2025 Network Statement

of ÖBB-Infrastruktur AG

Valid from
15 December 2024
Version 1.6

ÖBB-Infrastruktur AG
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Version control

Amendments to the original document version

Version	Date	Section	Description of changes
0.1	25.07.2023	-	Draft, initial version, coordination
1.0	07.12.2023	-	Initial version
1.1	29.03.2024	2.2.2 2.3.12.1 2.5.2 7.3.2.3	Integration Schiene OÖ GmbH Adaptation regarding new route sections with ETCS Level 2 and exception PZB Adaptation regarding information on special construction works on SŽ-infrastructure Update on status of procedure in NB
1.2	03.05.2024	2.3.12.4 2.5.2 5.3 5.5.7	Updated availability for electronic command Updated information on special construction works on SŽ-infrastructure Updated availability for electronic management of train movements Updated availability infraDOAS
1.3	04.05.2024	2.5.2 4.2.1 7.3.4	Updated information on construction works plan Clarification regarding infrastructure capacity requests Integration of the service Wagon Data Interface
1.4	05.06.2024	4.2.5	Integration of NB due to procedure SCK-24-002
1.5	25.06.2024	4.2.5	Updated information of NB of SCK-24-002
1.6	16.09.2024	4.2.5	Updated information of NB of SCK-24-002

Table 1: Version control

1 General information

1.1 Introduction

As a railway infrastructure company, ÖBB-Infrastruktur AG is responsible for planning, constructing, maintaining, providing and operating a safe railway infrastructure that satisfies the needs of its users. ÖBB-Infrastruktur AG is the allocation body, charging body and service facility operator according to railway law.

The contact point at ÖBB-Infrastruktur AG for access to the ÖBB-Infrastruktur AG railway network is the Network Access business division. For more information, please see the Network Access business division website.

1.2 Purpose of the Network Statement

The Network Statement (NS) provides those authorised to apply for railway infrastructure capacity with the important administrative, technical and financial information required for the provision of rail services on the railway network.

1.3 Legal aspects

1.3.1 Legal framework

Access to the ÖBB-Infrastruktur AG railway network is in particular governed by the following laws/ordinances:

- Railway Act (Eisenbahngesetz – EisbG)
- Occupational Health and Safety Law for Railway Employees (EisenbahnarbeitnehmerInnenschutzverordnung – EisbAV)
- Railway Passenger Transport Law (Eisenbahn-Beförderungs- und Fahrgastrechtegesetz – EisbBFG)
- Austrian Law on Suitability and Inspection of Vehicles for Railway Use (Eisenbahn-Eignungs- und Prüfungsverordnung – EisbEPV)
- Austrian Railway Safety Regulations (Eisenbahnschutzvorschrift – EisbSV)
- European legal specifications, e.g. ERA Technical Specifications for Interoperability (TSI)

Further information is available on the Internet (Legal Information System of the Republic of Austria).

1.3.2 Legal status and liability

1.3.2.1 General remarks

As a railway infrastructure company, ÖBB-Infrastruktur AG is obliged to produce (§ 59, Section 1 EisbG) and publish (§ 59, Section 3 EisbG) the Network Statement as well as keep it up to date and make changes if necessary (§ 59, Section 2 EisbG).

1.3.2.2 Liability

ÖBB-Infrastruktur AG is intent on ensuring that the information in the Network Statement is accurate. However, as a result of the statutory publication deadlines and the large number of ongoing changes (e.g. data regarding railway infrastructure) in particular, it cannot be ruled out that the Network Statement may deviate from the actual circumstances.

ÖBB-Infrastruktur AG shall not be held liable for any direct or indirect damages resulting from omissions or printing errors in the Network Statement and other documents. Furthermore, no responsibility is taken for the content of any external websites to which this Network Statement and other documents refer or display links.

In addition, the General conditions for use of ÖBB-Infrastruktur AG websites also apply.

No part of this Network Statement may be reproduced, transferred or copied for commercial use without the explicit prior consent of ÖBB-Infrastruktur AG.

1.3.3 Appeals procedure

Those authorised to apply for railway infrastructure capacity may appeal to the Railway Control Commission (Schienen-Control Kommission – SCK) if a request for infrastructure capacity to be allocated or the minimum access package are not granted for the reasons laid out in § 72, Section 1 EisbG. Railway undertakings (RUs) have the right to lodge complaints with the SCK in connection with the granting of services and access to service facilities, including access to tracks, for the reasons laid out in § 73, Section 1 EisbG. Furthermore, those authorised to apply for railway infrastructure capacity or railway undertakings can submit appeals to the SCK for the reasons laid out in § 74, Section 1 EisbG.

Appeals must be made in writing and must include the applications mentioned in § 72, Section 2 and § 73, Section 1 EisbG. For more information, please see the Schienen-Control website.

1.4 Structure of the Network Statement

The Network Statement is structured according to legal requirements, and is based on the layout recommended by RailNetEurope (RNE):

1. General information
2. Infrastructure
3. Access conditions
4. Capacity allocation
5. Services and charges
6. Operations
7. Service facilities

An overview of the annexes to the Network Statement is available here.

The annexes can be found in the relevant directory under the corresponding Network Statement chapter number.

1.5 Validity period, updating and publishing

1.5.1 Validity period

The Network Statement is valid for one running timetable period. The running timetable changes annually, and starts on the second Saturday in December, at midnight. This 2025 Network Statement is thus valid from midnight 15/12/2024 to midnight 13/12/2025 inclusive.

1.5.2 Updating

In accordance with § 59, Section 2 EisbG, ÖBB-Infrastruktur AG is obliged to keep the Network Statement up to date and to make changes where necessary.

1.5.3 Publishing

In accordance with § 59, Section 8 EisbG, ÖBB-Infrastruktur AG must make the Network Statement and its amendments available at least four months before the expiration of the deadline for requests for the allocation of railway infrastructure capacity. It must be provided in an electronic format on the ÖBB-Infrastruktur AG website, free of charge, and accessible to the public.

The Network Statement shall be published in German and English. In the event of discrepancies between the English and German versions, the German version shall prevail.

1.6 Contacts

1.6.1 ÖBB-Infrastruktur AG

Under the motto “one face to the customer”, the One Stop Shop (OSS) supports RUs with issues relating to network access and with any concerns before, during and after train movements.

Allgemein	Ansprechpartner	Kontaktdaten
One Stop Shop (OSS) *Praterstern 4, 1020 Vienna*	OSS Netzzugang	+43 664 6172537 oss.austria@oebb.at
M-AMA technical customer support *Network Access – Digital Capacity Service* *Timetable Principles Team* *Praterstern 4, 1020 Vienna*	Patrick Wögenstein, MA	+43 664 6175590 mama-anfrage@oebb.at
	René Faullant	+43 664 78051612 mama-anfrage@oebb.at
	Vincent Feichtenschlager	+43 664 8263259 mama-anfrage@oebb.at
Bestellung von Fahrwegkapazität - Trassenmanagement		
Ordering of freight train paths for the timetable and permanent interim changes *Network Access* *Praterstern 4, 1020 Vienna*	Ernest Windholz *International freight traffic*	+43 664 78281190 ernest.windholz@oebb.at
	Robert Glinz *International freight traffic*	+43 664 88425055 robert.glinz@oebb.at
	Gerald Steindl *National freight traffic*	+43 664 6172036 gerald.steindl@oebb.at
	Mst. Markus Rochovansky *Interational freight traffic*	+43 664 6172037 markus.rochovansky@oebb.at
Ordering of passenger train paths for the timetable and permanent interim changes *Network Access* *Kammanngasse 27, 2700 Wiener Neustadt*	Ing. Helmut Fruhmann	+43 664 6172038 helmut.fruhmann@oebb.at

Interim special traffic, ad hoc traffic, passenger and freight traffic from next day (see also chapter 4.5.3) *Network Access* *Kammanngasse 25, 2700 Wiener Neustadt*	Max Kernegger *Team Coordinator, Interim timetable*	+43 664 2866395 max.kernegger@oebb.at sonderzug@oebb.at
Ad-hoc traffic, traffic for the same day (contactable 00:00 – 23:59) and **ad-hoc traffic in the event of unforeseen line closures and railway infrastructure restrictions** for the current day up to and including the third and at most for the following three office days of the Network Access business division[1] (see also chapter 4.5.3)	Operational Management Centre (OMC) Vienna	+43 5 1778 855 11000 bfzw-beko@oebb.at
	OMC Linz	+43 5 1778 855 15000 bfzl-beko@oebb.at
	OMC Salzburg	+43 5 1778 855 14000 bfzs-beko@oebb.at
	OMC Villach	+43 5 1778 855 12000 bfzv-beko@oebb.at
	OMC Innsbruck	+43 5 1778 855 13000 bfzi-beko@oebb.at
Exceptional consignments/ transports		
Exceptional consignments/ transports *Network Access* *Praterstern 4, 1020 Vienna*	AS.Grundlagen@oebb.at	
	Christoph Dam	+43 664 6172753
	Julian Hammer	+43 664 8512722
	Matthias Harbart	+43 664 6171341
Registration of the carriage of exceptional consignments *Network Access – Train Path Management* *Interim timetable team* *Bahnhofstraße 69, 3430 Tulln*	Andreas Fischer	+43 664 6173733 aussergewoehnliche-sendungen@oebb.at
Sales – Customer care		
Network Access - Sales *Customer care team* *Praterstern 4, 1020 Vienna*	Sales	infra-nz.vertrieb@oebb.at
Sales – Ordering of traction current		
Network Access - Sales *Customer care team* *Praterstern 4, 1020 Vienna*	Sales	infra-nz.vertrieb@oebb.at
Billing		
Billing *Netzzugang - Vertrieb* *Praterstern 4, 1020 Vienna*	Karl Baumer	+43 664 6170170 karl.baumer@oebb.at
Terminal Service Austria		

[1] Office hours of the Network Access business division are from Monday to Friday from 08:00 to 15:00, except public holidays and 24 & 31 December.

Terminal Service Austria	Sales	vertrieb.tsa@oebb.at
Railway infrastructure restrictions		
Planned construction works *Network Access – Capacity management*	Dipl.-Ing. Roland Pavel	+43 664 6176120 Baubetriebsplanung@oebb.at
Timetable measures for **planned restrictions** of railway infrastructure and **timetable measures** for **unplanned restrictions** of railway infrastructure from the 4th office day *Network Access – Capacity management* *Construction timetable* *Praterstern 4, 1020 Vienna*	Robert Weisz	+43 664 8217556 robert.weisz@oebb.at baufahrplan@oebb.at
Legal matters		
Legal matters *Legal and Participation Management* *Praterstern 3, 1020 Vienna*	Markus Stadlhuber	+43 664 6172970 markus.stadlhuber@oebb.at
Ordering permits *Legal and Participation Management* *Praterstern 3, 1020 Vienna*	infra.bl-erlaubniskarte@oebb.at	
Licensing and operating standards/ Safety		
Network registration of rolling stock *Network Access – Digital Capacity Service* *Technical Network Access team* *Praterstern 4, 1020 Vienna*	Dipl.-Ing. Wolfgang Strehn	+43 664 6177798 wolfgang.strehn@oebb.at
Training certificates for operational personnel **Standards**	Ing. Karl Steiner *Head of Standards* *Safety and Quality*	+43 5 1778 97 35378 karl.steiner@oebb.at Praterstern 3, 1020 Vienna
ETCS		
Technical enquiries *Rail System* *Praterstern 3, 1020 Vienna*	Ing. Ramo Begic, MSc	+43 664 286 58 32 kms.etcs@oebb.at
Infra-Key Management Center ETCS key applications and related enquiries *Rail System* *Praterstern 3, 1020 Vienna*	Julian Rauschka	kms.etcs@oebb.at
Reporting environmentally damaging impacts		
Reporting environmentally damaging impacts	Operational Management Centre (OMC) Vienna	+43 5 1778 855 11001

	OMC Linz	+43 5 1778 855 15010
	OMC Salzburg	+43 5 1778 855 14010
	OMC Villach	+43 5 1778 855 12010
	OMC Innsbruck	+43 5 1778 855 13002
Clearance gauge		
Clearance gauge *Line Management and Facility Development*	Dipl.-Ing. Ludwig Rossbacher	+43 664 6172632 infra.lichtraum@oebb.at
Training		
Operational training and further education courses *Praterstern 4, 1020 Vienna*	Ursula Ulz *Head of Operational Training and Further Education*	+43 664 88425530 ursula.ulz@oebb.at
Vehicle and technical traction-related training and further education courses *Kollerbergweg 6, 3100 St. Pölten*	Christian Grabensteiner *Head of vehicle and technical traction-related training and further education*	+43 664 2861553 christian.grabensteiner@oebb.at
Technical training *Praterstern 4, 1020 Vienna*	Angelika Bernhard, MA *Head of Technical Training*	+43 664 6175069 angelika.bernhard@oebb.at
Ordering of training and further education courses *Praterstern 4, 1020 Vienna*	Customer Management	bildungsservice-infra@oebb.at

Table 2: ÖBB contacts

1.6.2 External agencies

Field of activity	Authority	Contact details
Operating licences and concessions	Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology, Section IV, Dept. E3 Regina Roithner	+43 (0) 1 71162 652204 e3@bmk.gv.at Radetzkystraße 2, 1030 Vienna
Single safety certificate		
Placing in service of rolling stock in accordance with EisbG	Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology, Innovation and Technology, Section IV, Dept. E2	+43 (0) 1 71162 652211 e2@bmk.gv.at Radetzkystraße 2, 1030 Vienna
Licensing of traction unit drivers		
Conflicts and conflict handling	Schienen-Control GmbH Railway Control Commission	+43 (0) 1 5050707 office@schienencontrol.gv.at Linke Wienzeile 4,1060 Vienna

Table 3: External contacts

1.7 Cooperation between European IMs/ABs

1.7.1 Rail freight corridors

The ÖBB-Infrastruktur AG railway network also includes sections of five operational freight rail corridors (RFC), based on Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight. Special regulations apply to the allocation of infrastructure capacity for these rail freight corridors (Framework for the Allocation of Infrastructure Capacity, Corridor Information Document – Book 4); these are published on the freight rail corridor websites (for more details, see the RNE website).

Field of activity	Contacts	Contact details
RFC 3: Scandinavian – Mediterranean corridor Stockholm/[Oslo]/Trelleborg – Malmö – København – Hamburg – Innsbruck – Verona-La Spezia/Livorno/Ancona/Taranto/Augusta/Palermo	Heidi Müller	+43 (0) 664 6171690 heidelinde.mueller@oebb.at Praterstern 4, 1020 Vienna
RFC 5: Baltic – Adriatic corridor Świnoujście/Gdynia – Katowice – Ostrava/Žilina – Bratislava/Wien // Klagenfurt – Udine – Venedig/Triest/ Bologna/Ravenna // Graz – Maribor – Ljubljana – Koper/Trieste		
RFC 7: Orient/East-Med Corridor Praha – Wien/Bratislava – Budapest // București – Constanţa // Vidin – Sofia – Burgas/Svilengrad/Thessaloniki – Athína	Helga Steinberger	+43 (0) 664 617 6644 helga.steinberger@oebb.at Praterstern 4, 1020 Vienna
RFC 9: Rhine-Danube Corridor Strasbourg – Mannheim – Frankfurt – Nürnberg – Wels // Strasbourg – Stuttgart – München – Salzburg – Wels – Wien – Bratislava – Budapest – Arad – Brașov/Craiova-București-Constanța Čierna and Tisou-Košice-Žilina-Horní Lideč-Praha – München/Nürnberg		
RFC 10: Alpine–Western Balkan corridor Salzburg-Villach-Ljubljana/ Wels/Linz-Graz-Maribor-Zagreb-Vinkovci/Vukovar-Tovarnik-Belgrad-Sofia-Svilengrad (Bulgarian-Turkish border)		

Table 4: RFC contacts

1.7.2 International cooperation

ÖBB-Infrastruktur AG is a member of RailNetEurope (RNE), which is an umbrella organisation of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs), head quartered in Vienna. RNE facilitates international railway business by developing harmonised international business processes in the form of templates, handbooks and guidelines, as well as IT tools.

The One Stop Shop (OSS) network carries out this function. Under the motto “one face to the customer”, the OSS provides one contact point for railway infrastructure managers in each member country for national and international enquiries.

You can find contact details for the One Stop Shop in Austria on the ÖBB-Infrastruktur AG Network Access business division website. The international contact details for other OSS officials are available on the RNE website.

The OSS network has the following main tasks:

- Supporting applicants with any national and international concerns regarding train movements
- Helping applicants to obtain the operating licences and documents required to access the railway network

Information on the following RNE tools is available on the RNE website:

- PCS (Path Coordination System): Online tool for international requests for infrastructure capacity allocation
- CIS (Charging Information System): Estimation of the track access charge for international infrastructure capacity, information on distances
- TIS (Train Information System): Real-time train information for international passenger or freight trains
- CCS (Common Components System): Consists of three components which ensure the interoperability of European rail traffic (Common Interface, Central Reference File Database and Certification Authority)

2 Infrastructure

2.1 Introduction

This chapter provides information on the rail infrastructure of ÖBB-Infrastruktur AG. For detailed information, please refer to the corresponding information sources (specifically the and the Register of Infrastructure (RINF) Austria).

2.2 Extent of network

2.2.1 Limits

The railway network operated by ÖBB-Infrastruktur AG covers the national territory of the Republic of Austria and the Principality of Liechtenstein, and additionally includes the Nendeln – Buchs SG border section in the national territory of the Swiss Confederation and the Lustenau – St. Margrethen border section.

2.2.2 Connecting railway networks

The railway network operated by ÖBB-Infrastruktur AG is international and connected to the railway networks of the following railway companies:

- DB: DB InfraGO AG
- GySEV/Raaberbahn: Györ-Sopron-Ebenfurt Vasút Zrt./Raab-Oedenburg Ebenfurter Eisenbahn AG
- RFI: Rete Ferroviaria Italiana S.p.A.
- SBB CFF FFS: SBB AG
- SŽ – Infrastruktura, d. o. o.: Slovenske železnice-Infrastruktura, d. o. o.
- SŽCZ: Správa železnic, statni organizace
- MÁV: Magyar Államvasutak Zrt.
- ŽSR: Železnice Slovenskej republiky

Information on the railway networks of the neighbouring railways listed above can be found in the Network Statements of the relevant infrastructure managers.

Border routes and stations

Czech Republic	Summerau – Horní Dvořiště Gmünd NÖ – České Velenice Retz – Šatov Bernhardsthal (Hohenau) – Břeclav	**Italy**	Arnoldstein – Tarvisio Boscoverde Sillian – San Candido/Innichen Brennero/Brenner
Slovakia	Marchegg – Devínska Nová Ves Kittsee – Bratislava-Petržalka	**Switzerland**	Feldkirch – Buchs (SG) Lustenau – St. Margrethen

Hungary	Nickelsdorf – Hegyeshalom (MÁV) Loipersbach-Schattendorf – Sopron (GySEV) Deutschkreutz – Sopron (GySEV) Jennersdorf – Szentgotthárd (Gy-SEV)	**Germany**	Lochau-Hörbranz – Lindau-Insel and Lochau-Hörbranz – Lindau-Aeschach Vils – Pfronten-Steinach Ehrwald-Zugspitzbahn – Griesen (Oberbayern) Scharnitz – Mittenwald Kufstein – Kiefersfelden Salzburg Hbf – Freilassing Braunau/Inn – Simbach (Inn) Schärding – Passau Hbf
Slovenia	Spielfeld-Straß – Šentilj Bleiburg – Prevalje Rosenbach – Jesenice		

Table 5: Border routes and border stations

The Network Statements of the domestic railway infrastructure managers which are linked to the ÖBB-Infrastruktur AG railway network can be accessed via the following links:

- Graz-Köflacher Bahn und Busbetrieb GmbH
- Linzer Lokalbahnen AG
- Lokalbahn Lambach-Vorchdorf-Eggenberg AG
- Montafonerbahn AG
- Neusiedler Seebahn GmbH
- Raab-Oedenburg-Ebenfurter Eisenbahn AG
- Salzburg AG für Energie, Verkehr und Telekommunikation
- Schiene OÖ GmbH
- Steiermärkische Landesbahnen
- Wiener Lokalbahnen AG
- Niederösterreichische Verkehrsorganisationsges.m.b.H. (NÖVOG)

An overview of the domestic railway infrastructure managers and approved railway undertakings is available on the Schienen-Control website.

2.2.3 Connecting networks

Information on connecting networks which can be accessed from the ÖBB-Infrastruktur AG railway network can be found here.

2.3 Network description

The routes operated by ÖBB-Infrastruktur AG are laid out in the route availability list.

2.3.1 Track typologies

The track typologies can be found in the line description or the Register of Infrastructure (RINF) Austria.

2.3.2 Track gauges

The ÖBB-Infrastruktur AG railway network is composed solely of routes with the standard European gauge of 1 435 mm. The minimum track spacing for new constructions on the ÖBB-Infrastruktur AG railway network is 4 m, and the lowest minimum track spacing for individual, existing lines is 3.42 m (straight track).

2.3.3 Stations and nodes

The description of operating locations (Betriebsstellenbeschreibung – Bsb) contains descriptions of passenger stations from an operational viewpoint and provides information on track and platform lengths, platform heights, location of signals, etc.
The services offered to RUs in passenger stations (basic services, additional services and ancillary services) are detailed in chapter 7.3.2.

Information on stations with assistance for persons with reduced mobility, line closures and passenger stations is published in the annexes to the Network Statement.

The RU must ensure that its personnel and/or those of its contract partners have received appropriate instruction/training in safe conduct at loading sites (loading stations and loading tracks).

2.3.4 Loading gauge

Information on clearance gauge and loading gauge, together with further information, can be found in the preliminary remarks to the line description on the Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (SCHIG mbH) website in the Register of Infrastructure (RINF) Austria and in the line description in the annexes to the Network Statement.

2.3.5 Weight limits

The annexes to the Network Statement contain an overview map of route classifications (route classifications for main tracks and tracks up to max. 120 km/h). Information on linking tracks in an interlaced junction and restrictions on individual tracks at operating locations is given in the timetabling document for speed index (VzG) route classifications: “Route classification map (attached): linking tracks in an interlaced junction and restrictions on individual tracks”.

Further information for speeds > 120 km/h is provided in the preliminary remarks to the line description in the Register of Infrastructure (RINF) Austria.

2.3.6 Line gradients

The maximum gradients in direction 1 and direction 2 can be found in the line description.

2.3.7 Maximum line speed

Maximum operating speeds can be found in the line description or the Register of Infrastructure (RINF) Austria.

2.3.8 Maximum train lengths

The maximum train length (total of rake of wagons and traction unit) for both trains carrying passengers and those not carrying passengers is determined by the length of station tracks/platforms on the route used (e.g. opportunity to intersect or drive up trains) and timetable situation (running timetable structure). Trains carrying passengers may not exceed the length of the platform edges of the stations which the train uses for boarding and alighting passengers. Exceptions to the above (e.g. “Overlong trains”) are contained in the operational guideline 30.01 (DV V3) together with the related explanation.

Station track/platform lengths can be found in the description of operating locations (Bsb).

2.3.9 Power supply

Electrified ÖBB-Infrastruktur AG lines are generally equipped with a 15 kV, 16.7 Hz AC electrical system. Information on the power system can be found in the line description or on the Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (SCHIG mbH) website in the Register of Infrastructure (RINF) Austria.

2.3.10 Maximum and normal coupling hook loads

The maximum and normal coupling hook loads for traction units are specified in the route-specific timetable documentation (loading table and S-value).

2.3.11 Driving with increased lateral acceleration

The speed index timetabling document "List of routes and vehicles for operation with increased lateral acceleration" can be found in the annexes to the Network Statement.

2.3.12 Traffic Control and Communication Systems

2.3.12.1 Signalling systems

The ÖBB-Infrastruktur AG railway network is equipped with both point-by-point (Punktförmige Zugbeeinflussung – PZB) and/or continuous (Linienzugbeeinflussung – LZB, European Train Control System – ETCS) train signalling systems. Individual lines with low traffic load are operated without PZB/LZB/ETCS. It is recommended that a PZB 90 feature is fitted for on-board PZB equipment. Additionally, from 2025 the lead vehicle on passenger trains on ÖBB-Infrastruktur AG routes equipped with PZB must be equipped with a PZB 90 feature as a minimum.

In accordance with operational guideline 30.03.12 (ZSB 12) the principle applies that where several lineside systems are available, point-by-point signalling may only be used if no other system is available on board the vehicle. However, for train paths over "new routes" (see below), the use of on-board ETCS equipment is generally mandatory.

For reasons of safety, LZB software older than version C3.2 or M8.2 on LZB 80/16 on-board devices is not permitted on the ÖBB-Infrastruktur AG network.

The available signalling systems can be found in the line description or the Register of Infrastructure (RINF) Austria.

The equipment of routes or route sections with the ETCS train control system and the requirements for the usability of routes are governed by the following documents:

- ETCS status
- Requirements for rolling stock (Specification catalogue for traction units)
- ETCS train categories
- ETCS braking curves

On 28/07/2014, the Austrian radio and telecommunications regulator (Rundfunk & Telekom Regulierungs-GmbH – RTR) decreed a conversion of existing frequency usage rights to the GSM band (900 MHz and 1800 MHz) which has already had an increased negative impact on existing GSM-R end devices. In order to ensure safe and orderly railway operation that corresponds to the state of the art in terms of ETCS, the deployment of GSM-R radio equipment that satisfies ETSI specification TS 102 933-1, version 1.3.1 or newer, is recommended. If the use of older radio equipment that does not meet current standards causes disruption or danger, the RU shall bear any negative consequences, in particular any negative interference with its own ETCS operation. Without prejudice to civil liability, each RU shall be made responsible for its part of the system (particularly ETCS vehicle equipment) and its safe operation, including supply of material and contract-

ing of services, vis-à-vis railway infrastructure managers and third parties (Article 4(1)e of Directive 2016/798/EU of the European Parliament and of the Council of 11 May 2016 on railway safety). In addition, in the event of a fault or if requested by the railway infrastructure manager, RUs must transfer all the data required to determine the fault – specifically the records of the traction unit recording devices (including speed bands and JRU information) – by electronic means within one week.

In addition, on the new route sections

- Vienna – St. Pölten (junc. Hadersdorf node – Tullnerfeld – Wagram node), and
- Unterinntal (junc. Radfeld node – junc. Rt. 2), and

ETCS Level 2 train control system shall be used exclusively. PZB shall be exclusively used for clearing of these sections (e.g. in the case of traction unit malfunction).

Additionally, the following conditions apply:

- All vehicles must be equipped with operable and active ETCS Level 2 equipment (ETCS SRS BL2.3.0d or higher version and GSM-R active on the vehicle).
- If the lead vehicle is not equipped with operable ETCS Level 2, the RU is obliged to inform ÖBB-Infrastruktur AG on entering the ÖBB-Infrastruktur AG railway network, or at the latest before the start of the train movement, and to request a diversion via routes equipped with the train safety systems (PZB, LZB) present on the vehicle.
- In the event of a defect to the ETCS during the train movement entering the ETCS section: the traction unit driver must inform the relevant dispatcher immediately after the defect occurs. Consequently, the RU must request a diversion via routes equipped with compatible train safety systems (PZB, LZB).
- If an active ETCS-OBU cannot be recognised, the vehicle will be prevented from entering an area requiring ETCS for network access via the automatic “Entry prevention” function. The RU is responsible for ordering the correct train path, even in the event of short-term failure of on-board train equipment.

To enable traction units to travel at ETCS level 2, ETCS on-board units (OBU) and radio block centers must be able to communicate in encrypted form. This requires corresponding cryptographic keys (ETCS keys), both on the traction unit side and on the infrastructure side. ÖBB-Infrastruktur AG provides infrastructure-side ETCS keys upon request to the Infra Key Management Center (KMC). The infrastructure-side ETCS keys are valid for 5 years. The applicant is responsible for ensuring that a valid traction-side ETCS key is present on the vehicle. For the creation of these traction unit-side ETCS keys, any on-board KMC can be utilized. More detailed information can be found here.

As a result of the planned implementation of packet switching services (GPRS) for the ETCS data radio, it is recommended that vehicles (this will be obligatory for new vehicles and for changes to end devices for ETCS data radio from 01/12/2025) be equipped with compatible GSM-R radio equipment satisfying ETSI specification TS 103 328 V1.2.1 or newer.

From December 2027, ETCS equipment according to the “set of specifications 3 (ETCS B3 R2 GSM-R B1), system version 2.1, is used on ETCS Level 2 routes.

While updating CCS TSI, CR940 was agreed on by ERA and will be a condition for the use of the Vienna S-bahn (Floridsdorf(e) – Meidling(e)) from 2027. This must be accounted for in the relevant system version management of the ETCS-OBU.

A preview of future developments is available in the ETCS planned equipping of lines.

2.3.12.2 Traffic control systems

The entire ÖBB-Infrastruktur AG railway network is equipped with a computer-assisted train control system (rechnergestützten Zugüberwachung – RZÜ). The centralised ARAMIS system (Advanced Railway Automation, Management and Information System) enables timetable and train data to be drawn from other sys-

tems, edited, qualified, and an automatic routing plan to be issued to operational management centres. A link to train control systems and train radio allows data to be communicated automatically.

The monitoring and sequencing of train movements on substantial parts of the railway network is carried out by five operational management centres and one traffic control centre.

More detailed information can be found in the line description or the Register of Infrastructure (RINF) Austria.

2.3.12.3 Communication systems

ÖBB-Infrastruktur AG has extensively upgraded its train radio system to the European GSM-R standard. Information on the current GSM-R equipment level and the dates of other planned entries into service is available on the ÖBB-Infrastruktur AG website in the official GSM-R entry into service plan. As part of the entry into service of GSM-R, analogue train radio is being discontinued on this route. This means that from now, a GSM-R SIM card is required for access to the railway infrastructure. The start of GSM-R radio operations will be notified separately in advance.

Further contacts, a hotline for technical queries and various documents for download (installation plans, order forms and end device information) can be found at the link above.

On 28/07/2014, the Austrian radio and telecommunications regulator (Rundfunk & Telekom Regulierungs-GmbH – RTR) decreed a conversion of existing frequency usage rights to the GSM band (900 MHz and 1800 MHz) which has already had an increased negative impact on older GSM-R end devices. In order to avoid impacting train operation and to ensure safe railway operation, the GSM-R radio equipment deployed must be upgraded to state-of-the-art technology, i.e. satisfying ETSI specification TS 102 933-1, version 1.3.1 or newer. If older radio equipment that does not meet current standards is deployed and has a negative impact on train operation, the RU shall bear sole responsibility. Without prejudice to civil liability, each RU shall be made responsible for its part of the system (particularly on-board communications systems) and its safe operation, including supply of material and contracting of services, vis-à-vis railway infrastructure managers and third parties (Article 4(1)e of Directive 2016/798/EU of the European Parliament and of the Council of 11 May 2016 on railway safety). In addition, in the event of a fault or if requested by the railway infrastructure manager, RUs must transfer by electronic means all the data required to determine the fault within one week. The GSM-R band ranges from 876 to 915 MHz (uplink) and 921 to 960 MHz (downlink).

On all routes, the driver of the lead traction unit must be in possession of a suitable mobile phone (for the public GSM network), which is switched on.

2.3.12.4 Electronic command

From the working timetable 2025[2], ÖBB-Infrastruktur AG is planning to send written commands in accordance with RW 30.01 (DV V3 § 36) to RUs via data interface. Specific dates for the start of this initiative will be announced separately by ÖBB-Infrastruktur AG. The primary use of electronic commands in accordance with RW 30.01 (DV V3 § 36) is mandatory from this date. If, from this date, the data interface should fail, a broadcast command or the current paper format will be used as a fallback solution in accordance with RW 30.01 (DV V3 § 36). ÖBB-Infrastruktur AG is responsible for choosing the fallback solution to be used. Additional information on the data interface is available in chapter 5.3 or here.

2.3.12.5 Shunting service radio

ÖBB-Infrastruktur AG operates different service radio systems (analogue trunked radio, conventional analogue radio, analogue train radio UIC 751-3, GSM-R, etc.) along its railway tracks and in operating locations.

[2] Anticipated in the second half of 2025; a specific date will be announced as soon as possible

These enable telephonic communication between controlling operating locations and shunting managers, shunting staff and traction unit drivers.

The standardisation of these analogue service radio systems is being implemented since 01/01/2023. Therefore, the various analogue service radio bands are standardised to the frequency band UIC 751-3 with the shunting service radio (V-Betrieb) extension. For a frequency list, see the ÖBB-Infrastruktur AG website).

Simplified shunting operations (without shunting staff) directly connected to the train run can be handled via the existing analogue train radio C equipment in the 25kHz canal grid in accordance with the radio coverage or via the existing GSM-R radio equipment in accordance with the train radio coverage.

The shunting service radio (V-Betrieb) will be mandatory after a transitional period from 01.01.2026.

Furthermore, from 01.01.2026, the installation and commissioning of a DMR system (Digital Mobile Radio – according to ETSI Standard Tier2) in the UIC 751-3 frequency range with 12,5 kHz channel grid for shunting activities on the ÖBB-Infrastruktur AG network will be implemented, making the necessary equipment of vehicles for shunting activities with shunting staff mandatory.

2.4 Traffic restrictions

Depending on its technical characteristics, the railway infrastructure can be used with no restrictions (see the line description or the Register of Infrastructure (RINF) Austria).

2.4.1 Specialised infrastructure

The G2 clearance gauge is locally restricted at certain points on the ÖBB-Infrastruktur AG railway network. More detailed information on any clearance gauge restrictions can be found in the line description or on the Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (SCHIG mbH) website in the Register of Infrastructure (RINF) Austria.

2.4.2 Environmental restrictions

As the authorities have imposed restrictions on noise emissions, the following routes (or route sections) are subject to noise-related restrictions:

- Line 10104/33001: Border section near Kufstein – border section near Brenner route, junc. Radfeld node – junc. Rt. 2, (old and new Unterinntal routes)
- Line 13001: Vienna – Salzburg route, Hadersdorf node – Wagram node (newly constructed Vienna – St. Pölten route)
- Line 10101: Vienna – Salzburg route, Wagram node – Rohr node (St. Pölten freight train diversion)
- Line 10102/13001: Vienna – Salzburg route, Enns diversion – four-track upgrade, km 165.371 to km 175.639 (old and new routes)

On 8 December 2024, the provision regarding “Quieter routes” of the Commission Implementing Regulation (EU) 2019/774 (TSI Noise) comes into force. From this date, “loud” freight wagons (see especially chapter 7.2.2 of the Annex of the TSI Noise Regulation) can no longer run on substantial parts of the ÖBB-Infrastruktur AG railway network. More detailed information can be found here.

The following routes (or route sections) are subject to additional environment-related restrictions:

- St. Pölten freight train diversion: The running of passenger trains is only permitted for vehicles with sealed WC systems. The running of passenger trains with open WC systems is only permitted if the relevant wagons have been emptied and shut-off and are included in block trains.

2.4.3 Dangerous goods

The following restrictions apply for Wien Mitte:

- The transport of Russian-built gas tank wagons with automatic pressurised tank discharge is prohibited.
- The stabling of RID wagons in covered cuts is prohibited.
- The transportation of dangerous goods is restricted to between 19:00 and 6:00.
- The number of freight trains carrying dangerous goods is restricted to a maximum daily average of 30 trains per day.

Großer Hartberg tunnel

- Russian-built pressurised gas tank wagons for liquefied gases or gases dissolved under pressure are not permitted.

See chapter 3.4.4.1 Dangerous goods

2.4.4 Tunnel restrictions

Inntal Tunnel

- Trains carrying passengers, excluding RoLa trains, may only travel on the 30501 speed index route in exceptional circumstances (incidents, disruptions, construction work, etc.).
- The prerequisites for this are:
  - A speed limit of v_{max} 140 km/h in the tunnel; and
  - No mixing of passenger trains and non-passenger trains, i.e. a ban on passenger trains meeting any non-passenger trains inside the tunnel (exclusion of simultaneity).

2.4.5 Bridge restrictions

There are currently no restrictions.

2.4.6 Route sections requiring emergency brake override control

Route sections marked with the symbol “NBÜ area” (areas with emergency brake override control (Notbremsüberbrückung)) in accordance with RW 30.02 (DV V2) (particularly line sections with tunnels) are specified in the lists of routes (in the route cover sheet) or in the speed index route overview map in the annexes to the Network Statement.

2.4.7 Route sections with cargo-related usage restrictions

In order to minimise cargo being blown away respectively because of the risk of heavy fouling of the tunnels mentioned below, trains carrying unsecured, loose cargo (e.g. wood chips, coal) in uncovered wagons may only run under the following conditions:

a) On the following route sections, the following maximum speed restrictions apply to both directions:

- 11401: v_{max} 30 km/h between Hohenau Bf and Bernhardsthal Fbf from km 70.5 to km 72.1
- 22201: v_{max} 50 km/h between Böckstein Bf and Mallnitz-Obervellach Bf from km 34.8 to km 43.2 (Tauern tunnel)
- 22201: v_{max} 50 km/h between Mallnitz-Obervellach Bf and Penk Bf from km 47.6 to km 53.6 (Kaponig Tunnel and Ochenig tunnels)
- 22202: v_{max} 50 km/h between Rosenbach Bf and Jesenice Bf from km 49.2 to km 633.6 (Karawanken tunnel)
- 20401: v_{max} 40 km/h between Linzerhaus Bf and Ardning Bf from km 91.9 to km 96.7 (Bosruck tunnel)

b) With the exception of unloaded block trains, the Sieberg Tunnel on line 130 may not be used. Affected trains on this line section must be routed on line 10102.

The RU must already take the above restrictions into account at the time the infrastructure capacity is ordered and notify ÖBB-Infrastruktur AG. If the RU only becomes aware later (after path allocation and before the departure of the train) that the above-mentioned regulations apply, the infrastructure capacity request must be cancelled, and replaced by another request taking account of the restrictions.

2.4.8 Usage restrictions for steam operations

Trains using steam traction units are covered by the provisions of the instruction “Running historic trains and historic secondary traffic on the ÖBB-Infrastruktur AG network”.

2.5 Availability of the infrastructure

2.5.1 Planned construction works

Scheduled construction works on the ÖBB-Infrastruktur AG railway network are always performed in accordance with the provisions in Annex VII of EU Directive 2012/34. Measures for the maintenance, inspection, repair and renewal of facilities and for new and expansion projects on the network are performed in accordance with the construction works planning process, which corresponds to the provisions of Annex VII of EU Directive 2012/34.

A construction works plan, updated continuously, can be found online. Overview maps showing line closures and areas with other operational restrictions due to construction works are provided in the annexes to the Network Statement.

For planned construction work that is already considered in the working timetable, see chapter 2.5.2. All other planned construction work is handled in the interim timetable (construction timetable) by means of non-permanent changes to the working timetable. If it is foreseeable that not all infrastructure capacity requests can be taken into account in the working timetable, no train paths will be allocated in the affected sections. For information on this topic, see the construction works plan on the internet.

If a diversion of train paths is necessary to reserve capacity on selected diversion routes in case of planned construction work, selected train paths will not be allocated for this purpose on the affected diversion routes for the period of the planned construction work. For information on this topic, see the construction works plan on the internet.

If planned construction work requires timetabling measures (diversion, stoppage with(out) rail replacement services, or changing of times of train paths), information can be found in the construction works plan on the internet. If planned construction work requires timetable measures for passenger or freight services, specifications will be made in form of an Information on Restriction of Infrastructure (IEI) 22 weeks before the start of the restrictions. Especially Annex VII of the Directive (EU) 2012/34 contains exceptions to the lead time of

22 weeks. If planned construction work requires timetabling measures for freight services only, specifications will be made 10 weeks prior to the start of the restrictions. ÖBB-Infrastruktur AG will announce all short-term construction work as soon as possible.

If not all infrastructure capacity requests can be taken into account for the working timetable in case of planned construction work, ÖBB-Infrastruktur AG will conduct a construction works analysis (Baubetriebsanalyse). Based on this analysis, a train path offer will be made to all applicants. If necessary, conflicting infrastructure capacity requests are coordinated within the framework of a BETRA-timetable meeting, to which all applicants who have planned train paths for the working timetable in the affected route section are invited. If no mutually agreeable solution can be found with all affected applicants after the coordination, the priority regulations for railway infrastructure that has been declared congested in accordance with § 65c EisbG shall apply analogously (see chapter 4.2.4).

For the ordering and processing deadlines for timetable measures in case of planned construction work, see chapter 4.5.3.

ÖBB-Infrastruktur AG generally carries out planned construction works so as to minimise the impact on railway operations. Works on the railway infrastructure do not entitle applicants to claim compensation for damages or to claim expenses from ÖBB-Infrastruktur AG.

2.5.2 Information on special constructions works

Speed restrictions due to major construction works are published in the annexes to the Network Statement. The following special circumstances also need to be considered when planning the timetable:

Due to the renovation of the Himberg station, this station will be closed to passengers from February 2025 presumably until November 2026; all trains pass straight through.

Additionally, there is limited availability of train paths in the section between Wien Zvbf – Gramatneusiedl. In order to relieve congestion on this route, all non-passenger trains will be planned via Ebenfurth and/ or jWr. Neustadt via VzG routes 12401/ 10614/ 10601 (Wien Zvbf – Oberlaa – Blumenthal – Wampersdorf). Train paths for diversions are planned within the working timetable.

Due to the modernisation of the “Verbindungsbahn” on the Wien Maxing – Wien-Hütteldorf / Wien Penzing route section (VzG routes 12101 and 12201), train path availability is limited for the 2025 working timetable period.

Owing to the renovation of Mürzzuschlag Bf, since 04/08/2019 it has no longer been possible to reconfigure non-passenger trains (replacing driver; attaching or stabling pull or push traction unit) at Mürzzuschlag Bf. The following operating locations are to be used for planned train reconfigurations:

- Gloggnitz Bf: Replacing driver; attaching or stabling pull or push traction unit
- Semmering Bf: Stabling push traction unit in direction 1
- Spital am Semmering Bf: Stabling pull traction unit in direction 1
- Kapfenberg Bf: Replacing driver; attaching or stabling pull or push traction unit

Due to the renovation work on the Linz-Kleinmünchen – Wels Hbf route section, the handling of non-passenger trains as well as passenger Sonderzüge is not possible (e.g. replacing driver, traction unit and wagon handling) at Linz Hbf. Furthermore, stops of long-distance passenger trains are only possible to the extent necessary for passenger changes (no buffer stops) in Linz Hbf.

Consequently, the following conditions and restrictions must also be observed between 05:00 and 09:00 and between 15:00 and 19:00 when planning train and shunting movements:

- The handling of passenger trains is not possible in Linz Hbf.

- No test runs or training runs may be performed on the Linz Hbf – Wels Hbf and Linz Hbf – Traun Bf route sections.
- On the Linz Hbf– Linz Stadthafen/Linz Franckstraße route section non-passenger trains will be routed via Linz Vbf West (reversing in Linz Vbf West).
- Delivery/operation of the passenger car workshop (PWW), the exterior cleaning facility (ARA) and the main parking group to the left of the railway is not possible in Linz Hbf.

Construction work in the Marchtrenk area:

The Marchtrenk – Wels overpass structure will be demolished from mid-July 2025. For this reason, from this point onwards there is limited path availability between 05:00 and 22:00, and the following restrictions must be observed:

- No train path allocation from Wels Vbf to route 21001 (Traun loop track) via Marchtrenk Bf in travel direction 1 and 2.
- No train path allocation from Wels Vbf to route 10102 (west line) via Marchtrenk Bf in travel direction 2.

Due to the necessary modernisation of the Tauern Tunnel, no train paths will be allocated between Bad Gastein and Mallnitz-Obervellach from the timetable change in December 2024 until February 2025 and for the Schwarzach-St. Veit – Mallnitz-Obervellach section from March 2025 until mid-July 2025. The diversion routes are planned in the working timetable.

Due to construction works in the area Wien Praterstern and Wien Floridsdorf, stabling of rolling stock is not possible at the operating location Praterstern.

Due to construction works on the network of SŽ-Infrastruktura (modernisation of the Jesenice station), the following restrictions apply on the route 22202 Villach Süd Gvbf-Auen – Staatsgrenze nächst Rosenbach in the working timetable periods 2025 and 2026:

- For train runs between the stations Rosenbach (AT) and Jesenice (SL), multi-system traction units or alternatively diesel traction units are mandatory. The neutral zone between the different traction current systems is temporarily relocated into the entry switch area for the time of the construction works. The time period of measures will be announced separately once the information is available.
- Due to the construction works at the Jesenice station (simultaneous closure of several station tracks), there is limited availability of train paths.

2.5.3 Maintenance windows

Railway infrastructure restrictions due to maintenance windows are provided in the construction works plan (see chapter 2.5.1).

2.5.4 Opening hours

Lines and operating locations (e.g. passenger stations, marshalling yards and shunting locations, loading sites, etc.), that are not permanently open are shown in the RU additional info document. Infrastructure capacity requests that lie outside the defined and published line or operating location opening hours shall generally be rejected.

ÖBB-Infrastruktur AG reserves the right to restrict the opening hours of lines and operating locations.

An overview of the lines that are permanently open and those that are not is provided by the map of route operating times in the annexes to the Network Statement.

2.6 Infrastructure development

A preview of the main infrastructure construction projects for the coming year can be found on the ÖBB-Infrastruktur AG website (information on railway infrastructure projects).

3 Access conditions

3.1 Introduction

The Railway Act (EisbG) forms the legal basis for access to the railway infrastructure and the utilisation of services facilities and services.

3.2 General access requirements

3.2.1 Conditions for applying for capacity

In accordance with § 57a EisbG, those authorised to apply for railway infrastructure capacity are:

1. Entities with right of access (known as Railway Undertakings – RUs):
    - Railway undertakings with headquarters in a European Union Member State or in a contractual party to the Agreement on the European Economic Area for passenger rail services.
    - Railway undertakings with headquarters in a European Union Member State or in another contractual party to the Agreement on the European Economic Area or the Swiss Confederation for freight rail services.
2. International groups of railway companies, other natural and legal persons, such as authorities coming under Directive (EC) No. 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70, shippers, freight forwarders and combined traffic companies which have a socio-economic or microeconomic interest in procuring infrastructure capacity (known as non-Railway Undertakings – non-RUs).

Applicants (RUs and non-RUs) have a right to discrimination-free allocation of railway infrastructure capacity. In accordance with §§ 58, 58a and 58b EisbG, access to railway infrastructure and utilisation of service facilities and services may only be carried out through RUs.

3.2.2 Conditions for access to the railway infrastructure

3.2.2.1 RU

For requests for allocation of infrastructure capacity and access to service facilities, proof of a proper operating licence, or a concession as RU for the relevant transport services, is required (see chapter 3.2.3).

Before capacity in service facilities or infrastructure capacity is allocated, proof of a single safety certificate is also required (see chapter 3.2.4). Access to railway infrastructure and utilisation of services and service facilities may only be carried out through RUs on the basis of a concluded Infrastructure Usage Contract (IUC) (see chapter 3.3.2).

3.2.2.2 Non-RU

Non-RUs must demonstrate their socio-economic or microeconomic interest in acquiring infrastructure capacity before or at the same time as they submit their application for infrastructure capacity allocation. Otherwise, the request for infrastructure capacity will be refused.

Infrastructure capacity allocated to non-RUs must be used through an RU and this RU must be notified to ÖBB-Infrastruktur AG:

- at least 30 days before the first day of travel for the allocated infrastructure capacity, or
- at the same time the request is submitted, if this is less than 30 days before the first day of travel for the allocated infrastructure capacity.

Notification of the RU must be made via the systems described in chapter 4.2.

3.2.3 Licences

The requirements for applying for an operating licence and concession can be obtained from the issuing office. Further information and contact details can be found on the website of the Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology.

3.2.4 Safety certificate

In accordance with § 195 EisbG (depending on the competent jurisdiction), applications for single safety certificates must be submitted in writing to the European Union Agency for Railways (ERA) or the Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology.

The Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology guidelines and more information on the requirements for the issuance, maintenance and renewal of single safety certificates can be found on the website of the Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology.

3.2.5 Insurance

In accordance with the requirements of Article 22 of Directive 2012/34/EU (§ 15a Z10, § 15b, Section 1 Z4 or § 16b, Section 1 Z4 EisbG), the RU must take out third-party liability insurance covering all claims that can arise, for whatever legal reason, and maintain this during the whole term of the IUC. More detailed conditions are provided in § 8 of the General Terms and Conditions (GTC) of the IUC.

3.2.6 Credit check

Before concluding a contract and during the contractual relationship, ÖBB-Infrastruktur AG has the right to run credit checks on applicants. In the event of an inadequate credit rating, ÖBB-Infrastruktur AG has the right to demand financial guarantees in accordance with § 57b EisbG.

3.3 Contractual arrangements

3.3.1 Framework agreement

Until further notice ÖBB-Infrastruktur AG is no longer offering framework agreements according to § 64 EisbG. An evaluation of the previous regulations is currently under way. Since framework agreements are also no longer valid within the ÖBB-Infrastruktur AG railway network, ÖBB-Infrastruktur AG is making use of the derogation according to Article 14 of Commission Implementing Regulation (EU) 2016/545 7 April 2016 on "*procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity*".

3.3.2 Contracts with RUs

An Infrastructure Usage Contract (IUC) must be concluded between the RU and ÖBB-Infrastruktur AG before access to railway infrastructure and utilisation of services and service facilities can be granted.

Key elements of the IUC include its GTC and the train path agreement (which includes details on allocated infrastructure capacity and possible services and service facilities). Contract templates, including supplements, are provided in the annexes to the Network Statement.

3.3.3 Contracts with non-RU applicants

If non-RUs fulfil all requirements set out in chapter 3.2.2.2, they can be party to an infrastructure capacity contract. Contract templates are provided in the annexes to the Network Statement.

3.3.4 General terms and conditions

General terms and conditions (GTC) are published in the annexes to the Network Statement.

3.3.5 Traction current network usage contract and transmission contract

The transmission of traction current from external electricity suppliers (“third-party suppliers”) to RUs for their railway operations in Austria is governed by a traction current network usage contract (Bahnstromnetznutzungsvertrag – BNNV) and a transmission contract (Durchleitungsvertrag – DLV).

For information on the use of the traction current network, see chapter 7.3.9.

3.3.6 Transhipment contracts

A UCT or RoLa transhipment contract is required for the transhipment of intermodal transport units (unaccompanied combined transport – UCT) or trucks (rolling road – RoLa) from road to rail and from rail to road in freight terminals operated by ÖBB-Infrastruktur AG.

Further information is available on the website of the Terminal Service Austria business division.

3.4 Specific access requirements

3.4.1 Placing in service and network registration of rolling stock

3.4.1.1 Placing in service of rolling stock in accordance with EisbG

Rolling stock may only be put into operation on the ÖBB-Infrastruktur AG network if they fulfil the necessary legal requirements according to the latest 1957 version of EisbG. This concerns the below, among others:

- Approval under railway law (operating licence or approval for circulation)
- Projects not requiring approval according to § 36 EisbG (particularly § 36, Section 4) and § 110 EisbG (particularly § 110, Section 7)
- Verification before the use of approved rolling stock (track compatibility) according to § 112 EisbG

3.4.1.2 Network registration of ÖBB-Infrastruktur AG

In addition to the approval under railway law and the track compatibility verification (see chapter 3.4.1.1), rolling stock also require a network registration before they can operate on the ÖBB-Infrastruktur AG network. Rolling stock with the following interoperability markings are exempt from this requirement:

- Freight wagons: RIV, TEN CW, TEN GE
- Passenger coaches: RIC (with commissioning approval before 19/07/2008)

The Network Access business division – Technical Access of ÖBB-Infrastruktur AG is responsible for this procedure.

The network registration ensures:

- The safe integration of vehicles into the ÖBB-Infrastruktur AG network in accordance with the deviations and operating conditions from the vehicle approval and network compatibility verification procedures. This can also take place during the integration of the infrastructure operator into the approval process (according to § 110, Section 4 EisbG) via a declaration of clearance.
- The necessary registration of IT-system-relevant vehicle date for ÖBB-Infrastruktur AG

To obtain a network registration, the following ÖBB-Infrastruktur AG regulatory texts are applicable:

- RW 50.01.01 Technical network access
- RW 50.02.01 Specification catalogue for traction units, multiple units and passenger coaches
- RW 50.03.01 Specification catalogue for freight wagons
- RW 50.04.01 Specification catalogue for special vehicles

These regulations, information on the duration of the processes and an overview of the likely charges can be found online on the Technical Access website.

3.4.2 Staff acceptance

3.4.2.1 Traction unit drivers

The permission to drive and operate a traction unit as a traction unit driver on the Austrian railway network is defined in §§ 124 ff EisbG and the Regulation for Traction Unit Drivers (Triebfahrzeugführer-Verordnung – TFVO). The Federal Ministry for Transport, Innovation and Technology[3] is responsible (§ 26 TFVO) for the recognition of foreign permissions to drive and operate a traction unit in accordance with the TFVO.

Required training courses are offered by the ÖBB-Infrastruktur AG Training and Further Education business division and third parties. More detailed information on contacts and the training sessions offered by the Training and Further Education business division is available online.

A list of contacts responsible for location and route knowledge training is published on the ÖBB-Infrastruktur AG website. Training is carried out according to the resources available.

3.4.2.2 Operational personnel

The RU is responsible for the training, testing and qualification of its staff and those of its contractors.

Contractors' personnel (legal or natural persons) who carry out activities defined as skilled activities by the EisbEPV for ÖBB-Infrastruktur AG must be fully trained and tested in accordance with the requirements and must be able to provide proof of their qualifications at any time. For any other activities on the ÖBB-

[3] In accordance with the current version of the Federal Ministries Act 1986, BGBl I No. 8/2020: Austrian Federal Minister for Climate Action, Environment, Energy, Mobility, Innovation and Technology.

Infrastruktur AG railway network which are not specified in the EisbEPV, a training certificate together with the necessary skills must be obtained through the ÖBB-Infrastruktur AG Safety and Quality organisational unit.

Such personnel should also have operational experience in safety-related tasks in accordance with § 62 of the Austrian Employee Protection Act (Arbeitnehmerschutzgesetz).

RU operational personnel and those of its contractors who carry out activities defined as skilled activities by the EisbEPV must be fully trained and tested in accordance with the requirements and must be able to provide proof of their qualifications at any time.

A list of all contacts in the Operations business division who are responsible for location knowledge training, together with a form for gathering information on location knowledge training, are published in the annexes to the Network Statement.

Where they operate within the scope of the TSI PRM, RU operational personnel and those of its contractors who accompany trains, who serve and help passengers in stations or who sell tickets must be trained in accordance with the Operational Regulations and Professional Qualifications chapters of the Technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility (TSI PRM).

Personnel who do not fulfil one of the conditions listed above may not be used in operational functions on the ÖBB-Infrastruktur AG railway network.

3.4.3 Exceptional transport

A consignment is considered as exceptional if its external dimensions, its weight or its features in relation to the fixed installations or wagon necessitate special measures, and therefore, it can only be accepted under special technical or operating conditions. The definition and distinction for exceptional consignments is provided in chapter 1.6 of RW 31.04.01.

Information on exceptional consignments is available in the webshop for rules and standards.

3.4.4 Dangerous goods

3.4.4.1 Dangerous goods

The Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) apply for national and international carriage of dangerous goods by rail; these are available in the Legal Information System of the Republic of Austria. The law on freight carriage of dangerous goods, § 5 in particular, and the conditions of UIC Leaflet 471-3 are also to be observed. Specific data, especially the quantity of dangerous goods shipped per year broken down by category, must be submitted free of charge by RUs on request by ÖBB-Infrastruktur AG at least once a year.

3.4.4.2 Environmental protection

When using railway infrastructure operated by ÖBB-Infrastruktur AG, the relevant international and national environment laws are to be observed. Should an unscheduled or environmentally hazardous event or incident (e.g. contamination, noise, vibration, emissions) occur, or should there be a threat of any such event, the RU must – notwithstanding its legal or contractual obligations regarding its damage responsibilities – immediately take the following measures:

- Notify the appropriate agencies/control centres for aid and rescue organisations (e.g. fire brigade, chemical authorities, water authorities)
- Carry out other legally required notifications

- Notify ÖBB-Infrastruktur AG (Operational Management Centres), according to the following information:

  Reporting environmentally damaging events/incidents

OMC Vienna	Tel.: +43 (0) 5 1778 855 11001
OMC Linz	Tel.: +43 (0) 5 1778 855 15010
OMC Salzburg	Tel.: +43 (0) 5 1778 855 14010
OMC Villach	Tel.: +43 (0) 5 1778 855 12010
OMC Innsbruck	Tel.: +43 (0) 5 1778 855 13002

- An email must immediately be sent to the Department of Structural Engineering Technology (Team AUT) of the Line Management and Facility Development business division of ÖBB-Infrastruktur AG containing information on the incident, (immediate) measures taken, amount and type of environmentally hazardous material together with a letter containing information on the accident report (reporting trail within ÖBB-Infrastruktur AG):

  Information on environmentally damaging events/incidents

  Line Management and Facility Development business division
  Department of Structural Engineering Technology
  Waste Management & Environmental Technology
  Email: infra.umwelttechnik@oebb.at

4 Capacity allocation

4.1 Introduction

ÖBB-Infrastruktur AG is the allocation body in accordance with the Railway Act and decides on the allocation of infrastructure capacity. ÖBB-Infrastruktur AG constructs the timetable on the basis of infrastructure capacity requests (ordered) from capacity applicants in compliance with the principles specified in the Railway Act and the Network Statement.

4.2 General description of the process

4.2.1 Basic information

In accordance with § 63, Section 1 EisbG, ÖBB-Infrastruktur AG must allocate infrastructure capacity to capacity applicants according to the appropriate principles of non-discrimination and transparency and an efficient use of the rail infrastructure.

To ensure efficient use of the rail infrastructure, the following internationally recognised and established principles are applied to the allocation of infrastructure capacity:

- Flighting (grouping together) of trains paths with similar speeds and/or stopping patterns in order to maximise railway infrastructure capacity.
- Harmonisation of running speeds in order to maximise railway infrastructure capacity, e.g. by accumulating run-time reserves and/or running traffic with complementary stopping patterns.
- Implementation of symmetrical clockface passenger traffic as a means of maximising railway infrastructure capacity, for an efficient use of the rail infrastructure. This provides the additional advantages of a regularly recurring operations pattern, including associated production plans; unchanging symmetry points (nodes); symmetrical times (e.g. zero-symmetry); and unchanging connections and train changes for passengers in a given direction (Node-transit-node model, see chapter 4.2.3).

For train paths crossing national borders, the timetable is constructed in close cooperation with the allocation bodies involved. As far as possible, these train paths are maintained in the subsequent timetable construction process, whereby the infrastructure capacity requirements of international rail freight traffic are taken into account (§ 63, Section 2 and § 65, Sections 2 and 3 EisbG).

In accordance with § 57c EisbG, an entity entitled to access the rail infrastructure of the principal and linked subsidiary lines to provide cross-border passenger railway services (as laid out in § 57, Section 1 Z2 EisbG) has the right to use Austrian stations or stops, subject to the following exceptions and restrictions:

The use of stations or stops “which are located between the origin and end destination of cross-border passenger traffic, and which lie on railways or parts of railways, in which contractually-based social passenger services in the general interest are carried out (Article 2(i) of Reg. (EC) No. 1370/2007), is excepted or restricted insofar as the economical balance of such a contract would be endangered” (§ 57c, Section 1 EisbG). In accordance with § 57c, Section 2 EisbG, the responsibility for appraising whether the economical balance of a contract for social passenger services in the general interest would be endangered lies with the SCK.

Information to be included in requests for infrastructure capacity is specified in the manual for the modular order management system (Modulares Auftragsmanagement – M-AMA).

Infrastructure capacity requests, including train-specific AV-services, for the timetable and ad hoc traffic, together with the cancellation of infrastructure capacity requests, are to be submitted via one of the following systems:

- Online via the M-AMA system
- Via the M-AMA system data interface or

  Via the PCS system for international infrastructure capacity requests (see the RNE PCS website)

Applications for the necessary consent to accept the transport of an exceptional consignment (außergewöhnliche Sendung – aS) must be submitted by the customer via the aS order portal. Customers can access this aS order portal through the M-AMA system. The RU manual for the aS order portal is also provided in the M-AMA system.

For interim special traffic, it is also possible to submit infrastructure capacity requests including train-specific AV-services via systems other than those given above.

From working timetable 2025, all infrastructure capacity requests are to be submitted via one of the abovementioned systems. In justified cases, deviation from this is possible after consultation with the infrastructure manager.

4.2.2 Principles of planning

In order to ensure the most efficient use of infrastructure capacity, ÖBB-Infrastruktur AG stipulates the following principles for infrastructure capacity requests.

The following parameters are to be observed when submitting infrastructure capacity requests. Even if applicants do not respect these provisions, these parameters shall still form the basis for train path construction.

Transit-time reserves

Transit-time reserves are supplements to the technical transit-time and the following standard supplements and special supplements are applied:

- Standard supplements to build quality into the timetable are calculated as a percentage of transit time.
- Special supplements (to cover rail infrastructure restrictions of longer duration due to construction works, such as e.g. station reconstruction) are calculated depending on the specific requirements.

In the event of major construction works, speed restrictions must be factored into the transit time calculations. These are published in the annexes to the Network Statement as speed restrictions due to major construction works.

On the following connections and in addition to the transit time supplements necessitated by the infrastructure, a standard supplement of at least 7% of the transit time must be applied for infrastructure capacity requests for high-speed trains, which largely determine the entire timetable structure:

West line

Wien Westbf/Wien Hbf – St. Pölten Hbf
St. Pölten Hbf – Linz Hbf
Linz Hbf – Salzburg Hbf
Linz Hbf/Wels Hbf – Passau Hbf
Kufstein – Innsbruck Hbf
Innsbruck Hbf – Bludenz
Bludenz – Lindau Hbf
Bludenz – Buchs SG
Innsbruck Hbf – Brennero/Brenner

Tauern line

Salzburg Hbf – Schwarzach St. Veit
Schwarzach St. Veit – Villach Hbf
Other lines
Leoben Hbf – Selzthal
Selzthal – Bischofshofen
Selzthal – Linz Hbf
Selzthal – St. Valentin/Amstetten

South line

Wien Hbf – Wiener Neustadt
Wiener Neustadt – Bruck an der Mur
Bruck an der Mur – Graz Hbf/Spielfeld-Straß
Bruck an der Mur – Leoben Hbf
Leoben Hbf – Klagenfurt Hbf/Villach Hbf
Villach Hbf – Tarvisio-B./Jesenice

East line

Hegyeshalom – Wien Hbf

North line

Wien Hbf – Breclav

Minimum halt times

The departure time shown in the timetable documentation is the time at which a train must start to move. Maintaining minimum halt times and departing exactly on time has a major influence on the punctuality of the train run and the reliability of the timetable. For this reason, as early as the quotation planning stage, the duration of halts should be planned so as to ensure that trains can respect their timetabled departure times to the second. The following minimum halt times should therefore be applied to infrastructure capacity requests:

	Long-distance passenger services	Short-distance passenger traffic
Large stations and railway junctions	3 min	2 min
Intermediate stations and stops	2 min	0.5 min
Request stops	1 min	0.2 min

Table 6: Minimum halt times

ÖBB-Infrastruktur AG may specify alternative minimum halt times according to experience gathered from similar conditions and/or previous running timetables or drawn from current actual train timings. In specific cases, where there is doubt as to the accuracy of data supplied by the infrastructure applicant, ÖBB-Infrastruktur AG reserves the right to request proof of necessary halt durations or to study the situation directly on site.

Minimum turnaround times

Minimum turnaround times create the conditions to allow a train that arrives on time to depart on time with the same trainset. For railcars, multiple units and push-pull trains, the following turnaround times should generally be applied to infrastructure capacity requests:

Train length	Turnaround time
≤ 30 m	4 min
> 30 and ≤ 80 m	5 min

> 80 and ≤ 150 m	6 min
> 150 and ≤ 210 m	7 min
> 210 and ≤ 280 m	8 min
> 280 and ≤ 350 m	9 min
> 350 and ≤ 420 m	10 min
> 420 m	12 min

Table 7: Minimum turnaround times

When setting minimum turnaround times, consideration should be given to any technical systems (GSM-R, signalling systems, electronic timetable documentation, etc.) and their upgrades fitted to the traction units. ÖBB-Infrastruktur AG may specify alternative minimum turnaround times according to experience gathered from similar conditions and/or previous running timetables or drawn from current actual train timings. Shorter turnaround times require evaluation by the infrastructure capacity applicant in collaboration with ÖBB-Infrastruktur AG. In specific cases, where there is doubt as to the accuracy of data supplied by the infrastructure applicant, ÖBB-Infrastruktur AG reserves the right to request proof of necessary halt durations or to study the situation directly on site.

Minimum times for train reconfiguration activities

Activity	Freight traffic	Passenger traffic
Replacing traction unit driver	3 min	3 min
Changing train/traction unit	10 min	10 min
Attaching pull traction unit	6 min	6 min
Stabling pull traction unit	8 min	8 min
Attaching push traction unit	4 min	4 min
Stabling push traction unit	3 min	3 min
Forming tandem traction unit	8 min	8 min
Breaking up tandem traction unit	8 min	8 min
Reversing train without changing traction unit	25 min	20 min
Reversing train incl. changing traction unit	20 min	15 min
Attaching wagon at front	15 min	15 min
Attaching wagon at rear	10 min	10 min
Stabling wagon at front	15 min	15 min
Stabling wagon at rear	5 min	5 min
Attaching railcar (staffed)	-	4 min
Separating railcar (staffed)	-	3 min

Table 8: Minimum times for train reconfiguration activities

Other times which are necessary for performing operational train reconfiguration activities and which are not listed here (such as including or detaching an intermediate traction unit) shall be agreed separately between ÖBB-Infrastruktur AG and applicants depending on the local particularities and equipment.

The timings laid out in the table above are based on optimum conditions (e.g. free infrastructure capacity at the station, availability of necessary personnel, etc.). When several processes occur together the timings in the above table cannot be accumulated; rather they should be mutually agreed between ÖBB-Infrastruktur AG and the infrastructure capacity applicant.

Depending on time slots, experience gained from previous running timetable periods, evaluation of actual timetables, infrastructure capacity applicant service concepts, expected frequency, intended use of train paths, the deployment of personnel (activity, number) for works, and the agreement of separate working procedures, different times for operational train reconfiguration activities may be specified by ÖBB-Infrastruktur AG.

Minimum transfer times

The minimum transfer time is the average time required by passengers to transfer from an arriving train to a connecting train on another platform in the same operating location. Only trains which can be reached by passengers in less than the relevant minimum transfer time are considered to be connecting trains.

A longer minimum transfer time is specified for operating locations with special local conditions (e.g. very long distances between the rail platforms). A shorter minimum transfer time applies for changing trains on the same platform.

More details on minimum transfer times can be found in the annexes to the Network Statement.

4.2.3 Symmetrical clockface passenger traffic

The Comprehensive Traffic Plan for Austria lays out the aims and strategies of traffic policy up to 2025. The railway system will see sufficient rail infrastructure development (Zielnetz 2025+) to permit the gradual introduction of symmetrical clockface passenger traffic. The basis for this is the node-transit-node model, whereby train connections are established between transport operators (nodes) and transit times (transits).

For the 2024 running timetable period, the status of rail infrastructure development allows the following node-transit-node model to be operated:

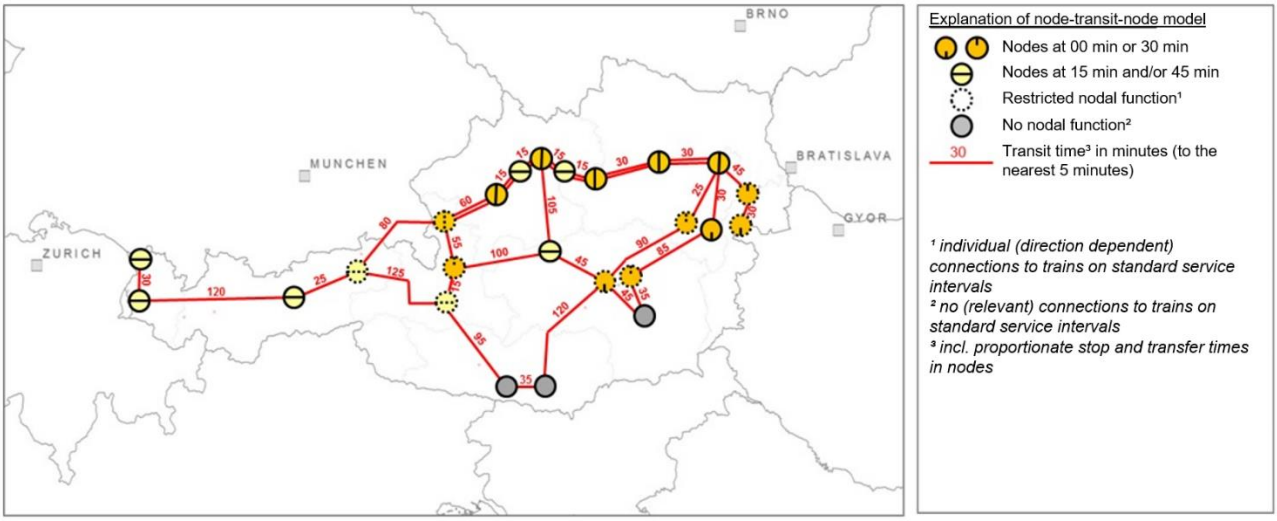

Figure 1: Node-transit-node model

Infrastructure capacities in symmetrical clockface passenger traffic correspond to the node-transit-node model detailed above, provided the conditions listed under a) to c) below are satisfied:

The infrastructure capacities:

a) lie within a time window of five minutes (arrival/departure in the given node stations and transit times – see the Node-transit-node model annex – and may be incorporated into the running timetable in accordance with the conditions laid out in chapter 4.2.1;

b) represent an interval of at most two hours (e.g. no three-hour intervals between clockface train paths) throughout the entire day, including peak traffic periods;

c) include planned halts in at least three consecutive nodes in the node-transit-node model.

For more detailed information on requesting infrastructure capacity allocation for symmetrical clockface passenger traffic, see the node-transit-node model in the annexes to the Network Statement.

4.2.4 Priority regulations

Timely infrastructure capacity requests (requests received before the main ordering deadline) will always be given priority in allocation over requests received after the deadline.

For requests received after the deadline, allocation is carried out according to the order of receipt and based on remaining capacity. When conflicting requests are received simultaneously, remaining capacity is allocated according to the priority regulations.

If infrastructure capacity conflicts cannot be resolved according to the following regulations a) to c), the priorities under d) will be applied.

a) Priority regulations for infrastructure capacity requests on railway infrastructure which is not designated as congested according to § 65c EisbG, in the following order:

1. Requests for the allocation of infrastructure capacity as laid out in § 63, Section 2 EisbG (see chapter 4.2.3).
2. Requests for the allocation of infrastructure capacity for clockface traffic and infrastructure capacities crossing a national border in accordance with § 65, Section 3 EisbG, whereby infrastructure capacities for short-distance passenger traffic in nodes will be accorded priority, to assist the switch to symmetrical clockface passenger traffic.

b) Priority regulations for infrastructure capacity requests on railway infrastructure which is designated as congested according to § 65c EisbG, in the following order:

1. Requests for the allocation of infrastructure capacity as laid out in § 63, Section 2 EisbG (see chapter 4.2.3).
2. Requests for the allocation of infrastructure capacity for passenger services in the public interest during peak traffic times in accordance with § 65c, Section 3 EisbG.
3. Other requests for the allocation of infrastructure capacity requests are prioritised in accordance with § 65c, Section 3 EisbG corresponding to the social value of their railway traffic services; freight traffic services, in particular freight traffic services crossing a national border, should be accorded higher social value than passenger traffic.

Route sections which have been designated as congested in accordance with § 65c EisbG are listed in chapter 4.6. The time periods 05:00 – 09:00 and 15:00 – 19:00 have been designated as peak traffic times.

c) Route-specific priority regulations

1. Usage restrictions for specific types of rail traffic services (§63a EisbG)

	Passenger traffic v_{max} ≥ 160 km/h	**Passenger traffic v_{max} < 160 km/h**	**Freight traffic v_{max} ≥ 100 km/h**
Line 13001 Hadersdorf node – Wagram node section	Priority period: 05:00 – 22:00		Priority period: 22:00 – 05:00
Line 10101 Hadersdorf node – Wagram node section	Priority period: 22:00 – 05:00	Priority period: 00:00 – 24:00	Priority period: 05:00 – 22:00

	Passenger traffic v_{max} ≥ 160 km/h	**Passenger traffic v_{max} < 160 km/h**	**Freight traffic v_{max} ≥ 100 km/h**
Line 13001 Hadersdorf node – Wien Meidling (Lainzer Tunnel)	Priority period: 05:00 – 22:00		Priority period: 22:00 – 05:00
Line 12201 Hadersdorf node – Wien Meidling (connection route)	Priority period: 22:00 – 05:00	Priority period: 00:00 – 24:00	Priority period: 05:00 – 22:00

	Passenger traffic v_{max} ≥ 160 km/h	**Passenger traffic v_{max} < 160 km/h**	**Freight traffic v_{max} ≥ 100 km/h**
Line 33001 Junc. Radfeld node – junc. Rt. 2 (Unterinntal)	Priority period: 00:00 – 24:00		Priority period: 00:00 – 24:00
Line 10104 Junc. Radfeld node – junc. Rt. 2 (existing route)		Priority period: 00:00 – 24:00	

	Passenger traffic v_{max} ≥ 160 km/h	**Passenger traffic v_{max} < 160 km/h**	**Freight traffic v_{max} ≥ 100 km/h**
Line 10601 Wien – Wiener Neustadt Hbf. (Pottendorf Line)			Priority period: 00:00 – 24:00
Line 10501: Wien Meidling – Wiener Neustadt Hbf (Südbahn)	Priority period: 00:00 – 24:00	Priority period: 00:00 – 24:00	

Table 9: Route-specific priority regulations

2. Existing routes with special operational value in the Vienna area

The priority regulation below applies to the following route:

- Wien Meidling – Wien Floridsdorf (S-Bahn trunk route)

On the Wien Meidling – Wien Floridsdorf route, infrastructure capacity will be allocated for a maximum of 20 trains per hour and direction, whereby infrastructure capacity requests for passenger services have priority in allocation.

3. Pyhrn axis

Priority routing will be given to non-passenger trains travelling from south to north in the zone of routes 10201 and 20301 between Selzthal and St. Valentin, and to those travelling from north to south in the zone of route 20401 between Nettingsdorf and Selzthal. Traffic originating or terminating in the zone of these routes is excluded.

d) Further prioritisation

Further prioritisation takes place in the following order:

1. Requests for the allocation of infrastructure capacity for symmetrical clockface passenger traffic according to chapter 4.2.3 c):

a) with a greater number of clockface train paths per day (interval frequency);

b) for traffic serving more clockface nodes.

2. Requests for the allocation of infrastructure capacity with a higher train-km quotient before requests with a lower train-km quotient within a running timetable period.

4.2.5 Timetable-related requirements for stations

In order to ensure the most efficient use of station railway infrastructure, ÖBB-Infrastruktur AG stipulates the following conditions.

Vehicle reconfigurations (e.g. removing/adding through carriages, motorail wagons, traction units of push-pull trains and/or doubling/splitting trainsets) are only permitted if they do not restrict further allocation of infrastructure capacity.

For Wien Hbf and Wien Meidling stations, the following conditions apply:

- In Wien Hbf and in Wien Meidling, trainsets without traction units cannot be provided at platforms.
- No ad hoc train paths are possible for freight traffic on the Wien Meidling – Wien Hbf route section at peak times on workdays.
- Any non-push-pull trains heading for the external cleaning facility at Wien Hbf must use route 116 or 118.

For Enns station, the following conditions apply:

- The maximum train length for terminating and launching freight trains is 650 metres.

For Linz Vbf, the following conditions apply:

- Freight trains are principally routed via Linz Vbf West.

For Steindorf bei Straßwalchen station, the following conditions apply:

- No scheduled stop for passenger trains on the Linz Hbf – Salzburg Hbf route.

For Salzburg Hbf, the following conditions apply:

- Between 06:00 and 22:00, the maximum train length for non-passenger trains is 610 metres.
- Manipulations for north-to south traffic can only be performed at Salzburg-Gnigl Bf.

NB:

In its decision of 22/05/2024, in the procedure SCK-24-002, the Railway Control Commission (SCK) declared the following paragraph to be invalid:

For Spielfeld-Straß station, the following conditions apply:

- *No traction unit handling or technical wagon handling for ad hoc train paths on workdays*

ÖBB-Infrastruktur AG has lodged an appeal against the decision of the SCK with the Austrian Federal Administrative Court.

4.2.6 Foreseen rail infrastructure restrictions

If infrastructure capacities allocated in the running timetable cannot be used by RUs due to planned works, ÖBB-Infrastruktur AG shall:

- for freight traffic, offer an alternative train path whereby the track access charge for the original route allocated will apply (see GTC § 15.4);

- for passenger traffic, due to its specific function, organise the necessary rail replacement service (Schienenersatzverkehr – SEV) if no diversion is possible. ÖBB-Infrastruktur AG shall assume the decision-making process, the operation and the costs of this rail replacement service.

4.3 Reserving capacity for Temporary Capacity Restrictions

See chapter 2.5 for information on temporary restrictions for maintenance, renewal and enhancement of the rail infrastructure.

4.4 Impacts of framework agreements

ÖBB-Infrastruktur AG does not currently offer framework agreements. For more information, see chapter 3.3.1.

4.5 Path allocation process

4.5.1 Annual timetable path requests

Information on infrastructure capacity request deadlines and a diagram showing the ordering process are provided under Train path order and deadlines on the Network Access business division website.

For non-RUs, the deadlines laid out in chapter 3.2.2.2 also apply for notification of RUs.

Deadlines for the 2025 running timetable

Infrastructure capacity requests for **changes to the timetable system**	If possible, by 01/03/2024
Request deadline for infrastructure capacity (main ordering deadline)	**12/12/2023 to 11/04/2024**
Submission of quotations to RUs for infrastructure capacity requests	01/07/2024
RU consultation/comments period for quotations (§ 65, Section 8 EisbG)	02/07 to 02/08/2024
Acceptance of quotations by RUs	Within one month of the submission of quotations, i.e. before 02/08/2024
Allocation of infrastructure capacity	From 19/08/2024

Table 10: Deadlines for the 2025 running timetable

Missing information or subsequent changes to infrastructure capacity requests

Infrastructure capacity requests that are received by ÖBB-Infrastruktur AG complete and on time form the basis for drawing up the timetable and the allocation of infrastructure capacity. If the applicant changes its request after the order deadline, it runs the risk of the train path not being realisable. The applicant shall reimburse ÖBB-Infrastruktur AG for any additional costs incurred as a result of such a change.

The applicant shall send any missing information upon the request of ÖBB-Infrastruktur AG within three working days, otherwise the infrastructure capacity request shall be deemed to have not been made within the deadline.

For requests for the allocation of infrastructure capacity in the running timetable received after the main ordering deadline (see chapter 4.2.4 for more on requests received after the request deadline), the acceptance of quotations shall take place at the latest five days after the submission of quotations, unless agreed separately in the quotation. In this case, the infrastructure capacity allocation takes place after the acceptance of quotations, but not earlier than 19/08/2024.

Deadlines for the 2026 running timetable

Note for infrastructure capacity requests for the 2026 running timetable:

It is recommended to notify changes to regular interval services by 01/12/2024 if possible.

4.5.2 Late annual timetable path requests

Deadlines for interim traffic taking into account changes in the running timetable by means of change book

The change book is produced monthly and comes into effect on the change dates. The ordering deadlines for these dates can be found on the Website. The following deadlines apply for the allocation of infrastructure capacity for interim traffic:

- Submission of quotations takes place at the latest six weeks before the change book comes into effect.
- Acceptance of quotations must take place within five working days after the quotation is submitted and at least five weeks before the change book comes into effect.
- Railway infrastructure capacity allocation takes place after the acceptance of the quotation.

4.5.3 Ad hoc path requests

Deadlines for interim special traffic

The following ordering deadlines apply for interim special traffic:

- Large-scale orders for events (e.g. shuttle traffic for major events such as Airpower or the Hahnenkamm ski race) and for measuring and test runs (e.g. measuring runs that exceed the VzG speed):
  - Ordering two months before the first day of operation according to the infrastructure capacity request
  - Submission of quotation at the latest three weeks before the first day of operation
  - Acceptance of quotation by RU within five working days after the quotation is submitted
  - Allocation of infrastructure capacity after acceptance of quotation
- New traffic causing significant processing work for ÖBB-Infrastruktur AG (e.g. runs outside of route opening times, circulation-related transports or shunting requirements):
  - Ordering one month before the first day of operation according to the infrastructure capacity request
  - Submission of quotation at the latest two weeks before the first day of operation
  - Acceptance of quotation by RU within five working days after the quotation is submitted

    - Allocation of infrastructure capacity after acceptance of quotation
- Other complex orders and scheduled traffic (e.g. training runs, special tour trains, “nostalgic” runs, construction site logistics, transportation of gravel, coal, ore and sugar beets, or transformer shipments):
    - Ordering two weeks before the first day of operation according to the infrastructure capacity request
    - Submission of quotation at the latest one week before the first day of operation
    - Acceptance of quotation by RU within five working days after the quotation is submitted
    - Allocation of infrastructure capacity after acceptance of quotation
- Special trains with exceptional consignments causing significant processing work (e.g. large-scale “special transport needs”):
    - Ordering more than five days before the first day of operation
    - Submission of quotation up to one working day before the first day of operation
    - Acceptance of quotation by RU within one working day after the quotation is submitted
    - Allocation of infrastructure capacity after acceptance of quotation
- Orders for timetable changes in case of scheduled restrictions of the railway infrastructure (e.g. construction works)
    - Ordering at the latest four weeks after receiving the information about the restriction of infrastructure – IEI
    - Capacity offer[4] for passenger trains and non-passenger trains at the latest 18 weeks before the first day of operation
    - Submission of quotation for train path via instructions concerning operation and timings (FAPLO) for passenger trains at the latest 10 weeks before the first day of operation
    - Submission of quotation for train path via instructions concerning operation and timings (FAPLO) for non-passenger trains at the latest four weeks before the first day of operation
    - Acceptance of quotation within five working days after the quotation is submitted
    - Allocation of infrastructure capacity after acceptance of quotation

If the infrastructure capacity request can be complied with according to the order, the submission of quotation is omitted, and the infrastructure capacity is allocated immediately.

Orders for ad hoc traffic

a) Order process

- Orders for ad hoc traffic

[4] Traffic type-specific distribution of remaining infrastructure capacity in case of restriction of infrastructure (= construction works)

Orders up to 15:00 on the last office day[5] before the first day of travel of the train ordered must be submitted to the Network Access (NA) business division. Orders made after this time must be submitted to the responsible OMC[6].

- Orders due to unplanned infrastructure restrictions

  In the event of unplanned infrastructure restrictions, the Network Access business division is responsible for necessary timetabling measures (diversion, cancellation, other changes) from the fourth office day after the restriction takes place. Orders can be placed via baufahrplan@oebb.at. For the time before the fourth office day after the restriction taking place, all necessary timetabling measures (diversion, cancellation, other changes) are managed by the relevant responsible OMC. Orders can be placed via the contacts in chapter 1.6.1.

b) Modalities for the allocation of ad hoc traffic less than five working days up to six hours before departure

The submission of quotations and the allocation of train paths (infrastructure capacities) for orders with a lead time of less than five working days and up to six hours before departure is performed at the latest three hours before departure.

For operational reasons, timely processing of orders received less than six hours before departure cannot be guaranteed.

However, it must be understood that, with regard to the timetable situation, the allocation of the infrastructure capacities ordered is only a timeframe between the earliest possible departure and latest possible arrival for the requested service. The submission of quotations equates to allocation. The customer may refuse the allocation.

4.5.4 Dispute Resolution process

If any incompatibilities between infrastructure capacity allocation requests from applicants are identified, ÖBB-Infrastruktur AG as the allocation body shall instigate a coordination procedure in accordance with § 65b EisbG. This aims to arrive at a mutually acceptable solution with the affected applicants.

If the incompatibility has arisen because the applicant has, without the consent of ÖBB-Infrastruktur AG, not fully complied with the planning parameters specified in chapter 4.2.2 and if this incompatibility can be eliminated by applying these planning parameters, then the coordination procedure is omitted, and the train path is correspondingly constructed.

Schienen-Control GmbH shall have the opportunity to participate in the meetings as an observer.

If it is not possible to arrive at a mutually acceptable solution, the final decision shall be taken by ÖBB-Infrastruktur AG, based on regulations for the allocation of infrastructure capacity (see chapter 4.2). If ÖBB-Infrastruktur AG declines the infrastructure capacity request, it will notify the applicant in writing, stating the reasons for declining the request.

A coordination procedure may be dispensed with if infrastructure capacity requests that are identical or very close together in terms of time and location are submitted by several applicants for one and the same third-party contract (e.g. call for tender), and all applicants involved have given their consent. Under these conditions, the allocation body shall communicate the train path offers according to the draft running timetable to

[5] The office days of the Network Access business division are Monday to Friday, except public holidays and 24 & 31 December.

[6] The responsible OMC is the OMC in whose area of responsibility the train run on the ÖBB-Infrastruktur AG railway network begins. For orders outside the Network Access opening hours, an overview map of the OMC areas is available in § 2 of Regulatory text 30.04.11 to improve allocation. If an order needs to be changed once a train has started its journey, this must be directed to the OMCs whose areas of responsibility are affected by the change (e.g. beginning of a changed running section).

all applicants involved. The relevant train path offers are subject to the award of the contract. The allocation body must be informed immediately once the contract has been awarded.

4.6 Congested infrastructure

The following route section has been declared as congested in accordance with § 65c, Section 1 EisbG:

- Mödling – Wien Meidling

Information on the supplement for congested rail infrastructure in accordance with § 67a EisbG can be found in chapter 5.3.3.1.

4.7 Exceptional transport and dangerous goods

The applicant shall ascertain under its own responsibility whether a transport operation relates to an exceptional consignment (see chapter 3.4.3 for more details) or a consignment of dangerous goods and must state this when ordering.

4.8 Rules after path allocation

4.8.1 Rules for path modification by the applicant

For more information, see chapter 5.6.1.

4.8.2 Rules for path alteration by the IM

The RU must inform the responsible OMC of any expected late departure from the departure, border or reconfiguration station (station in which the train may be changed, e.g. adding wagons) and if necessary, keep them continuously updated.

If a train is delayed in the departure station, border station or reconfiguration station by more than six hours, this train may be allocated a modified train number by ÖBB-Infrastruktur AG due to the technical requirements of the system. (Note: the RU is responsible for changing the train formation.)

If a train has not started its journey (the originally allocated train path) on the ÖBB-Infrastruktur AG railway network after more than 18 hours (at the departure or border station), this shall be considered equivalent to a cancellation by the RU.

ÖBB-Infrastruktur AG is entitled to adapt infrastructure capacity (e.g. modification or cancellation) in order to fulfil its legal obligations. Additional alteration rights arise in particular from the GTC.

4.8.3 Non-usage rules by the applicant

Infrastructure capacity applicants must give notification immediately if allocated infrastructure capacity will not be used. If a train path is not used for three months, it may be withdrawn for the entire running timetable period (§ 60 EisbG).

See chapter 5.6.1 for the charge relating to reservations.

4.9 Timetable and Capacity Redesign (TTR)

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

TTR consists of different components, including in particular an improved planning of the distribution of infrastructure capacity (including temporary capacity restrictions) and the introduction of new capacity allocation processes. The purpose is to better serve all market needs and achieve an optimised use of existing infrastructure capacity.

TTR implementation is planned to start during the timetable periods 2028-2030, provided that it is supported by the European and national legal framework.

Detailed information on the project can be found on the RNE website.

Essential components of TTR

Capacity strategy: The capacity strategy is a medium- to long-term capacity planning of the IM. 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.

Capacity model: The capacity model gives a more detailed definition of the demand forecast by infrastructure capacity per traffic type, taking account of any rail infrastructure restrictions that are relevant to the timetable. As part of the implementation of the capacity model by ÖBB-Infrastruktur AG, infrastructure capacity applicants can submit their infrastructure capacity needs, which will undergo a non-discriminatory verification process, using the RNE European Capacity Management Tool or an RNE excel form.

Capacity models for the 2024 running timetable period are available on ÖBB-Infrastruktur AG's website.

Capacity needs announcements are considered as non-binding indications by applicants about expected future capacity needs. Under no circumstances can ÖBB-Infrastruktur AG guarantee the inclusion of all expressed capacity needs announcements into the final capacity model. Capacity needs announcements cannot result in any priority in the following capacity allocation process.

4.10 Capacity allocation principles for the RFCs

Special regulations (Framework for the Allocation of Infrastructure Capacity, Customer Information Document – Book 4) apply to the allocation of infrastructure capacity for rail freight corridors (see also chapter 1.7.1); these are published on the freight rail corridor websites (for more details, see the RNE website).

5 Services and charges

5.1 Introduction

ÖBB-Infrastruktur AG offers the following services:

- Minimum access package and charges
- Service facilities and supply of services
  - Basic services
  - Additional services
  - Ancillary services

Like any railway infrastructure network or technical system, the railway system is subject to disruptions and other irregularities, which may result in deviation from agreed infrastructure capacities and other services.

For such deviations from agreed infrastructure capacities and other services, ÖBB-Infrastruktur AG only grants financial compensation within the framework of the Performance Regime (see chapters 5.7 or 5.3.3.2 and 5.3.4), whereby no claim for a reduction in charges may be made against ÖBB-Infrastruktur AG due to external causes attributable to neither infrastructure manager nor railway undertaking (as defined in Annex VI No. 2 (c) 8 of Directive 2012/34/EU, e.g. strikes, administrative formalities, outside influences, effects of weather and natural causes, delays due to external causes on the next network, etc.), and secondary causes attributable to neither infrastructure manager nor railway undertaking (as defined in Annex VI No. 2 (c) 9 of Directive 2012/34/EU, e.g. dangerous incidents, accidents and hazards, track occupation caused by the lateness of the same train, track occupation caused by the lateness of another train, turn-around, connections, etc.) shall not be attributed to ÖBB-Infrastruktur AG.

Track access charges and other charges (charges for services) do not cover the entire cost of any given use of the rail infrastructure and services. Nor do they include any supplement related to financial risk or profit. Therefore, ÖBB-Infrastruktur AG shall only grant compensation/reductions in charges for operational disruptions within the framework of the Performance Regime according to Annex VI No. 2 of Directive 2012/34/EU.

The following chapters set out the charges and services of the minimum access package in more detail.

5.2 Charging principles

Track access charges must be paid by the RU for the services included in the minimum access package according to chapter 5.3. EisbG allows the following possible components of track access charges:

- costs directly incurred by the train operation (§ 67, Section 1 EisbG),
- mark-ups (§ 67d EisbG) and
- reductions/supplements (§§ 67a ff EisbG)

For information about the composition of track access charges, see chapter 5.3.1.

The ancillary and additional services included in the minimum access package and their associated charges are defined in more detail in chapters 5.4 and 5.5.

5.3 Minimum access package and charges

ÖBB-Infrastruktur AG offers the services in the minimum access package listed below in exchange for payment of the track access charge (see chapter 5.3.1):

- **Allocation of infrastructure capacity (see chapter 4.2) and management of train movements**
  - Handling requests for infrastructure capacity, checking the feasibility and elaboration of infrastructure capacity offers, and communicating infrastructure capacity offers
  - Instructions concerning operation and timings
- **Electronic management of train movements (ZFM)**

  The management of train movements represents the further development of conventional operation management. The interaction between controlling operating locations and the relevant traction unit drivers has been digitalised. The management of train movements includes the following interfaces:

  - Electronic train-specific timetable documentation

    The electronic train-specific timetable documentation is made up of the following components: digital operative speed restrictions and works (Langsamfahrstellen und Besonderheiten – La), and the electronic train-specific timetable book.

  - Adaptive train control (Adaptive Zuglenkung – AZL) route suggestions

    AZL route suggestion is an upgrade from SMS texts via GSM-R. Centrally determined route suggestions are issued on the relevant assistance system via a defined interface. This information can help to optimise operation management (e.g. avoiding unscheduled stops, reducing braking and accelerating, optimising train runs in terms of energy efficient train operation). SMS texts as currently used will continue to provide a fallback or basic solution.

  The interfaces for the electronic train-specific timetable documentation and AZL route suggestions can be ordered and managed using the M-AMA application under the “Management of train movements” tab. Conditions for the use of the electronic management of train movements interface can be found here.

  - Electronic commands

    In the working timetable period 2025[7], ÖBB-Infrastruktur AG is planning to send written commands in accordance with RW 30.01 (DV V3 § 36) to RUs via data interface. Specific dates for the start of this initiative will be announced separately by ÖBB-Infrastruktur AG. The primary use of electronic commands in accordance with RW 30.01 (DV V3 § 36) is mandatory from this date. From this date, should the data interface fail a broadcast command or the current paper format will be used as a fallback solution in accordance with RW 30.01 (DV V3 § 36). ÖBB-Infrastruktur AG is responsible for choosing the fallback solution to be used.

  An in-depth description of the contents, technical details, interface specifications and minimum requirements for the application on the side of the user can be found here. Each user is responsible for the provision, commissioning and maintenance of the hardware incl. SIM cards (mobile devices).

  The use of the above-mentioned interfaces as part of the minimum access package requires the use and declaration of a RICS code as well as separate registration/ordering, for which the following companies are eligible:

  - Authorised railway undertakings with a current contractual relationship to ÖBB-Infrastruktur AG or
  - Companies with a current contractual relationship to an authorised railway undertaking (reciprocal confirmation required)

[7] Anticipated in the second half of 2025; a specific date will be announced as soon as possible

- **Provision of railway infrastructure facilities for the train run**
  - Use of lines, points and catenary (excluding traction power) as necessary for the train movement during the route operation times published in the Network Statement
  - Use of passenger platforms allowing boarding onto and alighting from trains that stop at the station and connecting to all the facilities provided by the station itself as a service facility
  - Operational use of trains via the approach to and exit from passenger platforms by means of – depending on the particular design of the individual stations – (i) the provision of a direct access route between passenger platforms and public thoroughfares or (ii) (in the absence of this) an access route through the service facility
  - Train routing including signalling and the transmission of related information, and the use of telecommunications equipment for the purpose of operating the service
  - Use of the basic GSM-R services as defined in the GSM-R Profile overview (e.g. Basic-CAB)
  - Administrative assistance in the case of service disruption, including the allocation of any necessary alternative train paths
  - Permits for RU employees and employees of RU contractors (see chapter 5.5.3)

5.3.1 Composition of Track Access Charges (TAC)

Track access charges must be paid by the RU for the services included in the minimum access package according to chapter 5.3. The track access charge is established in accordance with the provisions of the Railway Act (specifically §§ 67 ff) and Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service.

The track access charge is composed of the following components:

- Train-kilometre component tr per type of traffic
- Gross-tonne-kilometre component[8] gtk per type of traffic
- Reductions/supplements

For information on the reservation fee, see chapter 5.6.1.

The **calculation formula for the track access charge** per type of traffic per train movement is:

$$TAC = \text{train-km} * tr + \text{gtkm} * gtk \pm \text{reductions/supplements}$$

Figure 2: Calculation formula for the track access charge

The following **reductions and supplements** constitute an integral part of the track access charge:

- **Supplement for congested rail infrastructure** (in train-kilometres)

  The supplement reflects the scarcity of infrastructure capacity on a specific route section during congested time periods.

- **Performance Regime** (in minutes)

[8] Gross weight of a train: Gross weight of all vehicles in the entire train (traction unit + wagons)

The Performance Regime provides a system of incentives to improve punctuality.

5.3.2 Types of traffic

For differentiation of track access charges, ÖBB-Infrastruktur AG provides for the following types of traffic:

- **Passenger traffic**
  - Long-distance passenger traffic
  - Short-distance passenger traffic
- **Freight traffic**
  - Freight traffic manipulated
  - Freight traffic non-manipulated
- **Service trains** (i.e. empty passenger trains and trainsets composed of multiple traction units)

For the classification of **passenger traffic**, the criterion of average distance between stops is applied:

- Long-distance passenger traffic: average distance between stops ≥ 20 km
- Short-distance passenger traffic: average distance between stops < 20 km

For the classification of freight traffic, the following criteria are applied:

- **Freight traffic manipulated**

  Single wagonload traffic and combined transport are classified in the “Freight traffic manipulated” traffic type.

  In the **single wagonload traffic** system, freight wagons from different shipping companies are collected in one station (e.g. marshalling yard, shunting location), sorted by means of the train formation process and brought together as one train. This train transports the collected freight wagons to the next station, where they are either again sorted and separated into different trains or distributed to the different recipients.

  Single wagonload traffic involves at least one transfer of freight wagons from train to train, which generally requires a significant amount of shunting and time for train formation. The stations themselves (e.g. marshalling yard, shunting location) in which the transfers take place, collect, sort and redistribute the single wagonload traffic.

  When applicants order single wagonload rail traffic services (infrastructure capacity requests), these must be identified as single wagonload train classes (DG[9], SDG[8], NG[10], SNG[9], VG[11], SVG[10], BED[12]

[9] DG train class: Single wagonload freight trains that travel between different marshalling yards, between marshalling yards and train formation yards abroad, or between different train formation yards abroad.
[10] NG train class: Single wagonload freight trains that travel from marshalling yards to operating nodes and vice versa. This also includes freight trains that travel between operating nodes.
[11] VG train classes: Single wagonload freight trains that travel from operating nodes to reception point and from dispatch point to operating nodes.
[12] BED train classes: Single wagonload freight trains that travel from operating nodes to reception point and from dispatch point to operating nodes.

or SBED[11]). The existence of a single wagonload traffic system must be presented using suitable evidence (e.g. production, train formation or wagon transfer plans).

For **combined transport** (unaccompanied or accompanied CT), the transport unit (containers, swap bodies, semi-trailers, MOBILER vehicles, road vehicles, etc.) is transhipped instead of the freight itself. Rail traffic services that exclusively ship these transport units are classified in the “Freight traffic manipulated” traffic type. The CT identifier (profile) is decisive for classification together with the train run or production concept ordered (e.g. traffic between domestic or international CT terminals[13]). When applicants order combined transport services (infrastructure capacity requests), these must be identified as train classes TEC, STEC, KGAG, SKGAG, ROLA or SROLA.

If freight traffic cannot be classified as single wagonload traffic or combined transport, it is classified in the “Freight traffic non-manipulated” traffic type.

- **Freight traffic non-manipulated**

  Block trains are point-to-point traffic services (e.g. customer-to-customer) which do not require any additional reconfiguration of the rake of wagons (as part of train formation) between dispatch location and destination (train run). Reconfigurations of the rake of wagons to increase the capacity and efficiency of block trains that only affect one part of the train run (e.g. combination of two block trains on one route section) do not constitute “train formation” and these block trains are therefore not classified in the “Freight traffic manipulated” traffic type.

  When applicants order transport services in the “Freight traffic non-manipulated” traffic type (infrastructure capacity requests), these must be identified as train classes GAG, SGAG, LGAG or SLGAG, or RID or SRID for the transport of dangerous goods. Military trains are also classified in this traffic type, with the exception of combined transport block trains (see “Freight traffic manipulated” traffic type).

5.3.3 Reductions/supplements

5.3.3.1 Supplement for congested rail infrastructure

A supplement for congested rail infrastructure according to § 67a EisbG is charged for the following route section during the specified times:

- Hetzendorf (Het) – Mödling (Md) on working days (excluding Saturdays) during peak traffic time in accordance with chapter 4.2.4 b).

5.3.3.2 Performance Regime

The Performance Regime (PR) is a system of incentives to prevent operational disruptions and to increase the performance of the railway infrastructure in accordance with § 67h EisbG. The PR system is based on delay minutes and delay causes which are logged in the operating systems of ÖBB-Infrastruktur AG.

The calculation of delay minutes in the PR system is explained by the following illustration:

[13] Terminal = transhipment station where transport units (e.g. containers, swap bodies, semi-trailers, MOBILER vehicles, road vehicles, etc.) are transhipped.

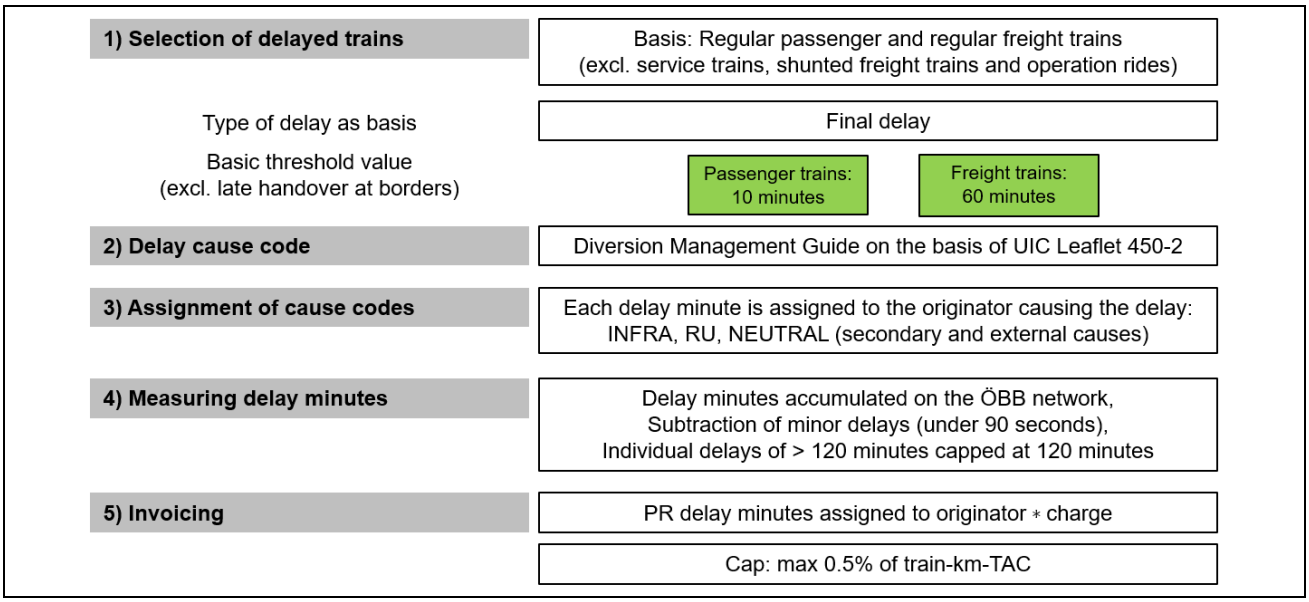

Figure 3: Calculation of delay minutes in the PR system

- **1) Selection of delayed trains**

  The PR system incorporates regular passenger and freight traffic services, with the exception of service trains (train classes: LP, LZ, PROB, etc.), shunted freight trains (VG), operational runs (BED) and occasional traffic (special trains). Diverted services are considered to be special trains and are therefore also excluded from the PR system.

  For regular passenger and freight traffic services included in the PR system, it must be ascertained whether the final delay at the destination station[14], minus any delay due to late handover at borders for trains transferring from another railway network (another national or international railway infrastructure manager) to the ÖBB-Infrastruktur AG railway network, exceeds the basic threshold value.

  Threshold values of 10 minutes for passenger trains and 60 minutes for freight trains have been determined. As train delays are rounded to the nearest minute, passenger trains with a delay greater than 11 minutes and freight trains with a delay greater than 61 minutes (excluding any late handover at borders) are not considered in the PR system.

- **2) Delay cause code**

  Coding of the delay cause is performed in accordance with the Diversion management guide (VA) on the basis of UIC Leaflet 450-2.

- **3) Assignment of cause codes**

  The assignment of the delay cause code to the originator (ÖBB-Infrastruktur AG, RU or external/other causes, incl. secondary delays) is based on the ÖBB-Infrastruktur AG operational quality management system. Details of the system for assigning codes for the PR system can be found in the annexes to the Network Statement.

[14] Destination stations in the sense of the Performance Regime are destination stations on the ÖBB-Infrastruktur AG network and border transfer stations for journeys continuing onto another railway network (another national or international railway infrastructure operator).

- **4) Measuring delay minutes**

  The delay minutes accumulated on the ÖBB-Infrastruktur AG railway network are assigned on a train-by-train basis to the relevant originator. Minor delays of less than 90 seconds are not considered. Individual delays longer than 120 minutes are capped at 120 minutes.

  Delay minutes that cannot be clearly assigned to ÖBB-Infrastruktur AG or an RU (particularly external causes or secondary delays) are classified as neutral and are not considered to be relevant delay minutes.

  Next, on the basis of the delay minutes accumulated on the ÖBB-Infrastruktur AG railway network, the Performance Regime delay minutes per originator are calculated for each train included in the PR system (INFRA, RU, NEUTRAL).

  In accordance with the amendment procedure in the Diversion management VA, the RU may raise objections to the delays it has been assigned. If there is no objection, the coded delay minutes and their assignment to the originators are considered as accepted.

- **5) Invoicing**

  At the end of each month, the total Performance Regime delay minutes are balanced against their originators and multiplied by the rate given in the list of charges (see chapter 5.3.4). Each RU receives a list of Performance Regime trains at the end of each month, with the information required for settlement (train number, date, start and destination station, final delay, handover delay, delta value for INFRA-RU delay minutes, Performance Regime payment/credit).

  The balances calculated each month in the PR system between ÖBB-Infrastruktur AG and the relevant RU are capped at ± 0.5% of the train-km track access charge in order to ensure planning security and the stability of the charging system.

5.3.4 Charging rates

No.	Traffic type	Unit	Charge in EUR excl. 20% VAT
Train-kilometre component tr			
1.1.1.h	Long-distance passenger traffic	Train-km	0,649
1.1.1.i	Short-distance passenger traffic	Train-km	0,747
1.1.1.e	Freight traffic manipulated	Train-km	0,741
1.1.1.f	Freight traffic non-manipulated	Train-km	
1.1.1.g	Service train	Train-km	
Gross-tonne-kilometre component gtk			
1.1.2.h	Long-distance passenger traffic	Gt-km	0,002129
1.1.2.i	Short-distance passenger traffic	Gt-km	0,003482
1.1.2.e	Freight traffic manipulated	Gt-km	0,001926
1.1.2.f	Freight traffic non-manipulated	Gt-km	
1.1.2.g	Service train	Gt-km	

Table 11: Charging rates

No.	Reductions/supplements	Unit	Charge in EUR excl. 20 % VAT
1.1.4.1	Supplement for congested rail infrastructure	Train-km	1,5232

1.1.5	Performance Regime – payment/credit according to balance of delay minutes	Minutes	+/- 0,7346

Table 12: Reductions/supplements

5.4 Additional services and charges

Charges for additional services offered in conjunction with the minimum access package are listed below. Charges for additional services for stations, facilities and shunting can be found in chapters 7.3.2.4, 7.3.7.4 and 7.3.4.5.

5.4.1 ARAMIS train information

The ARAMIS Internet application offers online real-time train tracking information to those with the right to access such information. An RU can retrieve and evaluate real-time train information and train data for any of its trains running on the ÖBB-Infrastruktur AG railway network. Access to the ARAMIS train information system is offered by ÖBB-Infrastruktur AG as a paid additional service. Different levels of access providing different features are offered:

- ARAMIS Web Client
- ARAMIS Premium Client

ARAMIS may be ordered from the One Stop Shop .

The provision of access to the ARAMIS train information system is charged as follows:

- Connection charge: One-off charge per workstation/user
- Access rights: Monthly charge per workstation/user

Further information on the ARAMIS train information system can be found here.

No.	Service	Unit	Charge in EUR (excl. 20% VAT)
1.3.1	ARAMIS Web Client connection	Connection	837,00
1.3.2	ARAMIS Web Client access authorisation	User/month	179,00
1.3.4	ARAMIS Premium Client connection	Connection	1.315,00
1.3.5	ARAMIS Premium Client access authorisation	User/month	596,00

Table 13: Charges for "ARAMIS train information"

5.4.2 GSM-R

Services that go over and above the minimum access package are offered by ÖBB-Infrastruktur AG as paid additional services.

The SIM cards necessary to use GSM-R services are available with different profiles. SIM cards with the corresponding GSM-R services are ordered and cancelled via the One Stop Shop. The conditions for ordering and cancelling SIM cards can be found here.

The use of GSM-R services is charged as follows:

- One-off activation charge per SIM card (also valid for SIM card basic profiles)
- Monthly service charge per SIM card

Further information on all GSM-R services can be found here.

No.	Service	Unit	Charge in EUR (excl. 20% VAT)
1.4.1	GSM-R SIM card: one-off activation charge	Activation	29,00
1.4.2	GSM-R SIM card: monthly service charge	Month	11,90

Table 14: Charges for "GSM-R"

5.4.3 Services for exceptional consignments and dangerous goods

Depending on the available resources, ÖBB-Infrastruktur AG provides personnel for the operation of trains with exceptional consignments and for the supervision of dangerous goods, in order to support RUs providing rail services.

These personnel services are offered by ÖBB-Infrastruktur AG as a paid additional service and must be ordered as part of the infrastructure capacity request.

Personnel services are charged per hour of personnel activity, whereby different charges are applied depending on the qualifications of the employee utilised. ÖBB-Infrastruktur AG shall decide which employees perform the requested services.

No.	Personnel services	Unit	Charge in EUR (excl. 20% VAT)
2.1.1	Operational expert and project management	Hour	94,06
2.1.2	Traffic management and scheduling	Hour	85,22
2.1.3	Traffic management support service	Hour	64,64
2.1.4	Support service – operational processing and customer information	Hour	63,71

Table 15: Charges for "Exceptional consignments and dangerous goods"

5.5 Ancillary services and charges

Charges for the ancillary services offered in conjunction with the minimum access package are listed below. Charges for ancillary services for stations, facilities and shunting can be found in chapters 7.3.2.4, 7.3.7.4 and 7.3.4.5.

5.5.1 Pull/push traction unit services at Pyhrn

Pull and/or push traction unit services are being offered on the Selzthal – Spital/Pyhrn route section in a south-to-north direction as a paid ancillary service and include:

- Pull and/or push traction unit service comprising one electric traction unit and traction unit driver on the specified route
- Any necessary repositioning/transfer of the electric traction unit

The service does not cover the traction energy used by the traction unit as it carries out the service, nor the additionally applicable track access charge due to the weight of the pull/push traction unit.

The services are performed by ÖBB-Produktion GmbH according to available resources, on behalf of ÖBB-Infrastruktur AG, with ÖBB-Infrastruktur AG acting as an intermediary.

If the RU's train arrives with a delay of more than 30 minutes in the station where the traction service has been agreed to start, the provision of the service will be subject to available resources. This is due to the tight planning necessary for electric traction units.

Pull and/or push traction unit services on the Selzthal – Spital/Pyhrn route section in a south-to-north direction are charged per service.

If the RU's train arrives at the agreed destination station for the service more than 30 minutes late, an additional charge according to No. 1.5.2 of the table of charges shall be charged for each half hour started, to a maximum of three times No. 1.5.2.

Before the service can be utilised, a separate contract must be concluded between ÖBB-Infrastruktur AG and the RU. The corresponding contract template and further details on conditions (order and cancellation form, contacts etc.) are available in the annexes to the Network Statement.

No.	Service	Unit	Charge in EUR (excl. 20% VAT)
1.5.1	Pull/push traction unit services at Pyhrn	Per service	438,30
1.5.2	Pull/push traction unit services at Pyhrn – service charge (in addition to No. 1.5.1) for delays at the destination station for the service	For each half hour started	106,83
1.5.3.a	Pull/push traction unit service at Pyhrn – 20 % order supplement	Per process	87,66
1.5.3.b	Pull/push traction unit service at Pyhrn – 50% order supplement	Per process	219,15
1.5.6	Flat rate for availability	Per process	106,83
1.5.7.a	Cancellation 21 days up to 72 hours before service commences (20% of 1.5.1)	Per process	87,66
1.5.7.b	Cancellation 72 hours before service commences up to commencement of services (80% of 1.5.1)	Per process	350,64
1.5.7.c	Cancellation after service has commenced as scheduled (satisfies 1.5.1)	Per process	438,30
1.5.7.d	Cancellation premium after service has commenced as scheduled (satisfies 1.5.3.b)	Per process	219,15

Table 16: Charges for "Pull/push traction unit service at Pyhrn"

5.5.2 Access to train-running checkpoint data

The data generated from train-running checkpoint installations is used by ÖBB-Infrastruktur AG to protect infrastructure facilities, such as bridges and other structures, and to ensure the safe operation of modern electronic rail traffic.

Train-running checkpoint installations meet the relevant ÖNORM standards and appropriate technological state of the art and are regularly calibrated.

A map and list of all train-running checkpoints and their functions are available here.

ÖBB-Infrastruktur AG provides RUs access to the train-running checkpoint data.

The train-running checkpoint data is obtained through an access set up by ÖBB-Infrastruktur AG. The data is provided via an API[15] (application programming interface). The "Access to train-running checkpoint data" service includes the provision of the access to the electronic platform as well as the provision of the data.

When ordering, RUs must provide a link (URL) for the data to be sent to via the API by means of push notifications. The relevant technical documents are made available on the API portal.

Access to the following data, transmitted by means of push notifications, can be enabled:

- The data from the hot axle box detector (HOA) includes the temperature measurement (in degrees Celsius) of:
  - Axleboxes
  - Brake discs
  - Wheel rims
- The wheel force measuring system (RMA) measures:
  - Total weight of the vehicle (in tonnes)
  - Load distribution per axle (in tonnes)
  - Wheel and axle loads (in tonnes)
  - Dynamic forces (in kilo newtons)

This service is ordered using an order form which contains all the contractual provisions and further information on the order process.

More detailed information can be found here.

No.	Train-running checkpoint data	Unit	Charge in EUR (excl. 20% VAT)
1.6.1	Access to hot axle box detector (HOA) data / push	Access/month	316,00
1.6.2	Access to wheel force measuring system (RMA) data / push	Access/month	316,00

Table 17: Charges for "Train-running checkpoint data"

5.5.3 Permits

§ 2, Section 1 of the statutory order of the Federal Ministry for Transport, Innovation and Technology concerning protection on railway facilities and in railway vehicles (Eisenbahnschutzvorschriften – EisbSV) states:

> *"Railway facilities may be accessed only insofar as they are suitable for access; that is, locations intended for or enabling general traffic use, such as platforms, entry and exit points, in particular platform access points at rail level, footbridges, underpasses, waiting rooms, lavatory facilities, car parks and level crossings; otherwise access to railway facilities is forbidden".*

[15] An API is a programming interface that allows two applications to communicate with one another. The API defines the exact path for developers to write software that requests information from another application, so that the data from the train running checkpoint can be received.

Should unaccompanied persons wish to access other ÖBB-Infrastruktur AG facilities than those specified, they require the relevant training (SIG 1+2) and/or equivalent training, and must apply for a permit, unless safe access can be ensured by operational measures and trained railway workers on site.

Contacts for ordering the fee-based training sessions mentioned above and permits are given under chapter 1.6.1.

5.5.4 Other supplementary personnel services

Depending on the available resources, ÖBB-Infrastruktur AG provides personnel services in order to support RUs providing rail services. These personnel services are offered by ÖBB-Infrastruktur AG as a paid ancillary service. Personnel services may be ordered from the One Stop Shop.

Personnel services are charged per hour of personnel activity, whereby different charges are applied depending on the qualifications of the employee utilised. ÖBB-Infrastruktur AG shall decide which employees perform the requested services.

No.	Personnel services	Unit	Charge in EUR (excl. 20% VAT)
2.1.1	Operational expert and project management	Hour	94,06
2.1.2	Traffic management and scheduling	Hour	85,22
2.1.3	Traffic management support service	Hour	64,64
2.1.4	Support service – operational processing and customer information	Hour	63,71

Table 18: Charges for "Other supplementary personnel services"

During the operating opening hours published in the Network Statement, the following supplements to the charging rates given above apply for personnel services ordered at short notice (ad hoc orders):

- For orders submitted less than 15 days before the required service, the supplement is 50% on working days and 100% on Sundays and public holidays.
- For orders submitted less than 72 hours before the required service, the supplement is 100% on working days and 200% on Sundays and public holidays.

Outside the operating opening hours published in the Network Statement, the following supplements to the charging rates given above apply for personnel services:

- 50 % on working days and 100 % on Sundays and public holidays.
- For orders submitted less than 72 hours before the required service: 100% on working days and 200% on Sundays and public holidays.

5.5.5 Provision of additional information

Printed documents can only be ordered by RUs via the M-AMA ordering system. These include:

- Timetable documents
  - Timetable book
  - Timetable booklet for secondary traffic
  - Change book
  - Model timetable
- Speed restriction booklet

- Command block

They are printed, delivered and invoiced by an external service provider to ÖBB-Infrastruktur AG. All resulting costs depend on the quantities ordered and shall be borne completely by the RU. Additional information can be obtained digitally here.

Ordering RU-specific speed restriction booklets

RUs can order speed restrictions booklets that are tailored to their own specific requirements (route sequence compiled specially for the RU). Orders for an RU-specific speed restriction booklet must be submitted to the One Stop Shop (OSS) at least eight weeks before the first required validity date.

The first compilation and all subsequent compilations shall be charged per speed restriction booklet for each speed restriction duration (speed restriction date) with a flat rate of two hours acc. to chapter 5.5.4 No. 2.1.1.

5.5.6 Vehicle fingerprint

ÖBB-Infrastruktur AG operates a network of facilities for technical measurements to optimise track maintenance. These facilities analyse the condition of the running gear and the driving characteristics of passing vehicles (“vehicle fingerprint”).

The vehicle fingerprint service is offered as a paid ancillary service and consists of regular reports on the condition of vehicle wheels (deviation from the ideal roundness of wheels) for vehicle maintenance. These reports contain the latest measurement values, polar diagrams of the wheel form and the development trends of the maximum deviation of roundness over the last 100 days.

These reports are produced on the basis of measurements, the locations of which are provided in the annexes to the Network Statement.

The reports for the vehicles ordered by the RU will be made available for download on a weekly basis by ÖBB-Infrastruktur AG. To ensure that the data from the vehicles ordered by the RU can be measured and transmitted in reports, the vehicles must be fitted with RFID tags.

The vehicle fingerprint service can be ordered and cancelled using the order/cancellation form (available in the annexes to the Network Statement) via the One Stop Shop. Before the service can be utilised, a separate contract must be concluded between ÖBB-Infrastruktur AG and the RU. The corresponding contract template is available in the annexes to the Network Statement.

The service is invoiced monthly per vehicle ordered, irrespective of vehicle type. Vehicle fingerprint reports shall be invoiced monthly per vehicle.

No.	Service	Unit	Charge in EUR (excl. 20% VAT)
1.7.1	Vehicle fingerprint, coach and power car/railcar/traction unit	Vehicle/month	5,20
1.7.2	Vehicle fingerprint, freight wagon	Vehicle/month	0,52

Table 19: Charges for “Vehicle fingerprint”

5.5.7 infraDOAS

The infraDOAS (Driver Operational Assistant System) product is a software application that offers, from the working timetable period 2025[16], the possibility to use the contents of electronic train-specific timetable documents, the Adaptive Train Control (Adaptive Zuglenkung – AZL) speed suggestions as well as the electronic command (see chapter 5.3) in a single software application. The cited or linked contents are integrated on the basis of the interface specifications of the management of train movements (Zugfahrtmanagement - ZFM).

A paid licence of the “infraDOAS professional” version is required for the full use of the above-mentioned information.

For the exclusive display and confirmation of the electronic command, ÖBB-Infrastruktur AG offers the software application “infraDOAS light”.

The desired license version has to be ordered via the M-AMA portal. It is not possible to mix the different licence versions (per entity entitled to access). InfraDOAS (regardless of the licence version chosen) will be available – at the same time as the electronic command – from 01.09.2024. An order can be submitted in good time before availability. The exact date will be announced.

The provision, commissioning and maintenance as well as the proper decommissioning of the physical device (mobile device) used for infraDOAS and necessary SIM cards/data cards are the responsibility of the customer.

A detailed product description, technical details, prerequisites and minimum hardware requirements as well as the supported operating systems can be found here.

The use of the application infraDOAS (irrespective of the license version chosen) requires the announcement to ÖBB-Infrastruktur AG of UIC RICS codes by an access-authorized RU.

A personal license is required for each traction unit driver who uses the infraDOAS (light or professional) service. For the monthly charge per personal license, please see the table “Charge for infraDOAS license versions” below. The administration of licenses (ordering/creation/cancellation) to the infraDOAS service is carried out via the M-AMA application in the “management of train movements” tab. Conditions for the use of infraDOAS can be found here.

No.	Service	Unit	Charge in EUR (excl. 20% VAT)
1.11.1	License for infraDOAS professional	License/month	91,58
1.11.2	License for infraDOAS light	License/month	15,89

Table 20: Charge for “infraDOAS license versions”

5.5.8 Incident Information Tool (SFIT)

The Incident Information Tool (Störfallinformationstool, SFIT) is offered as a paid ancillary service and provides information on disruptions or planned deviations from ÖBB-Infrastruktur AG services with an impact on

[16] Anticipated in the first half of the year without electronic command. Anticipated in the second half of the year including electronic command. A specific date will be announced as soon as possible.

passenger traffic. Furthermore, SFIT can be used to inform RU employees about train-related measures in the event of an incident. The service is available via web app and via mobile app (Android and iOS) as well as via data interface (free of charge).

The service SFIT can be ordered and cancelled via the order/ cancellation form. Before the service can be utilised, a separate data usage agreement must be concluded with ÖBB-Infrastruktur AG.

After the order of the service, access information to M-AMA will be made available for the application administrator (RU-administrator). The application administrator can then create new users (access for app-users) via M-AMA.

The SFIT web-application can be accessed via sfit.oebb.at using the access information made available.

The mobile app is available for download in app stores (Android/ iOS) under the name “SFIT”.

The type of utilisation of the data provided via the data interface without the use of the SFIT app is the responsibility of the respective user (e.g. through their own application).

The service is invoiced once per RU-administrator ordered and monthly per app-users ordered (which includes web-app and mobile app), irrespective of vehicle type. Vehicle fingerprint reports shall be invoiced monthly per vehicle. The service is invoiced on a monthly, retrospective basis.

No.	Service	Unit	Charge in EUR (excl. 20% VAT)
1.10.1	SFIT – one-time activation charge RU-administrator	Activation/user	31,80
1.10.2	SFIT – access app-user	User/month	5,30

5.6 Financial penalties and incentives

5.6.1 Reservation fees

In cases where the applicant is solely responsible, ÖBB-Infrastruktur AG will apply a reservation fee for infrastructure capacity requests for regular interval passenger services that are accounted for in the running timetable, for which:

- no allocation is made;
- train paths are cancelled before the start of the running timetable;
- the allocation is not used or is insufficiently used.

The calculation criteria for the reservation fee per train path is the usage fee for the relevant running timetable period (consisting of the “train path fee”, “station fee” and “facilities fee”), along with the ordering date.

- **Reservation fee amounts**
  - If there has not been an allocation of train paths for the total run, or if train paths already allocated for the total run are cancelled before the start of the running timetable period, a reservation fee of 50 % of the charge applies.
  - If the actual traffic on a given section of a train path (5 km or longer) within a quarter year (January to March, April to June, July to September or October to December) is less than 75% of the

traffic allocated in the running timetable, the usage charge will nonetheless be applied at full value (100% of the charge) for that section and that quarter year.

- **Waiving the reservation fee**
  - The reservation fee is waived for restrictions due to force majeure or other events outside of the control of the applicant.
  - If usage is restricted due to ÖBB-Infrastruktur AG construction works, the reservation fee will not be charged.

5.6.2 Cancellation charge for all types of transport from the working timetable period 2026

An essential part of the European Timetabling and Capacity Redesign (TTR) project is the gradual harmonisation of the various national cancellation fee regulations in order to create an incentive for capacity-friendly behaviour on part of the users of the European rail network. ÖBB-Infrastruktur AG therefor plans to revise the current charging regulations for unused infrastructure capacity and to levy a cancellation charge in line with the internationally agreed upon parameters for all types of traffic from the working timetable period 2026.

Processing fee for the working timetable

ÖBB-Infrastructures charges a processing fee for infrastructure capacity requests which are submitted on time for the main ordering date and are to be taken into account for the working timetable, if no allocation is made for reasons for which the applicant is responsible. This processing fee serves to cover the costs incurred for processing, feasibility check and preparation and transmission of the offer. The processing fee does not apply until 10 workin gdays after the main order date, which gives the applicants the opportunity to correct any errors in the initial order free of charge.

Calculation formula

$$\text{Processing fee} = \text{train km} * \text{processing charge} * \text{days of traffic}$$

Cancellation charge for allocated train paths

ÖBB-Infrastructure levies the cancellation charge if allocated train paths are cancelled in whole or partially for one or several days of operation. Non-use of a train path is defined by the applicant not using an allocated train path and not cancelling it 18 hours after the planned departure time at the latest.

The basis for calculating the cancellation charge is the train km component z of the cancelled train's market segment. The amount of the cancellation fee to be levied depends on the time of cancellation and the amount of cancelled train km.

Calculation formula

$$\text{Cancellation charge} = \text{z} * \text{ptrain km} * \text{S\%} * \text{days of traffic}$$

Time of cancellation[17]	**Cancellation charge S in percent per threshold value**	**Progression**
> 60 days	S1	S1 < S2
60 – 31 days	S2	S2 < S3

[17] in relation to the planned departure time

30 – 5 days	S3	S3 < S4
4 – 1 days	S4	S4 < S5
< 24 hours	S5	S5 < S6
Non-use	S6	

Table 21 Cancellation charge

The cancellation charge increases progressively and therefore becomes higher the shorter the cancellation period before the traffic day.

Waiver of levying processing fee and cancellation charge

- In the event of restrictions due to force majeure or other events that do not fall within the responsibility of the applicant, the processing fee and cancellation charge shall not apply.

- If use is restricted due to construction work by ÖBB-Infrastruktur AG, processing fee and cancellation charge will not be levied.

5.7 Performance Scheme

For information on the Performance Regime, see chapter 5.3.3.2.

6 Operations

6.1 Introduction

The following regulations apply on the ÖBB-Infrastruktur AG network.

6.2 Operational rules

The relevant rules and standards are published in the webshop for rules and standards of ÖBB-Infrastruktur AG.

The operational language on the ÖBB-Infrastruktur AG railway network is German.

6.2.1 Operation without a train guard/attendant

In accordance with Federal Ministry for Transport, Innovation and Technology Order of 27/10/2009, BMVIT-222.110/0006-IV/SCH5/2009, before a train operating without a guard/attendant may be accepted, and also before other rail vehicles of the RU concerned may be operated, there must always be an evaluation in the operating locations or platform areas concerned, by agreement with ÖBB-Infrastruktur AG. Examples of evaluation points include view of go signal, train stopping point, platform gap, etc.

6.2.2 Specialist seminars and training

In order to retain the operational knowledge required for network access to the ÖBB-Infrastruktur AG network, the management of the RU must attend one information event (e.g. specialist seminar on operations) run each year by ÖBB-Infrastruktur AG's Safety and Quality staff.

The ÖBB-Infrastruktur AG (Training and Further Education) offers training in accordance with EisbAV, EisbEPV and EisbG.

6.2.3 Route knowledge on alternative and diversion routes

Alternative routes allow operators to choose

- to direct trains on the planned routes or
- the alternative routes as indicated in the timetable documentation without the specific agreement of the RU or the traction unit driver.

This means that RUs have an obligation to ensure that traction unit drivers of trains whose timetables include alternative routes also have the relevant route knowledge.

For cases of major disruptions (route interruptions, single-track operations on multi-track routes, etc.), general diversion routes have been defined for certain routes (or route sections). Furthermore, for disruptions to operations, further diversion routes may be defined in cooperation with the RU for certain train/traffic types.

As a result, RUs have an obligation to ensure that traction unit drivers of trains whose timetables include routes (or route sections) for which diversion routes are defined (see disruptions to operations), also have the relevant diversion route knowledge.

6.3 Operational measures

6.3.1 Principles

The relevant rules and standards are published in the webshop for rules and standards of ÖBB-Infrastruktur AG. Changes to the service regulations are announced six months before they come into effect.

6.3.2 Operation regulation

The provisions concerned are as laid out in the valid issue of the Diversion management guide DA 30.04.29.

6.3.3 Disturbances

In the event of major events – large-scale, unexpected or expected (e.g. strikes, weather conditions, natural disasters, etc.) restrictions on the ÖBB-Infrastruktur AG railway network – ÖBB-Infrastruktur AG can give orders, for example cancel rail services, as part of event or crisis management.

In the event of unforeseen rail infrastructure restrictions, ÖBB-Infrastruktur AG shall organise ad hoc rail replacement services for passenger rail services. The resulting costs shall be passed on according to the principle of causation. ÖBB-Infrastruktur AG shall thus only assume the costs for rail replacement services if it is responsible for the rail infrastructure restriction. However, in the case of force majeure, weather-related rail infrastructure restrictions or restriction by the authorities, ÖBB-Infrastruktur AG has no obligation to assume these costs.

6.4 Tools for train information and monitoring

The ARAMIS Internet application offers online real-time train tracking information to those with the right to access such information. For more information, see chapter 5.4.1.

7 Service facilities

7.1 Introduction

The following chapter contains information on service facilities and services, see also chapter 5.1.

7.2 Service facility overview

In this chapter, service facilities and services are presented in more detail and divided as follows:

- Stations and nodes
- Freight terminals
- Marshalling yards and train formation facilities, including shunting facilities
- Storage sidings
- Maintenance facilities
- Other technical facilities, including cleaning and washing facilities

Information on service facilities can also be found on the Rail Facilities Portal at railfacilitiesportal.eu.

7.3 Service facilities managed by the IM

7.3.1 Common provisions

Use of the station and other technical facilities together with shunting services are essentially split into three types of services: basic, additional and ancillary services.

7.3.2 Passenger stations

Applicants must provide up-to-date, typical passenger frequencies (per day and station) at least once per year with the running timetable change, and/or on request from ÖBB-Infrastruktur AG. This information must be provided free of charge. Passenger frequencies are required for dimensioning and specifying the equipment of facilities, for implementing safety requirements, for determining services and for categorising stations.

Passenger frequency data may be submitted either in detail, or as a grading for predefined frequency classes. Frequency classes are listed in the annexes to the Network Statement. ÖBB-Infrastruktur AG will treat all submitted data in confidence.

7.3.2.1 General information

Detailed information on passenger stations is provided in the description of operating locations (Bsb). Notes on individual passenger stations can be found in the annexes to the Network Statement.

7.3.2.2 Services

Basic services

The service provided by ÖBB-Infrastruktur AG comprises granting permission for use of the station connected to the passenger platform by the RU and its customers in conjunction with the stop in the station. The duration of the stop in the station is defined in the timetable. The “stop in station” service fulfils the following functions:

- Connection to the station as a service facility.
- Access to and from passenger platforms by provision of access routes between passenger platforms and public transit areas, particularly access routes through the service facility. Depending on the specific design of the individual station, the following items are excluded from the minimum access package: (i) provision of a direct access route, or (ii) (in the absence of such) an access route through the service facility.
- Enabling of passenger movement by means of appropriate infrastructure dimensioning in order to make the station accessible and to enable trains to stop simultaneously in stations intended for such purpose.

Additional services

1. Assistance for persons with reduced mobility

In staffed stations, an escort service to and/or from the train as far as the station forecourt is provided by the infrastructure operator for disabled persons and persons with reduced mobility in accordance with Article 23(1) lit e of Reg. (EU) No. 2021/782, to ensure that such persons can board departing transport services, change to connecting transport services and disembark from arriving transport services.

This passenger assistance service is provided by ÖBB-Infrastruktur AG or by a service provider specified by ÖBB-Infrastruktur AG. The RU is responsible for registration of passengers for required assistance. Lists of stations providing assistance for persons with reduced mobility, barrier-free stations and stations fitted with wheelchair lifts are provided in the annexes to the Network Statement, along with additional information.

2. Sales-supporting activities and advertising activities in stations

ÖBB-Infrastruktur AG authorises RUs to implement sales-supporting and advertising activities in defined areas within station access structures as follows:

Only activities carried out in person by RU personnel that serve the purpose of supporting passenger rail traffic services on the ÖBB-Infrastruktur AG railway network are deemed to be sales-supporting. These activities carried out in person comprise exclusively:

- Distribution of material providing information on the rail transport services offered by the RU;
- Customer information (including support using ticket machines);
- Customer guidance measures (except in the event of an incident); and
- Customer surveys on the rail services of the relevant RU;

in connection with the provision of passenger rail services by the RU. These activities are provided as an additional service subject to a charge.

Other activities, such as ticket sales or advertising activities, do not fall under the category of sales-supporting activities. Sale of tickets in areas other than the sales outlets leased for this purpose is unauthorised, and advertising activities must be agreed separately with ÖBB-Werbung GmbH.[18]

Sales-supporting activities within station access structures are permitted in accordance with station regulations and only in the areas designated in the site plans (e.g. not on platforms), whereby the maximum number of persons deployed at the same time is limited. Site plans may be revised and/or the maximum number of persons deployed may be reduced at any time in the event of restrictions (e.g. construction works).

[18] Advertising activities consist of advertisements in communications media addressed at target markets (e.g. potential passengers). Communications media may be located in or on ÖBB-Infrastruktur AG structures, such as buildings and bridge areas. All advertising activities must be agreed separately with ÖBB-Werbung GmbH.

Depending on the local characteristics of the relevant access structure, the use of the following mobile installations is possible:

- One stand (with a maximum surface area of 2 m², maximum base length of 1.5 m and maximum height of 2 m)
- One mobile display installation (e.g. roll-up, digital column or sandwich board with a maximum surface area of 1 m² and maximum height of 2 m)

Specials authorisation – and a potential on-site inspection – is required for the use of installations with a maximum height of between 2 m and 2.5 m.

Mobile installations may only be set up in the areas specially designated for this purpose in the site plans.

The size and set-up of installations must ensure that static safety requirements and compliance with fire safety regulations (incl. required minimum distances from sprinkler systems) are unreservedly guaranteed and that signs, markings and emergency equipment remain visible.

If a station has not published a site plan, ÖBB-Infrastruktur AG shall, at the request of the RU, carry out a local inspection to determine whether and/or where a mobile installation may be set up and shall inform the RU accordingly.

In the event that ÖBB-Infrastruktur AG deploys personnel for customer guidance in stations in the course of an incident, and that this results in a shortage of space, the personnel deployed by ÖBB-Infrastruktur AG for customer guidance shall in all cases have priority over all other activities in the station. Sales-supporting activities in a station's access structure are permitted 30 minutes before the arrival/departure of the first passenger train at the earliest and up to 20 minutes after the departure/arrival of the final passenger train at the latest. Persons conducting sales-supporting activities must carry confirmation of authorisation with them and show it when requested. In addition, the point of contact specified by the RU in the order form must be available to ÖBB-Infrastruktur AG at all times.

The following RU activities are not deemed to be sales-supporting activities:

a) RU activities resulting from their obligations in accordance with Article 20, Reg. (EU) No. 2021/782;

b) Customer guidance measures in the event of an incident;

c) Customer guidance measures in the event of planned restrictions to railway infrastructure capacity that extend beyond the scope defined in chapter 7.3.2.3 Category D (6) and Category B, as well as the distribution to passengers of any information material about such planned restrictions provided by ÖBB-Infrastruktur AG.

The terms outlined in relation to sales-supporting activities (e.g. submission of orders in good time) shall apply to the performance of the activities described in the points above, although the RU is not charged for such activities. Further information is available here.

3. Public Wi-Fi

The Public Wi-Fi (Wi-Fi in RU trains and Wi-Fi in leased areas) service is offered free of charge in stations with suitable technical equipment. Access to the mobile data network is provided through an access point via SSID (Service Set Identifier) with a standardised access name (name of the ordering RU).

- **Wi-Fi in RU trains**

  Wi-Fi in RU trains is available in the platform areas covered by a Wi-Fi network and accessible to the public in stations. The transfer speed is up to 35 Mbit/s (upload/download) per station (without a time limit or automatic interruption of the internet connection after a specific period of time).

The standardised access name (name of the ordering RU) for network access to the access points is identical in all stations.

- **Wi-Fi in leased areas**

  RUs can order the "Wi-Fi in leased areas" service in premises (e.g. travel service centres) rented from ÖBB-Infrastruktur AG/ÖBB-Immobilienmanagement GmbH in stations. The RU is provided with an access point, which is installed on the premises. The access point enables Internet access for the RU's customers with a transfer speed of up to 8 Mbit/s (upload/download) per user (passenger/customer). The Internet connection is automatically interrupted after 60 minutes of use or after 30 minutes of user inactivity. The RU may provide its own landing page with specific information for customers, which may be implemented on ÖBB-Infrastruktur AG's captive portal. An individual URL (Uniform Resource Locator) may also be implemented for the service at the customer's request.

4. Lost & Found

This service consists of the takeover and storage of lost property that has been lost or forgotten in trains and their handover to authorised parties and/or transfer to the responsible lost property authority.

The term "lost property" refers to portable items that have been lost or forgotten in the trains or on the railway premises of ÖBB-Infrastruktur AG. An item is deemed to be "lost" if it is not in the safekeeping of anyone and has unintentionally slipped out of the control of the owner. The term "forgotten items" refers to items that have unintentionally been left behind by the owner in an unfamiliar location under the supervision of another party and so have come into the safekeeping of another party.

In the case of lost property that has been found on railway premises of ÖBB-Infrastruktur AG and cannot be attributed to any passengers travelling with the RU, ÖBB-Infrastruktur AG shall bear the costs for the takeover, safekeeping and handover of such items.

Lost property is either transferred by RU personnel to ÖBB-Infrastruktur AG personnel together with a find report or is deposited by the RU in the dedicated lost property boxes or handed over to the Lost & Found centre. Further information is available here.

ÖBB-Infrastruktur AG does not pay finder's fees.

Items are stored in the Lost & Found Offices until collected by their owner or, after ten working days (excluding Saturdays), are transferred to the respective municipal lost property office, provided that the intrinsic value of the item exceeds EUR 10 and/or it is evident that it is important that the item be returned to its owner. Lost property such as identification cards or documents are transferred to the public lost property offices within three working days (excluding Saturdays).

Any prohibited or dangerous items found, such as narcotics, weapons, poisons, radioactive, explosive or self-igniting substances, must be reported immediately by the customer (RU) to the security authorities, and the RU must then await the authority's instructions. ÖBB-Infrastruktur AG shall not take over responsibility for any such items.

Animals that have been left behind or have escaped shall be transferred to animal shelters or animal protection organisations for temporary accommodation and feeding. These facilities shall be informed by signed document that ÖBB-Infrastruktur AG shall not be liable for any costs in this regard.

ÖBB-Infrastruktur AG is liable as a custodian, particularly in accordance with Articles 964 and 965 of the Austrian Civil Code (ABGB). Any further liability is hereby excluded.

Lost property is either handed over or sent directly to the owner or to a party authorised by the owner. Any costs incurred (in particular packaging and postage costs) are assigned to the recipient.

Travellers may report lost or forgotten items either directly to the ÖBB-Infrastruktur AG Lost & Found Offices or via the hotline (+43 5 1778 97 22222) or online.

5. Displays

- Displays after initial display

  Printing of any further timetable displays and static train composition displays above and beyond the initial display is an additional service subject to a charge, which shall be charged to the relevant responsible RU.

  Affixing of further displays after initial display of the following:

  - Timetable displays (departure, arrival and route timetables)
  - Static train composition displays in defined long-distance stations (if no electronic train composition display is available)
  - Announcement of tariffs and timetables
  - Information on passenger rights, ticket availability, through tickets and bookings

  is offered as an additional service subject to a charge.

- Temporary timetable changes (timetables during construction works)

  If the normal timetable is temporarily invalid due to construction works, ÖBB-Infrastruktur AG shall provide appropriate information ("construction works information posters") in the affected stations before the changes come into effect.

  RUs have the opportunity to install one A3 poster per cabinet in the cabinets of the main information zone dedicated to "Special information" in affected stations. For this purpose, RUs must submit exactly two identical copies of the poster to be displayed in each affected station to ÖBB-Operative Services GmbH (see here for contact details).

Only announcements corresponding to the obligation to provide information under Article 12 (1) and (3) EisbBFG are permissible, i.e. the displays must not contain any advertising.

Ancillary services: Other supplementary personnel services

Depending on the available resources, ÖBB-Infrastruktur AG provides personnel services in order to support RUs providing rail services. These personnel services are offered by ÖBB-Infrastruktur AG as a paid ancillary service and include the following:

- Services relating to major events
- Services at station stops outside route opening hours

7.3.2.3 Service facility description

Existing stations are assigned to four different categories on the basis of the range of services currently available and provided in the service facilities.

Newly built and renovated stations are categorised in accordance with planned criteria in relation to facilities and services.

Services in stations in Category D

The following services are included as a minimum in the category-specific charges for use of stations in Category D:

1. Access to and use of the service facility connected to the passenger platform

This service comprises access to and use of the platform and associated service facilities, which are specifically equipped in terms of dimensioning, lighting, etc., as well as other related, publicly accessible facilities for passenger rail transport.

2. Guidance system

This service comprises a guidance system, adapted to passenger volumes, to guide passengers in the station.

3. Passenger information regarding passenger trains

Information about passenger trains is provided to passengers via either timetable displays or acoustic, personnel-provided or dynamic, visual information.

The information is produced, printed and affixed in display cases or similar facilities (in short: areas) provided by ÖBB-Infrastruktur AG staff or by a service provider contracted by ÖBB-Infrastruktur AG in respect of the following information displays:

- Timetable displays: arrival and route timetables for the running timetable (initial display)
- Train composition displays on platforms for long-distance routes in defined long-distance stations (initial display): passenger information on train composition of long-distance passenger trains is provided either via static or electronic train composition displays, insofar as this is possible on the basis of the station equipment available. If a station is equipped with an electronic train composition display, the train composition will be displayed in electronic form only.

4. Provision of space and affixing of initial displays for announcement of tariffs and timetables

Suitable areas (in locations suitable for passengers and specified by ÖBB-Infrastruktur AG) will be provided for displays with a maximum size of A3 portrait (with a maximum of one display space per station per RU) for the announcement of tariffs and timetables. Provision of such spaces and affixing of one display per RU and station for each running timetable period are included in the charge. It is the responsibility of the RU to produce, print and send such displays to ÖBB-Operative Services GmbH (see here for contact details) at its own expense, see chapter **Fehler! Verweisquelle konnte nicht gefunden werden.**.

5. Provision of space and affixing of initial displays to provide information on passenger rights, ticket availability, through tickets and bookings

Suitable areas (in locations suitable for passengers and specified by ÖBB-Infrastruktur AG) will be provided for the RU in accordance with Article 11(3) and Article 30 of Reg. (EU) No. 2021/782 for displays with a maximum size of A3 portrait format (with a maximum of one display space per station per RU) for communication of information on passenger rights, ticket availability, through tickets and bookings (e.g. the nearest ticket counter or ticket machine). Provision of such spaces and affixing of one display per RU and station for each running timetable period are included in the charge. It is the responsibility of the RU to produce, print and send such displays to ÖBB-Operative Services GmbH (see here for contact details) at its own expense, see chapter **Fehler! Verweisquelle konnte nicht gefunden werden.**.

6. Services in the context of rail replacement services

In the event of rail replacement services due to scheduled construction works (announced in the Network Statement) by ÖBB-Infrastruktur AG, personnel is made available in order to provide customer information and guidance (customer guidance on rail replacement services and information on rail replacement services and assistance for passengers with reduced mobility, where necessary). By agreement with all affected RUs, two stations (transfer stations for train/rail replacement services) are selected for each construction site for which personnel providing customer information is provided by ÖBB-Infrastruktur AG. One employee providing customer information is deployed per transfer station for train/rail replacement services.

In the event of construction works that will continue for more than two weeks, ÖBB-Infrastruktur AG reserves the right to adapt the deployment in line with the requirements and frequency for any periods that exceed these two weeks, i.e. depending on passenger frequency with due consideration of peak and off-peak times.

Personnel shall be deployed subject to availability in the event of rail replacement services due to ad hoc stoppages required on the railway infrastructure (extension of planned construction works, unscheduled construction works, exceptional events such as floods and maintenance after such events, accidents) and lasting more than 24 hours.

7. Provision of space for ticket and validating machines and ticket sales

Space for a ticket machine and a validating machine is provided for every RU that orders scheduled train stops, excluding special trains (see chapter 4.5.3), in stations as necessary. Requirements for ticket machines and technical details are outlined in the annexes to the Network Statement. A separate agreement is concluded in each case with the respective RU concerning the provision of such area(s).

Further spaces for ticket machines and validating machines shall be provided for the RU depending on the available space and following assessment by ÖBB-Infrastruktur AG. The number of stops ordered in the relevant station shall be decisive for allocation of corresponding spaces to RUs. Where equal numbers of stops are ordered, the deciding factor shall be the higher total seat capacity.

Should several RUs stop at a station and fewer locations be available for ticket machines than requested by the RUs, ÖBB-Infrastruktur AG shall be entitled to implement a partial cancellation for any RU with more than one ticket machine available. Data and power cables can only be provided if already available in the station. Costs for set-up, location changes and dismantling upon conclusion of the contract, including costs for power connection and operation, power costs incurred and all other costs (e.g. for set-up of supply lines, construction of foundations and any modifications to the guidance system, etc.) shall be borne by the RU. If an RU cancels an order for ticket machine space in a network of several ticket machines, empty gaps shall not be permitted and a harmonious, customer-friendly overall appearance must be maintained.

ÖBB-Infrastruktur AG shall allow RUs transporting passengers to use spaces in stations for ticket sales, depending on the available space and following assessment by ÖBB-Infrastruktur AG. The use of space for ticket sales is not included in the category-specific charges for the use of stations. Rather, it shall be agreed and settled separately. The conditions for use of areas for ticket sales are included in the standard contract template in the annexes to the Network Statement.

In the spirit of cooperation between the operator of the service facility and the RU, requests for access to service facilities and services must be submitted no later than 31 May of the same year. Provision of the required space cannot be guaranteed if requests are not submitted on time. Further information may be requested via the OSS.

NB

In its decision of 30/09/2019, in the procedure SCK-19-013, the Railway Control Commission (SCK) declared provisions in the draft rental contracts for ticket sales and for counter rental to be invalid. The relevant amendments can be consulted in the draft rental contracts published.

Furthermore, in respect of the same matter, the SCK declared the following paragraph to be invalid:

“The trains of the RU must stop in the station as scheduled; stops by special trains (chapter 4.5.3) do not count as part of such scheduled stops”.

ÖBB-Infrastruktur AG has lodged an appeal against the decision of the SCK with the Austrian Federal Administrative Court. The Federal Administrative Court has ruled on this appeal in its decision of 17 May 2023. Appeals against the ruling of the Federal Administrative Court are currently pending before the Administrative Court.

RUs shall note that, depending on the outcome of the appeal procedure before the Federal Administrative Court or if the appeal filed by ÖBB-Infrastruktur AG is upheld, this paragraph in the 2020 Network Statement shall remain in force retroactively and shall be invoked by ÖBB-Infrastruktur AG.

8. Cleaning and winter services

This service comprises regular cleaning and winter clearance of the station (excluding areas and/or facilities belonging to third parties, e.g. ticket machines).

9. Seating areas and weather protection

This service comprises the provision of at least one seating area and one form of weather protection (e.g. waiting room, covered steps, awning) in the station, as well as on passenger platforms if need be.

Services in stations in Category C

The following services are included as a minimum in the category-specific charge for use of stations in Category C:

1. Services in stations in Category D
2. Information on passenger trains is provided to passengers via acoustic and dynamic, visual customer information systems (displays or monitors on platforms)

   The following, train-specific passenger information is included in this service:

   - Scheduled and expected departure time
   - Train class
   - Destination station (the monitor also shows all intermediate stops)
   - Platform (on the monitor with notes)
   - Remarks (deviations, entry guidance, via-stops, train splits, intermediate stops)

3. At least one lift or an escalator or security service on site[19]

   The scope of on-site security comprises, for example:

   - Presence of security personnel during opening hours
   - Enforcement of station regulations (e.g. no smoking in the station, measures against persons in breach of regulations)
   - Initiation of immediate measures in the event of risk of accident
   - Implementation of necessary first-aid measures

Services in stations in Category B

The following services are included as a minimum in the category-specific charges for use of stations in Category B:

1. Services in stations in Categories C and D
2. Information on passenger trains is provided to passengers via acoustic and dynamic, visual customer information systems (displays and monitors on platforms)
3. At least one lift or an escalator and security service on site
4. Weather protection provided by at least one platform roof
5. Additional rail replacement services:

   In addition to the services in stations in Categories C and D, a maximum of one additional employee, i.e. a total of two employees per transfer station for train/rail replacement services, shall be deployed for each transfer station for train/rail replacement services at stations in Category B. In the event of con-

[19] ÖBB-Infrastruktur AG reserves the exclusive right to define those stations in which on-site security services shall be provided.

struction works that will continue for more than two weeks, ÖBB-Infrastruktur AG reserves the right to adapt the deployment in line with the requirements and frequency for any periods that exceed these two weeks, i.e. depending on passenger frequency with due consideration of peak and off-peak times.

Services in stations in Category A

The following services are included as a minimum in the category-specific charges for use of stations in Category A:

1. Services in stations in Categories B to D
2. At least one lift and an escalator
3. Facility for personal information via an InfoPoint with the following services:
    - Travel-specific information such as information on train connections, including deviations and alternative travel options, provision of confirmations of train delays, receipt and forwarding of customer suggestions
    - Station-specific information such as information on the station and its facilities and/or local characteristics, paging people at the station
    - Information on the city/surroundings such as tourist information, information on onward travel options/public transport connections

Further services

ÖBB-Infrastruktur AG offers further services in selected stations. ÖBB-Infrastruktur AG provides such further services on the basis of passenger frequency and local conditions at stations. No legal claim can be made to the availability of these services.

Further services provided include:

- Bike stands
- Car parking spaces
- Park & Ride facilities for cars
- Toilet facilities
- Luggage lockers

Passengers may incur a charge for using these services.

7.3.2.4 Charges

Basic services

1. Charge structure for basic services

Charges are as follows for basic services for stops in stations by category:

Product number	Category-specific basic service	Unit	Charge in EUR excl. 20 % VAT
3.a	Category A	Stop	14,256
3.b	Category B	Stop	10,06
3.c	Category C	Stop	5,19
3.d	Category D	Stop	2,28

Table 21: Charges for "Basic services for stops in stations by category"

Passenger stations are allocated to categories as outlined in the Allocation of stations to station categories and services annex to the Network Statement.

The "stop in station" service is charged in accordance with the number of stops scheduled in the timetable for passenger trains per station. The use of areas in stations for ticket sales is **not included** in this charge (see chapter 7.3.2.3, Category D (7)).

Station conversions are charged as from the running timetable change following the date of commissioning. This means that, for station conversions, the categorisation is adapted following successful completion for the respective subsequent running timetable period. Discounts are not granted during conversion periods.

2. Charge rates for ticket sales areas

The charges published here for provision of premises (space) for ticket sales in service facilities in accordance with § 58b Section 1 Z1 EisbG to authorised RUs transporting passengers (§ 1b EisbG), are subject to regulatory pricing. The charges established in accordance with § 69b EisbG and published here in accordance with § 59 EisbG apply expressly and exclusively for provision to authorised RUs transporting passengers (see chapter 7.3.2.3 Category D (7)).

Charges (monthly rent and monthly general service costs) for the 2025 calendar year are published in October 2024 at the earliest. They are based on the charges shown below, from the 2024 Network Statement, which are index-linked to Statistik Austria's 2000 Consumer Price Index (Verbraucherpreisindex 2000) or a representative substitute index. Indexing is calculated by comparing the index figure for August 2024 with that reported for August 2023.

All charges are shown exclusive of 20 % VAT.

Excerpt: charges from the 2024 Network Statement:

Station[20]	Monthly rent in EUR/m²	Monthly general service costs in EUR/m²
Wien Hauptbahnhof	24,81	*)
Wien Meidling**) (pedestrian underpass)	24,81	4,28
Wien Praterstern	15,51	*)
Wien Westbf	17,05	*)
St. Pölten Hbf	15,51	7,09
Linz Hbf	15,51	*)
Salzburg Hbf**)	15,51	*)

Table 22: Charges for "Ticket sales areas"

*) In Wien Praterstern, Linz Hbf and Salzburg Hbf, the "monthly general service costs" are not charged as a flat fee. In these stations, the "monthly general service costs" are calculated once per year (currently on 30/06) and are then reflected in the accounts for the following year. In addition to the "monthly general service costs" for these stations, a further charge is made for – in particular – service costs for heating and electricity, and for air conditioning where applicable (see Paragraph 3 (4) of the draft rental contract).

**) The monthly rent for the "Counter" service is 24,81 EUR/m² in Wien Meidling and 15,51 EUR/m² in Salzburg Hbf (excluding charges for furniture and fittings).

Individual counters and the associated dedicated space for ticket sales can be rented in a small number of stations. The rental and general service costs outlined above are applicable. A charge is also levied

[20] Charges for ticket sales areas in stations other than those listed available on request

for rental of furnishings. This charge is calculated for each counter individually prior to conclusion of the contract to take account of specific local conditions (draft contract for counter rental).

Additional services

1. Assistance for persons with reduced mobility

Services ordered by the RU are charged by the service provider (ÖBB-Operative Services GmbH) to the RU on the basis of hours worked in accordance with chapter 7.3.2.2 (Ancillary services: Other supplementary personnel services).

2. Sales-supporting activities in stations

The charges for performance of sales-supporting activities in stations are shown below for two groups of stations:

- Group 1: Stations listed in the Sales-supporting activities – Group 1 stations annex to the Network Statement
- Group 2: Other stations

Service: Provision of sales-supporting activities	**Order for first day**			
	For first station		**For each additional station**	
	Unit	Charge in EUR (excl. 20% VAT)	Unit	Charge in EUR (excl. 20% VAT)
Group 1 stations	First day/ station	184,10 (No. 3.7.1)	First day/each additional station	86,80 (No. 3.7.3)
Group 2 stations		166,70 (No. 3.7.2)		69,40 (No. 3.7.4)
	Order for subsequent days			
	Unit		Charge in EUR excl. 20 % VAT	
Group 1 stations	Subsequent day/station		38,10 (No. 3.7.5)	
Group 2 stations			20,70 (No. 3.7.6)	

Table 23: Charges for "Sales-supporting activities in stations"

An additional charge of EUR 0,59 is payable per day and per person deployed (No. 3.7.7).

If an order includes stations in Group 1 and Group 2,

- the charge is applied for the order for the first station and first day for Group 1, as well as
- the charge for the order for the first day for each additional station in accordance with the group to which the station is allocated.

This means that for an order of 1 x Group 1 and 1 x Group 2 for one day, the charge for this one day is constituted as follows: EUR 184,10 + EUR 69,40 plus charge for any deployed personnel.

3. Public Wi-Fi

The following charges are payable in respect of public Wi-Fi services:

No.	Service	Unit	Charge in EUR excl. 20% VAT
3.8.1	Wi-Fi in RU trains	Access point/month	43,00

3.8.2	Wi-Fi in leased areas	Access point/month	68,00

Table 24: Charges for "Public Wi-Fi"

4. Lost & Found

The following charges are payable in respect of Lost & Found services:

No.	Service	Unit	Charge in EUR excl. 20% VAT
3.6.6	Lost & Found	Item found	24,32

Table 25: Charges for "Lost & Found"

This service is invoiced on a monthly, retrospective basis with a payment due date of 30 days net from the invoice date.

5. Displays

- Permanent changes to the timetable initially displayed

  As of the initial display in each running timetable period, the responsible RU will be charged for all costs for the production, printing (display timetable and static train composition displays) and affixing of the display (all print types) for all additional displays.

  The charge for affixing displays is based on the time spent by personnel providing the service on-site, required travel time for personnel and the cost of travelling to and from the station. The charge rates for other personnel services in accordance with chapter 7.3.2.4, Ancillary services, shall be applied to charges for time spent providing service and travel times. The costs of travelling to and from the station shall be charged according to the official kilometres travelled.

- Temporary timetable changes (timetables during construction works)

  The RU is responsible for producing, printing and delivering the posters on time to ÖBB-Operative Services GmbH. The costs for displaying the posters in stations shall be charged to the RU in full by ÖBB-Operative Services GmbH. Once the construction work has been completed, posters and displays affixed by ÖBB-Infrastruktur AG during the construction works shall be removed.

  The charge rates in accordance with chapter 7.3.2.4 shall be applied to charges for time spent providing service and travel times. The costs of travelling to and from the station shall be charged according to the official kilometres travelled.

Ancillary services: Other supplementary personnel services

Other supplementary personnel services are charged per hour of personnel activity, whereby different charges are applied depending on the qualifications of the employee utilised. ÖBB-Infrastruktur AG shall decide which employees perform the requested services.

No.	Other supplementary personnel services	Unit	Charge in EUR excl. 20 % VAT
2.1.4	Support service – operational processing and customer information	Hour	63,71
2.1.6	Station and property management	Hour	97,46
2.1.7.a	Security service – stationary (the location of service performance by security personnel remains the same throughout the duration of the order)	Hour	41,20

2.1.7.b	Security service – mobile (security personnel work in various locations during service performance)	Hour	43,70
2.1.8	Station cleaning	Hour	34,80
2.1.9	Personnel services in connection with changes to the initial timetable display and timetable changes in the event of construction works	Hour	43,70
2.1.10	Personnel services in connection with information displays after initial display	Hour	43,70

Table 26: Charges for "Other supplementary personnel services"

7.3.2.5 Ordering and capacity allocation

Basic services

RUs order the basic **stop in station** service (scheduled passenger train stop in a station, as well as use of the station and the services rendered therein) within the scope of infrastructure capacity allocation requests. ÖBB-Infrastruktur AG fulfils its obligation to allocate capacity to the RU for use of the station and the services rendered therein by allocating stops in stations and, in parallel, by allocating infrastructure capacity.

The deadlines for ordering and allocating stops in stations correspond to those for infrastructure capacity requests (see chapter 4).

Space for ticket machines and validating machines can be ordered via the IADB (Infrastructure Requirement Database). Spaces for ticket sales in stations can be ordered via the OSS.

The following deadlines and conditions apply in respect of data transfer for timetable displays, customer information systems and train composition, as well as handover of information displays in hard copy by RUs:

- Information on passenger trains is provided to passengers either via timetable displays or by means of acoustic, personnel-provided or dynamic, visual information on trains due to depart or arrive.[21]
  - Data for **timetable displays** (e.g. timetable times on third-party networks, information on transport of bicycles, dining cars, sleeper wagons, wheelchair spaces and train lines) must be sent to ÖBB-Infrastruktur AG/Network Access (aushangfahrplaene.nz@oebb.at) by 25/10/2024. Pictograms must be selected from the pictogram list. Mid-year revisions of the above data for timetable displays can be ordered in accordance with the deadlines specified by ÖBB-Infrastruktur AG.
  - The train class/train number displayed in **dynamic, visual customer information systems** is subject to length restrictions (a maximum of four letters and five numbers, or six letters and no numbers). To display a line system (for short-distance traffic), a maximum of three letters is available for the line description and two numbers for the line number. The train class/train number is not displayed when displaying a line system. If the ordering RU wishes to display its logo, it must be provided with an aspect ratio of 1.78:1 or 16:9, ideally as a vector graphic.
  - Should an RU wish to make changes to the **dynamic, visual customer information systems** (RU logo) during the year, the RU must submit the required data no later than ten weeks before the desired date of the revision.
- Data for the line system on via-stops, destination, train sections and other features of the train journey (train separation, shortening, turnaround, through-running, combining, etc.) must be provided by means of standardised templates, which can be downloaded via BE-KI (be.kundeninformation@oebb.at). Data for the line system must be provided at the latest two weeks

[21] Digital alternatives to printed information: The publication of information exclusively via digital media is planned in selected stations.

before the running timetable change; all other data must be provided by the first Monday in November. If new line descriptions are used for the timetable change, these must be provided by the first Monday in November.

- If a station is equipped with an **electronic train composition display**, the train composition will be displayed in electronic form only. The required data (train composition and wagon provision, e.g. dining car, first class, second class, sleeper wagons, couchettes, business carriages) must be supplied via the data interfaces specified by ÖBB-Infrastruktur AG. Only the symbols specified in the pictogram list can be shown, up to a maximum of four pictograms per wagon. Two lines of twelve symbols each are available for displaying the wagon marks. In order to ensure a harmonised appearance, there is a standardised AURIS list of abbreviations of the DB 640 code for stations on the ÖBB-Infrastruktur AG network. Further information may be requested from be.kundeninformation@oebb.at.

- The data for **static train composition displays** (train composition and wagon provision, e.g. dining car, first class, second class, sleeper wagons, couchettes, business carriages) must be provided to aushangfahrplaene.nz@oebb.at by the first Monday in November.

- **Changes to RU information displays** (basic service comprises one display per RU and station in each running timetable period) made in hard copy (announcement of tariffs and timetables, information on passenger rights, ticket availability, through tickets and bookings) are displayed in the areas designated for this purpose on the revision dates specified by ÖBB-Infrastruktur AG. Hard copies must be submitted ten working days before the display date (excluding Saturdays). [22]

  A digital draft of the display must first be submitted to the OSS for approval. Following approval, the RU must send the display to ÖBB-Operative Services GmbH (please see price information notices in stations in the annexes to the Network Statement for the relevant addresses and contacts).

Additional services

The additional services shown below may be ordered as follows:

1. Assistance for persons with reduced mobility

Assistance for persons with reduced mobility can be ordered using the order form.

2. Sales-supporting activities

Orders for the implementation of sales-supporting activities (see chapter 7.3.2.2 (2) for definition) to be carried out by personnel must be sent to the email address vertriebsunterstuetzung.nz@oebb.at using the ordering sales-supporting activities in stations form a minimum of ten working days before the service is to be utilised.

ÖBB-Infrastruktur AG authorises the RU to conduct sales-supporting activities in stations only in specified areas (see site plans) and for a maximum of 30 days per quarter per station. The objective of sales-supporting activity is to highlight the RU's specific timetable and price offerings at certain times.

If several orders are received which, overall, cause the maximum number of personnel authorised for deployment at the same time in a single station to be exceeded, or if the required space for personnel and stands is not available, the use of mobile installations will be prohibited and if necessary, the number of personnel deployed will be restricted. Site plans may be modified and/or the maximum number of personnel authorised for deployment may be reduced at any time in the event of restrictions (e.g. construction works). Any RU advertising activities (e.g. drinks advertising) that do not serve to support pas-

[22] Digital alternatives to printed information: The publication of information exclusively via digital media is planned in selected stations.

senger transport services on the ÖBB-Infrastruktur AG railway network must be agreed separately with ÖBB-Werbung GmbH.

3. Wi-Fi

The “Wi-Fi in RU trains” and “Wi-Fi in leased areas” services can be ordered from the OSS.

The lead-in time for set-up of the “Wi-Fi in RU trains” service is approximately ten working days from receipt of the order (excluding Saturdays).

With regard to orders for the “Wi-Fi in leased areas” service, an on-site appointment for feasibility testing is agreed within 21 working days (excluding Saturdays) of receipt of the order.

4. Lost & Found

Lost & Found services can be ordered from the OSS. Lost & Found services must be ordered by the middle of September for the subsequent running timetable period and can only be ordered for the entire timetable period.

5. Displays

- **Displays after initial display**

  In the event of a train path order within the running timetable period, timetable displays (departure, arrival and route timetables) are updated automatically. Updates do not need to be ordered separately.

  The lead-in time for interim amendments to static train composition displays is at least 14 days. The data (train composition and wagon provision, e.g. dining car, first class, second class, sleeper wagons, couchettes, business carriages) for static train composition displays must be provided to aushangfahrplaene.nz@oebb.at.

  Amendments to RU information displays made in hard copy as from the second display per RU and station in each running timetable period (announcements of tariffs and timetables and information on passenger rights, ticket availability, through tickets and bookings) are displayed in the areas designated for this purpose on the revision dates specified by ÖBB-Infrastruktur AG. Hard copies must be submitted ten working days before the display date (excluding Saturdays).

  A digital draft of the display must first be submitted to the OSS for approval. Following approval, the RU must send the display to ÖBB-Operative Services GmbH (please see price information notices in stations in the annexes to the Network Statement for the relevant addresses and contacts).

- Temporary timetable changes (timetables during construction works)

  The poster designs must first be submitted to the OSS in digital form for approval no less than 30 days before the modified timetable enters into effect. The approved proofs of the posters must be submitted to ÖBB-Operative Services GmbH (see here for contact details) no less than 21 days before the modified timetable enters into effect.

Ancillary services

All other personnel services can be ordered from the OSS.

7.3.3 Freight terminals

Information and an overview map of the freight terminals in Austria, including the contact details of operators, can be found on the ÖBB-Infrastruktur AG website.

7.3.4 Marshalling yards and train formation facilities, including shunting facilities

7.3.4.1 General information

The Shunting locations document provides an overview of marshalling yards, shunting locations and border train formation facilities. For more information, see the annexes to the Network Statement.

7.3.4.2 Services

Distinction is made between shunting services provided inside and outside marshalling yards, see chapters 7.3.4.3 and 7.3.4.4 for more details.

The definitive list of shunting locations and the associated opening hours for shunting are reviewed following receipt of orders for the respective running timetable period and are then adjusted to actual requirements and available resources before being published in the annexes to the Network Statement in October 2024.

Shunting services are always provided on the basis of the resources available (personnel, traction unit and facilities). The ancillary shunting services described in chapters 7.3.4.3 and 7.3.4.4 are performed only on the basis of remaining capacity and by special agreement.

Additional RU-specific requirements on ÖBB-Infrastruktur AG's existing range of services can be submitted by the relevant RU via the corresponding form to check their feasibility.

The following shunting services consist of a single service or several partial services that may be ordered only as a unit. Any services extending above and beyond the scope of partial services in accordance with chapters 7.3.4.3 and 7.3.4.4 are not included in the scope of the shunting service.

Shunting services also include operation of the relevant interlocking and safety facilities to the necessary extent.

The EVA (electronic shunting track request) system is being introduced progressively at ÖBB-Infrastruktur AG to provide electronic support for shunting track requests. This system must be used in stations or stops already equipped or being equipped with EVA (see here).

Appropriately trained staff must be deployed for this purpose. Training can either be ordered from ÖBB-Infrastruktur AG (bestellung.infra-training@oebb.at) or may be conducted internally using the operating manual (available from the above email address).

Registration of train and wagon data via train data transmission

In compliance with DA 30.04.20, RUs are obliged to transmit the required train and wagon data (consignment data) for freight traffic to ÖBB-Infrastruktur AG 30 minutes before the planned departure, either via the application Train Data Transmission or via a data interface provided by ÖBB-Infrastruktur AG.

If the consignment data is not transmitted on time, the train's departure may be delayed.

Consignment data can be transmitted via one of the following systems and via electronic interface:

- Train data transmission: Via the customer portal M-AMA, the application train data transmission is provided for all RUs on ÖBB-Infrastruktur AGs network from 12/2023. The handbook train data transmission can be accessed via M-AMA.

- Electronic interface: The technical interface description can be accessed via M-AMA.

- In the event of a system failure or malfunction of the interface on part of ÖBB-Infrastruktur AG, the transmission of consignment data takes place via e-mail.

Registration of train and wagon data via Hermes 30 schema:

RUs in freight traffic have the option of registering their train and wagon data directly in the Infra-TIS system (as defined in DA 30.04.20). The train and wagon data must be transmitted in the form of the international Hermes 30 V2 schema. Data not transmitted in this format will not be processed. The Hermes infrastructure is not provided by ÖBB-Infrastruktur AG.

The use of the wagon data interface set up for data transfer requires a separate order. The order for this is made by order form via the One Stop Shop. Setting up access to the wagon data interface is a chargeable service (see chapter 7.3.4.5.3). The wagon data interface is a temporary offer until the INFRA train data registration goes into operation.

It is pointed out that no liability is assumed by ÖBB-Infrastruktur AG for the correctness of the data accepted in the Infra-TIS system. Further regulations, in particular regarding the exclusion of liability, as well as contractual conditions can be found in the order form.

It is pointed out that no liability is assumed by ÖBB-Infrastruktur AG for the correctness and completeness of data accepted via the above mentioned systems.

If ordered shunting services are carried out with train/ trackside traction units, compliance with the operational procedures of RW 30.01 for the use of the fallback level (transmission of audible and visible signals) between shunting staff and traction unit driver must be ensured. Furthermore, on lines not equipped with GSM-R, a suitable analogue train radio in the UIC 70 cm band (C-channels) is mandatory.

7.3.4.3 Shunting services in marshalling yards

The marshalling yards (VKBf) operated by ÖBB-Infrastruktur AG, including the associated operating locations, are published in the annexes to the Network Statement.

Shunting in marshalling yards is referred to as “marshalling yard shunting”.

The services in marshalling yards listed in this section include the traction unit and traction unit operating personnel used by ÖBB-Infrastruktur AG, as well as the shunting staff provided by ÖBB-Infrastruktur AG as required.

Basic services

1. **Train disassembly and train formation with train preparation (not including initial registration of wagons in Infra-TIS)**

   The service is subject to a charge and comprises train disassembly and train formation activities in accordance with RW 30.01 (DV V3) Section III and the agreed train formation and wagon transfer plans, as well as train preparation, but not including initial registration of vehicle data in Infra-TIS.

   If wagons intended for outbound trains are transferred at the marshalling yard for onward transport by the transferring RU to one or several other RU(s), the transferring RU shall be responsible for the requirements for wagon transfer (production plan, train formation plan). The RU performing outbound transport shall be responsible for train formation plans for the corresponding outbound trains.

Services	
6.1.1.1 Train disassembly and train formation with train preparation	
No.	**Description of service**
1	Preparation for disassembly
2	Loosening of coupling
3	Train disassembly
4	Placing wheel chock
5	Stabling of wagons
6	Connecting/disconnecting all couplings on the trainset
7	Connecting/disconnecting train pre-heating systems, including initial functional check
8	Connection/disconnection of compressed air systems
9	Securing the trainset
10	Train preparation with brake calculation, completion of train documents (wagon lists can be provided in digital form), application of the end-of-train signal and onward notification, not including initial registration of vehicle data

Table 27: "Train disassembly and train formation with train preparation" services

2. Special handling of train formation groups, wagons and/or groups of wagons and multi-group trains

This service is subject to a charge and comprises:

- formation of freight trains with more than one train formation group, whereby invoicing shall apply as from the second train formation group
- conversion of wagons/groups of wagons requiring special handling from inbound trains

Services	
6.1.1.2 Train formation groups – wagons/groups of wagons requiring special handling	
No.	**Description of service**
1	Handling of train formation groups, wagons and groups of wagons

Table 28: "Train formation groups – wagons/groups of wagons requiring special handling" service

3. Provision of wagons

This service is subject to a charge and comprises the provision of wagons in the agreed location in a marshalling yard within the rail infrastructure facilities of ÖBB-Infrastruktur AG.

Services	
6.1.1.4 Provision of wagons	
No.	**Description of service**
1	Sequencing of wagons to be provided (train composition)
2	Provision of wagons to the recipient or at specified facilities
3	Collection of wagons from the recipient or from specified facilities
4	Completion report to customer on provision and/or collection, if agreed

Table 29: "Provision of wagons" services

Additional services

The resources available at the marshalling yard are deployed for provision of basic services. If resources remain available beyond the scope of basic services, the following additional services may also be provided.

1. Manipulation of inbound traction units

Manipulation of inbound traction units is an additional service subject to a charge and comprises the following activities.

Services	
6.1.2.1 Manipulation of inbound traction units	
No.	**Description of service**
1	Securing the trainset in accordance with the provisions stipulated in the operating location descriptions in the context of RW 30.01 (DV V3), chapter 18
2	Uncoupling the traction unit from the trainset
3	Delivery of train documents from the train to the agreed handover point (wagon lists can be provided in digital form)
4	Connecting train pre-heating systems, including initial functional check

Table 30: "Manipulation of inbound traction units" services

Details are set out in the operating location descriptions and/or the locally applicable marshalling yard operating procedures.

2. Manipulation of outbound traction units

Manipulation of outbound traction units is an additional service subject to a charge and comprises the following activities.

Services	
6.1.2.2.a Manipulation of outbound traction units	
No.	**Description of service**
1	Disconnection of train pre-heating system
2	Disconnection of compressed air systems
3	Coupling train traction units to the trainset
4	Performing partial braking test
5	Unsecuring the trainset
6	Handling of any pull/pusher traction units

Table 31: "Manipulation of outbound traction units" services

3. Delivery of train documents to outbound trains

The provision of train documents to outbound trains is an additional service subject to a charge.

Service	
6.1.2.2.b Delivery of train documents to outbound trains	
No.	**Description of service**
1	Delivery of train documents to outbound trains (wagon lists can be provided in digital form)

Table 32: "Delivery of train documents to outbound trains" service

4. Full braking test (not including technical wagon inspection)

The full braking test, not including technical wagon inspection, is carried out in accordance with RW 30.01 (DV V3) with a fixed brake testing system if available, or alternatively with the RU's traction unit. This is an additional service subject to a charge.

Service	
6.1.2.3 Full braking test (not including technical wagon inspection)	
No.	**Description of service**
1	Performance of the full braking test, not including technical wagon inspection

Table 33: "Full braking test (not including technical wagon inspection)" service

5. Train preparation with initial registration of wagons in Infra-TIS

If electronic data is not available in full in Infra-TIS for the train to be handled in ad hoc cases or if such data cannot be imported from the relevant interfaces (e.g. Hermes advance report, Infra-TIS advance report) due to a failure of the electronic system, the train preparation includes the additional service "Train preparation with initial registration of wagons in Infra-TIS".

Service	
6.1.2.4 Train preparation	
No.	**Description of service**
1	Initial registration of wagons in Infra-TIS

Table 34: "Train preparation" service

Mobile shunting trains that enter marshalling yards and for which train preparation has been carried out manually by employees of ÖBB-Infrastruktur AG are handled as trains that have been reported electronically in advance, i.e. the service is not invoiced separately in such cases.

6. Location-independent train preparation

Location-independent train preparation comprises two separate services provided subject to a charge:

- Modifications for train data already transmitted, and/ or
- transmission of wagon lists to the RU

The "Modifications for train data already transmitted, and/ or transmission of wagon lists to the RU " service enables RU to receive RU wagon lists for their respective trains. The transmission of wagon lists, which are subject to a charge, is triggered by the disclosure of an e-mail address to the contact person for Train Data Transmission. Furthermore, this service facilitates a new train preparation during the train run, which is mandatory under RW 30.01 (DV V3) in case of a change of traction unit and in case of pulling traction unit, change of train composition and operational disturbances. It comprises the following activities:

Services	
6.1.2.5.a Modifications for train data already transmitted and/or transmission of wagon lists to the RU	
No.	**Service description**
1	Amendment of vehicle data
2	Brake calculation
3	Change of traction unit
4	Transmission of the wagon list to a defined RU e-mail address and/ or transmission of changed train data to the traction unit driver

5	Retransmission of train data to the next marshalling station or to an agency defined by the RU

Table 35: "Modifications for train data already transmitted and/or transmission of wagon lists to the RU" services

For passenger traffic RUs, the "Initial registration of trains in Infra-TIS" service is available. The service comprises registration of train data in the Infra-TIS system using the train data communicated by the RU (wagon list sent by email).

It comprises the following activities:

Services	
6.1.2.5.b Initial registration of trains in Infra-TIS (passenger traffic RUs only)	
No.	**Service description**
1	Infra-TIS train preparation of train data on the basis of the data provided by the RU
2	Infra-TIS brake calculation
3	Forwarding of the wagon list by email to the RU
4	Retransmission of train data to the next marshalling station or to an agency defined by the RU

Table 36: "Initial registration of trains in Infra-TIS (passenger traffic RUs only)" services

It is pointed out that no liability is assumed by ÖBB-Infrastruktur AG for the correctness of data accepted.

Ancillary services

1. Personnel deployment hours

Ancillary services in marshalling yards comprise the following:

- Services that are not considered basic or additional services in marshalling yards
- Takeover of vehicles in accordance with RW 30.01 (DV V3), 30.03.31.02 INFRA guideline for the technically safe use of rail vehicles of ÖBB-Infrastruktur AG on the network of ÖBB-Infrastruktur AG, and/or RID check on request only and on the basis of a separate agreement. Additional, RU-specific requests must be submitted using the additional services RU form.
- Basic and additional services in marshalling yards performed outside opening hours for shunting
- Basic and additional services in marshalling yards performed on the basis of ad hoc orders

The ancillary services listed are charged in addition to the basic and additional services in marshalling yards.

Ancillary services are differentiated as follows on the basis of personnel deployment hours:

- Personnel deployment hours for shunting personnel and wagon operations personnel
- Personnel deployment hours for shunting manager with traction unit operation

2. Shunting unit

A shunting unit within the meaning of this provision comprises a shunting traction unit including traction unit operator and a maximum of two shunting employees from ÖBB-Infrastruktur AG. If additional personnel is required, the service is provided on the basis of personnel deployment hours.

7.3.4.4 Shunting services outside marshalling yards

Basic services

Basic services at shunting locations (location shunting) in accordance with the Network Statement and/or from marshalling yards and shunting locations for outbound trains (mobile shunting) are performed subject to a charge and depending on the personnel available.

The basic services do not include shunting services

- performed at operating locations that are not shunting locations, and
- performed at locations that do not fall into the category of mobile shunting areas.

1. Shunting services provided as scheduled orders at shunting locations or for outbound trains from marshalling yards and shunting locations

This service is subject to a charge and comprises the activities outlined below. The traction unit required to perform the service must be provided by the RU.

Services	
6.3.1 Shunting services provided as scheduled orders at shunting locations or for outbound trains from marshalling yards and shunting locations	
No.	**Description of service**
1	Uncoupling the traction unit from the trainset
2	Securing the trainset in accordance with the provisions stipulated in the operating location descriptions in the context of the applicable service regulation (DV)
3	Delivery of train documents from the train to the agreed handover point (wagon lists can be provided in digital form)
4	Connecting/disconnecting train pre-heating systems, including initial functional check
5	Preparation for disassembly
6	Train disassembly
7	Sequencing of wagons to be provided (train composition)
8	Provision of wagons to the recipient or at specified facilities
9	Collection of wagons from the recipient or from specified facilities
10	Completion report to customer on provision and/or collection, if agreed
11	Stabling of wagons
12	Train formation
13	Connection/disconnection of compressed air systems
14	Train preparation with brake calculation, completion of train documents (wagon lists can be provided in digital form), application of the end-of-train signal and onward notification, not including initial registration of vehicle data
15	Initial registration of the wagons in Infra-TIS
16	Coupling train traction units to the trainset
17	Unsecuring the trainset
18	Delivery of train documents to outbound trains (wagon lists can be provided in digital form)
19	Performance of the full braking test, not including technical wagon inspection
20	Handling of any pull/pusher traction units
21	Performing partial braking test

Table 37: "Shunting services provided as scheduled orders at shunting locations or for outbound trains from marshalling yards and shunting locations" services

The service is carried out in accordance with the agreement between the RU and ÖBB-Infrastruktur AG by

- shunting personnel/wagon operations personnel and/or
- shunting manager(s) with traction unit operation.

Additional services

1. Location-independent train preparation

Location-independent train preparation comprises two separate services provided subject to a charge:

- Modifications for train data already transmitted, and/ or
- transmission of wagon lists to the RU

The "Modifications for train data already transmitted, and/ or transmission of wagon lists to the RU" service enables RU to receive RU wagon lists for their respective trains. The transmission of wagon lists, which are subject to a charge, is triggered by the disclosure of an e-mail address to the contact person for Train Data Transmission. Furthermore, this service facilitates a new train preparation during the train run, which is mandatory under RW 30.01 (DV V3) in case of a change of traction unit and in case of pulling traction unit, change of composition of the train and operational disturbances. It comprises the following activities:

Services	
6.3.2.5.a Modifications for train data already transmitted and/ or transmission of wagon lists to the RU	
No.	**Service description**
1	Amendment of vehicle data
2	Brake calculation
3	Change of traction unit
4	Transmission of the wagon list to a defined RU e-mail address and/ or transmission of changed train data to the traction unit driver
5	Retransmission of train data to the next marshalling station or to an agency defined by the RU

Table 38: "Modifications for train data already transmitted and/ or transmission of wagon lists to the RU" services

For passenger traffic RUs, the "Initial registration of trains in Infra-TIS" service is available. The service comprises registration of train data in the Infra-TIS system using the train data communicated by the RU (wagon list sent by email, etc.). It comprises the following activities:

Services	
6.3.2.5.b Initial registration of trains in Infra-TIS (passenger traffic RUs only)	
No.	**Service description**
1	Infra-TIS train preparation of train data on the basis of the data provided by the RU
2	Infra-TIS brake calculation
3	Forwarding of the wagon list by email to the RU
4	Retransmission of train data to the next marshalling station or to an agency defined by the RU

Table 39: "Initial registration of trains in Infra-TIS (for passenger traffic RUs only)" services

It is pointed out that no liability is assumed by ÖBB-Infrastruktur AG for the correctness of data accepted.

2. Shunting services provided as scheduled orders, train preparation at border

This service is provided subject to a charge on the basis of personnel deployment hours in the operating locations listed here and comprises the following activities[23]:

Services	
6.3.3.a Personnel deployment hours for border shunting services	
No.	**Description of service**
1	Transmission of data to interface (Hermes)
2	Transmission of data from interface (Hermes)
3	Wagon lists are provided in digital form
4	Adoption of sequencing
5	Retransmission
6	Brake calculation on the basis of digitally transmitted data, not including initial registration of wagon data. Wagon lists are provided in digital form.

Table 40: "Personnel deployment hours for border shunting services" services

Ancillary services

Ancillary services outside marshalling yards comprise the following:

- Basic or additional services outside marshalling yards performed outside the opening hours for shunting or due to ad hoc orders
- Services that are not listed as basic or additional services outside marshalling yards, specifically:
  - Takeover of vehicles in accordance with RW 30.01 (DV V3), 30.03.31.02 INRA guideline for the technically safe use of rail vehicles of ÖBB-Infrastruktur AG on the network of ÖBB-Infrastruktur AG, and/or RID check on request only and on the basis of a separate agreement. Additional, RU-specific requests must be submitted using the additional services RU form.
  - Services performed at locations that are not shunting locations and do not fall into the category of mobile shunting areas

Ancillary services are provided subject to a charge on the basis of personnel deployment hours for:

- Shunting personnel and wagon operations personnel (product no. 6.3.4.1.a)
- Shunting manager(s) with traction unit operation (product no. 6.3.4.1.b)

7.3.4.5 Charges

The charges listed below are applied to shunting services.

Any shunting services not cancelled in good time shall be invoiced in full.

Shunting services agreed but not used by the RU shall not be invoiced if infrastructure capacity relating directly to the services cannot be used for reasons that fall under the remit of ÖBB-Infrastruktur AG.

7.3.4.5.1 Shunting services in marshalling yards

[23] Subject to varying regulations in the order forms for each location

The charge per shunting service comprises the charge for the service described in the performance specification. When a shunting service is purchased, the full charge per service unit shall be payable in accordance with chapters 7.3.4.5, even if not all of the listed services are used or necessary in the circumstances.

The charges for services in marshalling yards listed in chapters 0 include the traction unit and traction unit operating personnel provided by ÖBB-Infrastruktur AG, as well as the shunting personnel provided by ÖBB-Infrastruktur AG as required. Any additional requirements for shunting traction units and/or personnel must be agreed separately and shall be invoiced in accordance with the section on ancillary services.

Basic services

No.	Service	Unit	Charge in EUR excl. 20 % VAT
Shunting services in marshalling yards			
6.1.1.1	Train disassembly and train formation with train preparation (not including initial registration of wagons)	Wagon	5,13
6.1.1.2	Special handling of train formation groups, wagons and/or groups of wagons and multi-group trains	Group	31,83
6.1.1.4	Provision of wagons	Wagon	4,16

Table 41: Charges for "Shunting services in marshalling yards"

Regarding the "Train disassembly and train formation with train preparation (not including initial registration of wagons)" service, the RU that brings the wagons into the marshalling yard is liable to pay.

Additional services

Marshalling of incoming traction units is invoiced for each incoming train. Marshalling of outgoing traction units is invoiced for each outgoing train.

No.	Service	Unit	Charge in EUR excl. 20 % VAT
Shunting services in marshalling yards			
6.1.2.1	Manipulation of inbound traction units	Train	9,86
6.1.2.2.a	Manipulation of outbound traction units	Train	7,21
6.1.2.2.b	Delivery of train documents to outbound trains	Number	5,06
6.1.2.3	Full braking test (not including technical wagon inspection)	Number	44,73
6.1.2.4	Manual initial registration of wagons in the train preparation system (only in ad hoc cases in the event of a system failure)	Train	59,43
6.1.2.5.a	Location-independent train preparation – modifications for train data already transmitted and/ or transmission of wagon lists to the RU	Number	5,53
6.1.2.5.b	Passenger traffic only from 31/03/2023: Location-independent train preparation – initial registration of trains in Infra-TIS	Number	11,06

Table 42: Charges for "Additional shunting services in marshalling yards"

Ancillary services

If the services specified in chapter 7.3.4.3 are performed by shunting personnel or wagon operations personnel, charges shall apply in accordance with Service 6.1.4.1.a. If the services are performed by shunting managers with traction unit operation, charges shall apply in accordance with Service 6.1.4.1.b.

Additional charges in accordance with the footnote to the table below, "Shunting services in marshalling yards", shall apply to services that are performed outside the opening hours for shunting and/or if the order is received less than 15 days before performance of the service:

No.	Service	Unit	Charge in EUR excl. 20 % VAT
Shunting services in marshalling yards			
6.1.4.1.a	Personnel deployment hours for other services	Hour	26,21*)
6.1.4.1.b	Personnel deployment hours for shunting manager with traction unit operation for other services	Hour	28,66*)
6.1.4.2.a	Shunting unit for scheduled order	Hour	156,02*)
6.1.4.2.b	Shunting unit for ad hoc order	Hour	175,79*)

Table 43: Charges for "Ancillary shunting services in marshalling yards"

*) During the shunting opening hours published in the Network Statement, the following additional charges to the published charge apply in the event of an order at short notice:
- For orders submitted less than 15 days before the required service: 50% on working days and 100% on Sundays and public holidays.
- For orders submitted less than 72 hours before the required service: 100% on working days and 200% on Sundays and public holidays.

Outside the shunting opening hours published in the Network Statement, the following additional charges to the published charge apply:
- 50% on working days and 100% on Sundays and public holidays.
- For orders submitted less than 72 hours before the required service: 100% on working days and 200% on Sundays and public holidays.

7.3.4.5.2 Shunting services outside marshalling yards

A minimum deployment period of five hours is always charged for shunting services outside marshalling yards. Shorter deployment periods may be charged for if synergies with other orders can be implemented in terms of personnel deployment.

Additional charges shall apply in the case of charges marked with footnotes for services that are performed outside of opening hours for shunting and/or if the order is received less than 15 days before performance of the service.

Charges for shunting services outside marshalling yards do not include the traction unit to be provided by the RU.

Basic services

Services ordered are invoiced on the basis of the personnel deployment hours agreed in the production plans. These personnel deployment hours are determined by ÖBB-Infrastruktur AG based on the work effort required to provide the services ordered. Times are rounded up to the nearest one-tenth of an hour for the calculation.

No.	Service	Unit	Charge in EUR excl. 20 % VAT
Shunting services outside marshalling yards			
6.3.1 Shunting services provided as scheduled orders for outbound trains in or leaving published locations (Network Statement)			
6.3.1.a	Personnel deployment hours for shunting services	Hour	26,21
6.3.1.b	Personnel deployment hours for shunting manager with traction unit operation for shunting services	Hour	28,66*)

Table 44: Charges for "Basic shunting services outside marshalling yards"

*) During the shunting opening hours published in the Network Statement, the following additional charges to the published charge apply in the event of an order at short notice:
- For orders submitted less than 15 days before the required service: 50% on working days and 100% on Sundays and public holidays.
- For orders submitted less than 72 hours before the required service: 100% on working days and 200% on Sundays and public holidays.

Outside the shunting opening hours published in the Network Statement, the following additional charges to the published charge apply:
- 50% on working days and 100% on Sundays and public holidays.
- For orders submitted less than 72 hours before the required service: 100% on working days and 200% on Sundays and public holidays.

Additional services

Services ordered are invoiced on the basis of the personnel deployment hours agreed in the production plans. These personnel deployment hours are determined by ÖBB-Infrastruktur AG based on the work effort required to provide the services ordered. Times are rounded up to the nearest one-tenth of an hour for the calculation.

No.	Service	Unit	Charge in EUR excl. 20 % VAT
Shunting services outside marshalling yards			
6.3.2.5.a	Location-independent train preparation – modifications for train data already transmitted and/ or transmission of wagon lists to the RU	Number	5,53
6.3.2.5.b	Passenger traffic only: Location-independent train preparation – initial registration of trains in Infra-TIS	Number	11,06
6.3.3.a	Personnel deployment hours for shunting services provided as scheduled orders, train preparation at border	Hour	26,21

Table 45: Charges for "Additional shunting services outside marshalling yards"

Ancillary services

Time spent providing service on-site and the required personnel travel time are charged in respect of shunting services performed at stations or stops that are not shunting locations and are not mobile shunting services originating from shunting locations. The following charges are applied:

No.	Service	Unit	Charge in EUR excl. 20 % VAT
Shunting services outside marshalling yards			
6.3.4.1.a	Personnel deployment hours for other services	Hour	26,21*)
6.3.4.1.b	Personnel deployment hours for shunting manager with traction unit operation for other services	Hour	28,66*)

Table 46: Charges for "Ancillary shunting services outside marshalling yards"

*) During the shunting opening hours published in the Network Statement, the following additional charges to the published charge apply in the event of an order at short notice:

- For orders submitted less than 15 days before the required service: 50% on working days and 100% on Sundays and public holidays.
- For orders submitted less than 72 hours before the required service: 100% on working days and 200% on Sundays and public holidays.

Outside the shunting opening hours published in the Network Statement, the following additional charges to the published charge apply:

- 50% on working days and 100% on Sundays and public holidays.
- For orders submitted less than 72 hours before the required service: 100% on working days and 200% on Sundays and public holidays.

7.3.4.6 Ordering and allocation

Orders for shunting services (new orders, order amendments and cancellations) can be submitted via the following systems:

- In the M-AMA online ordering system
- Via electronic interfaces (web services) to the M-AMA system

The required minimum content of orders for shunting services is specified in the manual for the M-AMA system; for further information on ordering AV-services, see the document folder in the M-AMA system.

In the event of a technical failure of the M-AMA system or data transmission problems, ad hoc orders can be submitted by email to ÖBB Infrastruktur AG using the shunting services order form in the annexes to the Network Statement. If a technical failure of the M-AMA system or data transmission problems occur on one of the order dates given below, the order deadline will be extended by one working day.

Incomplete orders are not accepted for processing. The applicant shall send any missing information for scheduled orders within three days of the request of ÖBB-Infrastruktur AG, otherwise the order shall be

deemed to have not been made within the deadline. The rules set out above shall also apply mutatis mutandis in cases of implausible or contradictory information.

Shunting services are performed as agreed between the RU and ÖBB-Infrastruktur AG in accordance with the available resources, allocated on the basis of the prioritisation rules described below.

The order deadlines and dates that apply when ordering shunting services (new orders, order amendments and cancellations) are the same as those applicable for track (infrastructure) capacity requests. The order dates and deadlines for the 2025 running timetable period are outlined in chapter 4 “Capacity allocation”.

For track (infrastructure) capacity requests for the running timetable, information on planned train handling (e.g. splitting, provision or storage of wagons) and group formation must be provided as a minimum for all affected stations or stops. The detailed order for shunting services must be placed in accordance with the service description (chapter 7.3.4.2) by the second Monday in September 2024 at the latest. Orders for the running timetable must be placed by the deadlines for interim orders.

Shunting services that are ordered within the above deadlines are deemed to be **scheduled orders**.

Changes to scheduled orders must be placed by the **deadlines for interim orders** at the latest.

Any shunting services that have been agreed but are not needed must be cancelled in good time. Cancellations of scheduled orders are deemed to be “in good time” if they are placed by the deadlines for interim orders at the latest.

All other orders (new orders, order amendments and cancellations) are deemed to be **ad hoc orders**. Shunting services must be ordered along with ad hoc infrastructure capacity requests

Ad hoc shunting services that are not required must be cancelled in good time, i.e. no less than 15 working days before the agreed performance of the shunting service.

If shunting services are not cancelled in time, they shall be charged on the basis of the agreed scope of services in accordance with chapter 7.3.4.5.

Consignment data for train preparation can be submitted via the following systems:

- Online via the INFRA train data registration for RUs
- Consignment data via electronic interfaces

The data for implementation of train preparation is required in full in accordance with RW 30.04.20 (DB 610).

RUs must order **location-independent train preparation** in writing or verbally. An order number must be provided for verbal orders and must be followed immediately by written confirmation. Location-independent train preparation/train data registration includes the following services:

- For freight traffic and passenger traffic: “Revisions for train data already transmitted, and/ or transmission of wagon lists to the RU”
- Passenger traffic only: “Initial registration of trains in Infra-TIS”

Depending on local conditions at the station or stop where the train to be prepared is located, the order must be fulfilled in the following locations:

- Linz shunting station
- Salzburg Hbf
- Villach major shunting station
- Vienna central shunting station
- Graz shunting station
- Hall in Tirol

The following data must be provided to order location-independent train preparation services. Please note that ÖBB-Infrastruktur AG shall not accept any liability for the accuracy of data imported into the Infra-TIS system.

- Orders for modifications for trains registered in Infra-TIS (chapter 7.3.4.3)
  - Train number
  - Marshalling station
  - Type of train marshalling
  - Change to train composition
  - Traction series and traction number of all working traction units
  - Declaration of new braked weights if limit values in accordance with RW 30.01 (DV V3) (“long locomotive”) are exceeded after conversion of brake type
  - Order number
- Orders for modifications to already transmitted train data(chapter 7.3.4.3)
  - Data for implementation of train preparation in full in accordance with DA 30.04.20 (DB 610)

It is pointed out that no liability is assumed by ÖBB-Infrastruktur AG for the correctness of data accepted.

In the case of incompatibilities between requests for shunting services, ÖBB-Infrastruktur AG first tries to find a solution by talking to and coordinating with the applicants concerned.

If no solution can be found, ÖBB-Infrastruktur AG decides in the order of the following principles:

- **Prioritisation rules for the allocation of shunting services ordered for the running timetable period in the following order:**
  - Orders submitted on time prioritised over orders not submitted on time
  - Orders for processing single wagonload transport prioritised over other orders
  - Services provided in marshalling yards or shunting locations prioritised over other services outside such hubs
- **Prioritisation rules for the interim allocation of shunting services, including ad hoc allocation**
  - According to order of receipt on the basis of remaining capacity

7.3.5 Storage sidings

Further information on tracks for stabling and storage can be found in the description of operating locations. For more information on ordering, allocating and the charges for storage capacity, see chapter 7.3.7.

7.3.6 Maintenance facilities

ÖBB-Infrastruktur AG offers no facilities for the maintenance of rolling stock.

7.3.7 Other technical facilities

7.3.7.1 General information

Location listings for other ÖBB-Infrastruktur AG technical facilities, e.g. external cleaning facilities, can be found in the annexes to the Network Statement.

Information on the external cleaning facility at Wien West, which is operated by WESTbahn Management GmbH, can be found on the WESTbahn website.

7.3.7.2 Services

ÖBB-Infrastruktur AG's services include the use of its storage and manoeuvring tracks and other technical facilities, as well as access to other services relating to such use as defined below (see chapter 7.3.7.3 Basic services).

Information on stabling, storage and manoeuvring tracks for loading and unloading is provided in the operating location descriptions.

Site lists and further information on use of exterior cleaning facilities, motorail facilities, sewage disposal and water supply facilities, weighing facilities and facilities for pre-heating/air conditioning are provided in the annexes to the Network Statement.

These services are reviewed following receipt of the orders for the respective running timetable and are then adjusted to the requirements and the available resources.

Services/charges do not include any shunting services, supply of traction power and/or power for pre-heating/air conditioning or use of the required power supply plants via the substation. In all cases, § 32 of the General Terms and Conditions (GTC) shall remain unaffected.

7.3.7.3 Service descriptions

Basic services

1. Use of storage capacity

This service comprises the use of storage capacity for stabling vehicles (wagons, traction units, railcars).

2. Use of manoeuvring tracks for loading and unloading

Manoeuvring tracks comprise loading tracks, terminal and RoLa tracks, as well as tracks in facilities for transhipment of mineral oil and liquid gas products.

This service is subject to a charge and comprises the use of the manoeuvring tracks as well as the associated loading transfer points, including transhipment areas, provided that they are owned by ÖBB-Infrastruktur AG and exclusively for the agreed duration of loading and unloading. The service does not include the use of areas for (interim) storage of goods. Such areas may be ordered separately. Cleaning of manoeuvring tracks (including the associated loading transfer points, including transhipment areas) to remove any loading residue, etc. and the disposal of such waste is the responsibility of the RU at its own expense. This shall apply regardless of the type of cargo. When the period of use has concluded, the respective RU must hand over the facilities in a suitably cleaned condition. If cleaning is not carried out by the RU or by a third party contracted for this purpose by the RU, or if cleaning is inadequate, ÖBB-Infrastruktur AG shall arrange for cleaning and disposal to be carried out at the expense and liability of the RU.

3. Use of exterior cleaning facilities

This service comprises the use of washing facilities for the exterior cleaning of traction units, railcars and coaches and is subject to a charge. The service includes the use of the facilities and supply of the facilities with power, water and cleaning products. The exterior cleaning facilities are operated by the respective RU and operation is not included in the service.

Details of the specific scope of the exterior cleaning, i.e. which areas are cleaned during use of the washing facilities, are provided in the information sheets on the exterior cleaning facilities. Moreover, an operating manual is available for each of the facilities, and contains binding rules for use (in particular

with regard to operation, cleaning scope, trainset speed, washing facility availability and area of responsibility).

Additional services

1. Use of facilities for pre-heating/air conditioning

The use of facilities for pre-heating/air conditioning is offered as an additional service subject to a charge. Operation of the facilities is not included in the service. Information on procurement of the required power is available from the Network Access business division.

2. Use of weighing facilities

The use of weighing facilities is offered as an additional service subject to a charge. The facilities can be used only by employees of ÖBB-Infrastruktur AG:

- **Static weighbridges**

  This service comprises the use of static weighbridges to determine vehicle weight (including production of the weighing log as required by the RU).

- **Dynamic weighbridges**

  This service comprises the use of dynamic weighing systems to determine vehicle weight (including production of the weighing log as required by the RU).

3. Use of sewage disposal and water supply facilities (T-pillars)

The use of fixed T-pillars for supply of water and draining of WC systems in coaches and railcars is offered as an additional service subject to a charge. The T-pillars are operated by the respective RU and operation is not included in the service.

4. Use of motorail facilities

The use of motorail facilities for loading and unloading of cars and motorcycles onto/from motorail trains is offered as an additional service subject to a charge.

There are three different methods for loading and unloading in motorail train facilities:

- Fixed ramp (Wien Hbf, Graz Hbf)
- Laterally movable ramp (Innsbruck Hbf, Villach Hbf 2)
- Ramp wagons (Villach Hbf 1, Feldkirch)

In the case of motorail train facilities that do not have a fixed ramp (see 1) above), a suitable ramp must be provided for loading and unloading and is not included in the service.

In addition to use of the tracks provided for motorail trains and use of the facility itself for loading and unloading vehicles, the service also includes use of the corresponding access road, including waiting and set-up areas and any other relevant system components (in accordance with the information sheet on motorail facilities).

Loading and unloading of motorail trains is organised and implemented by the respective RU and is not included in the service.

5. Use of the ice protection facility

The service comprises the use of the ice protection facility at Wien Hbf for coaches and traction units with a control speed of above 160 km/h, and provides preventive anti-freeze protection in the area of the running gear/bogies and on the traction unit.

As well as the use of the facilities, the charge also includes supply of power and anti-freeze chemicals for the vehicles.

The ice protection facility is operated by the respective RU and operation is not included in the service.

6. Other supplementary personnel services

Charges for other supplementary personnel services are outlined in chapter 5.5.4.

7.3.7.4 Charges

In the event of interim cancellation of a service allocated in the running timetable, the classification is re-analysed in accordance with the logic for charges described below and a subsequent adjustment (ex post adjustment) is applied.

Basic services

1. Use of storage capacity

The following terms for settlement are available for the use of storage capacity:

	Description	Product number	Duration of use	Subject to a charge
1	Free use of storage capacity	-	≤ 24 hours	NO
2	Short-term (ad hoc) use of storage capacity	4.1	> 24 hours	YES
3	Long-term use of storage capacity	4.2.1	> 24 hours, only in conjunction with 4.2.2.	YES
		4.2.2	≥ 1 month	YES
		4.2.3	≥ 1 month, with order for ≥ 10 months	YES

Table 47: Terms for settlement for "Use of storage capacity"

- **Free use of storage capacity**

  Temporary withdrawals from service (storage) for durations of up to 24 hours are free of charge.

- **Short-term (ad hoc) use of storage capacity – product number 4.1**

  Use of storage capacity is subject to a charge for durations of more than 24 hours (e.g. empty wagon storage, stabling of vehicles on an uncoupled train).

  Following a storage declaration, the service is invoiced monthly on a retrospective basis for each day started (after the first complete 24 hours).

  The RU is obliged to submit the following data to ÖBB-Infrastruktur AG by the fifth day of the following month, or to report such data in advance:

- Number of storage days used
- Operating locations
- Storage capacity used (in metres)

- **Long-term use of storage capacity**

  The minimum order duration is one month (product number 4.2.2). For additional days of use following a monthly order, an invoice for individual days is provided in accordance with product number 4.2.1 in the table of charges. For orders for more than ten months, a reduced rate per month is charged in accordance with product number 4.2.3.

  Invoicing is based on ordered and allocated capacity. Facility charges for the use of special facilities and/or special equipment on the tracks (e.g. weighing system, loading track, pre-heating system) are not included and are invoiced separately.

ÖBB-Infrastruktur AG shall carry out periodic reviews of usage of the allocated capacity for the temporary withdrawals from service described above. If temporary withdrawals from service have been implemented at an operating location in the absence of agreement on capacity or declaration of storage days, the additional use shall be invoiced retrospectively in full by ÖBB-Infrastruktur AG. The facility charge for such additional use is calculated in accordance with the methods and the charge rate for short-term use of storage capacity.

No.	Service	Unit	Charge in EUR excl. 20 % VAT
Short-term use of storage capacity			
4.1	Per metre of track capacity, after the first complete 24-hour period, for every day started	Day	0,30
Long-term use of storage capacity			
4.2.1	Per metre of track capacity (for every day started, in connection with 4.2.2 only)	Day	0,23
4.2.2	Per metre of track capacity (for orders of at least 30 consecutive days or one calendar month)	Month	4,44
4.2.3	Per metre of track capacity (for orders of at least ten months)	Month	3,70

Table 48: Charges for "Use of storage capacity"

2. Use of manoeuvring tracks for loading and unloading

When using

- loading tracks,
- terminal and RoLa tracks, and
- tracks in facilities for the transhipment of mineral oil and liquid gas products

charges are levied per wagon provided.

No.	Service	Service unit	Charge in EUR (excl. 20% VAT)
Use of manoeuvring tracks for loading and unloading			
4.3.1	Use of loading tracks	Wagon	0,61
4.3.2	Use of terminal and RoLa tracks	Wagon	0,61
4.3.3	Use of tracks in mineral oil and liquid gas transhipment facilities	Wagon	0,61

Table 49: Charges for "Use of manoeuvring tracks for loading and unloading"

3. Use of exterior cleaning facilities

The charge includes the use of the facilities and supply of the facilities with power, water and cleaning products. The exterior cleaning facilities are operated by the respective RU and operation is not included in the facility charge.

The service is invoiced on the basis of the total length of vehicles washed. If using exterior cleaning facilities that are not registered via the "VEBSys" system, the RU is obliged to provide the following data to ÖBB-Infrastruktur AG by the fifth day of the following month at the latest:

- Number of washed vehicles and their length (total length in metres)
- differentiated by vehicle type and location of the exterior cleaning facility

No.	Service	Service unit	Charge in EUR excl. 20 % VAT
Use of exterior cleaning facilities			
5.3.1	Exterior cleaning facility, Villach	Veh. metre	1,77
5.3.2	Exterior cleaning facility, Linz	Veh. metre	1,77
5.3.3	Exterior cleaning facility, Wolfurt	Veh. metre	0,92
5.3.4	Exterior cleaning facility, Innsbruck	Veh. metre	0,92
5.3.6	Exterior cleaning facility, Graz	Veh. metre	1,77
5.3.7	Exterior cleaning facility, Wien Hbf	Veh. metre	1,77
5.3.8	Exterior cleaning facility, Floridsdorf	Veh. metre	1,77

Table 50: Charges for "Use of exterior cleaning facilities"

Additional services

1. Use of facilities for pre-heating/air conditioning

This service is invoiced in accordance with the order (regardless of actual use). Changes to orders shall take effect with regard to invoicing on the first day of the following month in each case.

The charge only includes the use of the facilities. The charge does not include supply of power to the facilities or operation of the facilities.

No.	Service	Service unit	Charge in EUR excl. 20 % VAT
Use of facilities for pre-heating/air conditioning			
5.1	Heating stands, per hour of use ordered	Hour	1,11

Table 51: Charges for "Use of facilities for pre-heating/air conditioning"

2. Use of weighing facilities

The charge includes the use of the facility.

No.	Service	Service unit	Charge in EUR excl. 20 % VAT
Use of weighing facilities			
5.2.1.a	Static weighbridge, daily order	Day	142,20
5.2.1.b	Static weighbridge, monthly order	Month	1.422,02
5.2.1.c	Static weighbridge (for orders of at least ten months)	Month	1.185,04
5.2.2.a	Dynamic weighbridge, daily order	Day	569,31
5.2.2.b	Dynamic weighbridge, monthly order	Month	5.693,09
5.2.2.c	Dynamic weighbridge (for orders of at least ten months)	Month	4.744,24

Table 52: Charges for "Use of weighing facilities"

3. Use of sewage disposal and water supply facilities (T-pillars)

The charge for use of T-pillars consists of two components:

- Charge for use of the facility, depending on the period of use ordered, and
- Charge per extraction/filling procedure.

Operation of the T-pillars is not included in the charge.

For 5.4.1, invoicing is based on the order and for 5.4.2, on the extractions/filling procedures initiated.

If using T-pillars that are not registered via the "VEBSys" system, the RU is obliged to provide the following data to ÖBB-Infrastruktur AG by the fifth day of the following month at the latest:

- Number of supply/disposal procedures completed
- differentiated by T-pillar location

No.	Service	Service unit	Charge in EUR excl. 20 % VAT
Use of sewage disposal and water supply facilities (T-pillars)			
5.4.1.a	T-pillar, daily order	Day	120,13
5.4.1.b	T-pillar, monthly order	Month	1.201,20

5.4.1.c	T-pillar (for orders of at least ten months)	Month	1.001,00
5.4.2	T-pillar Charge per extraction/filling procedure (in addition to 5.4.1.a to 5.4.1.c)	Extraction/filling procedure	1,43

Table 53: Charges for "Use of sewage disposal and water supply facilities (T-pillars)"

4. Use of motorail facilities

The service is invoiced on the basis of the number of motorail trains loaded and unloaded under the order.

No.	Service	Service unit	Charge in EUR excl. 20 % VAT
Use of motorail facilities			
5.5.1	New motorail train facilities (facilities put into operation since 2014)	Train	100,47
5.5.2	Old motorail train facilities	Train	21,13

Table 54: Charges for "Use of motorail facilities"

5. Use of the ice protection facility

The service is invoiced on the basis of the total length of vehicles to be run through the ice protection facility.

No.	Service	Service unit	Charge in EUR excl. 20 % VAT
Use of the ice protection facility			
5.6.	Ice protection facility, Wien Hbf	Veh. metre	2,17

Table 55: Charges for "Use of the ice protection facility"

6. Other supplementary personnel services

Charges for other supplementary personnel services are outlined in chapter 5.5.4.

7.3.7.5 Ordering and allocation

Orders (new orders, order amendments and cancellations) for access to services and service facilities can be submitted via the following systems[24]:

- In the M-AMA online ordering system (via input mask or, additionally for annual orders, via standardised Excel import)
- Via electronic interfaces (web services) to the M-AMA system

The required content of orders for access to services and service facilities is specified in the manual for the M-AMA system; for further information on ordering AV-services, see the document folder in the M-AMA system.

[24] This does not apply for ordering manoeuvring tracks. Orders for manoeuvring tracks are triggered via a shunting order.

In the event of a technical failure of the M-AMA system or data transmission problems, ad hoc orders can be submitted by email to the OSS using the order form in the annexes to the Network Statement. If a technical failure of the M-AMA system or data transmission problems occur on the last day of the order deadline according to the table below, the order deadline will be extended by one working day.

Incomplete orders are not accepted for processing. The applicant shall send any missing information for annual orders within three days of the request of ÖBB-Infrastruktur AG, otherwise the order shall be deemed to have not been made within the deadline. The rules set out above shall also apply mutatis mutandis in cases of implausible or contradictory information.

The ordering dates and deadlines for services for the subsequent running timetable period are always identical to those for track (infrastructure) capacity requests, if linked to a track (infrastructure) capacity request.

The following final dates apply to orders and allocation for the 2024 running timetable:

Dates for the 2024 running timetable		
Basic services	**Order at the latest by**	**Date for allocation**
Use of storage capacity	2nd Monday in September 2024	25 October 2024
Use of manoeuvring tracks	As for train paths	As for train paths
Use of exterior cleaning facilities	2nd Monday in September 2024	25 October 2024
Additional services	**Order at the latest by**	**Date for allocation**
Use of facilities for pre-heating/air conditioning	2nd Monday in September 2024	25October 2024
Use of weighing facilities	2nd Monday in September 2024	25 October 2024
Use of sewage disposal and water supply facilities (T-pillars)	2nd Monday in September 2024	25 October 2024
Use of motorail facilities	As for train paths	As for train paths
Use of the ice protection facility	2nd Monday in September 2024	25 October 2024

Table 56: Dates for the 2025 running timetable

In the case of interim orders and ad hoc orders, the decision about the allocation of facility capacity is made within 24 hours before the use of the service and/or in good time to allow a well-founded decision on alternative implementation.

If an RU is ordering use of exterior cleaning facilities and/or the ice protection facility for the first time, or for orders for vehicle types that have not been programmed previously, the One Stop Shop at ÖBB-Infrastruktur AG, Network Access business division, must be contacted at oss.austria@oebb.at in good time, but no later than four months before the desired start of use of the facilities, so that the required programming, tests and test runs can be carried out.

Further information on the data to be provided and details of use of the exterior cleaning facilities and/or the ice protection facility is provided in a special information sheet in the annexes to the Network Statement.

In the case of incompatibilities between requests for access to the service facilities dealt with here or the allocation of services dealt with here, ÖBB-Infrastruktur AG first tries to find a solution by talking to and coordinating with the applicants concerned.

If no solution can be found, ÖBB-Infrastruktur AG decides in the order of the following principles:

1. Orders submitted on time prioritised over orders not submitted on time
2. Priority given to use of the facilities for their intended purpose (equipment/characteristics, e.g. tracks with pre-heating systems)
3. Facility orders in connection with a track (infrastructure) capacity prioritised over orders not linked to track (infrastructure) capacity
4. Longer-term facility orders prioritised over orders with a shorter term

Allocations for interim orders and ad hoc orders (with or without railway infrastructure capacity requests) are processed in order of receipt at ÖBB-Infrastruktur AG.

7.3.8 Maritime and inland port facilities

ÖBB-Infrastruktur AG itself does not offer any port facilities. Suppliers of port facilities with rail links can be found on the via-donau website.

7.3.9 Traction current network usage

ÖBB-Infrastruktur AG enables the transmission of traction current via its proprietary traction current network.

7.3.9.1 General information

ÖBB-Infrastruktur AG operates the Austrian traction current network at a frequency of 16.7 Hertz (Hz). The traction current network, together with the central management and balancing of the system, is necessary to ensure the supply of ÖBB-Infrastruktur AG's overhead line network with electrical traction current.

The Austrian traction current network consists of traction current lines, frequency converters and inverters, and central management via the control centre. In addition, the system services of power plants for operational processes are also required.

7.3.9.2 Service

Thanks to the separate traction current network usage service, RUs are able to freely select their energy suppliers for 16.7-Hz traction current. The traction current network connects power generation facilities to RUs' power consumption in the overhead line network.

7.3.9.3 Description of service

ÖBB-Infrastruktur AG is responsible for the regulation, operation and protection of the quality of the traction current network supply voltage. This allows the traction current from power suppliers to be made available to RUs.

In contrast to the public power supply, the traction current network is operated at a frequency of 16.7 Hz. In order to obtain power from a supplier on the public 50-Hz network, the current must be converted to the correct frequency by ÖBB-Infrastruktur AG's frequency converters and inverters. This converted power is then transported to substations via traction current lines, where it is fed into the overhead line network.

Alternatively, the necessary traction current can be supplied by 16.7-Hz power plants. In this case, the power is again transported to the substations via traction current lines.

The central control centre is responsible for the management, regulation and monitoring of the traction current system.

7.3.9.4 Charges

The use of the traction current network is split into two tariff periods.

No.	Service	Unit	Charge in EUR (excl. 20% VAT)
7.1.1.3	High tariff (06:00 – 22:00)	MWh	58,20
7.1.1.4	Low tariff (22:00 – 06:00)	MWh	48,50

Table 57: Charges for "Traction current network usage"

The traction current network usage service is invoiced using the total reference quantity of the railway undertaking.

Supplier fall-back level traction current tariff

The supplier fall-back level traction current tariff is calculated according to the following formula:

$$P_{Fall-back\ level} = \left(\frac{\sum_t^n \left(Energy_t * P_{EPEX_{AT_t}}\right)}{\sum_t^n Energy_t} + P_{HKN}\right) * 1.3$$

Where:

$P_{Fall\text{-}back\ level}$ [in EUR/MWh]
- Price for the supply of electricity at the supplier fall-back level.

$Energy_t$ [in MWh]
- Measured power consumption per hour for the duration of supply at the supplier fall-back level.

$P_{EPEX\ AT\ t}$ [in EUR/MWh]
- Hour spot price of the EPEX spot market for the market area Austria for the duration of supply at the supplier fall-back level. If the hour spot prices are negative, a price of 0.01 EUR/MWh will be used for the calculation.

P_{HKN} [in EUR/MWh]
- Price for the procurement of Austrian energy from renewable energy production with guarantees of origin.

7.3.9.5 Ordering and capacity allocation

The Austrian traction current network can only be used after a traction current network usage contract has been agreed. A contract template can be found on the homepage of the ÖBB-Infrastruktur AG website.

For their power supply, RUs are able to choose between ÖBB-Infrastruktur AG and external electricity suppliers ("third-party suppliers").

The transmission of traction current provided by external electricity suppliers to RUs for their railway operations in Austria is based on the conclusion of a transmission contract. A contract template can be found on the homepage of the ÖBB-Infrastruktur AG website.

The following criteria are applied for invoicing:

The billing process is based on operating data supplied by the RU to ÖBB-Infrastruktur AG and presented on the basis of train movements. The operating data is necessary to complete missing or implausible measurement values by means of replacement value creation. Once all the data required for the invoice is completely and definitively available, the measurement values are assigned to the reported operational data or invoiced

as replacement values. All the data underlying the invoice is identified in the invoice summary and its method of calculation indicated.

For RU tractions units for which there are no or no usable measurement values at the time of invoicing (measurement values missing during a train movement or from a permanent installation), the electrical energy consumed will either be determined on the basis of comparable train movements or data or permanent installations, or calculated mathematically.

Description of the mathematical calculation to determine the electrical energy consumed

The mathematical determination of the supplied electrical energy is based on the gross-tonne kilometres (Gt-km) travelled. The Gt-km is calculated by multiplying the train kilometres by the train weight (traction unit and wagons used). The calculations are based on the monthly operating data reports sent by the RU or through the ARAMIS system according to Appendix 5 of the traction current network usage contract.

The total energy consumption is calculated by multiplying the Gt-km travelled by the specific consumption parameters for work valid at the time (this is followed by a linear distribution according to time stamp and a summing up by the quarter-hour).

The following consumption parameters in Wh/Gt-km are valid across all of Austria:

Traction unit type	Train type	Total weight (in tonnes)	Routes	Wh/Gt-km without recuperation	Wh/Gt-km with recuperation
Loc.	Freight traffic	< 1,300	All, except *)	21.73	19.24
Loc.	Freight traffic	> 1,300	All, except *)	16.76	14.60
Loc.	Freight traffic	All	*)	25.31	21.02
RC	Long-distance passenger services	All	All	39.95	33.14
Loc.	Long-distance passenger services	All	All	34.92	29.65
RC	Short-distance passenger traffic	All	All	59.47	44.14
Loc.	Short-distance passenger traffic	All	All	49.44	37.90
Loc. or RC	Traction unit empty runs	All	All	50.08	43.99

Table 58: Consumption parameters

*) Kufstein – Brenner, Schwarzach – Pusarnitz, Gloggnitz – Mürzzuschlag, Ötztal – Bludenz and Rohr – Selzthal

For traction units that have been used solely for shunting in stations, the consumption parameter 0.142 MWh/hour applies.

Loc. = Locomotive; RC= Railcar

7.3.10 Refuelling facilities

ÖBB-Infrastruktur AG itself does not offer any refuelling facilities.

ÖBB-Produktion GmbH operates fixed refuelling facilities across Austria for fuelling diesel traction units. Further information is provided on the ÖBB-Produktion GmbH website.

8 Glossary

§	paragraph
ABGB	Austrian Civil Code (Allgemeines Bürgerliches Gesetzbuch)
AC	Alternating Current
acc.	according to
AG	Public limited company (Aktiengesellschaft)
API	Application Programming Interface
ARAMIS	Advanced Railway Automation, Management and Information System
BAV	Swiss Federal Transport Office (Bundesamt für Verkehr (Schweiz))
BED	Operational runs (Bedienungsfahrten)
BE-KI	Customer Information area (Bereich Kundeninformation)
Bf	station (Bahnhof)
BMK	Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie)
BNNV	Traction current usage contract (Bahnstromnetznutzungsvertrag)
Bsb	Description of operating locations (Betriebsstellenbeschreibung)
CIS	Charging Information System
CT	Combined Transport
DB	Service instruction (Dienstbefehl)
DLV	Transmission contract (Durchleitungsvertrag)
DV	Service regulations (Dienstvorschrift)
EC	European Community
EisbAV	Austrian Occupational Health and Safety Law for Railway Employees (EisenbahnarbeitnehmerInnenschutzverordnung)
EisbBFG	Austrian Railway Passenger Transport Law (Eisenbahn-Beförderungs- und Fahrgastrechtegesetz)
EisbEPV	Austrian Law on Suitability and Inspection of Vehicles for Railway Use (Eisenbahn-Eignungs- und Prüfungsverordnung)
EisbG	Austrian Railway Act (Eisenbahngesetz)
EisbSV	Austrian Railway Safety Regulations (Eisenbahnschutzvorschrift)
ERFA	European Rail Freight Association
ETCS	European Train Control System
ETSI	European Telecommunication Standards Institute
EU	European Union
EUR	euro
EVA	Electronic shunting track request (elektronische Verschubstraßenanforderung)
Fbf	freight station (Frachtenbahnhof)
FTE	Forum Train Europe
GmbH	Limited company (Gesellschaft mit beschränkter Haftung)
GPRS	General Packet Radio Service

GSM-R	Global System for Mobile Communications - Rail(way)
GTC	General terms and conditions
Gt-km	gross-tonne kilometre
h	hour(s)
Hbf	main train station (Hauptbahnhof)
HOA	Hot axle box detector (Heißläuferortungsanlage)
Hz	hertz
IADB	Infrastructure Requirement Database (Infrastrukturdatenbank)
INFRA	ÖBB-Infrastruktur AG
Infra-TIS	Infrastructure Transport Information System
IUC	Infrastructure Usage Contract
JRU	Juridical Recording Unit
junc.	junction
km	kilometre
km/h	kilometres per hour
kV	kilovolt
La	speed restrictions (Langsamfahrstellen)
LZB	Continuous train signalling system (Linienförmige Zugbeeinflussung)
m	metre
m2	square metre
M-AMA	Modular order management system (Modulares Auftragsmanagement)
Mbit/s	megabit per second
Md	Mödling
MHz	megahertz
min	minute(s)
mm	millimetre
NA	Network Access
NBÜ	Emergency brake override control (Notbremsüberbrückung)
No.	Number
non-RU	non-railway undertaking (entitled to infrastructure capacity in accordance with § 57a Z2 EisbG)
NS	Network Statement
OBU	Onboard Unit
OMC	Operational Management Centre
OSS	One Stop Shop
PCS	Path Coordinating System
PR	Performance Regime
PRM	persons with reduced mobility
PZB	Point-by-point train signalling system (Punktförmige Zugbeeinflussung)
Reg.	Regulation (EU law)

RFC	Rail Freight Corridor
RID	Regulations concerning the International Carriage of Dangerous Goods by Rail
RINF	Register of Infrastructure
RMA	Wheel force measuring system (Radkraftmessanlage)
RNE	Rail Net Europe
RoLa	rolling road
Rt.	route
RTR	Rundfunk & Telekom Regulierungs-GmbH
RU	Railway Undertaking
RW	Regulation (Regelwerk)
RZÜ	Computer-assisted train control system (rechnergestützte Zugüberwachung)
SCHIG mbH	Schienen-Infrastruktur Dienstleistungsgesellschaft
SCK	Railway Control Commission (Schienen-Control Kommission)
SEV	rail replacement service (Schienenersatzverkehr)
SG	St. Gallen (Swiss canton)
SIG	Training module: Safety in the track area (Sicherheit im Gleisbereich)
SIM	Subscriber Identity Module
SRS	System Requirements Specification
SRT	Safety in railway tunnels (Sicherheit in Eisenbahntunneln)
SSID	Service Set Identifier
TEN	TransEuropean Network
TFVO	Regulation for Traction Unit Drivers (Triebfahrzeugführer-Verordnung)
TIS	Train Information System
T-pillars	Sewage disposal and water supply facilities
Train-km	train-kilometre
TS	Circuit breaker (Trennschalter)
TSA	Terminal Service Austria
TSI	Technical Specification for Interoperability
TTR	Time Table Redesign
UCT	Unaccompanied Combined Transport
UIC	International Union of Railways (Union Internationale des Chemins de fer)
VA	Management Guide (Verfahrensanweisung)
VAT	Value Added Tax
Vbf	shunting station
VEBSys	Railway supply and disposal system (Ver- und Entsorgung Bahn mit System)
Veh.	vehicle
VG	shunted freight train (Verschubgüterzug)
VKBf	marshalling yard (Verschubknotenbahnhof)
VzG	Speed index (Verzeichnis der örtlich zulässigen Geschwindigkeiten)

ZLB	Train control operation (Zugleitbetrieb)
ZSB	Additional provision for signalling and operating regulation (Zusatzbestimmung zur Signal- und zur Betriebsvorschrift)

9 List of figures

10 List of tables