 1,3822 |
| 1201-1600 | 1400 | 1,5290 |
| 1601-2000 | 1800 | 1,6487 |
| 2001-2400 | 2200 | 1,7510 |
| 2401-2800 | 2600 | 1,8410 |
| 2801-3200 | 3000 | 2,0510 |
| 3201-3600 | 3400 | 2,2276 |

**Running Light Locomotives**

| Mass category | Associated average mass (tons) | Factor $\alpha_i$ |
|---|---|---|
| Running Light | 100 | 0,6927 |

b) Modulation factor varying according to the number of train bodies ( $\alpha_i$)

| Towed Passenger Trains | | |
|---|---|---|
| **Number of bodies[15]** | **Associated average mass (tons)** | **Factor $\alpha_i$** |
| 1-2 | 150 | 0,7823 |
| 3-4 | 230 | 0,8894 |

[13] Value updated according to the distributed capacity ratio

[14] The data for the year 2028 is not yet available.

[15] For definition see the Glossary

| | | |
|---|---|---|
| 5-6 | 340 | 1,0000 |
| 7-8 | 450 | 1,0877 |
| >8 | 560 | 1,1615 |

| **Self-propelled Passenger Trains** | | |
|---|---|---|
| **Number of bodies** | **Associated average mass (tons)** | **Factor $\alpha_i$** |
| 1-2 | 100 | 0,6927 |
| 3-4 | 230 | 0,8894 |
| 5-6 | 360 | 1,0173 |
| 7-8 | 490 | 1,1159 |
| >8 | 620 | 1,1975 |

c) Modulation factor varying according to train category (βj)

| **Type of train** | **Factor βj** |
|---|---|
| Combined traffic freight train | 0,3501 |
| Other freight train | 0,3747 |
| Passenger train with motor coach (including running light) | 1,0801 |
| Passenger train towed by loco-motive (including running light) | 1,0355 |
| Running light locomotive | 0,4488 |

### *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

| | **2026** | **2027**[16] | |
|---|---|---|---|
| during the saturation period | 24,23 | 24,84 | €/km |
| during the normal traffic period | 0 | 0 | €/km |

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

[16] The data for the year 2028 is not yet available.

b) Rigidity factor ( $\gamma_k$ )

| Time (minutes) | Factor $\gamma_k$ |
|---|---|
| ≤ 3 | 100% |
| 3 < t ≤ 5 | 37,50% |
| 5 < t ≤ 10 | 20,00% |
| 10 < t ≤ 15 | 12,00% |
| 15 < t ≤ 20 | 8,60% |
| 20 < t ≤ 30 | 6,00% |
| 30 < t ≤ 40 | 4,30% |
| 40 < t ≤ 50 | 3,30% |
| 50 < t ≤ 60 | 2,70% |
| >60 | 2,50% |

c) Train path reservation time factor

$$\delta_l = 1$$

#### *5.3.2.4 Use of power supply system for traction current*

| | 2026 | 2027[17] | |
|---|---|---|---|
| $c_E$ | 0,2583 | 0,2036 | €/tr.km electric |

## 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 EN 50463:2017.

Railway settlement is the process of correctly allocating the consumption to each railway undertaking. It is performed by the infrastructure manager based on the consumption data transmitted by each

[17] The data for the year 2028 is not yet available.

meter to the remote reading platform Erex[18]. This platform is made available to all railway undertakings to collect consumption data from their metered vehicles. The infrastructure manager then aggregates this data for each railway undertaking 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 Chapter 5.4.1.1 of this document and adhering to the terms described in Chapter 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 chapter 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 Chapter 5.4.1.3 a) shall be assessed based on an average specific consumption per category (passenger or freight transport) according to the following formulas:

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

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

where

- D1 Degree-Day for heating [without dimension];
- D2 Degree-Day for cooling [without dimension]

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 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.

[18] www.erex.eress.eu

#### *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 the chapter 5.4.1.3 b).
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 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: CFL | Annexe DRR .

### 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 tracks.

### 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 transports 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 deflection 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 tyres (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 30mm.
- 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 force, 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:

| | |
|---|---|
| **Address** | Société Nationale des Chemins de Fer Luxembourgeois<br>Direction Gestion Infrastructure<br>Division Planification Exploitation<br>GI-PE4<br>B.P. 1803<br>L-1018 Luxembourg |
| **Phone** | +352 24 89 54 64 |
| **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 chapters 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:

$$G_s = c_{G_s} * \mathbf{T}$$

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*

| | **2026** | **2027**[19] | |
|---|---|---|---|
| $c_{G_s}$ | 119,57 | 122,56 | €/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 chapter 4.8, ACF will apply the following rules:

### 5.6.1 Penalties for Path Modification

There is no direct penalty. A modification is treated as a cancellation followed by a new reservation (see 5.9.1).

[19] The data for the year 2028 is not yet available.

### 5.6.2 Penalties for Path Alteration

N/A

### 5.6.3 Penalties for non-usage

If a cancellation is not notified within 6 hours after the scheduled departure time (a “no show”), the applicant shall be liable for a penalty. This penalty consists of the administrative charge for the train path reservation and twice the sum of:

- the infrastructure usage charge (5.3.1.3),
- the capacity scarcity charge (5.3.1.4), and
- the electrical system usage charge (5.3.1.5).

The penalty is subject to a minimum amount of €100.

$$U = \max(A + 2 * (C + S + E); 100)$$

### 5.6.4 Penalties for Path Cancellation

#### *5.6.4.1 Extraordinary and facultative train paths*

These penalties apply only if the cancellation is made by the applicant after the capacity has been allocated. They are designed to:

- Encourage efficient use of allocated capacity, and
- Compensate for capacity that cannot be reallocated due to late cancellations.

If a train is unable to complete its scheduled route due to actions or decisions attributable to the infrastructure manager, or if a train cannot operate because the train path has been cancelled by the infrastructure manager, the railway undertaking is liable only for the administrative costs.

To ensure effective coordination of path reservation requests, the following cancellation conditions apply:

1. Cancellation Notification at least 30 Calendar Days Before Planned Circulation:
   Only the administrative costs are due.

2. Cancellation Notification Less Than 30 Calendar Days, but No Later Than the Third Day Before Planned Circulation:
   A penalty of 12.5% of the infrastructure usage cost (C + S, based on the planned train mass) plus the administrative costs are due.

3. Cancellation Notification After the Third Day Before Planned Circulation, and up to 6 Hours After Scheduled Departure Time:
   A penalty of 25.0% of the infrastructure usage cost (C + S, based on the planned train mass) plus the administrative costs are due.

**Penalty Calculation**
The exact fee formula is provided in subchapter 5.9.

#### *5.6.4.2 Cancellations by the infrastructure manager*

If a train is unable to complete its scheduled route due to reasons attributable to the infrastructure manager, or if a train cannot operate because the train path has been cancelled by the infrastructure

manager, only the administrative costs are due by the railway undertaking.

#### *5.6.4.3 Train cancellation by the railway undertaking*

If a train is cancelled by the railway undertaking before its departure from the origin station or before its arrival on the National Rail Network, no penalty other than those provided for in subchapter 5.9.1 will be invoiced.
Except in cases of force majeure, if a train is unable to complete its scheduled run due to reasons attributable to the railway undertaking, a penalty for the used train path will be invoiced in accordance with subchapter 5.9.1.
In the case of a deletion, the corresponding UIC code must be indicated.

#### *5.6.4.4 Cancellations due to Force Majeure*

If a train is unable to complete its scheduled route due to force majeure, or if a train path is cancelled because of such circumstances, the railway undertaking is liable only for the administrative costs.
Penalties and compensation do not apply to path cancellations caused by:

- external or secondary causes as defined in Annex 3C,
- circumstances outlined in the UIC 450-2 data sheet,
- issues originating from another rail network.

### 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 point (for trains leaving the National Rail Network) is greater than the threshold defined in chapter 5.3.1.1 will incur of penalties and compensations, determined as indicated in chapter 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 are assigned to causes in accordance with the table in Annex 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. The detailed list of delay codes is given in Annex 3D.

On the day on which the trains are running, lists of all trains[20] 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

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

5.6.4, 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 Annex 3C (created according to UIC leaflet 450-2), are provided to the relevant railway undertakings in digital form for validation. The railway undertakings have until the end of 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 5.7.4.

#### *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 destination or at the border point 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 running light locomotives

b) Determining the delay:

The delay considered is the delay in minutes and seconds, minus the delays excluded under c).

c) Exclusion:

The following delays are not considered when considering a train:

- Delays due to external causes, according to the table in Annex 3C, drawn up in accordance with UIC leaflet 450-2. Secondary delays according to the table in Annex 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 Annex 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 Annex 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

$P$ outcome of the performance regime calculation (can be negative or positive) [€];

$r_{EF}$ 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).

#### *5.7.3.3 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 point, 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.

### 5.7.4 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 2028 period from December 12, 2027 to December 10, 2028, inclusive.
The applicable prices are as follows:

- Prices for 2027 apply until December 11, 2027,
- Prices for 2028 apply from December 12, 2027.

A price adjustment for 2028 will be made in autumn 2027, following an assessment of the costs of infrastructure maintenance and renewal in 2026.

Important Notes:

- Charges are not guaranteed for the entire timetable year. Any modifications to the essential elements of the charging system will be made public at least three months prior to the deadline for the publication of the relevant Network Statement.
- Applicants will be informed of any planned or decided changes to charges through official communications, including updates to the Network Statement or dedicated notifications.

## 5.9 Billing Arrangements

**Billing and Invoice Issuance**

In 2028, railway infrastructure charges will be billed monthly by l'Administration des chemins de fer on behalf of the Fonds du Rail. The invoices will be issued with a delay of M+2, meaning:

- January usage will be invoiced in March,
- February usage will be invoiced in April, and so on.

Prices per path are published in the Trassenportal.

a) Path Charge Calculation

The amount invoiced depends on whether the train path was used or cancelled, and on the timing of the cancellation. The following rules apply: Cancellation at least 30 calendar days before the planned running date

Only the administrative cost (A) is due:

$$U = A = c_A L_{th}$$

b) Cancellation less than 30 days before the planned running date, but no later than the third day before circulation

A penalty of 12.5% of the infrastructure usage cost (C + S), calculated based on the planned train mass, is added to the administrative cost:

$$U = A + 0,125\,(C + S) = c_A L_{th} + 0.125\left[c_C L_{th} \alpha_{th_i} \beta_{th_j} + \left(\sum_m s_m L_{th_m}\right) \gamma_k \delta_l\right]$$

c) Cancellation after the third day before the planned running date, and up to 6 hours after the scheduled departure time

A penalty of 25% of the infrastructure usage cost (C + S) is added to the administrative cost:

$$U_{cancelled} = A + 0,25\,(C + S) = c_A L_{th} + 0.25\left[c_C L_{th} \alpha_{th_i} \beta_{th_j} + \left(\sum_m s_m L_{th_m}\right) \gamma_k \delta_l\right]$$

d) Path charge if the train path is used

If the train runs, the charge is based on actual (realized) values:

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

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

The index *th* refers to theoretical values, while r refers to realized values.

**Exceptions to the Application of Penalties**
If a train is unable to complete its scheduled route due to actions or decisions attributable to the infrastructure manager, or if a train cannot operate because the train path has been cancelled by the infrastructure manager, the railway undertaking is liable only for the administrative costs.
The calculation of penalties and compensations does not apply to path cancellations caused by:

- external or secondary causes as defined in Annex 3C,
- circumstances outlined in the UIC 450-2 data sheet, or
- issues originating from another rail network.

**Payment Terms and Consequences of Late Payment**
Customers will receive monthly invoices detailing the charges for the previous month's usage.
In case of late payment or non-payment:

- ACF reserves the right to apply interest on overdue amounts.
- Access to infrastructure services may be suspended until outstanding payments are settled, in accordance with applicable regulations and contractual terms.

### 5.9.1 Minimum services

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

#### *5.9.1.1 Optional and Ad-Hoc train paths*

For optional and Ad-Hoc train paths, the following conditions apply once the capacity has been allocated. These rules aim to encourage efficient use of the allocated capacity and to compensate for capacity that cannot be reallocated.

a) Determination of charge

The amount due is calculated based on the planned characteristics of the train path and the timing of the cancellation. The exact fee formulas for cancellations and realized train paths are presented in subchapter 5.9.

b) Cancellation of the reservation

To ensure effective coordination of path reservation requests, the following cancellation conditions apply:

- Cancellation notified at least 30 calendar days before the planned running date. Only the amount covering the administrative costs will be invoiced.
- Cancellation notified less than 30 calendar days before the planned running date, but no later than the third day before circulation. A penalty of 12.5% of the infrastructure usage cost (C + S), calculated based on the planned train mass, will be invoiced in addition to the administrative costs.
- Cancellation notified after the third day before the planned running date, and up to 6 hours after the scheduled departure time. A penalty of 25.0% of the infrastructure usage cost (C + S), calculated based on the planned train mass, will be invoiced in addition to the

administrative costs.

These conditions apply exclusively to cancellations made by the applicant after the capacity has been allocated.

#### *5.9.1.2 Regular 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 mass 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 third 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 and up to 6 hours after 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 cost will be invoiced by ACF as a penalty.
- In the absence of a cancellation notified within 6 hours after the scheduled departure time ("no show"), the applicant 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 5.9.

#### *5.9.1.3 Modifications*

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

### 5.9.2 Additional Services

Invoicing is carried out based on the services effectively performed and invoices issued by the service provider. Payment terms and conditions for additional services correspond to those agreed with the respective service providers.

# 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.

| | |
|---|---|
| **Address** | Société Nationale des Chemins de Fer Luxembourgeois<br>Direction Gestion Infrastructure |
| **Phone** | +352 24 895 592 |
| **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 21train without delaying the slower train by more than x[22] 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.
- 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 [23]of one or more trains,
- In case of a train running ahead of schedule.

[21] For the same route, the fastest train is the train with the shortest scheduled running time in the timetable.

[22] The time x is to be defined by the RU in question for the different lines and must be communicated to the Traffic Supervision.

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

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.

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 chapter 6.3.3.2 below apply.

#### *6.3.3.2 Unforeseen Disturbances (CFL IM)*

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.

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 chapter 6.3.3.2 below apply.

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 IM 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:

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

All communication between CFL IM 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.

# 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.
Access to these service facilities is granted on a non-discriminatory and transparent basis, in accordance with the principles laid down in Directive 2012/34/EU. Applicants have the right to request access to these facilities under fair and transparent conditions.

Operators of service facilities are obliged to provide services in a manner that ensures fair competition and efficient use of infrastructure, while applicants must comply with the operational and safety requirements established by the infrastructure manager or facility operator.

Common provisions applicable to all types of service facilities include:

**Non-discriminatory access:**
Access to service facilities is granted on a fair and non-discriminatory basis to all eligible applicants.

**Transparent charging:**
Fees are calculated transparently based on cost causation principles and published in advance.

**Capacity management:**
Access to facilities is subject to capacity availability and managed to optimize efficient use of infrastructure.
Safety and operational compliance: Users of service facilities must comply with all applicable safety, operational, and technical regulations established by the infrastructure manager or facility operator.
Contractual arrangements: Access and use of service facilities are governed by contracts or agreements specifying rights, obligations, and conditions of use.

**Dispute resolution**:
Mechanisms are in place to resolve disputes relating to access, charges, or service quality.

## 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 information provided corresponds to the provisions of Article 4 of Regulation (EU) 2017/2177, which specifies the minimum information to be made available, enumerated in Article 4(2) a) to n) of the Regulation.
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

ACF 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 amended law of 6 June 2019, the following installations are considered service installations:

1) Passenger stations, including their buildings and other infrastructure, including the display of travel information and suitable locations provided for ticketing services.
2) Freight terminals.
3) Marshalling yards and train formation facilities, including shunting yards.
4) Storage sidings.
5) Maintenance facilities, except those assigned to heavy maintenance services and reserved for high-speed trains or other types of rolling stock requiring specific facilities.
6) Other technical facilities, including cleaning and washing facilities.
7) Inland port infrastructures linked to railway activities.
8) Relief facilities.
9) Fuel supply infrastructures and the provision of fuel in these infrastructures, with the corresponding charges indicated separately on invoices.

## 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.

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

### 7.3.2 Passenger Stations

Passenger stations and stops are listed in annex 2A.

Detailed information on the characteristics of these stations and stops, including the actual length of the platforms, accessibility features and passenger services available, is provided upon request.

For further information, please contact:

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Sillons<br>Guichet Unique<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **Phone** | +352 26 19 12 23 |
| **E-Mail** | oss@acf.etat.lu |

#### *7.3.2.1 General Information*

Access to passenger stations includes the use of station buildings and all associated infrastructure, such as tracks, platforms, and publicly accessible areas including elevators and escalators. It also covers the posting of train departures according to the available installations, as well as announcements for departing trains at Luxembourg station and major disruption announcements on platforms, subject to availability.
Access to passenger stations, their buildings, and other station infrastructure is included in the passenger train path under the conditions set out below. Passengers have free access to all parts of station buildings and facilities that are open to the public. Premises within passenger buildings belonging to the national railway infrastructure may be rented to railway undertakings, subject to availability, with priority given to public service needs.
A complete list of all passenger stations operated by the Infrastructure Manager (IM), regardless of their size or importance, is provided in Annex 2A.

See https://www.cfl.lu/en-gb/network, or in Annex 2A.

#### *7.3.2.2 Services*

A description of all rail-related services supplied in passenger stations and other facilities is provided in Annex 2A and online at https://www.cfl.lu/en-gb/network.

These services are classified as follows:

Basic services (as defined in Article 3 No. 1 of EU Regulation 2017/2177), which include essential access and use of the station infrastructure necessary for train operations and passenger movement.

Additional services (as per Directive 2012/34/EU Annex II.3), such as commercial services, ticketing facilities, and passenger information systems.

Ancillary services (as per Directive 2012/34/EU Annex II.4), including cleaning, maintenance, catering, and other supplementary services that enhance passenger experience or operational efficiency.

Detailed information on which services are provided at each passenger station or clusters of stations can be found in Annex 2A.

#### *7.3.2.3 Service Facility Description*

The technical characteristics of the service facilities (SF) are described according to Article 4(2)(c) of EU Regulation 2017/2177. These characteristics include, but are not limited to, platform lengths, track layouts, loading gauges, electrification systems, and accessibility features.

A detailed description of the technical characteristics and the services provided at each passenger station or clusters of stations is available in Annex 2A and online at https://www.cfl.lu/en-gb/network.

#### *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:

$$G_v = c_{Gv} * T$$

where

$G_v$ is the access charge per vehicle [€];

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

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

$$G_{v_{total}} = G_v * n$$

where

$n$ is for the number of vehicles
$G_v$ is for access charge [€/vehicle]

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).

| | 2026 | 2027[24] | |
|---|---|---|---|
| $c_{G,V}$ | 3,78 | 3,87 | €/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 ACF. 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 undertaking concerned will be informed of this decision as soon as possible.

The extended parking of rolling stock that 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 7.3.2.4.

### *7.3.2.6 Capacity Allocation*

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

[24] The data for the year 2028 is not yet available.

## 7.3.3 Freight terminals

For the shunting station and the intermodal terminal, the services are indicated at www.cfl-terminals.lu.

### *7.3.3.1 General Information*

Conventional and intermodal freight terminals operated by the Infrastructure Manager are listed in Annex 2A. A shunting station is in Bettembourg.

Since 2007, the State has owned certain railway infrastructures serving the sites of Esch-Schifflange, Esch-Belval and Differdange. This so-called "tertiary" network is industrial in nature and therefore reserved exclusively for freight traffic serving industrial sidings, including shunting movements within this network. The main access point is located at Belval-Usines station for traffic flows connecting Esch-Belval and Differdange. Additional access is possible from the Esch-sur-Alzette and Differdange stations. Train formation tracks are available at all three sites.
For the actual length of reception tracks, see chapter 7.3.3.2.

The charge for access to freight terminals includes the use of loading platforms and tracks. Pricing for the use of the Bettembourg container terminal and the rail motorway terminal can be obtained from the operators listed in chapter 7.3.3.2. Pricing for the use of the Mertert Port installations, other than the railway tracks, can be obtained from the operators listed in chapter 7.3.8.2**.**

### *7.3.3.2 Services*

Point of contact for container terminal:

| | |
|---|---|
| **Address** | CFL terminals s.a.<br>Terminal Intermodal<br>Z.A.E. Wolser E<br>L-3474 Dudelange |
| **Phone** | +352 499 601 08 |
| **E-Mail** | access@cfl-terminals.lu<br>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:

$$G_v = c_{Gv} * T$$

where

$G_v$ is the access charge per vehicle [€];

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

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

$$G_{v_{total}} = G_v * n$$

where

$n$ is for the number of vehicles
$G_v$ is for access charge [€/vehicle]

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**

| | **2026** | **2027**[25] | |
|---|---|---|---|
| $c_{G,m}$ | 3,78 | 3,87 | €/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

[25] The data for the year 2028 is not yet available.

tracks designated for this purpose.

#### *7.3.3.6 Capacity Allocation*

For capacity allocation in freight terminals, the priority criteria and coordination procedures described in Chapter 4 apply to ensure fair and efficient use of available capacity.

### 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 Annex 2A.
For the effective platform length, see 7.3.3.2

#### *7.3.4.2 Services*

Railway undertakings have the possibility to sort their wagons at the Bettembourg marshalling yard. The infrastructure manager ensures only the operation of the yard, excluding any shunting 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**
4No charge; included in the minimum access package.

**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 has 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 it 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 it 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.

| | |
|---|---|
| **Address** | Administration des chemins de fer<br>Division Sillons<br>Guichet Unique<br>1, Porte de France<br>L-4360 Esch-sur-Alzette |
| **Phone** | +352 26 19 12 23 |
| **E-Mail** | oss@acf.etat.lu |

#### *7.3.5.2 Services*

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

### *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:

$$G_v = c_{Gv} * T$$

where

$G_v$ is the access charge per vehicle [€];

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

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

$$G_{v_{total}} = G_v * n$$

where

$n$ is for the number of vehicles
$G_v$ is for access charge [€/vehicle]

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**

| | **2026** | **2027**[26] | |
|---|---|---|---|
| $c_{G,r}$ | 3,78 | 3,87 | €/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 chapter 7.3.5.4. 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*

Three maintenance centres for rail-approved vehicles are connected to the national railway network via Pétange station, the Bettembourg marshalling yard, and the tertiary network of the ArcelorMittal site in Esch, which is exclusively dedicated to freight traffic and serves the industrial tracks through shunting movements within this network. The main access point is located at Belval-Usines station for traffic lines connecting Esch-Belval and Differdange. Additional access is available via the stations of Esch-sur-Alzette and Differdange.

#### *7.3.6.2 Services*

Point of contact:

| | |
|---|---|
| **Address** | CFL technics<br>Atelier de maintenance préventive et curatives de wagons de fret et de locomotives de Bettembourg<br>410, Z.A.E. Wolser A<br>L-3225 Bettembourg |
| **Phone** | +352 2489 5133 |
| **E-Mail** | info@cfl-technics.lu |

| | |
|---|---|
| **Address** | CFL technics<br>Atelier de maintenance préventive et curatives de wagons de fret de Pétange<br>50, rue des Ateliers<br>L-4908 Pétange |
| **Phone** | +352 2489 5133 |
| **E-Mail** | info@cfl-technics.lu |

[26] The data for the year 2028 is not yet available.

| | |
|---|---|
| **Address** | CFL technics<br>Atelier de maintenance préventive et curatives de wagons de fret et de locomotives de Belval<br>ArcelorMittal Belval – Bâtiment AMF \| Boulevard Charles de Gaulle<br>L – 4083 Esch-sur-Alzette |
| **Phone** | +352 2489 5133 |
| **E-Mail** | info@cfl-technics.lu |

#### *7.3.6.3 Service Facility Description*

The services offered include:

- Preventive maintenance and repair work on freight wagons (all components of all wagon types except tank wagons; helical and leaf spring calibration; buffer overhauls; lettering and painting; mobile brake test benches; maintenance of bogie pivots) and on locomotives (diesel and electric – mechanical, hydraulic and electrical interventions; ETCS and PZB expertise; laser inspection of running gear components).
- Replacement and repair of wheelsets (bearing inspection, disassembly, assembly, cleaning, shot-blasting, painting), including reprofiling and non-destructive testing.
- Replacement and repair of braking systems (distributors, relays, weighing valves, adjusters), including brake tests.
- Mobile team interventions.

#### *7.3.6.4 Charges*

**Pricing system**

Access from the national railway network to the maintenance centres of the railway undertakings mentioned does not require the payment of an access charge, and the wear and tear of station facilities is covered by the track access charges as well as using the electric traction installation. Access does not include the use of the maintenance centres themselves.

**Tariffs**

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

#### *7.3.6.5 Access Conditions*

The conditions for the use of the specified maintenance centres must be defined between the applicant and the owner of the maintenance facilities. Access to the maintenance installations of railway undertakings does not entail the payment of any charge related to the national railway network.

#### *7.3.6.6 Capacity Allocation*

N/A

### 7.3.7 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*

Point of contact:

| | |
|---|---|
| **Address** | Société Nationale des Chemins de fer Luxembourgeois<br>Service Trains et Matériel<br>Division Finances<br>16, route de Thionville<br>L-2610 Luxembourg |
| **Phone** | +352 248 972 84 |
| **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 owner concerned.

**Tariffs**

| **2026** | | **2027**[27] | |
|---|---|---|---|
| 250 | €/body | 8,50 | €/metre |

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

#### *7.3.7.5 Access Conditions*

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

### 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. The tracks of the inner port of Mertert also belong to the National Railway Network.

#### *7.3.8.2 Services*

Point of contact:

[27] The data for the year 2028 is not yet available.

| | |
|---|---|
| **Address** | Société du Port de Mertert S.A.<br>Direction du Port<br>L-6688 Mertert |
| **Phone** | +352 740 464 |
| **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*

Terms and conditions of the inland port in Mertert 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*

Point of contact:

| | |
|---|---|
| **Address** | Société Nationale des Chemins de Fer Luxembourgeois<br>Direction Gestion Infrastructure<br>Service Exploitation Infrastructure<br><br>Programmation Exploitation<br>B.P. 1803<br>L-1018 Luxembourg |
| **E-Mail** | EI-PE@cfl.lu |

#### *7.3.9.3 Service Facility Description*

The description of the facilities is provided in Annex 2A.

#### *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*

Prior notification to the responsible signal box is required ahead of use to allow for operational organization.

#### *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).

| | |
|---|---|
| **Address** | Société Nationale des Chemins de fer Luxembourgeois<br>Service Trains et Matériel<br>Division Finances<br>16, route de Thionville<br>L-2610 Luxembourg |
| **Phone** | +352 248 972 84 |
| **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 Storage 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 chapter 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.

$$T_{tm} = t_{tm} * N$$

where

$T_{tm}$ is the manual processing charge [€];
$t_{tm}$ is the charge per operation [€/operation];
$N$ is the number of refuelling 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.

$$G_A = c_{GA} * N$$

where

$G_A$ is the access fee [€];
$c_{GA}$ is the charge per operation [€/operation];
$N$ is the number of refuelling operations

**Tariffs**

| | **2026** | **2027**[28] | |
|---|---|---|---|
| $c_{G,A}$ | 3,78 | 3,87 | €/operation |
| $t_{tm}$ | 70,41 | 72,17 | €/operation |

### *7.3.10.5 Access Conditions*

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 the chapter 7.3.9.4.

### *7.3.10.6 Capacity Allocation*

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

[28] The data for the year 2028 is not yet available.

# Appendixes

# Appendix 1A: FRAMEWORK – AGREEMENT

## FRAMEWORK – AGREEMENT (Model)

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

## 1) Concerned parties:

| | | | |
|---|---|---|---|
| **ACF**<br>**1, Porte de France**<br>**L-4360 Esch-sur-Alzette** | on one hand | **Applicant**<br>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”. [definition of the number of train paths requested per hour or during a certain moment of the day for a certain line with a definition of the characteristics of this capacity during the timetable years “Year 1-5”]

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”. [definition of the number of train paths per hour or during a certain moment of the day for a certain line with the wanted definition of the characteristics of this capacity during the timetable years “Year 1-5”]

## 3) 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.

## 4) Validity

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

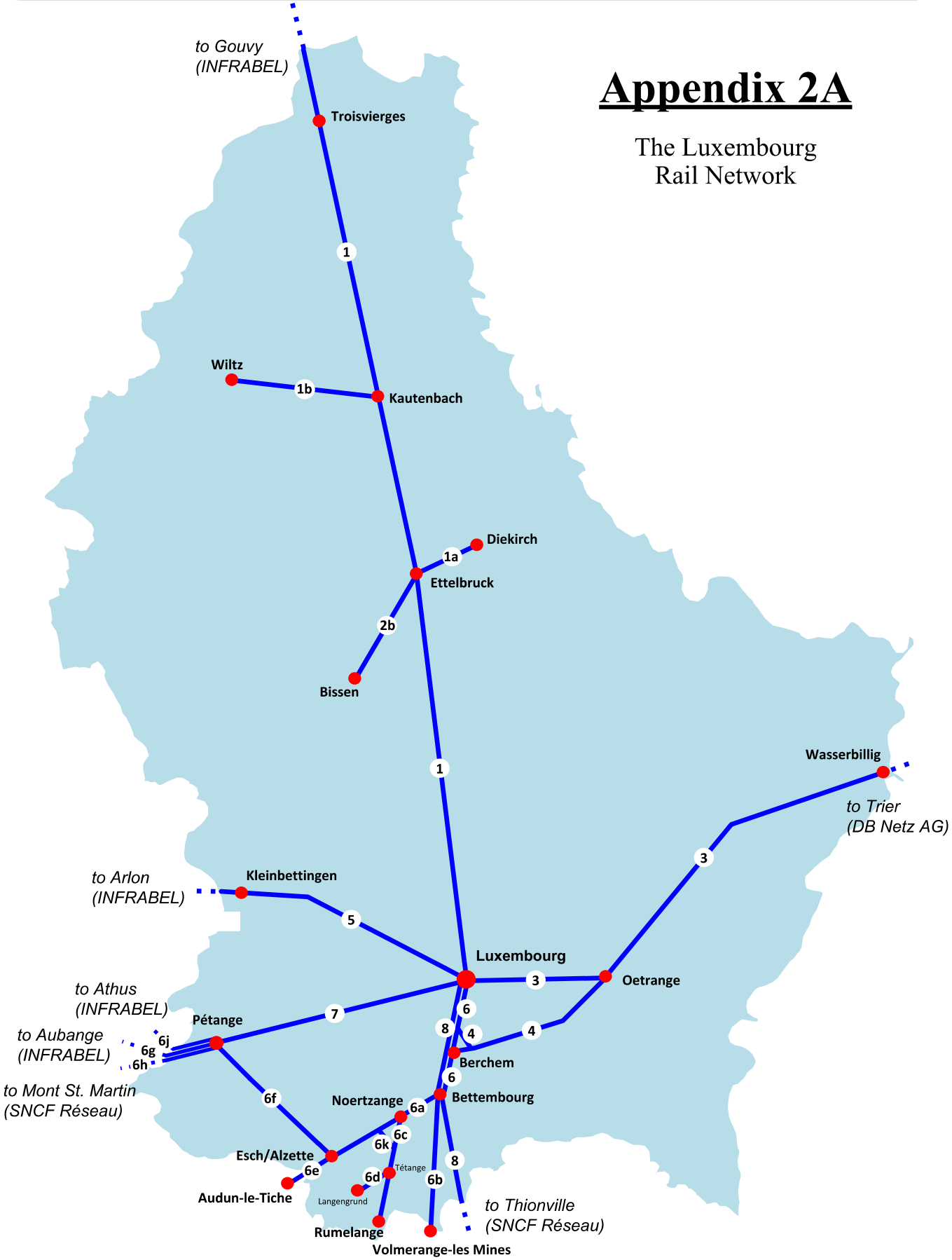
Established in …….. on ……

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* |
| | *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* | *Luxembourg - Bettembourg-border* |

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 Infra Go | Line 3140 (km 19,162) | Igel |
| Line 5 (pk 18,765) | Kleinbettingen | INFRABEL | Line 162 (bk 207,742) | Arlon |
| Line 8 (pk 0,000) | Bettembourg | SNCF Réseau | Line 180 (km 203,7) | Thionville |
| Line 6g (pk 4,092) | Pétange | INFRABEL | Line 165 (km 0,621) | 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 |

| Chapter DRR 2.2.2 | Neighbouring infrastructure managers |
|---|---|

- INFRABEL - Réseau Ferré de Belgique

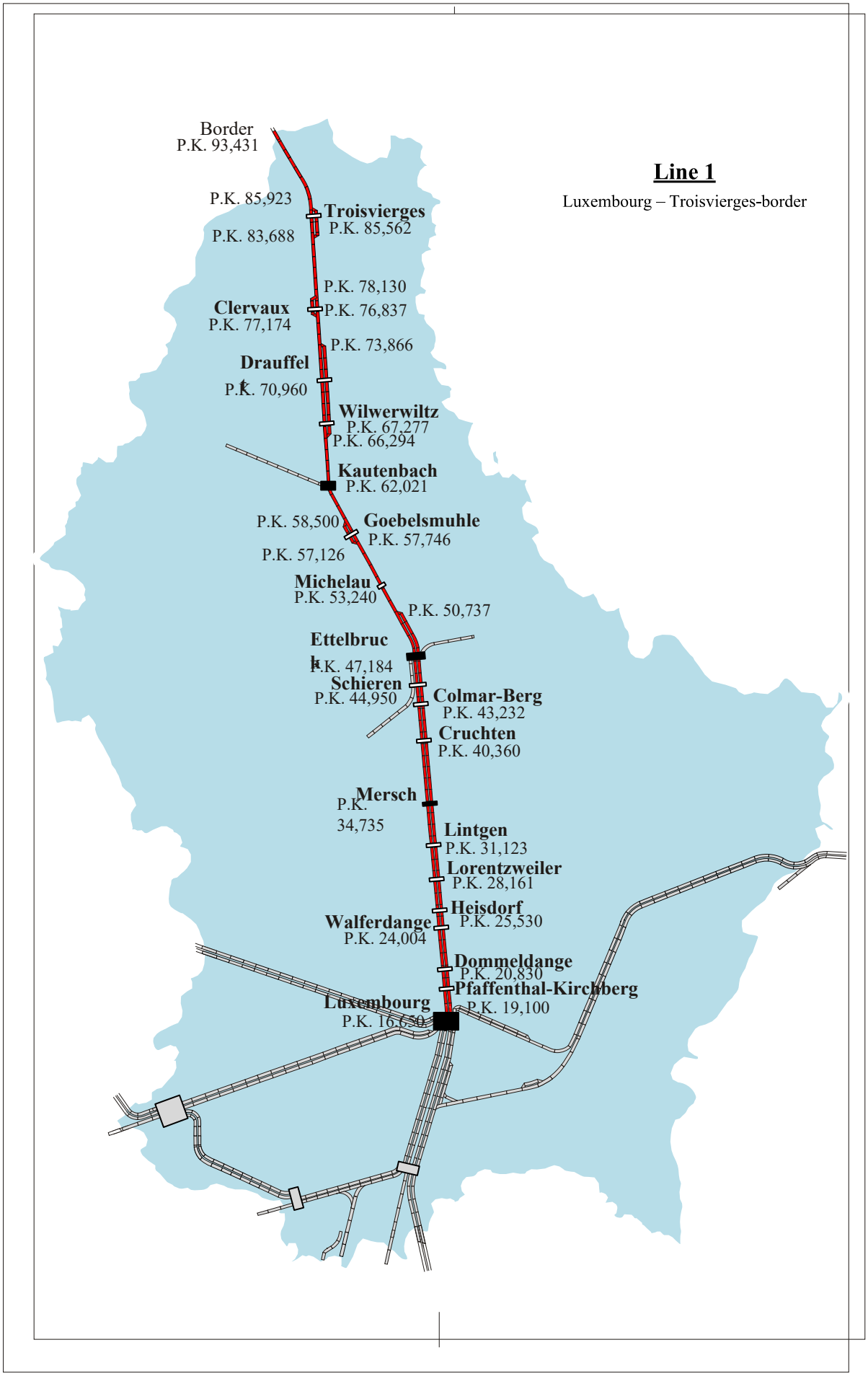
| | |
|---|---|
| ✉ | INFRABEL<br>Avenue Fonsny 13<br>B-1060 Bruxelles |
| ☎ | +32 2 432 29 11 |
| 🖷 | +32 2 432 28 23 |
| @ | oss-rne@infrabel.be |
| Web | www.infrabel.be |

- DB Infra Go – Réseau Ferré d'Allemagne

| | |
|---|---|
| ✉ | DB Infra Go<br>Theodor Heuss Allee 7<br>D – 60486 Frankfurt/Main |
| ☎ | +49 69 265 30550 |
| 🖷 | +49 69 265 30503 |
| @ | oss@deutschebahn.com |
| Web | www.dbinfrago.com/web |

- SNCF Réseau

| | |
|---|---|
| ✉ | SNCF Réseau<br>Siège social<br>92, avenue de France<br>F-75648 PARIS CEDEX 13 |
| ☎ | +33 (0) 1 53 94 33 33 |
| 🖷 | +33 (0) 1 53 94 38 22 |
| @ | GuichandUnique@reseau.sncf.fr |
| Web | www.sncf-reseau.com/fr |


Line 1
Luxembourg – Troisvierges-border
Border
P.K. 93,431
P.K. 85,923
Troisvierges
P.K. 85,562
P.K. 83,688
P.K. 78,130
Clervaux
P.K. 77,174
P.K. 76,837
P.K. 73,866
Drauffel
P.K. 70,960
Wilwerwiltz
P.K. 67,277
P.K. 66,294
Kautenbach
P.K. 62,021
P.K. 58,500
Goebelsmuhle
P.K. 57,746
P.K. 57,126
Michelau
P.K. 53,240
P.K. 50,737
Ettelbruck
P.K. 47,184
Schieren
P.K. 44,950
Colmar-Berg
P.K. 43,232
Cruchten
P.K. 40,360
Mersch
P.K. 34,735
Lintgen
P.K. 31,123
Lorentzweiler
P.K. 28,161
Heisdorf
P.K. 25,530
Walferdange
P.K. 24,004
Dommeldange
P.K. 20,830
Pfaffenthal-Kirchberg
P.K. 19,100
Luxembourg
P.K. 16,650

# 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 Catégory | D4 (max. weight/axle: 22,5 t – max. weight/meter: 8,0 t) |
| | Load Limit determined by coupling strength | Must be calculated and monitored by the railway undertakings |
| | 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, Lorentzweiler,<br>Colmar-Berg (VG), Mersch and Ettelbruck: 550 mm)<br>320 mm (If radius less than 1500 m) |
| 2.3.8 | Maximum train length | 620 m [tractable engin(s) included] |
| | Minimum curve radius | Luxembourg – Ettelbruck: 331,730 m<br>Ettelbruck – Kautenbach: 220,000 m<br>Kautenbach – Troisvierges/platform p.k. 85,900.:280,000 m<br>Troisvierges/border p.k. 85,900 – Troisvierges/border: 382,500 m |
| | **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<br>Speed control system | ETCS L1 |
| | Safety installations | Electric and electronic commands and controls |

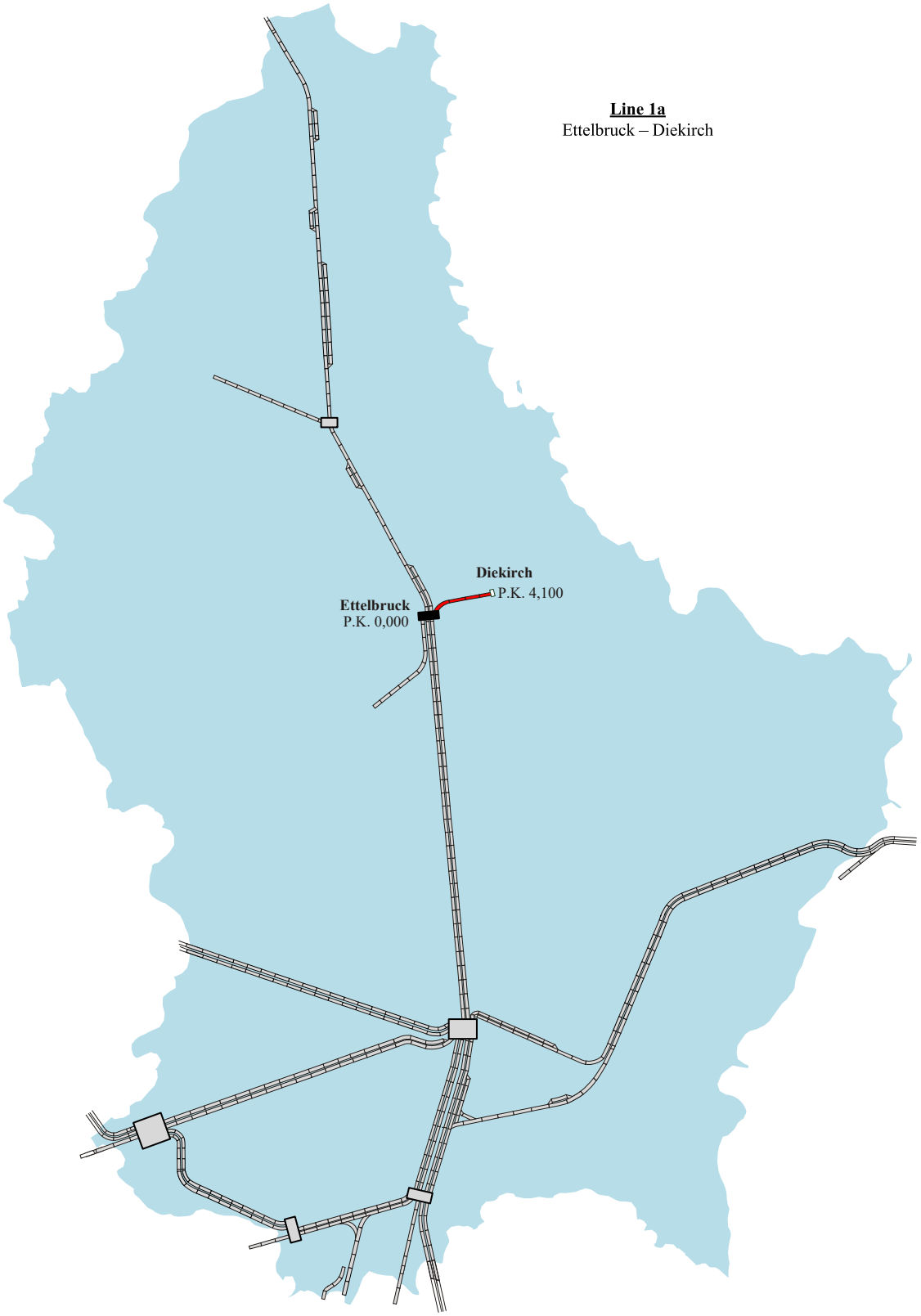
| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Telecommunications** | |
| | Ground-train radio link | GSM-R |
| | Track - responsible managing posts | extensions at regular intervals along the track |
| | Track - substation regulator ( catenary power supply) | alarm circuit, extensions 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<br>Type of fuel | Luxembourg (Storage Center) –<br>Rail Gasoil per NBN T 52-716 – red colorage |
| | Preheating supply | Luxembourg (Storage Center) |
| | **Commercial department for passengers** | |
| | Facilités 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 | 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 | Characteristic slope mm/m | Characteristic ramp mm/m | Stopping distance m |
| | 0 | Luxembourg | N 49° 35’ 59” E 6° 8’ 05” | 9 | S | x | 90 | 13 | 0 | 1200 |
| 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 | | 120 | 7 | 3 | |
| 3,2 | 7,4 | Walferdange | N 49° 39’ 43” E 6° 8’ 11” | 2 | | | | | | |
| 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 | | 90 | 6 | 1 | |
| 5,6 | 23,7 | Cruchten | N 49° 47’ 46” E 6° 7’ 11” | 2 | | | | | | |
| 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 | 90 | 0 | 7 | 1000 |
| 6,1 | 36,6 | Michelau | N 49° 53’ 48” E 6° 5’ 31” | 1 | | | | | | |
| 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 | | | | 1 | |
| 5,3 | 50,7 | Wilwerwiltz | N 49° 59’ 18” E 6° 0’ 1” | 2 | | | | | | |
| 3,7 | 54,4 | Drauffelt | N 50°01‘53“ E 6°0‘24“’ | 2 | | | | | 5 | |
| 6,2 | 60,6 | Clervaux | N 50° 3’ 41” E 6° 1’ 29” | 3 | S | | | | | |
| 8,3 | 68,9 | Troisvierges | N 50° 7’ 9” E 5° 59’ 27” | 3 | S | x | 95 | 16 | 1 | |
| 7,9 | 76,8 | Troisvierges-frt | N 50° 10’ 22” E 5° 57” 55” | 0 | | | 80<br>95<br>100 | | 6 | |


Line 1a
Ettelbruck – Diekirch
Diekirch
P.K. 4,100
Ettelbruck
P.K. 0,000

# 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 | Must be calculated and monitored by the railway undertakings |
| | 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 | 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<br>Speed control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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** | |
| | **F**acilities and services | https://www.cfl.lu/fr-fr/network |

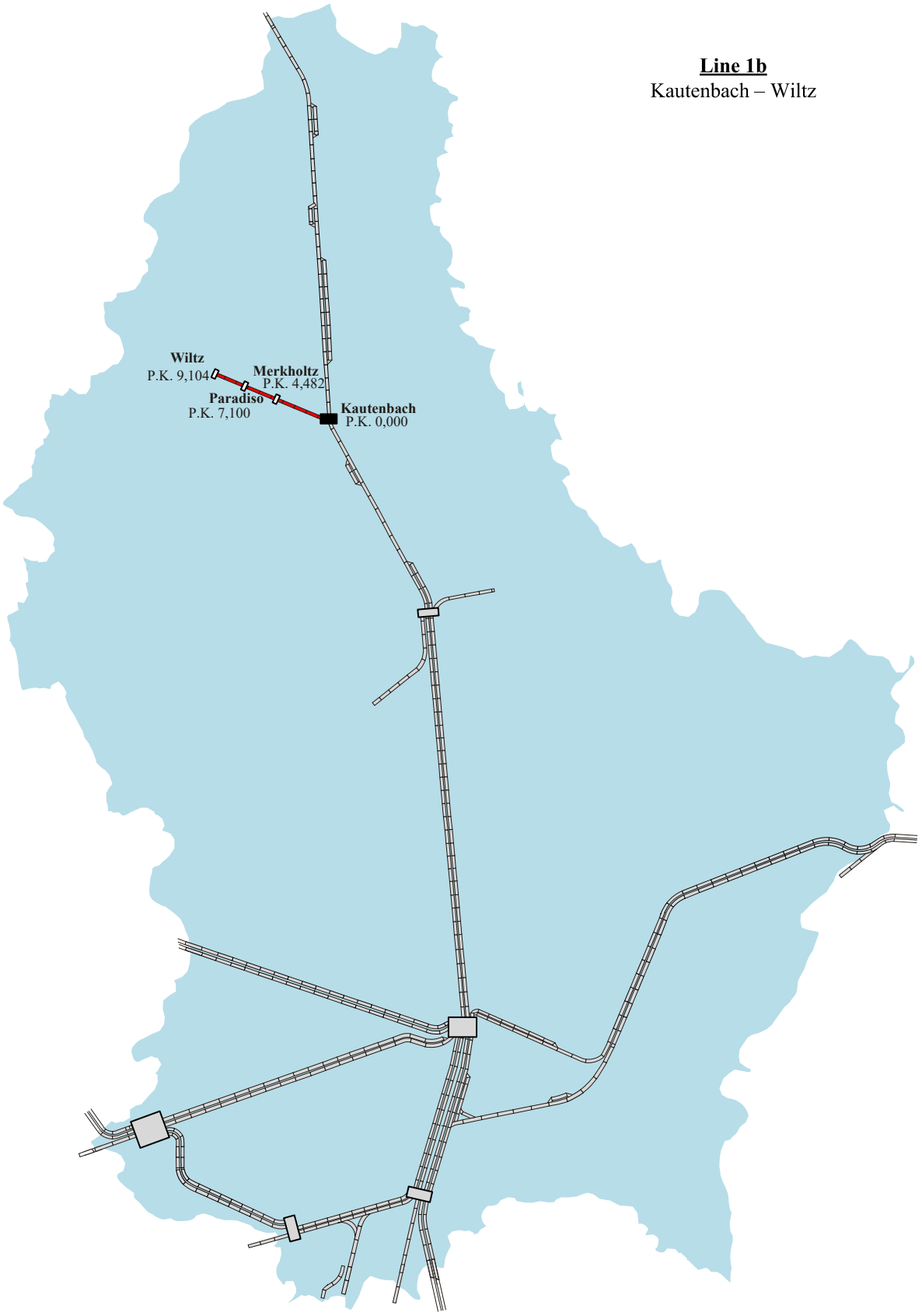
# Line 1a

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 WGS 84(DMS) | Nbr Of tracks at platform | Freight Terminal (F) Inter-modal (IM) holding siding (S) | Formation 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 |
| 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | 55 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | 2, without restrictions |
| | Platform lenght | variable |
| | Platform height | 380 mm |
| 2.3.8 | Maximum train lenght | 247 m [tractable engin(s) included] |
| | Minimum curve radius | 189,000 m |
| | **Exploitation** | |
| | Opening | 7/24 |
| | Réglementation à respecter | Règlement Général de l'Exploitation technique (RGE) |
| | Type of operations | single track |
| | Normal traveling direction | / |
| | Trafic information system - Regulation | none |
| | Véhicule 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 | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |

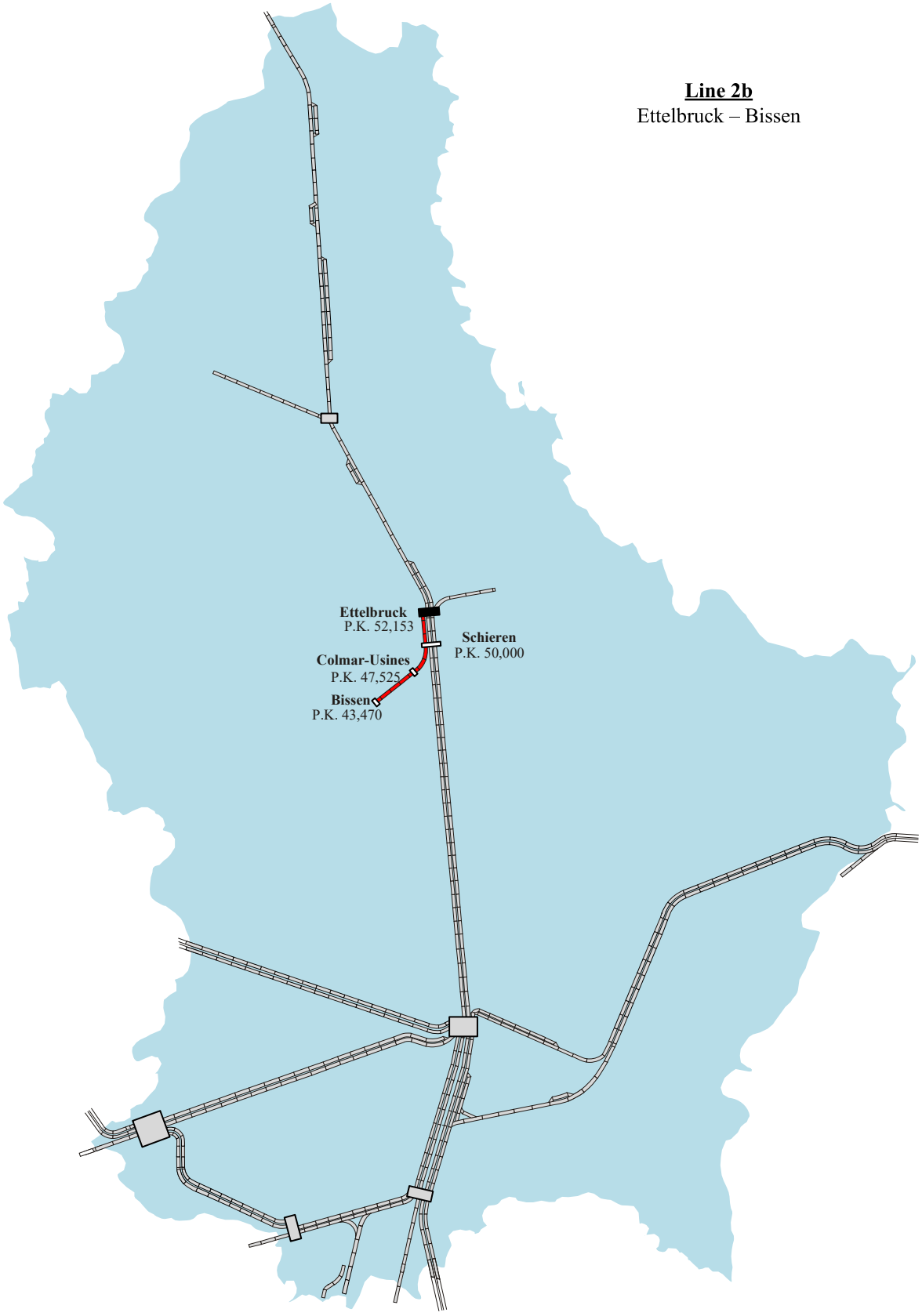
# Line 1b

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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Characteristic slope mm/m | Characteristic ramp mm/m | Stopping distance |
| | 0 | Kautenbach | N 49° 56' 55" E 6° 1' 20" | 1 | S | | 55 | 3 | 16 | 400 |
| 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 | S | | | | | |

**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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | 40 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | none |
| 2.3.8 | Maximum train lenght | 198 m [tractable engin(s) included] |
| | Minimum curve radius | 200,000 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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | CFL signalling according to RGE book 2<br>simplified lateral signaling |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

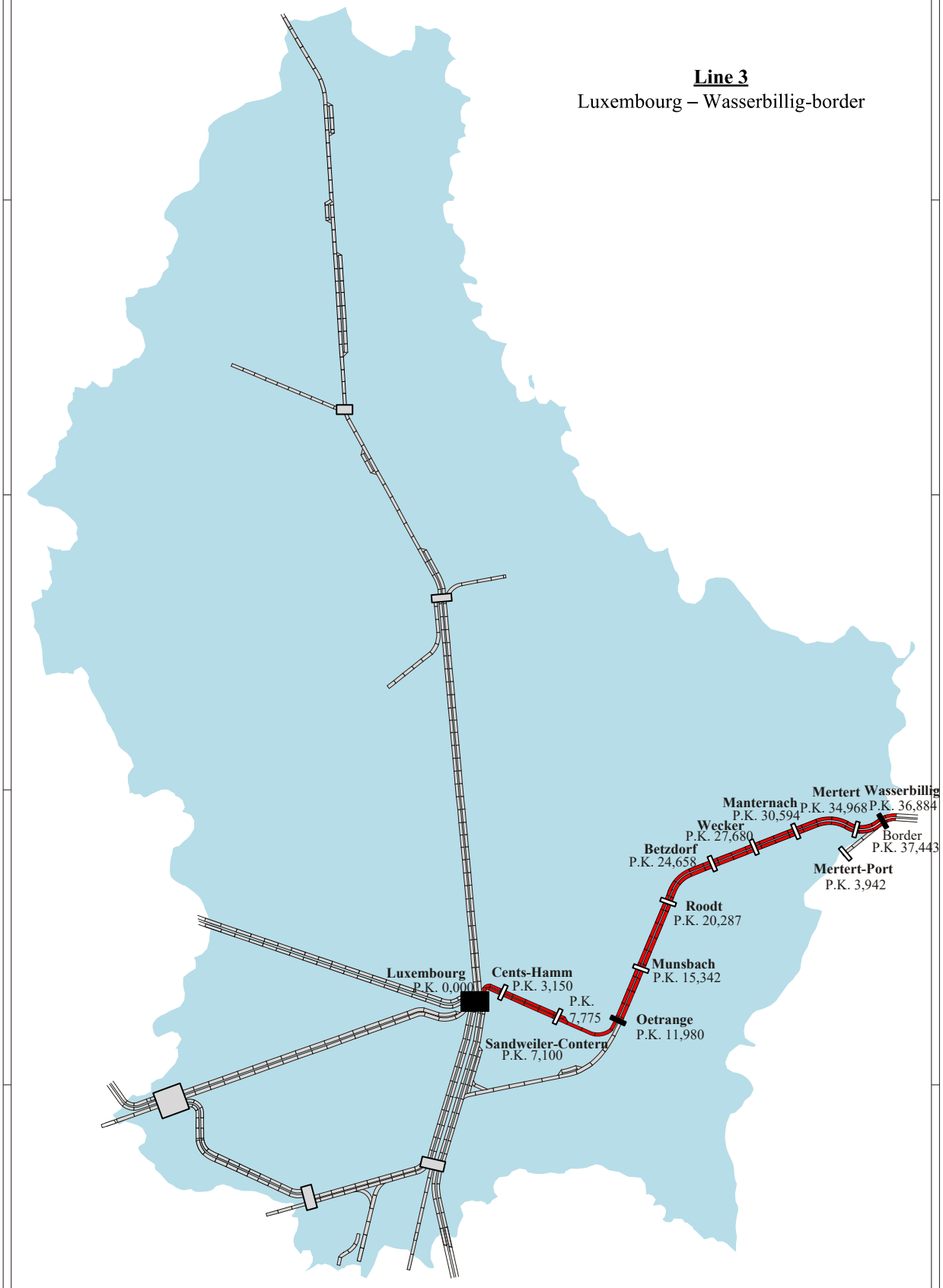
| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Telecommunications** | |
| | Ground-train radio link | GSM-R |
| | Track - responsible managing posts | extensions at regular intervals along the track |
| | Track - substation regulator (catenary power supply) | none |
| | Passenger information | none |
| 2.3.9 | **Traction Energy** | |
| | System | none |
| | Catenary type | none |
| | Catenary height | none |
| | Application pressure (pantograph) | none |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |

# 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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation 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 |
| 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 | | | | |
| 4,0 | 8,7 | Bissen | N 49° 47’ 2” E 6° 3’ 31” | 0 | | | | 14 | 1 | |


Line 3
Luxembourg – Wasserbillig-border
Luxembourg
P.K. 0,0000
Cents-Hamm
P.K. 3,150
P.K.
7,775
Sandweiler-Contern
P.K. 7,100
Oetrange
P.K. 11,980
Munsbach
P.K. 15,342
Roodt
P.K. 20,287
Betzdorf
P.K. 24,658
Wecker
P.K. 27,680
Manternach
P.K. 30,594
Mertert
P.K. 34,968
Wasserbillig
P.K. 36,884
Border
P.K. 37,443
Mertert-Port
P.K. 3,942

# Line 3

LUXEMBOURG – WASSERBILLIG-BORDER

**General Information:**

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Distance** | |
| | Luxembourg – Wasserbillig-border<br>Wasserbillig – Wasserbillig sect. Mertert-Port | 37,4 km<br>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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | between 60 and 120 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | 2, without restrictions |
| | Platform lenght | variable |
| | Platform height | 380 mm (except Luxembourg; 760 mm; Cents-Hamm; 550 mm; Sandweiler-Contern 550 mm) |
| 2.3.8 | Maximum train lenght | 750 m [tractable engin(s) included] |
| | Minimum curve radius | Luxembourg – Oetrange: 250,000m<br>Oetrange – Wecker p.k. 28,000: 448,800m<br>Wecker p.k. 28,000 – Wasserbillig/platform p.k. 36,900: 368,125m<br>Wasserbillig/platform p.k. 36,900 – Wasserbillig/ frt:348,250m |
| | **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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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:<br>2x 25 kv AC 50 Hz between Luxembourg and Oetrange<br>25kV 50Hz between Oetrange and Mertert<br>DB Infra Go between Mertert and the frontier point |
| | Catenary type | between Luxembourg and Sandweiler-Contern: type V200 STI<br>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 |
| | Refueling points Type of fuel<br>Type(s) de carburant | Luxembourg (Cbetween de Remisage) –<br>Gasoil rail suivant NBN T 52-716 – coloration rouge |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | Mertert-Port |

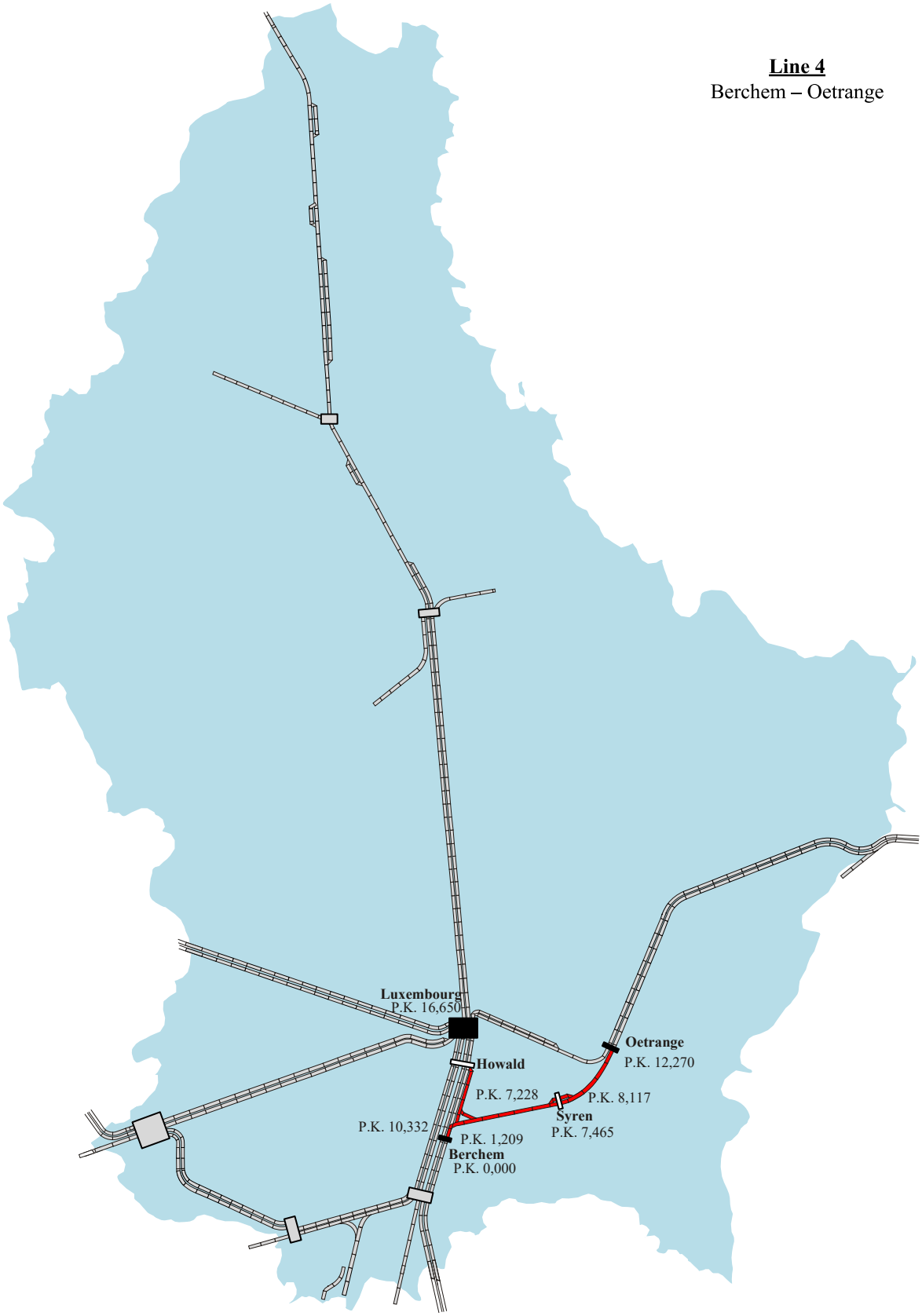
# Line 3

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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Luxembourg | N 49° 35’ 59” E 6° 8’ 5” | 9 | F, S | x | 120 | 2 | 15 | 1200 |
| 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 | |
| 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” | 3 | 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 | | | | | | |
| 0,5 | 37,4 | Wasserbillig-border | N 49° 42’ 49” E 6° 30’ 23” | 0 | | | 80 | 0 | 1 | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | Wasserbillig | N 49° 42’ 46” E 6° 29’ 57” | 4 | F, S | x | 60 | 8 | 9 | 400 |
| 3,9 | 3,9 | Wasserbillig secteur Mertert-Port | N 49° 41’ 17” E 6° 27’ 13” | 0 | F, S | x | | | | |


Line 4
Berchem – Oetrange
Luxembourg
P.K. 16,650
Howald
P.K. 7,228
P.K. 10,332
P.K. 1,209
Berchem
P.K. 0,000
Syren
P.K. 7,465
P.K. 8,117
Oetrange
P.K. 12,270

# 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | between 60 and 120 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | 1, without restrictions |
| | Platform lenght | variable |
| | Platform height | 380 mm (except Luxembourg; 760 mm) |
| 2.3.8 | Maximum train lenght | 670 m [tractable engin(s) included] |
| | Minimum curve radius | 303,000 m Ls-Oe, 373,000 m Bc-Oe<br>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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling According to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 AC 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 |
| | Refueling points Type of fuel<br>Type(s) de carburant | Luxembourg (Storage Center) –<br>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 |
| | **Various** | |
| | Dock infrastructure | none |

# Line 4

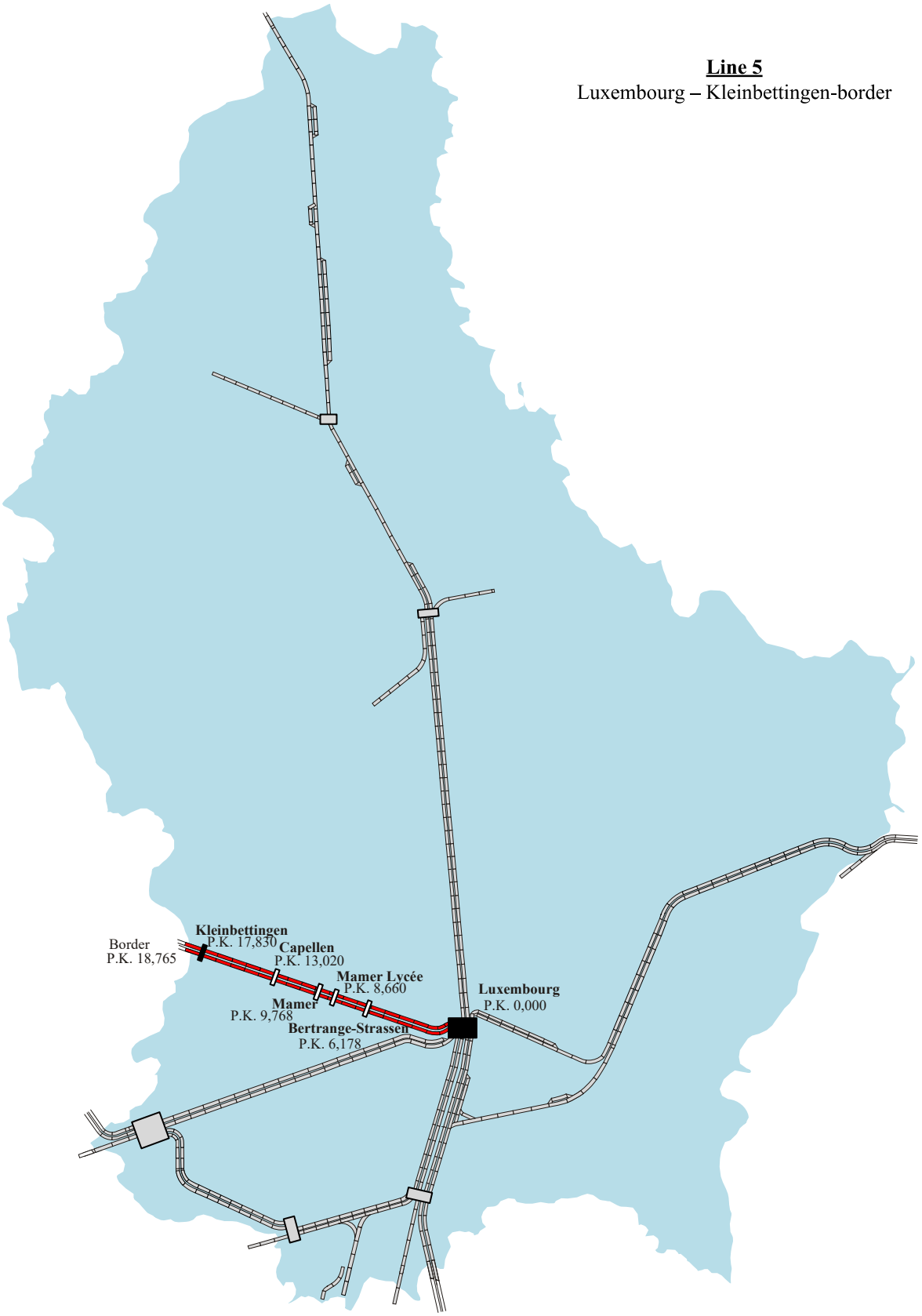
LUXEMBOURG – BERCHEM – OETRANGE

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Luxembourg | N 49° 35’ 59” E 6° 8’ 5” | 10 | G | x | 60 | 0 | 1 | 700 |
| 1,3 | 1,3 | Luxembourg-triage | N 49° 35’ 26” E 6° 8’ 2” | 0 | F, G | x | | | 6 | |
| 1,3 | 2,6 | Howald | N 49° 34’ 52” E 6° 07’ 57” | 4 | | | | 6 | 0 | 1200 |
| 3,7 | 6,3 | Berchem | N 49° 33’ 28” E 6° 9’ 21” | 0 | | | 120 | | | |
| | | | | | | | 80 | | | |
| 5,1 | 11,4 | Syren | N 49° 34’11” E 6° 13’ 15” | 0 | | | 90 | 10 | | 1000 |
| 4,8 | 16,2 | Oetrange | N 49° 36’ 10” E 6° 15’ 29” | 1 | G | x | | | | |

**Line 5**

Luxembourg – Kleinbettingen-border



# Line 5

LUXEMBOURG – KLEINBETTINGEN-BORDER

**General Information:**

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Distance** | |
| | Luxembourg – Kleinbettingen-border | 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | between 40 and 130 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | 380 mm (except Luxembourg: 760 mm; Kleinbettingen: 550 mm) |
| 2.3.8 | Maximum train lenght | 750 m [tractable engin(s) included] |
| | Minimum curve radius | Gare Luxembourg p.k. 0 – 1,200:<br>190,000 m (p.k. 0,3 – 0,5)<br>256,000 m (p.k. 0,6)<br>p.k. 1,200 – 17,000<br>850,790 m (p.k. 7,9)<br>746,250 m (p.k. 10,1)<br>500,000 m (BS various locations)<br>p.k. 17,000 – Kleinbettingen – platform – Kleinbettingen/ frt:<br>782,000 m (p.k. 17,2)<br>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 operations |
| | Normal traveling direction | On the left |
| | Trafic information system - Regulation | none |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 V200 STI |
| | Catenary height | 6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.) |
| | Application pressure (pantograph) | Fs min. 70 N , Fa max. 200 N |
| | Refueling points Type of fuel<br>Type(s) de carburant | Luxembourg (Storage Center) –<br>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 | none |

# Line 5

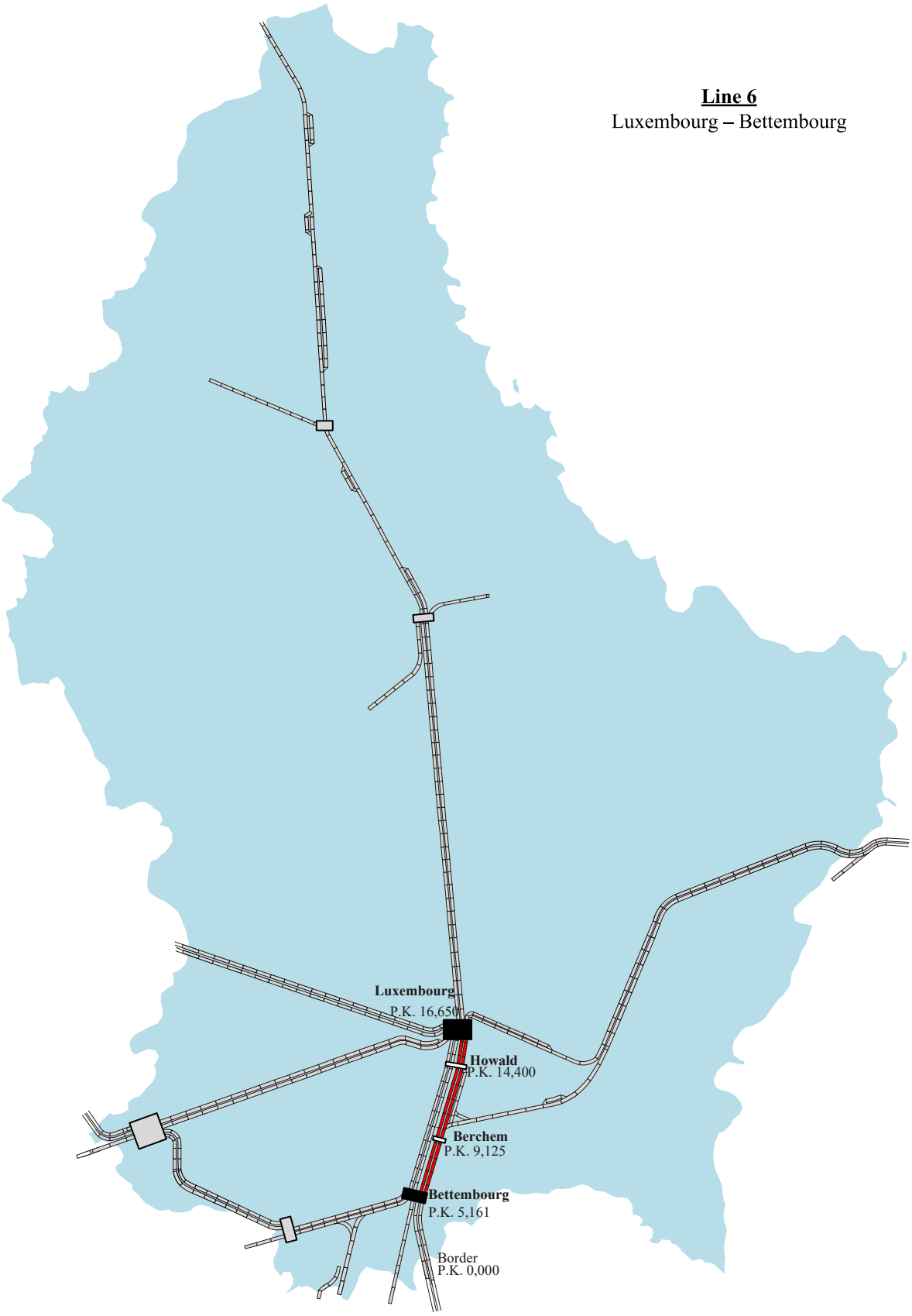
LUXEMBOURG – KLEINBETINGEN-BORDER

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Luxembourg*** | N 49° 35’ 59” E 6° 8’ 5” | 8 | F, S | x | 60 | 3**/0* | 1**/1* | 700 |
| 1,4 | 1,4 | Luxembourg-Hollerich | N 49° 35’ 44” E 6° 7’ 12” | 0 | | | | | | |
| 4,8 | 6,2 | Bertrange - Strassen | N 49° 36’ 45” E 6° 3’ 39” | 4 | S | | | | | |
| 2,5 | 8,7 | Mamer Lycée | N 49° 37’ 32” E 6° 1’ 47” | 2 | | | | | | |
| 1,1 | 9,8 | Mamer | N 49° 37’32” E 6° 1’ 12” | 2 | | | 130 | 5 | 0 | 1200 |
| 3,2 | 13 | Capellen | N 49° 38’ 37” E 5° 58’ 56” | 2 | | | | | | |
| 4,8 | 17,8 | Kleinbettingen | N 49°38' 37" E 5° 54' 58" | 3 | S | x | | | | |
| 0,9 | 18,8 | Kleinbettingen -border | N 49°38' 37" E 5° 54' 15" | 0 | | | | | | |

* en provenance de Luxembourg-Triage
** en provenance de Luxembourg-Voyageurs
*** Luxembourg-Voyageurs and Luxembourg-Triage (distance Luxembourg-Triage - Luxembourg-Hollerich :1,3 km)

**Line 6**
Luxembourg – Bettembourg



# Line 6

LUXEMBOURG – BETTEMBOURG

**General Information:**

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Distance** | |
| | Luxembourg – Bettembourg | 11,5 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | between 60 and 120 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | Luxembourg: 760 mm; Howald: 550 mm;<br>Berchem: 380mm; Bettembourg: 380mm |
| 2.3.8 | Maximum train lenght | 850 m [tractable engin(s) included] |
| | Minimum curve radius | Bettembourg/quais p.k. 5,200 – Bc/N – bifurcation Oetrange:<br>500,000 (p.k. 5,5)<br>771,000 (p.k. 8,85)<br>760,000 m (p.k. 9,76–10,12)<br>Bifurcation Oetrange – Lt p.k. 15,460:<br>550,000 m (p.k. 15,08)<br>Lt p.k. 15,460 – Luxembourg/Gare Centrale:<br>190,000 m (p.k. 16,3) |
| | **Exploitation** | |
| | Opening | 7j/7j, 24h/24h |
| | 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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Telecommunications** | |
| | Ground-train radio link | GSM-R |
| | Track - responsible managing posts | track telephone 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 |
| | Refueling points Type of fuel<br>Type(s) de carburant | Luxembourg (Storage Center) –<br>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 |
| | **Various** | |
| | Dock infrastructure | none |

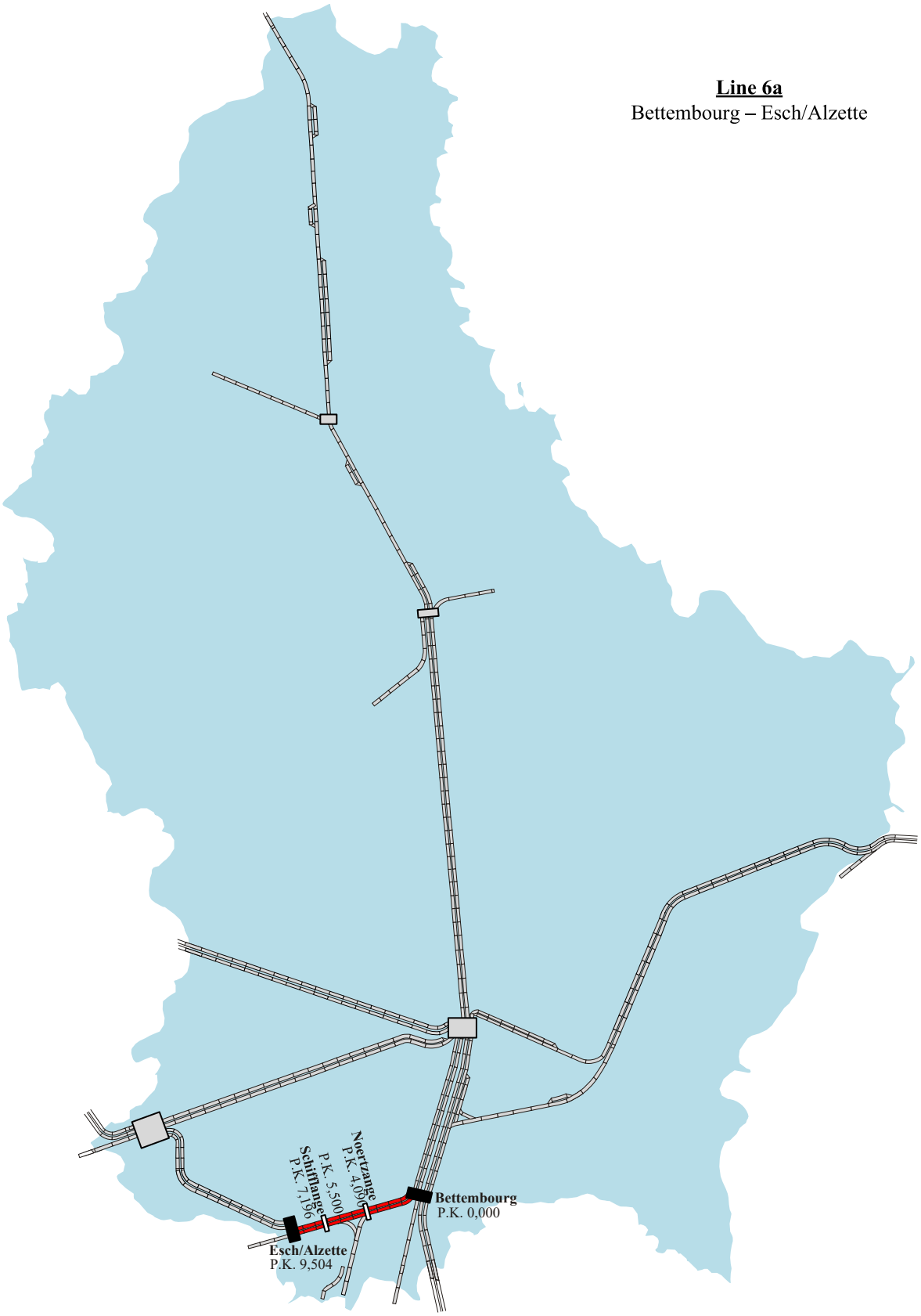
# Line 6

LUXEMBOURG – BETTEMBOURG

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Luxembourg | N 49° 35’ 59” E 6° 8’ 5” | 11 | F, S | x | 60 | 0 | 6 | 1200 |
| 2,2 | 2,2 | Luxembourg-Howald | N 49° 34’ 52” E 6° 0’ 57” | 4 | | | 120 | | | |
| 4,9 | 7,5 | Berchem | N 49° 32’ 33” E 6° 8’ 1” | 2 | | | | 1 | 2 | |
| 3,9 | 11,4 | Bettembourg-voyageurs | N 49° 30’ 58” E 6° 6’ 4” | 3 | | | 60 | | | |
| 2,7 | 14,1 | Bettembourg-marchandises | N 49° 29’34” E 6° 6’ 35” | 0 | | | | 9 | 5 | 700 |

**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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | 100 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | 380 mm (except Noertzange and Schifflange : 550 mm) |
| 2.3.8 | Maximum train lenght | 850 m [tractable engin(s) included] |
| | Minimum curve radius | p.k. 0 – 0,800: Bettembourg, v7: 198,000 m (p.k. 0,3)<br>Bettembourg, vp: 209,000 m (p.k. 0,3)<br>p.k. 0,800 – Noertzange p.k. 4,100:<br>488,750m (p.k. 3,8)<br>Noertzange p.k. 4,100 – Esch/Alzette platform p.k. 9,500:<br>490,000 m (p.k. 5,7)<br>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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Telecommunications** | |
| | Ground-train radio link | GSM-R |
| | Track - responsible managing posts | track telephone 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 |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

# 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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Bettembourg-voyageurs | N 49° 30’ 58” E 6° 6’ 4” | 2 | | x | 100 | 4 | 9 | 1000 |
| 0,8 | 0,8 | Bettembourg-W | N 49° 30’ 52” E 6° 5’ 37” | | | | | | | |
| 3,3 | 4,1 | Noertzange | N 49° 30’ 29” E 6° 3’ 3” | 2 | | | | 3 | 7 | |
| 1,4 | 5,5 | Scheuerbusch | N 49° 30’ 38” E 6° 1’ 54” | 0 | | | | | | |
| 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 | | | | |
| | | Bettembourg-M | N 49° 29’ 38” E 6° 6’ 32” | | F, IM, S | x | 60 | | | 1000 |
| 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | 80 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | 380 mm |
| 2.3.8 | Maximum train lenght | 340 m [tractable engin(s) included] |
| | Minimum curve radius | 190,000m |
| | **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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

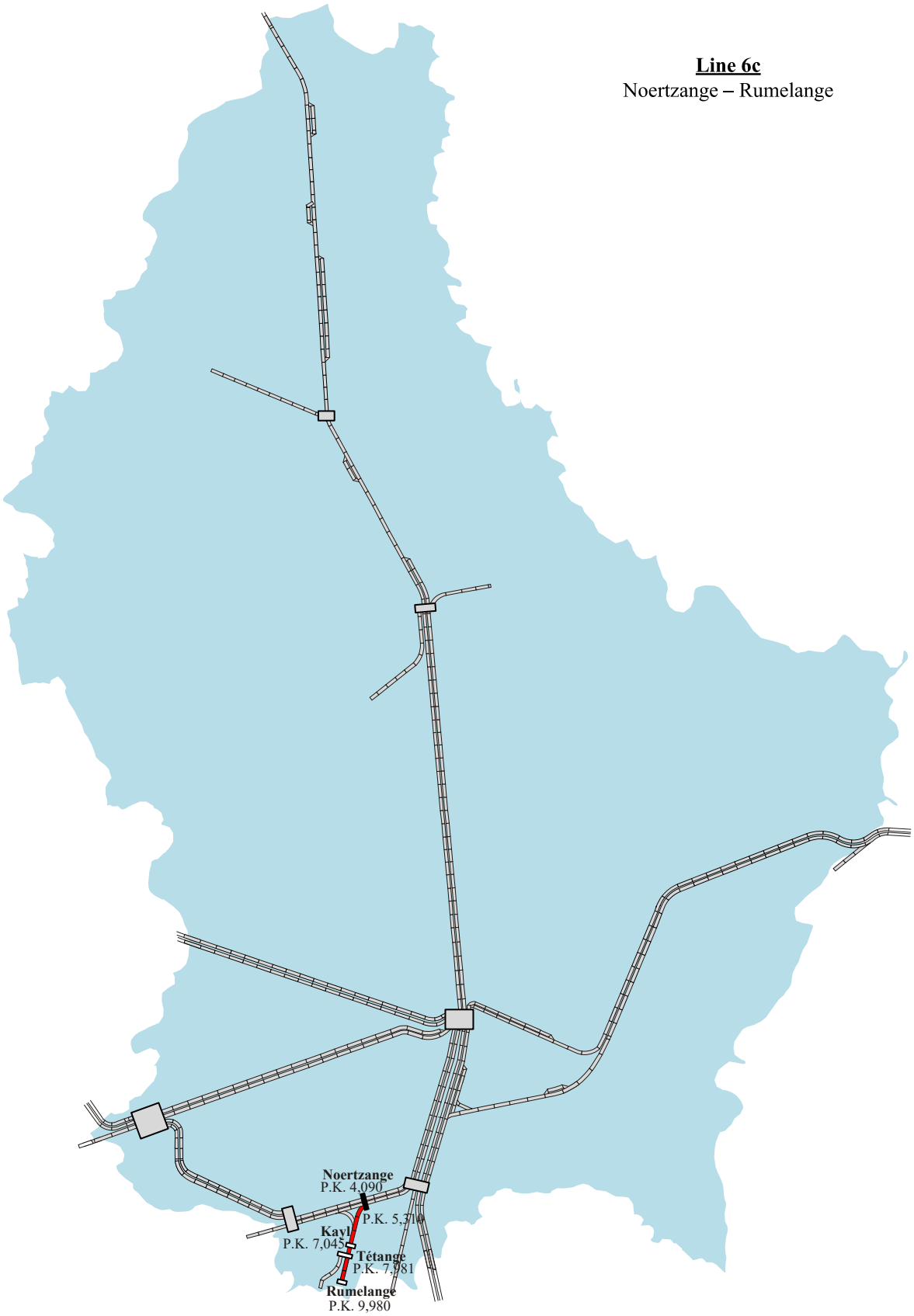
# Line 6b

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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Bettembourg-voyageurs | N 49° 30’ 58’’ E 6° 6’ 4’’ | 3 | | x | 80 | 1 | 9 | 700 |
| 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’’ E 6° 4’ 58’’ | 1 | | | 50 | | | |
| 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 | | | | | | |

* on french territory


Line 6c
Noertzange – Rumelange
Noertzange
P.K. 4,090
P.K. 5,310
Kayl
P.K. 7,045
Tétange
P.K. 7,981
Rumelange
P.K. 9,980

# 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | 75 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | 380 mm (sauf Kayl: 760 mm; Noertzange: 550 mm) |
| 2.3.8 | Maximum train lenght | 510 m [tractable engin(s) included] until Tétange<br>244 m [tractable engin(s) included] until Rumelange |
| | Minimum curve radius | Noertzange platform v3: 325,000 m<br>Noertzange v4 platform/single track: 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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Telecommunications** | |
| | Ground-train radio link | GSM-R |
| | Track - responsible managing posts | track telephone 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 |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

# Line 6c

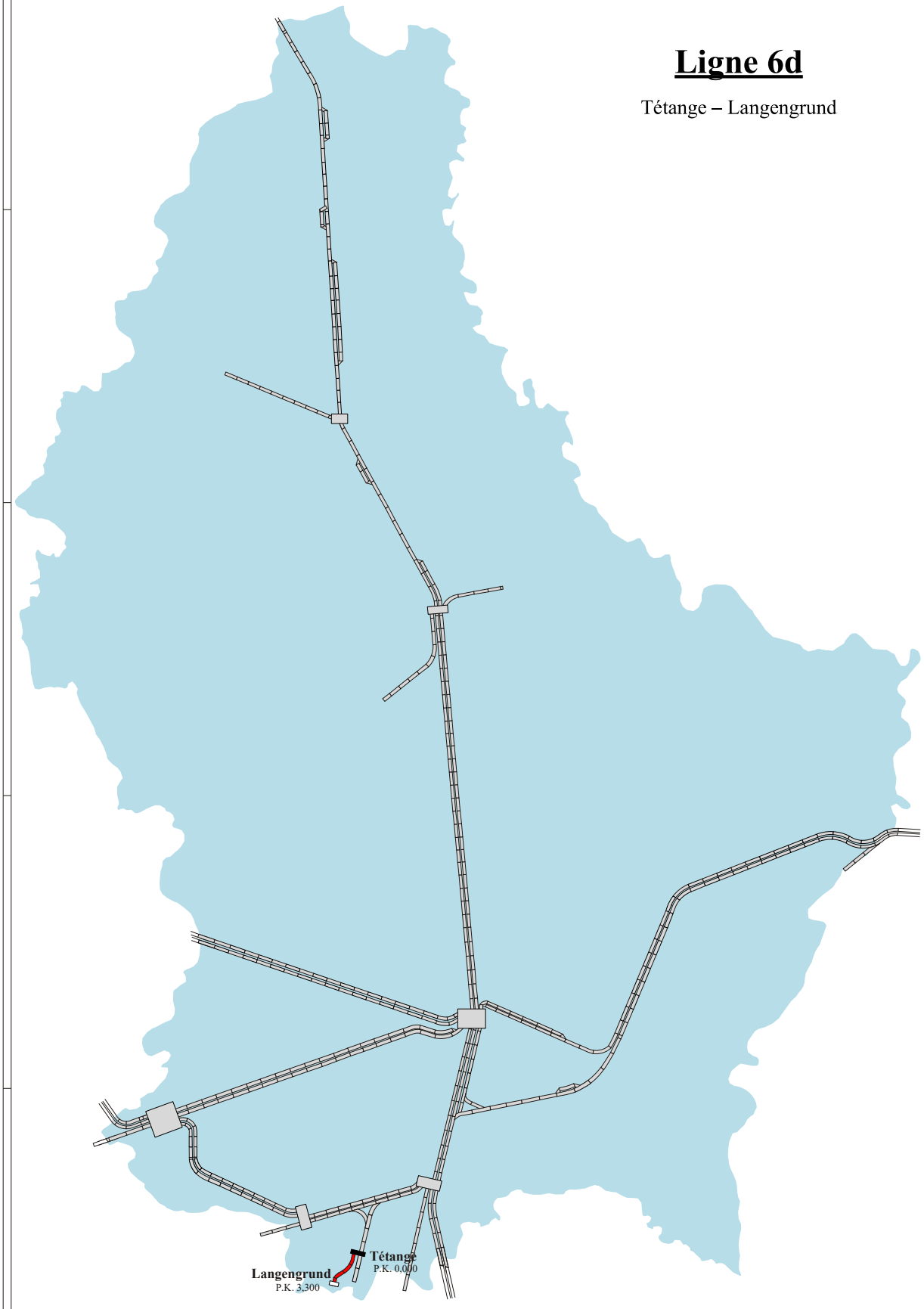
NOERTZANGE – RUMELANGE

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Noertzange | N 49° 30’ 29” E 6° 03’ 03” | 3 | | | 75 | 1 | 10 | 700 |
| 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 | | | | |
| 2,0 | 5,9 | Rumelange | N 49° 27’ 36” E 6° 1’ 57” | 1 | | x | | 2 | 4 | |

# Ligne 6d

Tétange – Langengrund



# Line 6d

TÉTANGE – LANGENGRUND

**General Information:**

| Chapter DRR | 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | 40 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | / |
| | Platform height | / |
| 2.3.8 | Maximum train lenght | 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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 avant 85 |
| | Catenary height | 6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.) |
| | Application pressure (pantograph) | Fs min. 70 N , Fa max. 200 N |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

# Line 6d

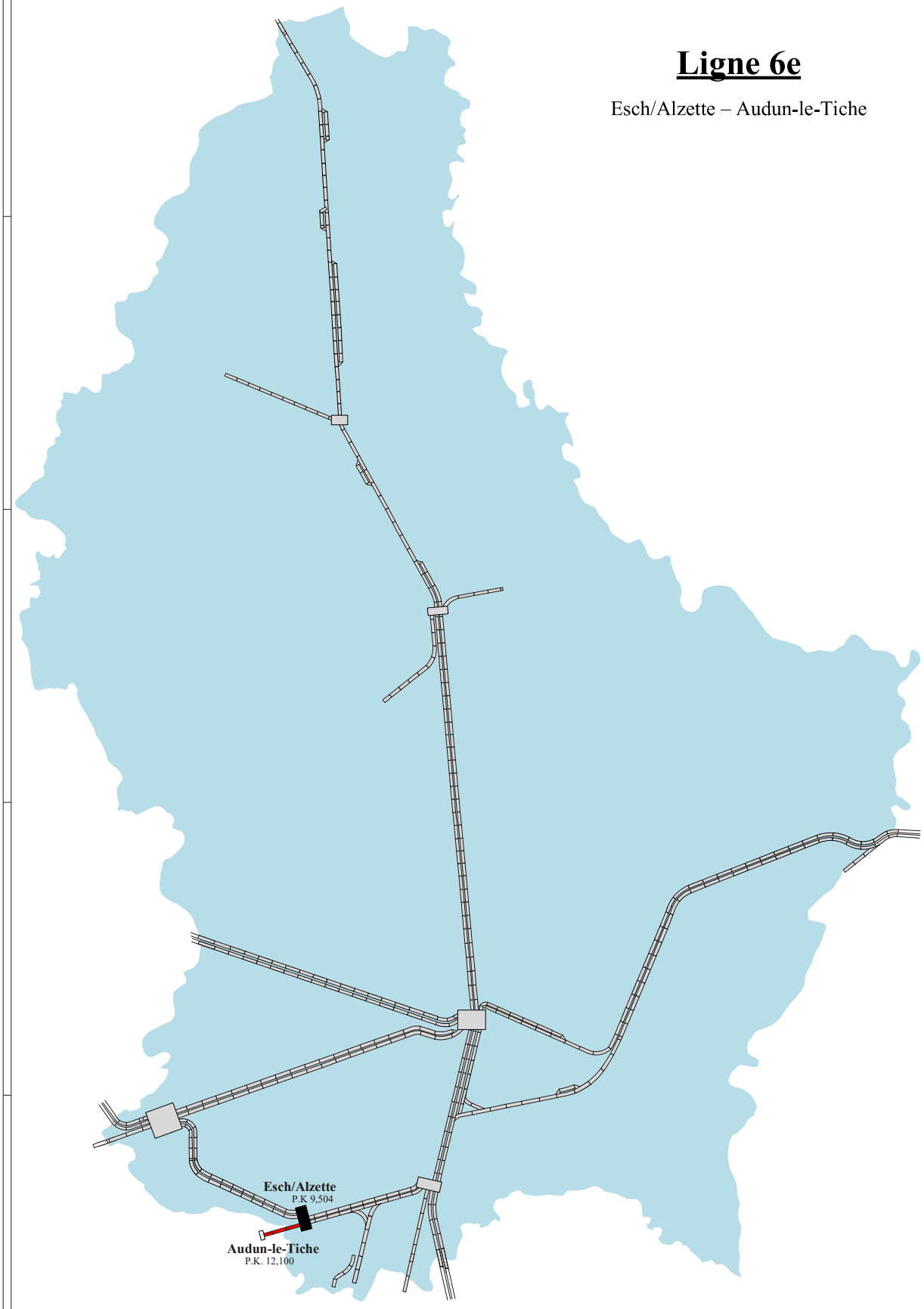
TÉTANGE – LANGENGRUND

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character-istic slope mm/m | Character-istic ramp mm/m | Stopping distance m |
| | 0 | Tétange | N 49° 28’ 38” E 6° 2’ 5” | 0 | G | x | 40 | 1 | 21 | 400 |
| 3,3 | 3,3 | Langengrund | N 49° 27’ 56” E 6° 0’ 36” | 0 | | x | | | | |

# Ligne 6e

Esch/Alzette – Audun-le-Tiche



# Line 6e

ESCH/ALZETTE – AUDUN-LE-TICHE

**General 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | 40 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | 380 mm |
| 2.3.8 | Maximum train lenght | 850 m [tractable engin(s) included] |
| | Minimum curve radius | 330,000 m |
| | **Exploitation** | |
| | Opening | 7j/7j, 24h/24h |
| | 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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | signalisation au sol,<br>signalisation CFL suivant RGE Livre 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 AC 25 kV at 50 Hz |
| | Catenary type | Type SNCF avant 85 |
| | Catenary height | 6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.) |
| | Application pressure (pantograph) | Fs min. 70 N , Fa max. 200 N |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

# Line 6e

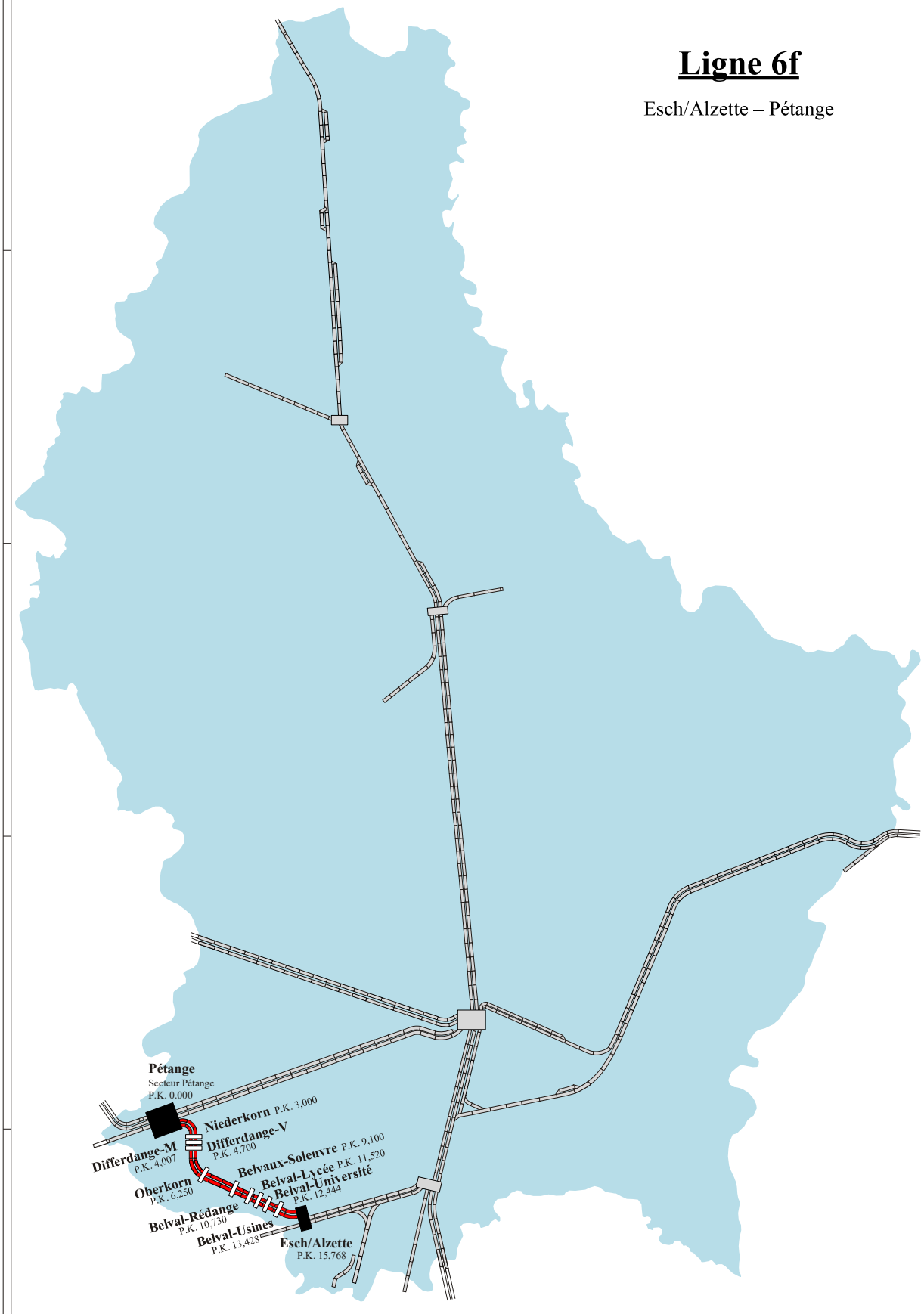
ESCH/ALZETTE – AUDUN-LE-TICHE

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Esch/Alzette | N 49° 28’ 38” E 5° 59’ 8” | 1 | S | x | 40 | 4 | 5 | 400 |
| 2,7 | 2,7 | Audun-le-Tiche | N 49° 28’ 42” E 5° 57’ 29” | 1 | | | | | | |

# Ligne 6f

Esch/Alzette – Pétange



# Line 6f

ESCH/ALZETTE – PÉTANGE

**General Information:**

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Distance** | |
| | Esch/Alzette – Pétange<br>Sect. Pétange – sect. Rodange | 15,7 km<br>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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | 90 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | 380 mm (except Oberkorn and Rodange : 550 mm) |
| 2.3.8 | Maximum train lenght | 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 technique (RGE) |
| | Type of operations | dual track signalled for 2 ways operation |
| | Normal traveling direction | On the right |
| | Trafic information system - Regulation | none |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 avant 85 |
| | Catenary height | 6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.) |
| | Application pressure (pantograph) | Fs min. 70 N , Fa max. 200 N |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

# Line 6f

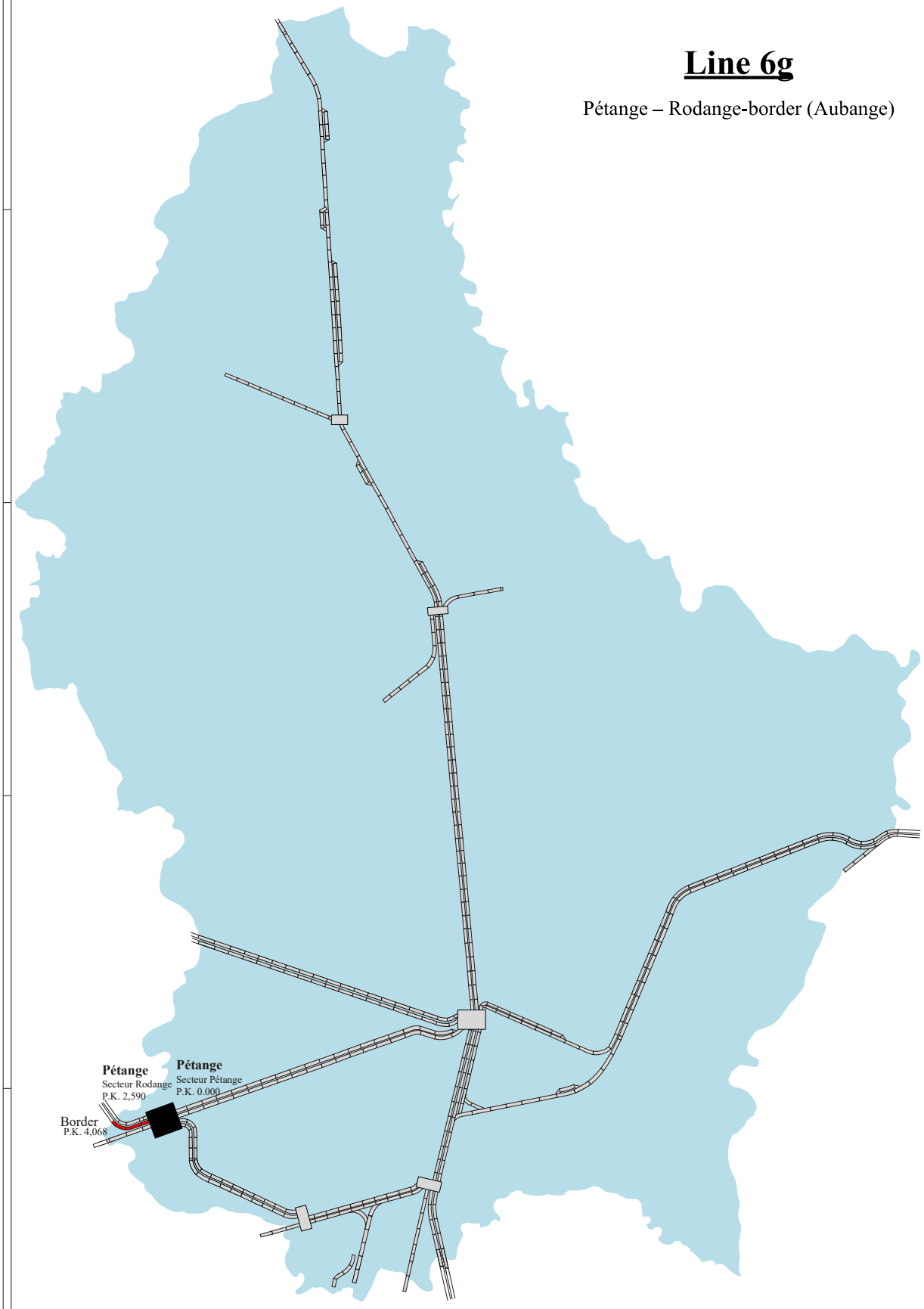
ESCH/ALZETTE – PÉTANGE

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Esch/Alzette | N 49° 29’ 38” E 5° 59’ 8” | 3 | F, S | x | 90 | 4 | 5 | 1000 |
| 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 | | | | 16 | 16 | |
| 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 | | | | | | |
| 3,0 | 9,6 | Oberkorn | N 49° 30’ 37” E 5° 53’ 28” | 2 | | | | | | |
| 1,45 | 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 | 100 | 15 | 0 | 700 |
| 1,3 | 17,0 | Lamedelaine | N 49° 33’12’ E 5° 51’ 39” | 2 | | | | | | |
| 1,3 | 18,3 | Pétange (sect. Rodange) | N 49° 33’ 4” E 5° 50’ 36” | 5 | S | x | | | | |

# Line 6g

Pétange – Rodange-border (Aubange)



# Line 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | between 70 and 100 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | 380 mm (except Rodange : 550 mm) |
| 2.3.8 | Maximum train lenght | 850 m [tractable engin(s) included] |
| | Minimum curve radius | p.k. 0,0 – 3,000: 500,000 m<br>p.k. 3,000 – Rodange/frt (Aubange): 295,000 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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 AC 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 |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

# Line 6g

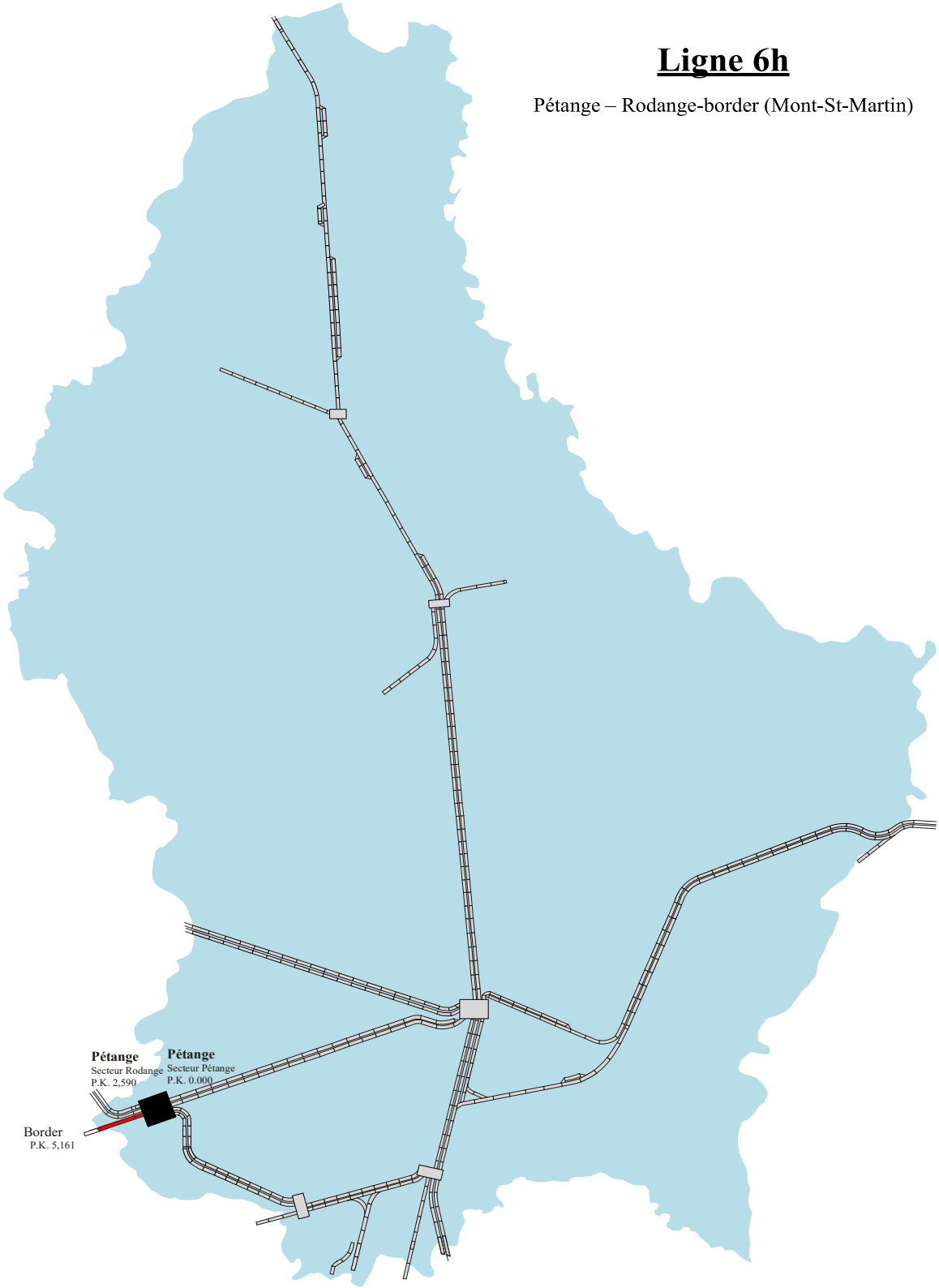
PÉTANGE – RODANGE-BORDER (AUBANGE)

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Pétange (sect. Pétange) | N 49° 33'14" E 5° 52' 43" | 3 | F, S | x | 100 | 14 | 0 | 700 |
| 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 | | | | |
| 1,5 | 4,1 | Rodange-frontière | N 49° 33' 7" E 5° 49' 29" | 0 | | | 70 | 5 | | |

# Ligne 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | 100 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | 380 mm (sauf Rodange : 550 mm) |
| 2.3.8 | Maximum train lenght | 850 m [tractable engin(s) included] |
| | Minimum curve radius | p.k. 0,0 – 3,000: 500,000 m<br>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 technique (RGE) |
| | Type of operations | Single track |
| | Normal traveling direction | / |
| | Trafic information system - Regulation | none |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 AC 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 |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

# Line 6h

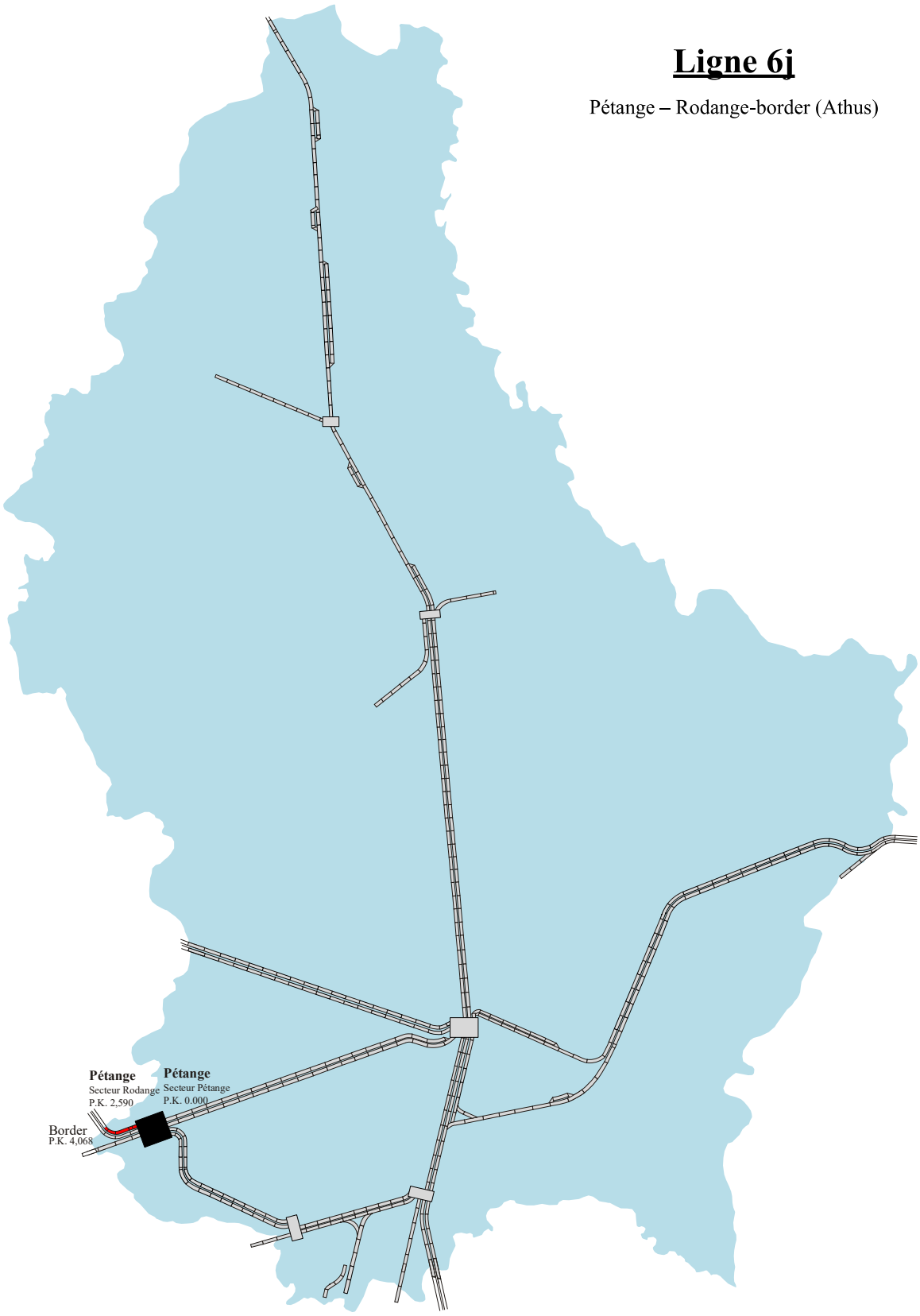
PÉTANGE – RODANGE-BORDER (MONT ST. MARTIN)

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Pétange (sect. Pétange) | N 49° 33' 14'' E 5° 52' 43'' | 3 | F, S | x | 100 | 14 | 0 | 700 |
| 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 | | 7 | | |
| 2,6 | 5,2 | Rodange-frontière | N 49° 32' 35'' E 5° 48' 37'' | 0 | | | | | | |

# Ligne 6j

Pétange – Rodange-border (Athus)




Edition du 19 août 2025 / Dressé GI-PT

# 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | between 70 and 100 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | 380 mm (except Rodange : 550 mm) |
| 2.3.8 | Maximum train lenght | 850 m [tractable engin(s) included] |
| | Minimum curve radius | p.k. 0,0 – 3,000: 500,000 m<br>p.k. 3,000 – Rodange/frt (Athus): 291,250 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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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, Track telephone 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 |
| | Catenary height | 6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.) |
| | Application pressure (pantograph) | Fs min. 70 N , Fa max. 200 N |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

# Line 6j

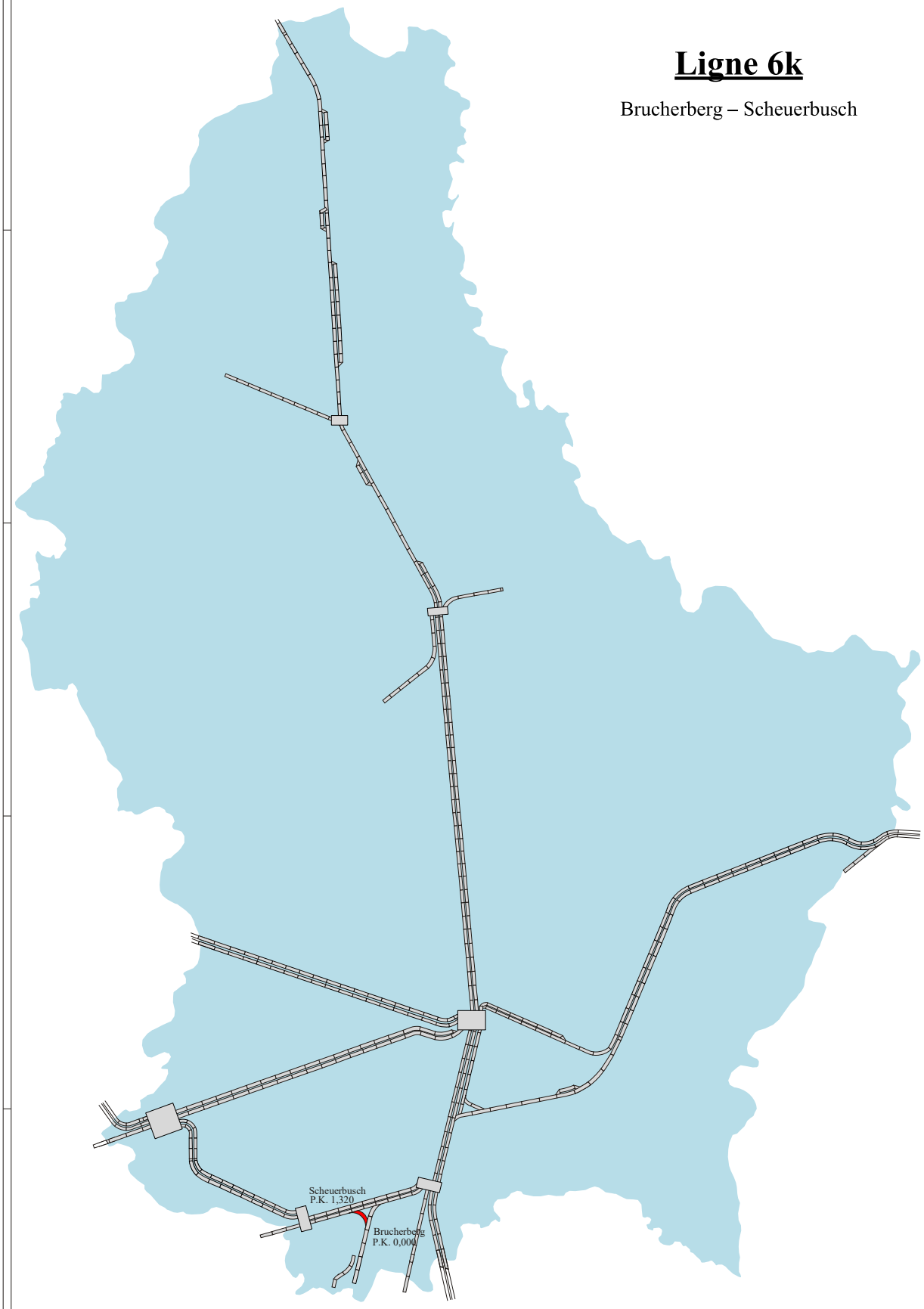
PÉTANGE – RODANGE-BORDER (ATHUS)

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/m | Character - istic ramp mm/m | Stopping distance m |
| | 0 | Pétange (sect. Pétange) | N 49° 33’ 14” E 5° 52’ 43” | 3 | F, S | x | 100 | 14 | 0 | 700 |
| 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 | | | | |
| 1,5 | 4,1 | Rodange-border | N 49° 33’ 7” E 5° 49’ 29” | 0 | | | 70 | 5 | | |

# Ligne 6k

Brucherberg – Scheuerbusch



# Line 6k

BRUCHERBERG – SCHEUERBUSCH

**General Information:**

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Distance** | |
| | Bruchenberg – 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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | 60 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | / |
| | Platform height | / |
| 2.3.8 | Maximum train lenght | 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 |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | Ground signalling,<br>CFL signalling according to RGE book 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 AC 25 kV at 50 Hz |
| | Catenary type | type SNCF avant 85 |
| | Catenary height | 6200 mm (max.) - 5500 mm (norm.) - 4920 mm (min.) |
| | Application pressure (pantograph) | Fs min. 70 N , Fa max. 200 N |
| | Refueling points Type of fuel<br>Type(s) de carburant | none |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

# Line 6k

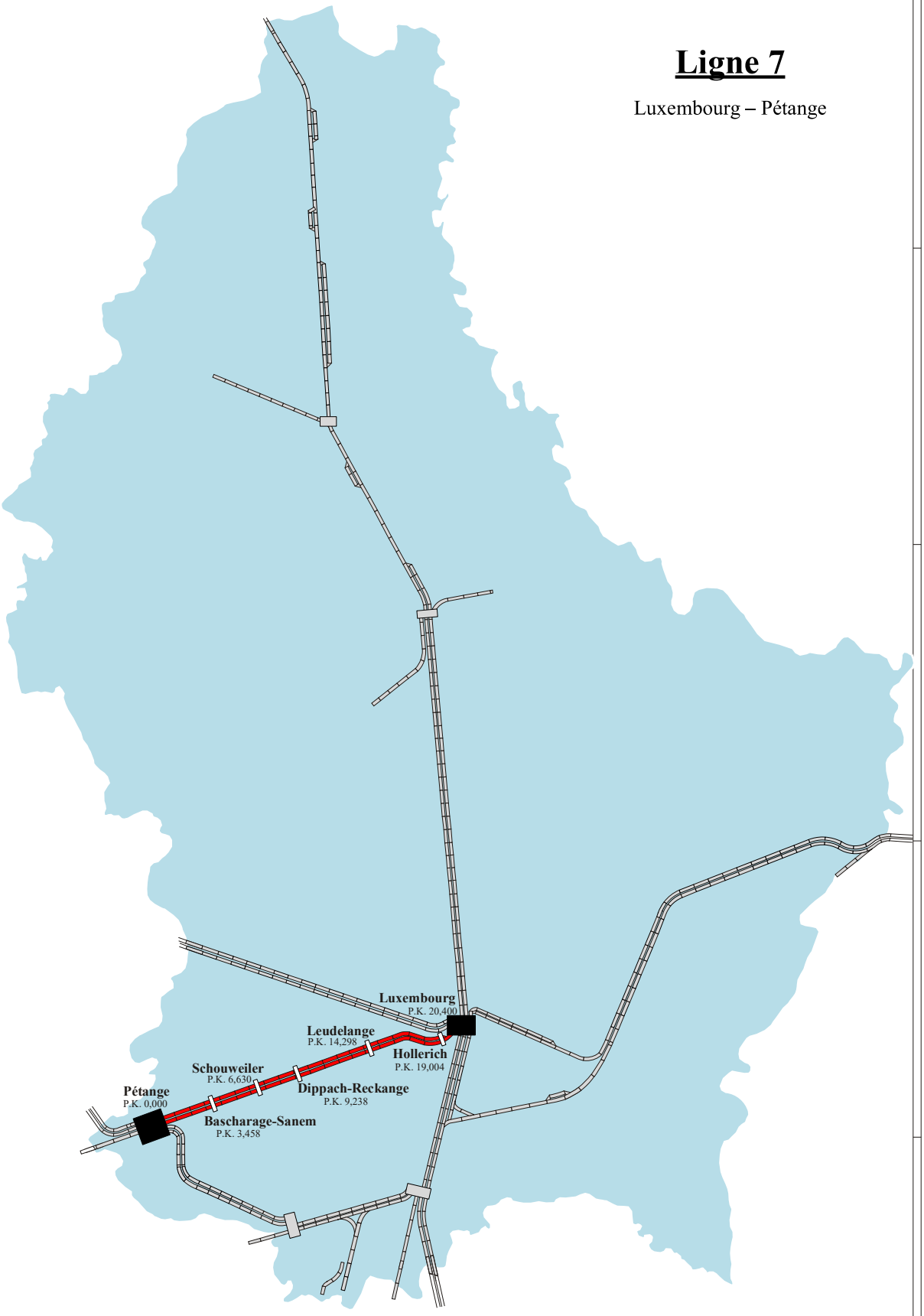
BRUCHERBERG – SCHEUERBUSCH

**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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character - istic slope mm/ m | Character - istic ramp mm/ m | Stopping distance m |
| | 0 | Brucherberg | N 49° 30’ 3” E 6° 2’ 19” | 0 | | | 60 | 4 | 5 | 700 |
| 1,3 | 1,3 | Scheuerbusch | N 49° 30’ 38” E 6° 1’ 54” | 0 | | | | | | |

# Ligne 7

Luxembourg – Pétange



# Line 7

LUXEMBOURG – PÉTANGE

**General Information:**

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Distance** | |
| | Luxembourg - Pétange<br>Sect. Pétange – sect. Rodange | 20,4 km<br>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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | between 40 and 140 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | none |
| | Platform lenght | variable |
| | Platform height | 380 mm (except Luxembourg: 760 mm and Rodange: 550 mm |
| 2.3.8 | Maximum train lenght | 850 m [tractable engin(s) included] |
| | Minimum curve radius | p.k. 0,0 – Dippach-Reckange p.k. 9,300:<br>500,000 m (BS various emplacements)<br>883,700 m (p.k. 4,3)<br>300,00 m (liaison BS 728 + 729)<br>Dippach-Reckange p.k. 9,300 – Hollerich p.k. 19,100:<br>497,700 m (p.k. 9,7)<br>439,522 m (p.k. 18,47)<br>500,000 m (p.k. 19,06) |
| | **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 operations |
| | Normal traveling direction | on the right |
| | Trafic information system - Regulation | none |
| | Véhicule localizing system | none |
| 2.3.10 | **Signalisation and Safety** | |
| | Signalisation | signalisation au sol,<br>signalisation CFL suivant RGE Livre 2 |
| 2.3.13 | Automatic stopping control system | ETCS L1 |
| | Safety installations | Electric commands and controls |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 and speakers |
| 2.3.9 | **Traction Energy** | |
| | System | catenary supplied with AC 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 |
| | Refueling points Type of fuel<br>Type(s) de carburant | Luxembourg (Centre de Remisage) –<br>Gasoil rail suivant NBN T 52-716 – coloration rouge |
| | Preheating supply | none |
| | **Commercial department for passengers** | |
| | Facilities and services | https://www.cfl.lu/fr-fr/network |
| | **Various** | |
| | Dock infrastructure | none |

# Line 7

LUXEMBOURG – PÉTANGE

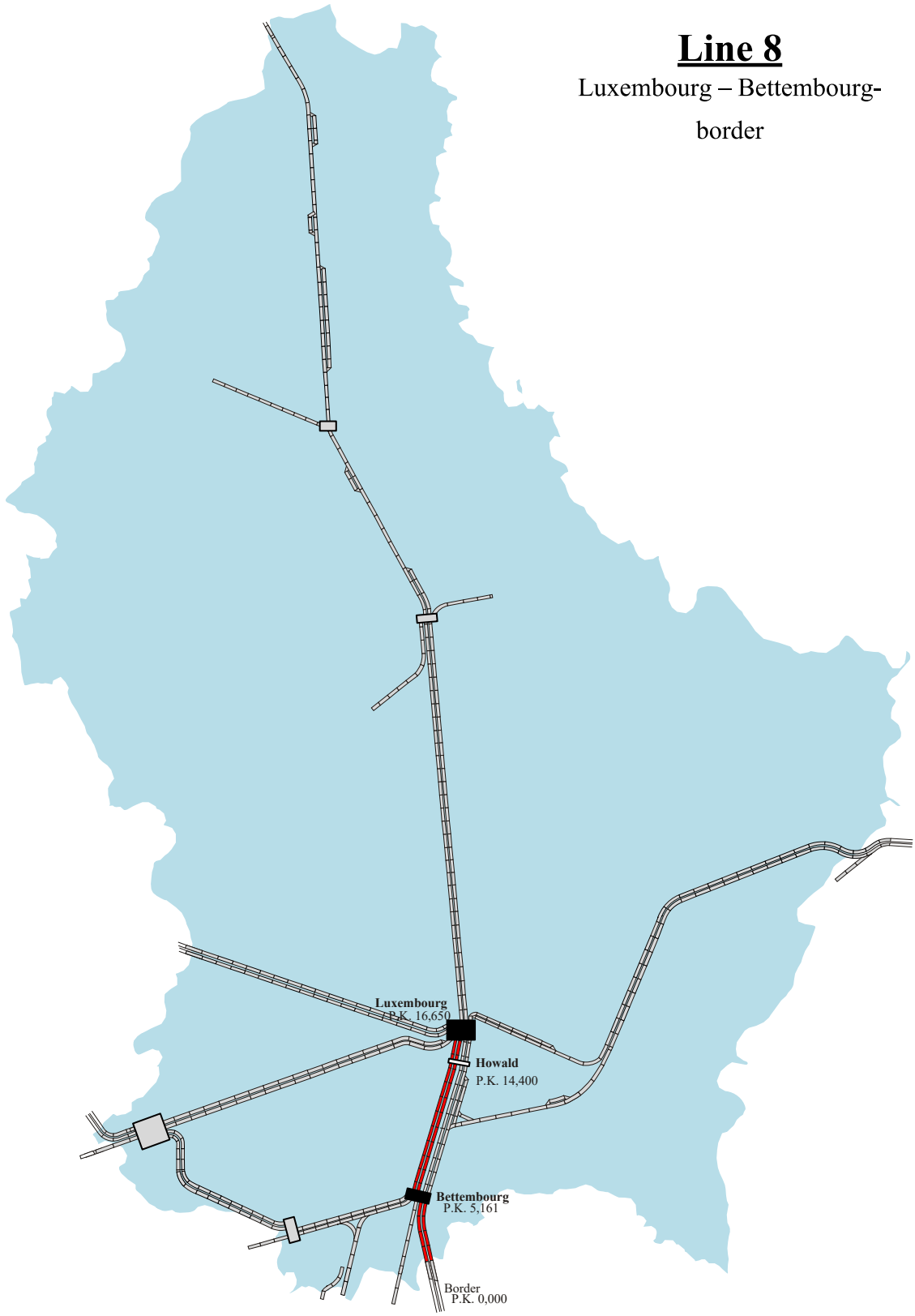
**Detailed information**

| Chapter DRR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 2.3.3 | | | | | / | / | 2.3.7 | 2.3.6 | | / |
| 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Distance km | | Location | Geographical Situation WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Characte r- istic slope mm/m | Characte r- istic ramp mm/m | Stopping distance m |
| | 0 | Luxembourg | N 49° 35' 59" E 6° 8' 5" | 5 | | x | 60 | 1 / 0* | 0 / 1* | 700 |
| 1,4 | 1,4 | Luxembourg (sect. Hollerich) | N 49° 35' 44" E 6° 7' 14" | 2 | | | | | | |
| 4,7 | 6,1 | Leudelange | N 49° 35' 13" E 6° 3' 29" | 2 | | | 140 | 11 | 11 | 1200 |
| 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 |
| 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)

# Line 8

Luxembourg – Bettembourg-border



# Line 8

LUXEMBOURG – BETTEMBOURG-BORDER

**General Information:**

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **Distance** | |
| | Luxembourg – Bettembourg-border | 15,2km |
| | **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 | Must be calculated and monitored by the railway undertakings |
| | Line and section speed limit | between 60 and 140 km/h |
| 2.3.2 | Track gauges | 1435 mm (standard gauge) |
| | Tunnels | 2, without restrictions |
| | Platform lenght | various |
| | Platform height | Luxembourg: 760 mm; Howald: 550 mm; Bettembourg 380 mm |
| 2.3.8 | Maximum train lenght | 850 m [tractable engin(s) included] |
| | Minimum curve radius | Bettembourg/border – Bettembourg/triage entry p.k. 1,500:<br>974,000 m (p.k. 0,0)<br>500,000 m (p.k. 1,46)<br>Bettembourg/triage entry p.k. 1,500 – Bettembourg/ platform p.k. 5,200:<br>500,000 m (p.k. 1,46 + 4,6)<br>773,120 m (p.k. 2,25)<br>777,650 m (p.k. 4,0) |
| | **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 | / |
| | Trafic information system - Regulation | none |
| | Véhicule 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 |

| Chapter DRR | Parameters | Data, values |
|---|---|---|
| | **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 AC 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 |
| | Refueling points<br>Type of fuel | Luxembourg (Storage Center) –<br>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 |
| | **Various** | |
| | Dock infrastructure | none |

# Line 8

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 WGS 84(DMS) | Number of tracks at platform | Freight Terminal (F) Intermodal (IM) holding siding (S) | Formation station | Speed limit km/h | Character-istic slope mm/m | Character-istic ramp mm/m | Stopping distance m |
| | 0 | Luxembourg | N 49° 35' 59" E 6° 8' 5" | 11 | F, S | x | 60 | 0 | 6 | 1200 |
| 2,2 | 2,2 | Howald | N 49° 34' 52" E 6° 07' 57" | 4 | | | 120 | | | |
| 2,3 | 4,5 | Kockelscheuer | N 49° 35' 13" E 6° 3' 29" | 2 | | | 140 | 6,9 | 9 | 1500 |
| 1,9 | 5,4 | Berchem - Ouest | N 49°32'43" E 6°07'11" | 2 | | | | | | |
| 5,4 | 10,8 | Bettembourg-V | N 49° 30' 58" E 6° 6' 4" | 2 | | | | | | 1200 |
| 2,7 | 13,5 | Bettembourg-M | N 49° 29' 38" E 6° 6' 32" | | F, IM, S | x | | 9 | 5 | |
| 2,5 | 15,2 | Bettembourg-frf | N 49° 28' 19" E 6° 6' 28" | 0 | | | | | | |

# Appendix 2B

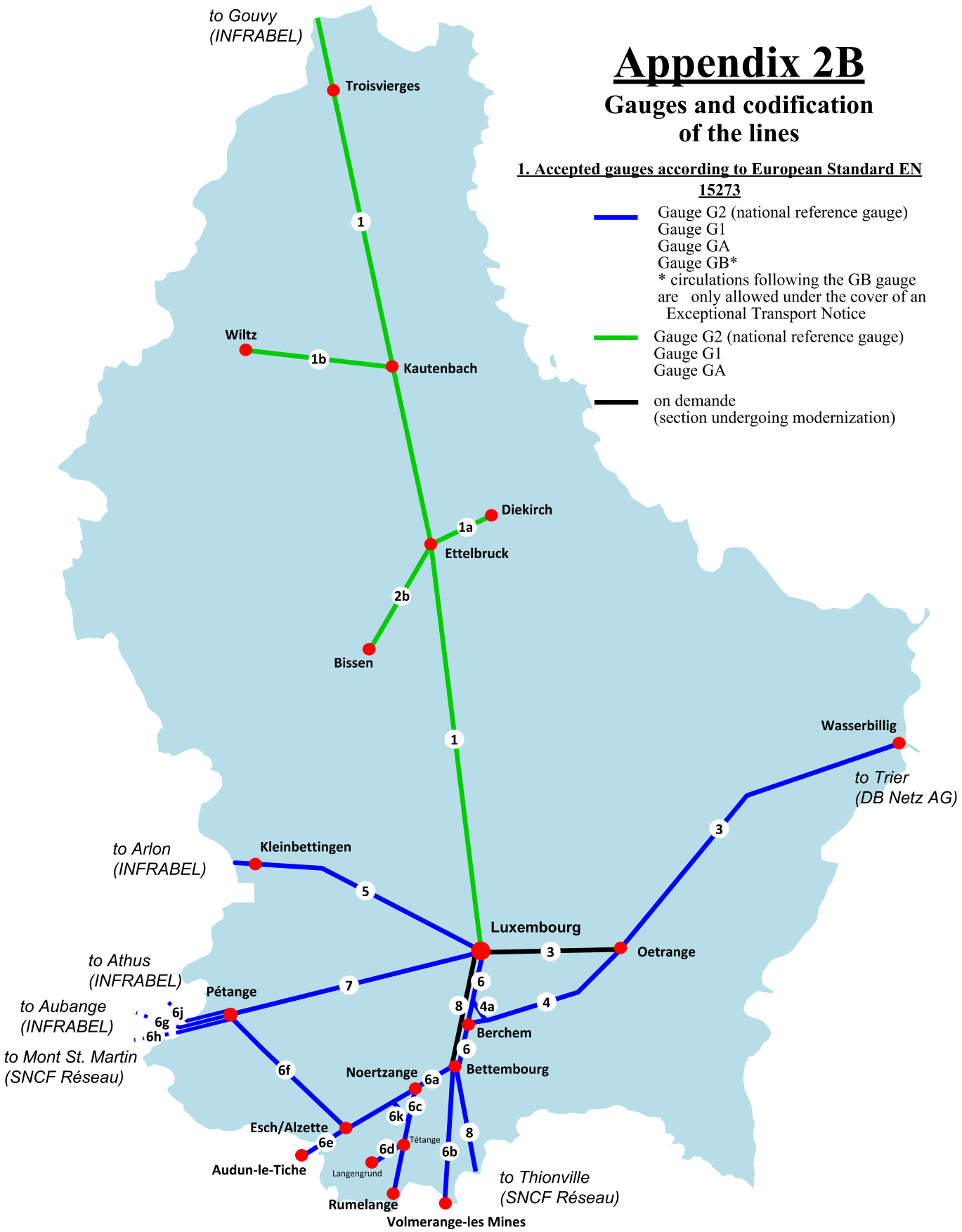
## Gauges and codification of the lines

**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 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 | Trafoverket | / | 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 |

# Appendix 2B [1]

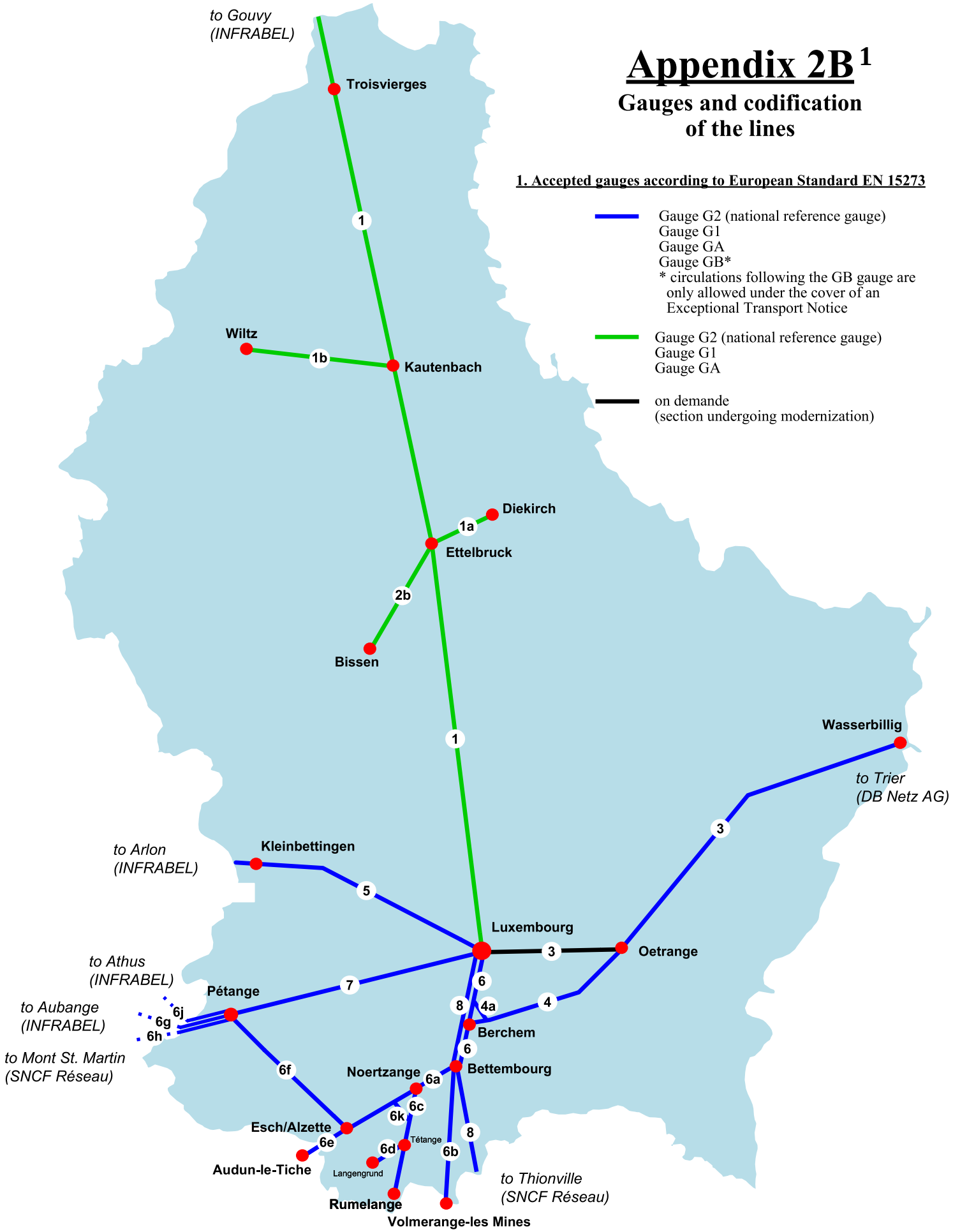
## Gauges and codification of the lines

**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 [2]

## 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.

# Annex 2C: 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 InfraGO | | 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 |

# Appendix 3A: TIMETABLE AND DOCUMENTS PUBLISHED BY ACF

## 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.

Depending on the needs, the timetables are made available to the IM and the RU in digital form, and upon request in PDF format.

## GOAL AND IMPORTANCE OF THE WORKING TIMETABLE

The establishment of the working timetable provides an opportunity to negotiate in the event of conflicts. This allows the allocation body to establish a timetable which responds to the needs of the infrastructure users.

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

To run a train, paths must respect the following conditions:

- compulsory and heavily interrelated.
- commercial conditions asked by the client ordering the path.

Train paths are constructed according to the following conditions:

- The composition index (profile) which defines the maximum speed and the braking conditions of the train,
- The gradient profile and the curves of the track,
- The 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.

## THE LOAD OF TRAINS

The normal load of a train is the load hauled indicated in the path request and used for the construction of the timetable.
The real load of a train is the load hauled when running in operation.

## STOPS

Two kinds of stops exist:

<u>Not foreseen stops due to:</u>

- operational reasons

Foreseen stops in the 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 locations.

## 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.

## RUNTIME CALCULATION

The runtime is recalculated each time using the physical characteristics of the train and the infrastructure.
The infrastructure user (UI) is obliged to inform ACF about the following technical data:

- The 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.

## 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 (**Error! Reference source not found.**).

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 or Avis-Trains Court Terme.
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 CALCULATION** as well as all restrictions and special characteristics.
A consultation of interested parties, UI, IM, applicant is done according to the process calendar NS in subchapter **Error! Reference source not found.** 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.

## 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.

### A. 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 must be unique during the same calendar day.

## B. National trains

**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[1] is assigned by the ACF for requests from D-4 to D and a number from the range 620000 to 620999[2] for requests up to D-5.

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.

[1] also applies to light-running trains providing or having provided a passenger train

[2] 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 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 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 Mertert-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

## 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 :
**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**

## LIST OF ABBREVIATIONS TO BE USED FOR THE DESIGNATION OF LOCATIONS

| | |
|---|---|
| **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-O** | Berchem Ouest |
| **Bc-S** | Berchem Sud |
| **Bd** | Bürden |
| **Bi** | Bissen |

| | |
|---|---|
| **Kb** | Kleinbettingen |
| **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 (ligne 3) |

| | |
|---|---|
| **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 |
| **Bt-V** | Bettembourg-V |
| **Bt-W** | Bettembourg-Ouest |
| **Btr** | Bertrange-Strassen |
| **Bu** | Belval-Usines |
| **BUn** | Belval-Université |
| **Bz** | Betzdorf |
| **Bz-Pb** | Betzdorf Poste de block |
| **Cb** | Colmar-Berg |
| **Cp** | Capellen |
| **Cs** | Cents-Hamm |
| **Ct** | Cruchten |
| **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 |
| **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 |

| | |
|---|---|
| **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 |
| **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 |

| | |
|---|---|
| **Ig** | Igel |
| **Ka** | Kayl |

| | |
|---|---|
| **Ww** | Wilwerwiltz |
| **Wz** | Wiltz |

## TIMETABLE DOCUMENTS published by ACF

**The working timetable book (LMT)**
The LMT is a document belonging to the UI. ACF therefore provides only the basic elements in the form of digitized data, which enables the respective UI to generate its own LMT. Upon request, the LMT can also be issued directly from the timetabling software, without any additional information.

**Avis-Trains and Avis-Trains court Terme**

"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 an Ad-Hoc train,
- modifications to the timetable of 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.

## LIST OF PUBLIC HOLIDAYS FOR THE TIMETABLE PERIOD 2027

Friday, 25th of December 2026 (Christmas)
Saturday, 26th of December 2026 (Boxing Day)
Friday, 1st of January 2027 (New Year's Day)
Monday, 29th of March 2027 (Easter Monday)
Saturday, 1st of May 2027 (Mayday/ Labor Day)
Thursday, 6th of May 2027 (Ascension Day)
Sunday, 9th of May 2027 (Europe Day)
Monday, 17th of May 2027 (Whit Monday)
Wednesday, 23rd of June 2027 (National Day)
Sunday, 15th of August 2027 (Assumption Day)
Monday, 1st of November 2027 (All Saints' Day)

# Appendix 3B – Mandatory content of a path request

1) The train path requester ;
2) The contact person and their phone number;
3) The date(s) of circulation, respectively the requested characteristic;
4) The train path number (if known) (**if applicable**);
5) The requested train path profile;
6) The station of origin of the train path;
7) The destination station of the train path;
8) The desired departure or arrival time (if it is not known from the train path number);
9) The maximum allowed speed (if it is lower than the profile used);
10) The route (if more than one route is possible);
11) The intermediate stops (if they are not known by the train path number);
12) The engine(s) (type);
13) The maximum length of the train;
14) The maximum towed load of the train;
15) The name of the RU provides trains on the train path, if different from the applicant;
16) The name of the other railway undertakings for trains running in cooperation (not required for PCS requests) (**if applicable**);
17) The number of the ATE (**if applicable**).

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<br>DB Netz ;<br>SNCF Réseau; Infrabel | Exceeding the stop time | Roster planning/ re-rostering | Delay caused by next RU<br>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<br>DB Netz ;<br>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 | |

# Appendix 3D

| 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<br>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 | |