



# Overview of priority rules in operation

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## Change history

VERSION	AUTHOR	DATE	CHANGES
01.0	OAS WG	19/03/2012	Version 1 delivered
01.0	RNE GA	09/05/2012	Version 1 approved
01.1	Simona Di Loreto	11/10/2012	Information on DB Netz updated
02.0	Simona Di Loreto	31/07/2013	Information on CFL/ACF and ProRail updated; section 2.1 modified accordingly; Trafikverket abbreviation replaced with the full name
03.0	Simona Di Loreto	28/08/2013	Information on MÁV/VPE updated
03.1	Simona Di Loreto	14/10/2013	Layout improved; ProRail name corrected
04.0	Simona Di Loreto	27/11/2013	Modification requested by Infrabel and RFF New features (annexes 3.2 and 3.3, section 1.2) Adaptation of the other sections to new features
05.0	Simona Di Loreto	06/03/2014	Fine-tuning of the update procedure; changes of some IMs priority rules under their request; modifications in some IMs information (mistakes corrected); change of name
5.1	Ludmila Malíková	14/12/2014	Information on CFL, CFR, Network Rail, NRIC, ÖBB, RFI, ROeEE/Gysev, SBB/BLS updated New point 2.3.24 added: Information on Infrabel. Section 2.1 Pictures 1 – 4 updated 2.4 table updated 3.1 logo RNE updated, point 2 added “Partially national law” 3.2.1 deleted the last section 3.2.4 deleted the last section Section 4 - the list updated
5.2	Ivana Tomekova	01/09/2016	Information on DB Netz updated
6	Ivana Tomekova	10/12/2016	Yearly update (RFI, Infrabel, HZ Infra, SZDC, ZSR, DB, SBB, BLS, MAV, LitRail, ÖBB, SZ Infra)
7	Tatjana Mirkovic	10/12/2017	Yearly update (DB Netz, SNCF, adding RFC 11. BaneNor is the new name for the Norwegian IM)
8	Mikaela Ohlin	07/12/2018	Changing name of Slovenske železnice – Infrastruktura from SŽ to SŽ-I. Yearly update (Trafikverket, ZSR, NRIC)
9	Juraj Maliaček	04/12/2019	Yearly update (ÖBB, SNCF, CFL, MÁV). Status quo BaneDK, NRIC, Trafikverket, DB Netz, HŽ, SŽDC). Change the name MÁV-VPE to MÁV. Document updated.
9.1	Juraj Maliaček	12/10/2020	Information on Estonia – updated
10	Juraj Maliaček	04/12/2020	Yearly update
11	Juraj Maliaček	10/12/2021	Yearly update
11.1	Juraj Maliaček	11/03/2022	Information on Raaberbahn/GYSEV – updated
11.2	Juraj Maliaček	12/07/2022	Information on HŽ Infra - updated
12	Juraj Maliaček	09/12/2022	Yearly update
12.1	Juraj Maliaček	05/07/2023	Information on ÖBB-Infrastruktur AG – updated
13	Juraj Maliaček	10/12/2023	Yearly update The new Chapter 5 PRO recommendations (approved by the RNE Traffic Management HLG)

# 1 Introduction

## 1.1 Aim and Content of the Overview

The present document provides an overview of the priority rules applied in railway operations by European Infrastructure Managers (IMs).

The need for such an overview derives from the following requirements contained in EU Regulation 913/2010, the so-called Freight Regulation:

- » Art.17: Traffic management in the event of a disturbance
  1. (...)
  2. Each infrastructure manager concerned shall draw up priority rules for the management between the different types of traffic in the part of the freight corridors within the responsibility of that infrastructure manager in accordance with the common targets and/or guidelines referred to in paragraph 1 of this Article. Those priority rules shall be published in the network statement referred to in Article 3 of Directive 2001/14/EC.
  3. The principles for establishing the priority rules shall at least provide that the train path referred to in Article 14(3) and (4) allocated to freight trains which comply with their scheduled time in the working timetable shall not be modified, as far as possible. The principles for establishing the priority rules shall aim at minimising the overall network recovery time with regard to the needs of all types of transport. For this purpose, infrastructure managers may coordinate the management between the different types of traffic along several freight corridors.

The Member States' governments, with the support of national Infrastructure Managers and Allocation Bodies, are of course responsible for the implementation of the Regulation as a European legislative instrument. Nevertheless, as RailNetEurope (afterwards RNE) has been active for years in many of the fields covered by the Regulation and in the tasks that the Regulation assigns to stakeholders, RNE has offered itself as a 'service provider of choice'. The provision of this overview is one of the services that RNE is offering to the Corridor Organisations and their member IMs. It has been prepared within the framework of an *ad hoc* Work Package (WP Priority Rules), carried out within the RNE Operation & After-Sales Working Group (O&AS WG). In particular, as already mentioned, with regard to the statements of the above-mentioned Article 17, the service provided by RNE consists of an updated overview of the priority rules in operation applied by the member IMs. A proposal for a uniform set of rules is not planned as an additional contribution, due to the different legal status of such rules in the various countries. In fact, the priority rules in operation sometimes depend on the decision of national governmental authorities and thus cannot be dealt with exclusively at an IM (RNE) level.

This task, as well as the verification of compliance with the requirements contained in Paragraph 3 of Article 17 of the Freight Regulation, has to be performed by the single Corridor Organisations and the overview provided here can be used as an information basis.

As in other fields, the fulfilment of this task did not have to start from a blank page. RNE had already collected information regarding priority rules in operation by means of a questionnaire in 2009. The task is to update the information using the same questionnaire<sup>1</sup>.

The answers to the questionnaire have been analysed and the results presented here consist of:

- » General considerations (Chapter 2.1)
- » Single IM/Network Dossiers (Chapter 2.2)

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<sup>1</sup> The questionnaire can be found in Annex 1

## 1.2 Updates and new features

The first version of this document was delivered in 2012. In the following period, a regular update is necessary, due to changes in the national Priority Rules.

In previous years following features were added:

- » In 2013, a web page was created, where the same information described in this document was available, in a quicker and more selected way. The web page is no longer active (from 2019) and potentially a new web page is a task for the future;
- » In 2014, a procedure to streamline the necessary updates was agreed upon (section 3);
- » From 2021 an overview of Priority rules in operation for a specific infrastructure can be found by the user in RNE CIP;
- » Permanent publication of an actual document on the RNE web page as a PDF file under the sections of Traffic Management and Downloads;
- » In the years 2022 and 2023, a legal analysis on PRO at the EU level was conducted by the RNE Legal Matters Working Group, with one of the results being that there is no legal definition of PRO in EU law. Related to this, the RNE Managing Board decided to conduct a follow-up study to evaluate the reason for the current diversity of PRO and how potentially the PRO could be optimised from the traffic management point of view. The Task Force (TF) on PRO was therefore established, aiming to define the questionnaire to describe the current traffic management's look on PRO. For future evaluation of PRO, the main priority was defined in two points: "Keeping the highest punctuality of trains" and "Utilising the overall capacity of the network" with a focus on National, Cross-border, and International traffic. The output from the Task Force on PRO is the definition of the general PRO recommendations;

The main goals for PRO recommendation on how to treat the trains are therefore defined as the following (without specific order; details can be found in Chapter 5):

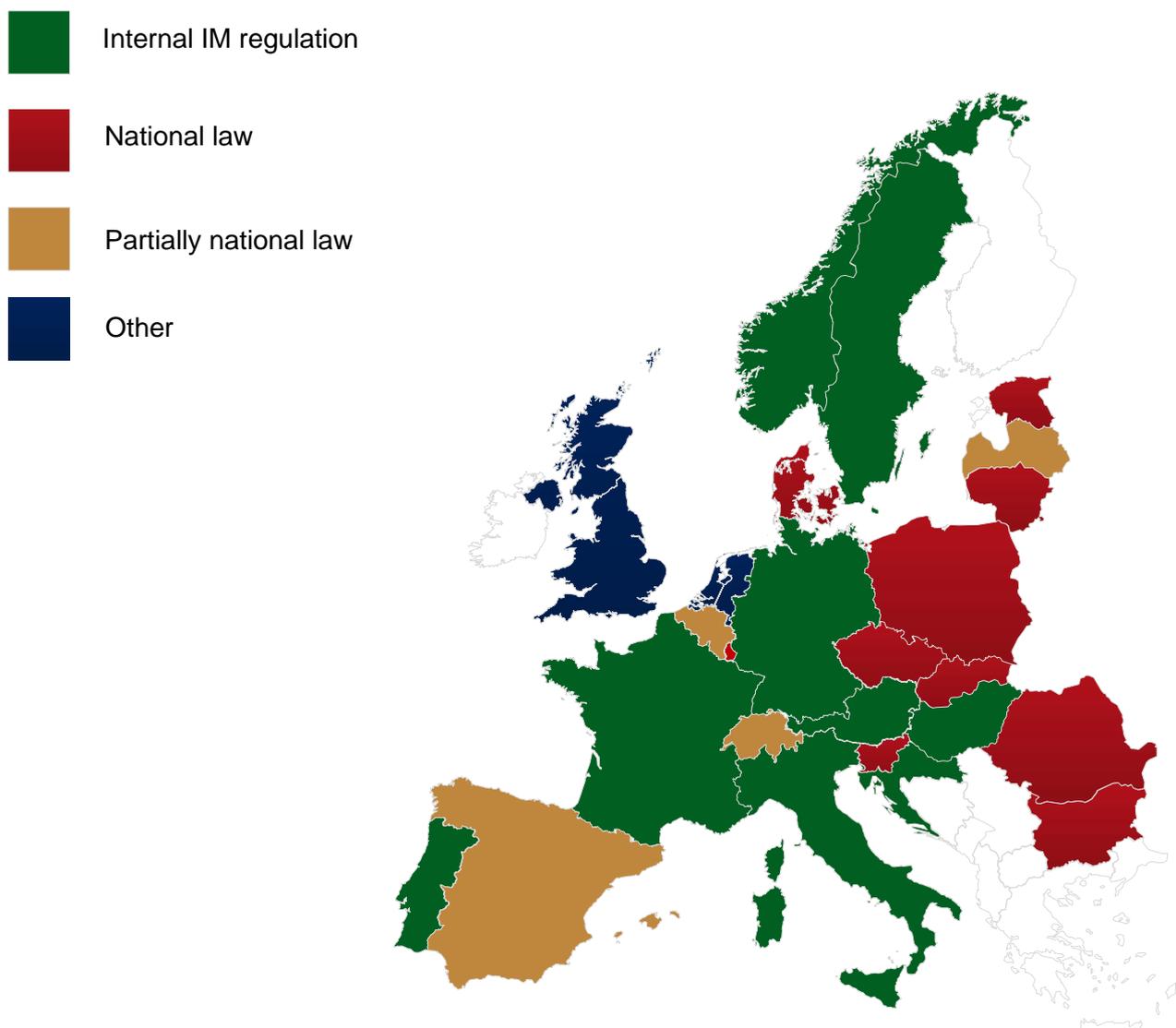
- Restore the "plan" as quickly as possible;
- Arrange the train runs to optimize capacity utilisation;
- Reduce the delays of delayed trains;
- Keep the trains punctual at least for the locations where they have relation to other traffic activities or undergo planned procedures;
- Keep punctuality for the long-distance trains;
- Provide the staff with information and tools to be able to manage the disrupted situation.

## 2 Overview of the priority rules in operation

### 2.1 General considerations

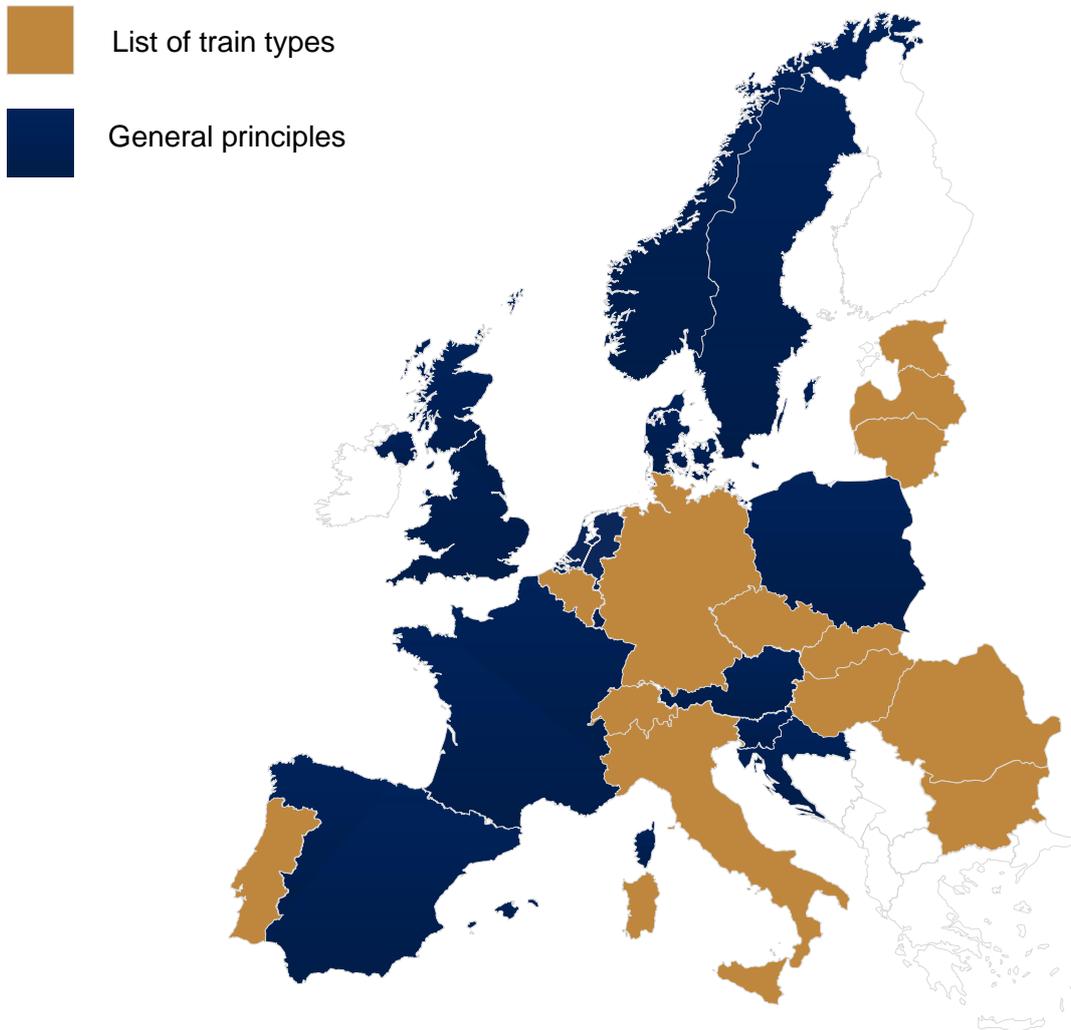
The main result of the analysis of the collected information is that the sets of priority rules in the RNE Members' networks are rather dissimilar. Nonetheless, some general considerations can be made, regarding the following topics:

- » **The legal status of the priority rules in operation**, i.e. what is the source of such rules. Priority rules can be provided by the IM itself through an internal regulation or else they may require to be stipulated in national law. A third possibility is that priority in operation is partially regulated by law and partially by internal regulation. The following picture (picture 1) illustrates the different statuses of the priority rules in the countries under consideration. The two cases indicated with "other" refer to an industrial agreement (UK) and a mixture between national law and agreements between the parties (The Netherlands, better explained in 2.3.14).



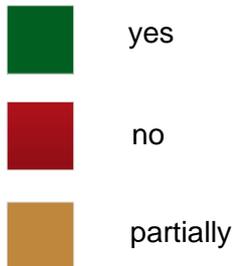
Picture 1 – Overview of the legal statuses of priority rules in operation

- » **Structure of the priority rules in operation.** Some IMs/ Networks compile a list of priorities (normally, per type of train), while others have established general principles on the basis of which the priority is given to trains during operation (see Picture 2 for the overview). Details are illustrated in the single IM/Network Dossiers.

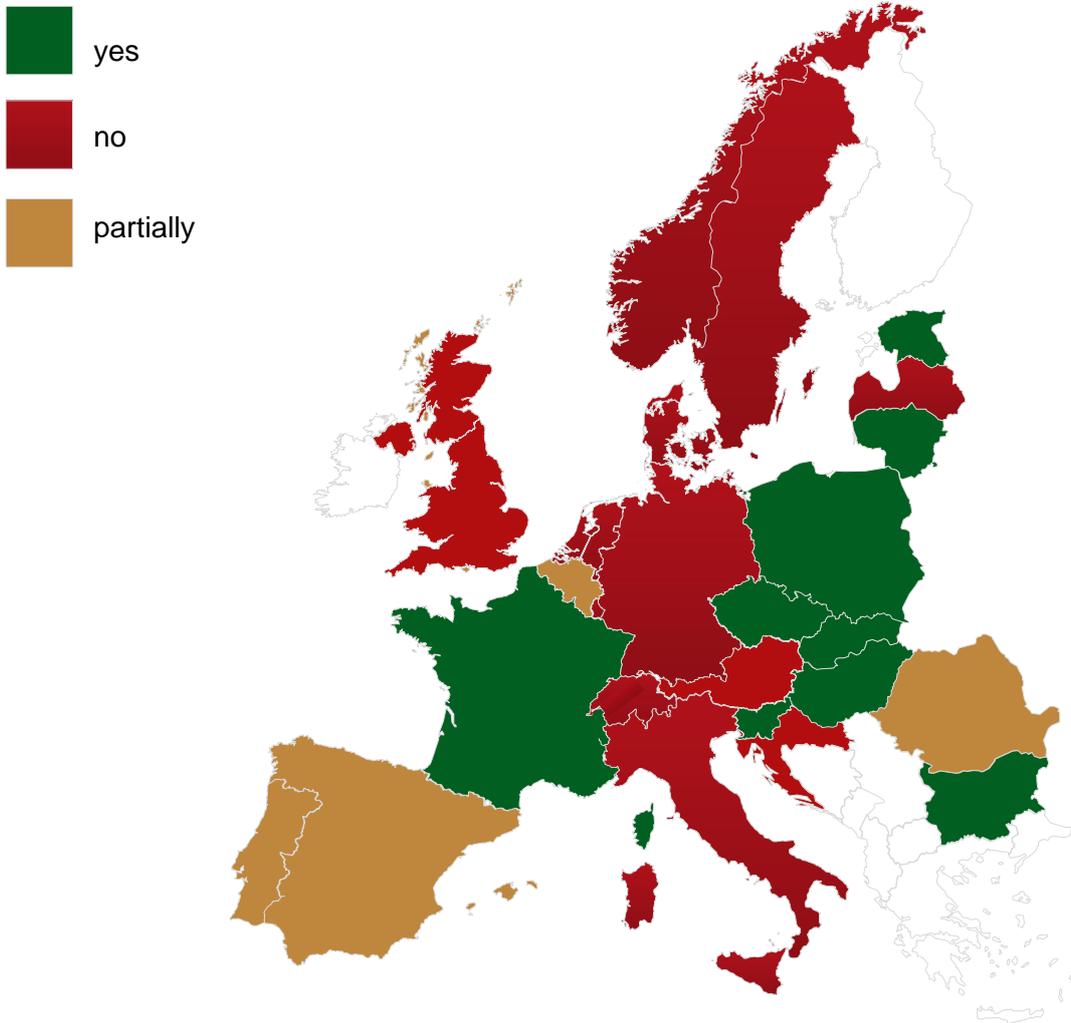


Picture 2 – Overview of the structure of priority rules in operation

- » **Status of international traffic** within the priority rules in operations. Here the question is whether some kind of preference is given to passenger or freight international traffic. The answers to this question are illustrated in Pictures 3 and 4 below



Picture 3 – Preference given/not given to international freight trains in priority rules



Picture 4 - Preference given/not given to international passenger trains in priority rules

## 2.2 IM/Network Dossiers - Content

The answers to the questionnaire have been summarised, for each participant, in a single Dossier containing the following information:

- » General information on the partner:
  - Name of the responsible party and country
  - Date of the last update
  - EU Freight Corridors where the partner is involved (if any)
- » General information on priority rules
  - Legal status
  - Structure
  - Preference regarding international traffic
- » Details on priority rules

## 2.3 Single IM/Network Dossier

The document provides permanent support to the Corridor Organisations set up within the framework of EU Regulation 913/2010 to fulfil the requirements related to the priority rules (see Chapter 1 above). The Overview presents the actual single IM/Network Dossiers. A summary scheme provides a concise overview of all the information.

### 2.3.1 ADIF

COUNTRY	SPAIN
RESPONSIBLE PARTNER	ADIF
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	4,6

LEGAL STRUCTURE	Partial regulation by law
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> Partly
	<i>FREIGHT</i> Partly

#### DETAILS

##### General principles

###### Regulating principles:

- Preference for trains that have obtained Capacity as opposed to trains that have not reserved Capacity
- Preference for trains that run in their train path as opposed to those running behind schedule, with the aim of minimizing the extension of delays on the mesh (mesh contamination)
- Preference in the case of rail traffic disturbances arising due to technical faults, accidents or any other incidents. Suitable measures will be adopted in this case to restore normality.

In case of traffic disruptions the Contingency plan is applied (prepared by ADIF with approval of Ministry of Public Works).

### 2.3.2 BaneDK

COUNTRY	DENMARK
RESPONSIBLE PARTNER	BaneDK
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	3

LEGAL STRUCTURE	NATIONAL LAW
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> NO
	<i>FREIGHT</i> NO

#### DETAILS

##### General principles

“A punctual train - according to timetable - has the right to remain punctual”

Banedanmark has the overall mandate and responsibility to manage the priority of traffic.

RUs can prioritise amongst own trains. Wishes for specific priority rules between two or more RUs can be agreed on between these RUs – but requires the approval of Banedanmark.

### 2.3.3 BaneNOR

COUNTRY	NORWAY
RESPONSIBLE PARTNER	BaneNOR
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	3

LEGAL STRUCTURE	IM
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> NO
	<i>FREIGHT</i> NO

#### DETAILS

##### General principles

**Trains running on time are to keep their allocated path.** “On time” means within the critical delay period for the line.

**Among delayed trains, trains transiting Oslo or terminating at Oslo Central have priority.** These trains do not wait for delayed connecting trains or buses. (exceptions for specific trains).

Overnight trains may wait for up to 30 minutes at their station of origin by agreement in each individual case between IM and RU. Other trains must not wait for connecting passengers without approval of IM and RU in each individual case.

##### **Specific priority rules for Oslo region:**

Utilization of network capacity in the Oslo region is very high at times during the day, with Oslo Central as the main bottleneck. The key to punctual operation in this region is keeping local services running on time on certain commuter corridors.

In the event of delays the order of priority for delayed trains (>3 minutes) is to be as follows:

1. Local services on 2 commuter corridors and airport trains
2. Other local services
3. Other services bound for Oslo
4. Other services out of Oslo

### 2.3.4 CFL

COUNTRY	LUXEMBOURG
RESPONSIBLE PARTNER	CFL
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	2

LEGAL STRUCTURE	NATIONAL LAW
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> NO
	<i>FREIGHT</i> NO

#### DETAILS

National law: Documents de référence du réseau ACF (Network reference documents)

Internal IM regulation: regional

List of rules

Priority to train which is on time.  
 If two trains are delayed, priority is given to the faster train.  
 Running train is prior to a standing one.  
 Priority is never given to a train which drives ahead of its timetable.  
 RU can determine their own priority if no other RU is impacted.

### 2.3.5 CFR

COUNTRY	ROMANIA
RESPONSIBLE PARTNER	CFR
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	7,9

LEGAL STRUCTURE	NATIONAL LAW
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> Partly
	<i>FREIGHT</i> Partly

#### DETAILS

##### List of rules

Rank 1: VIP trains (only Transport Minister can decide for a train to run in rank 1);  
 Rank 2: IC, EN trains.  
 Rank 3: Interregio passenger's trains.  
 Rank 4: Regio passenger's trains;  
 Rank 5: International freight trains, intermodal freight trains, freight trains with animals.  
 Rank 6: Long distance freight trains;  
 Rank 7: Local freight trains, service trains, infrastructure maintenance trains, light engines.

In case of 2 trains conflict, the lower rank train will lose priority against higher rank train.

For 2 trains with the same rank, the international train has priority.

Also, for 2 trains with the same rank, the on time train has priority against delayed train.

### 2.3.6 DB Netz

COUNTRY	GERMANY
RESPONSIBLE PARTNER	DB Netz
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	1,3,4,7,8,9

LEGAL STRUCTURE	IM
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> NO
	<i>FREIGHT</i> NO

#### DETAILS

**Principle aim of dispatching is to ensure a maximal operation quality in order to achieve a high punctuality level on the whole territory. In addition:**

In regular situation (trains can be run according to planned program)

- Maintenance/ Recovery of the punctuality\* of all trains

In case of disturbance (Not possible to run according to planned program or only in a restricted way)

- Maximum utilization of the capacity on the lines and in the nodes.
- Restauration of the standard operation level as fast as possible.

Passenger RU can order a more expensive Express Path (very high priority).

Freight RU can order more expensive Express or Fast Paths (high priority).

Priority list:

1. Emergency trains have priority over all other trains. Exceptions can be decided by the Network coordinator.
2. Express passenger trains (very high priority) generally have priority over all other trains. Exceptions can be decided by the Network coordinator.
3. Express freight trains (very high priority) generally have priority over all other trains except express passenger trains. Exceptions can be decided by the Network coordinator.
4. Fast freight trains (high priority) generally have priority over all other freight trains except express freight trains. Exceptions can be decided by the Network coordinator.
5. Trains not mentioned under point 1 to 4 are to be considered as equals among each other.
6. Equal trains travelling with higher speed generally have priority over slower trains.
7. Trains on special tracks have priority over the other trains as long as they are driving within the expected specifications for that particular track. The only exception is for needed emergency trains. The particularities for each of the special tracks are described in the Rail Network Statement "Schienennetz-Benutzungsbedingungen".

### 2.3.7 EVR

COUNTRY	<b>ESTONIA</b>
RESPONSIBLE PARTNER	<b>EVR</b>
INFO UPDATED AT	<b>2023</b>
EU CORRIDORS INVOLVED	<b>8</b>

LEGAL STRUCTURE	National law
RULE STRUCTURE	List
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> yes
	<i>FREIGHT</i> no

#### DETAILS

##### List of rules

1. Extraordinary trains (emergency trains for restoring the traffic)
2. Ordinary trains in following priority:
  - 1) International passenger express trains
  - 2) International passenger trains
  - 3) Domestic passenger express trains
  - 4) Domestic passenger trains
  - 5) Other passenger trains
  - 6) Freight trains, maintenance trains and single locomotives
3. Trains, appointed in exceptional cases (priority is determined before appointment)

### 2.3.8 HŽ

COUNTRY	<b>CROATIA</b>
RESPONSIBLE PARTNER	<b>HŽ</b>
INFO UPDATED AT	<b>2023</b>
EU CORRIDORS INVOLVED	<b>6,10</b>

LEGAL STRUCTURE	IM
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> NO
	<i>FREIGHT</i> NO

#### DETAILS

In case of deviations from the timetable, i.e. in case of operational regulation of train traffic, IM determines which trains have priority over other trains. Passenger trains must have priority over all other trains.

Trains used to remove disturbances caused as a result of accidents have priority over all other trains.

IM will apply the priority rules for train dispatching in the following order:

1. Passenger trains - the RU in agreement with IM decides on the order of dispatching of its trains
2. Freight trains in the order of arrival at the place of disturbance

The same priority rules apply to RFCs.

### 2.3.9 Infrabel

COUNTRY	BELGIUM
RESPONSIBLE PARTNER	Infrabel
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	1,2,8

LEGAL STRUCTURE	PARTIALLY NATIONAL LAW
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> Partly
	<i>FREIGHT</i> Partly

#### DETAILS

##### List of rules

- 1 Rescue train to an accident on main track
- 2 High speed trains
- 3 Passenger trains in international service
- 4 IC-trains
- 5 P-trains with IC-time table
- 6 ICT-trains (tourist trains) with IC-time table
- 7 Extra passenger trains with IC-time table
- 8 Fast freight trains and technical trains (speed  $\geq 100$  km/h)
- 9 Trains with a Local/Suburban time table
- 10 P-trains with Local/Suburban time table
- 11 Slow freight trains and technical trains ( $80\text{km/h} \leq s < 100$  km/h)
- 12 ICT-trains (tourist trains) with Local/Suburban time table
- 13 Extra passenger trains with Local/Suburban time table
- 14 Other trains (among others freight trains with a slow time table (speed  $< 80$  km/h))

**The order of priority must always be applied judiciously. When there is a big disturbance in real time, measures must be taken to restore the regularity of service as quickly as possible.**

### 2.3.10 IP

COUNTRY	PORTUGAL
RESPONSIBLE PARTNER	IP
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	4

LEGAL STRUCTURE	IM
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	PASSENGER PARTLY
	FREIGHT PARTLY

#### DETAILS

##### List of rules

When a disruptive event occurs, IP will determine the appropriate actions to restore the working timetable, minimizing the negative impacts, also in accordance with dispute resolution rules for Congested Infrastructure. Consultation of the affected railway undertakings may be considered.

The table below shows degrees of priority, being “1” the maximum value and “8” the lowest. Where services use cadenced timetables, the priority allocated in rush-hour periods (06h00 am to 10h00 am and 16h30 to 20h45 on working days) is maintained outside of these periods, as long as the paths requested are part of the same timetable system.

Days	Time	Sub1	Sub2	IC	OSP	MI	MN	MV	Others
<b>Weekdays</b>	<b>00:00-06:00</b>	5	6	2	4	1	3	7	8
	<b>06:00-10:00</b>	1	3	2	4	5	6	7	8
	<b>10:00-16:30</b>	5	6	1	2	3	4	7	8
	<b>16:30-20:45</b>	1	3	2	4	5	6	7	8
	<b>20:45-24:00</b>	5	6	1	2	3	4	7	8
<b>Saturdays</b>	<b>00:00-06:00</b>	5	6	2	4	1	3	7	8
	<b>06:00-10:00</b>	1	3	2	4	5	6	7	8
	<b>10:00-14:00</b>	5	6	1	2	3	4	7	8
	<b>14:00-24:00</b>	5	6	1	2	3	4	7	8
<b>Sundays and Public Holidays</b>	<b>00:00-24:00</b>	5	6	1	2	3	4	7	8

Where:

Sub1 – Suburban passenger services with a frequency equal or greater than six trains every hour during rush-hour periods

Sub2 - Suburban passenger services with a frequency lower than six trains every hour during rush-hour periods

IC – Regular high quality national inter-city services and international passenger services

OSP – Other medium to long-distance passenger services

MI- International freight or express services

MN- National freight services

MV – Empty train runs

Others – Other services such as rehearsal runs, crew training or contractors’ trains

### 2.3.11 LDz

COUNTRY	LATVIA
RESPONSIBLE PARTNER	LDz
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	8

LEGAL STRUCTURE	Partly national law
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> No
	<i>FREIGHT</i> No

#### DETAILS

##### List of rules

Train priority from dispatchers point of view:

1. Emergency trains
2. Fast passenger trains
3. Other passenger trains
4. Special freight trains (by special order or schedule)
5. Long distance freight trains without driver change
6. Other freight trains
7. Trains for construction works
8. Trains for a track maintenance

### 2.3.12 LFP Perthus

COUNTRY	SPAIN/FRANCE
RESPONSIBLE PARTNER	LFP Perthus
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	

LEGAL STRUCTURE	IM
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> yes
	<i>FREIGHT</i> yes

#### DETAILS

##### General principles

In real-time daily operations, the priority between trains depends on the order trains are sent from the adjacent networks RFF and ADIF.

We have however defined “reception tolerance” criteria that are used as guidelines to define the priority between entering trains.

“*Reception*” of a train shall be understood the entrance of a train into the SI, while exiting the adjacent infrastructure.

“*Tolerance*” for the reception of a train, shall be understood the maximum time durations in (+ x min / – y min), when compared to the theoretical arrival time, **before** re-assigning (triggering) a new slot (path).

### 2.3.13 LTG Infra

COUNTRY	LITHUANIA
RESPONSIBLE PARTNER	LTG Infra
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	8

LEGAL STRUCTURE	NATIONAL LAW
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> Yes
	<i>FREIGHT</i> Yes

#### DETAILS

1. Extraordinary trains (emergency trains)
2. Ordinary trains:
  - International passenger express trains
  - Local passenger express trains
  - International passenger fast trains
  - Local passenger fast trains
  - Other passenger trains
  - Postal and baggage trains
  - Military trains
  - Freight passenger trains
  - Freight trains
  - Maintenance trains and single locomotives
3. Trains, appointed in exceptional cases (priority is determined before appointment)

### 2.3.14 MÁV

COUNTRY	HUNGARY
RESPONSIBLE PARTNER	MÁV
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	6,7,9,11

LEGAL STRUCTURE	IM
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> Yes
	<i>FREIGHT</i> Yes

#### DETAILS

Categories	Types of train in operation	
	Abbreviation	Complete description
1	F	Special train for protected leader
	SZO	Emergency train (fire, accident, broken engine)
	RJ	Railjet
	EC	EuroCity
	EN	EuroNight
	ICR	InterCityRapid
	IC	Intercity
	IP	InterPici
2	Ex	Internal express train
	Ngy	International fast train
	Kgy	Special fast train (not included in public timetable)
	Gy	Internal fast train
	S	Internal semi fast train
	SZ	Passenger train
3	Nko	Corridor Freight Train
	RoLa	RoLa train
	No	Nostalgia train
	TEC	TEC train (international combined transport train)
	Nt	International freight train
4	Sv	Train with empty coaches
	M	Engine train
	Gt	Internal fast freight train
	T	Internal freight train
	Kt	Shunting freight train
	Ki	Train for industrial track
	Szo	Service train
5	EPR	Simple test train
	KPR	Special test train
		other previously not mentioned

Within a category, the dispatcher of the Traffic Management Centre decides about the priority of running trains. The dispatcher of RUs can decide about priority among their own trains.

### 2.3.15 Network Rail

COUNTRY	<b>GREAT BRITAIN</b>
RESPONSIBLE PARTNER	<b>Network Rail</b>
INFO UPDATED AT	<b>2023</b>
EU CORRIDORS INVOLVED	

LEGAL STRUCTURE	OTHER
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> No
	<i>FREIGHT</i> No

#### DETAILS

##### General principles

The main approach for setting priorities is for the minimisation of overall delay. This requires GB signallers to use their skill and experience to judge the best priority between disrupted services to achieve these ends.

Where regular patterns of disruption occur, GB RUs are allowed to agree amongst themselves, and hence with Network Rail, a specific order of trains during disruption which may not result in the minimisation of overall delay. Priority rules are considered as an Industrial agreement. The RU can agree with another RU that its service(s) can take priority over the other's. This is normally done as a reciprocal agreement, i.e. the opposite priority will apply on other occasions. Network Rail acts as the "referee".

### 2.3.16 NRIC

COUNTRY	<b>BULGARIA</b>
RESPONSIBLE PARTNER	<b>NRIC</b>
INFO UPDATED AT	<b>2023</b>
EU CORRIDORS INVOLVED	<b>7,10</b>

LEGAL STRUCTURE	NATIONAL LAW
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> YES
	<i>FREIGHT</i> YES

#### DETAILS

##### List of rules

Trains movement regulating takes into account the priority of the categories as given below:

1. Rehabilitation and anti-fire trains and different types of specialized rail-propelled machines during their movement in order the trains` movement after breakdowns, accidents, fires and natural calamities;
2. International passenger trains;
3. Express passenger trains;
4. Fast passenger trains;
5. Town side passenger trains;
6. Ordinary passenger trains and official business trains;
7. Mixed trains;
8. Feed – locomotives for fast and passenger trains and those on point 1 when they come back after their work on restoration of trains` movement;
9. International freight trains for mixed transport;
10. Express freight trains;
11. Direct freight trains and feed – locomotives for freight trains;
12. Local freight trains;
13. Working trains;
14. Shunting trains, isolated locomotives and all other vehicles

The priority of passenger trains with specific functions is determined when the train appoint.

### 2.3.17 ÖBB

COUNTRY	AUSTRIA
RESPONSIBLE PARTNER	ÖBB
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	3,5,7,9,10

LEGAL STRUCTURE	IM
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	PASSENGER NO
	FREIGHT NO

#### DETAILS

##### Disposition rules

###### (A) Ranking of trains in order of priority:

- 1) If necessary, trains for remedy of operational defects always have priority
- 2) Long-distance passenger train (PFV)
- 3) Local-passenger train (PNV)
- 4) Freight train

Locomotive trains and empty passenger trains have to be prioritized according to the ranking of their subsequent service.

###### (B) Punctual traffic stops of passenger trains:

The scheduling decision shall be made in such a way that as many traffic stops of passenger trains as possible can be reached on time.

###### (C) Prioritization of a slightly delayed Long-distance passenger train (PFV):

The decision to prioritize a slightly delayed Long-distance passenger train (PFV) is the responsibility of the Traffic Manager in the National Traffic Control Center, who shall communicate the information to the affected Train Dispatcher in the Operation Control Center.

A prioritized Long-distance passenger train (PFV) train has priority over all trains, whereby other scheduled/punctual PFV trains may not be delayed above the punctuality threshold at the next traffic stop.

###### (D) Isolation of a severely delayed Long-distance passenger train (PFV):

The decision to isolate a severely delayed Long-distance passenger train (PFV) is in the responsibility of the Traffic Manager, who communicates the information to the affected Train Dispatcher.

The isolation of a train means the avoidance/minimization of the delay transfer to other scheduled/punctual trains. An isolated train may thus be more delayed, but it is not mandatory to run behind all slower trains. The following implementation rules apply:

An isolated Long-distance passenger train (PFV) train may ...

... delay other scheduled/on-time Long-distance passenger train (PFV) up to a maximum delay of +3 minutes (absolute delay)

... delay other punctual/scheduled Local passenger train (PNV) trains up to a maximum of 3 traffic stops above the punctuality threshold in total (as a result of this scheduling decision, a maximum of 3 traffic stops may occur in total for all PNV trains affected by this above the punctuality threshold).

... for capacity optimization, an isolated Long-distance passenger train (PFV) may be delayed to a maximum of 5 minutes more by a freight train.

**(E) Scheduling of freight trains among each other in the following sequence:**

- 1) Lower train-path capacity consumption - more freight train paths can be run
- 2) Higher quality level before lower quality level within the same RU, whereby the RU can prioritize individual trains within the RU differently at any time
- 3) Punctual train-paths before non-punctual train-paths
- 4) First come / first serve, if several freight trains are ready for departure/forwarding

**(F) Disposition frame:**

Trains running with headway are excluded from the dispatching framework.

In order to ensure connections, to optimize the use of train path capacity and to avoid a disproportionately high build-up of delays for individual trains, it is permissible ...

... that scheduled/punctual Long-distance passenger train (PFV) may be delayed by Local passenger train (PNV) trains up to a maximum delay of +3 minutes (absolute delay)

... that scheduled/punctual Local passenger trains (PNV) are delayed by freight trains up to a maximum delay of +3 minutes (absolute delay)

... that heavily delayed Local passenger trains (PNV) may be delayed by a freight train for a maximum of 5 minutes more.

If it is not possible to derive a disposition decision, under consideration of the disposition rules or the utilizing the disposition framework, or individual cases, the following decision bases shall be taken into account:

Ensuring connections according to connection fuse (ASS) (Local passenger train enters the node immediately before Long-distance passenger train (PFV)).

Lower train path capacity consumption (e.g. entering a section earlier, use of following distances, ...)

Expected consequential conflicts (e.g., crossing conflicts on single-track sections, restricted infrastructure, turnarounds...)

### 2.3.18 PKP-PLK

COUNTRY	POLAND
RESPONSIBLE PARTNER	PKP-PLK
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	5,8,11

LEGAL STRUCTURE	NATIONAL LAW
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> YES
	<i>FREIGHT</i> NO

#### DETAILS

##### General principles

The PKP-PLK does not have a paid priority setting service.

The special cases, when the priority of trains can be influenced:

- transport of radioactive materials,
- military or other strategic materials.

Train priority:

- express and international passenger,
- long-distance and regional trains for commuting to and from work,
- other long-distance and regional trains,
- freight trains,
- empty passenger trains and locomotives.

### 2.3.19 ProRail

COUNTRY	The NETHERLANDS
RESPONSIBLE PARTNER	ProRail
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	1,2,8

LEGAL STRUCTURE	OTHER
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	PASSENGER NO
	FREIGHT NO

#### DETAILS

##### General principles

"Other" (**Internal IM regulations & Partially national law**) means the following: there are general preconditions by the government published in an Order of Council and also priority rules developed by ProRail in cooperation with the RUs ("if ..., then..." scenarios). As long as the RUs that aren't participating in an agreement about a scenario are not negatively influenced and KPI's with the government are not negatively influenced, ProRail is allowed to create such priority rules. ProRail doesn't make any distinction between different types of trains. ProRail establishes predefined operational rules in cooperation with the RU's. ProRail establishes predefined operational "if then scenario's" in cooperation with the RU's. ProRail establishes predefined margins to define whether a train is so late or so early that it represses other trains. In case of (threatening) repression, the following rule is applied: The train which is on time gets priority. In some places (so called bottlenecks) ProRail aims optimal utilization of the bottleneck. In such places ProRail applies the rule of "first come, first served". The CTT's at these places have been adapted in cooperation with RU's by making the average velocity of all types of trains homogeneous. ProRail submits to special regulations, issued by political or federal authorities, which possibly conflict with the predefined operational rules; in such cases the RU's are informed about-(and if possible involved in) the final decision to submit these special regulations.

### 2.3.20 RFI

COUNTRY	ITALY
RESPONSIBLE PARTNER	RFI
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	1,3,5,6

LEGAL STRUCTURE	IM
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> NO
	<i>FREIGHT</i> NO

#### DETAILS

##### List of rules

###### General priority rules:

Priority list	Train category
1	EuroStar (ES)
2	IC – EC
3	EN – EXP - IR - QUALITY FREIGHT TRAINS
4	REG - OTHER FREIGHT TRAINS
5	SERVICES TRAINS

###### Additional criteria:

1. Trains running ahead of scheduled time must not provoke delay to other trains;
2. Delayed trains should be kept within the thresholds of punctuality for each category of trains;
3. Between delayed trains priority is given to:
  - the train next to arrive at final destination or a big station;
  - the local trains in rush hours (usually, 6.00÷9.00; 17.00÷19.00);
  - the quality freight trains (speed  $\geq$  120 km/h) during the night.

### 2.3.21 RAABERBAHN/GYSEV

COUNTRY	AUSTRIA/HUNGARY
RESPONSIBLE PARTNER	RAABERBAHN/GYSEV
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	11

LEGAL STRUCTURE	IM
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> YES
	<i>FREIGHT</i> YES

#### DETAILS

##### List

1. Break down trains and urgent trains for help
2. Passenger trains: a) international  
b) national
3. VIP-trains
4. Freight trains: a) international freight trains with special freight  
Priority Rules in Operations  
\*b) other international trains  
\*c) national freight trains with special freight  
d) other national trains
5. All other trains (Flexible system depending on disposable infrastructure capacity)

These rules are not absolute. They can be adapted by traffic controllers for the purpose of enhancing overall steadiness or traffic flow in justified cases.

Principle aim: a) to improve punctuality of all trains  
b) the best possible use of the capacity on the line

Concerning the HU section the rules are the same as for MÁV (see Chapter 2.3.14.).

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\* order will change in certain cases, depending on special interests (e.g. special kind of freight, ....)

### 2.3.22 SBB/BLS

COUNTRY	SWITZERLAND
RESPONSIBLE PARTNER	SBB/BLS
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	1,2

LEGAL STRUCTURE	Partial regulation by law
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> NO
	<i>FREIGHT</i> NO

#### DETAILS

##### List of rules

In principle, the Infrastructure Manager is responsible for ensuring a non-discriminatory access to the network. However, the following priorities will apply in specific situations:

- 1) Emergency train on the way to the location of the accident or to restore facilities to make them operational again:
    - a) Fire-fighting andr rescue trains, snow-plough trains;
    - b) Rescue trains, assistance locomotives;
    - c) Transport of material and machines to the location of the interruption.
  - 2) Services which are essential for the operation and if preventing them would have a negative consequences for higher priority trains;
  - 3) VIP trains for state visits and high Swiss magistrates;
  - 4) Trains of the systemized services in passenger and freight traffic;
  - 5) Block trains of freight transport on demand that are subject to special directives issued by political authorities or by a federal office;
  - 6) Additional services of passenger and freight traffic taking into account the priority order agreed with the RUs on a case by case basis;
  - 7) Services that serve for the maintenance of the facilities, as well as test and measuring train runs;
  - 8) Transfers of rolling stock to the mechanical workshops or the manufacturing firm.
- In emergency situations (e.g. crisis) the order of priority can change. The core group or crisis management group can impose extraordinary measures to which the RU have to submit.

##### Special case: traffic in the Lötschberg-Basis-Tunnel (LBT)

Principle: On-time trains were not delayed by delayed trains.

Priorities if more than one delayed train:

1. On time passenger trains;
2. Long distance passenger trains of the national and international systemized service;
3. Freight trains.

Priorities in case of capacity restriction:

1. Long distance passenger trains of the national and international systemized service;
2. Freight trains.

### 2.3.23 SNCF Réseau

COUNTRY	FRANCE
RESPONSIBLE PARTNER	SNCF Réseau
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	2,4,6

LEGAL STRUCTURE	IM
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> YES
	<i>FREIGHT</i> YES

#### DETAILS

##### General principles

The principles for applying priority rules are as follows:

- a train on time has priority over a late train;
- priority rules are applied only if physically possible (e.g. infrastructure allowing the overtaking of trains);
- a train is considered on time if it has less than 5 minutes delay.

The conflict between trains of different railway undertakings:

As stated in SNCF Réseau's Network Statement:

In the case of equivalence regarding previous rules, the following criteria shall be applied:

- 1- decreasing order of train speed,
- 2- passenger trains,
- 3- international train,
- 4- theoretical order (based on the train timetable).

The regulator always has the possibility to bypass these rules if there is any interest in the system.

NB: SNCF Réseau has organised a working group with its customers to discuss the scheduling of operational traffic: the reflection led to the project to replace the priority rules by scheduling principles in the service of performance objectives.

An experiment with these principles will be implemented on a reduced scope in the French network (to 2022).

Following this experimentation, an assessment will be made and the conditions for generalized deployment will be specified.

### 2.3.24 SŽ

COUNTRY	CZECH REPUBLIC
RESPONSIBLE PARTNER	SŽ
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	5,7,8,9

LEGAL STRUCTURE	NATIONAL LAW
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> YES
	<i>FREIGHT</i> YES

#### DETAILS

##### List of rules

Priority rules are described in detail in Railway act no 266/1994 Coll. and in implemented regulations such as SŽ D1.

Trains running ahead of scheduled time don't have priority before trains on time and delayed trains.

Priority list during the train run (in case of delay, rerouting, track / signal break down, maintenance works which reduce capacity):

- Special trains in interest of state authorities
- Express and fast trains with speed higher than 140 km/h (including empty train sets and empty locos for this trains) and international express freight trains with minimal traction power 2,1 kW/t and minimal speed 100 km/h
- Other express and fast trains with maximum speed 140 km/h (including empty train sets and empty locos for this trains) and international freight trains with minimal traction power 2,1 kW/t and minimal speed 100 km/h
- Semi fast trains
- Stopping trains
- Other freight trains (except trains in instant capacity) in following prioritization:
  - Domestic express freight trains
  - Other international
  - Empty passenger train sets
  - Locomotive trains
  - Service trains
  - Trains in instant capacity

In case of conflict between trains with the same priority has priority train with higher speed, if the speed is the same:

- Train with higher value of delay
- Train on time
- Train running ahead

Between freight trains with the same priority has priority freight train with perishable goods and animals.

### 2.3.25 SŽ-I

COUNTRY	<b>SLOVENIA</b>
RESPONSIBLE PARTNER	<b>SŽ-I</b>
INFO UPDATED AT	<b>2023</b>
EU CORRIDORS INVOLVED	<b>5,6,10,11</b>

LEGAL STRUCTURE	National law
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> YES
	<i>FREIGHT</i> Partly

#### DETAILS

##### Basic Principles

Trains running ahead or late of scheduled time shall not cause delay to other trains. In case of incidents or disruption of service SŽ-Infrastruktura has the overall mandate and responsibility to manage the priorities in traffic operations.

Priority order in case of train delays:

Passenger trains have priority over other trains,  
 Trains passing through connecting stations with other trains waiting for their arrival,  
 Trains with the longer journey distance to their final destination,  
 Trains whose journey partially takes place on single track lines.

In the event of exceptional occurrences or incidents, a Special service train for emergency purposes shall have priority over all other trains when its mission is to remove the obstacles from the track.

### 2.3.26 Trafikverket

COUNTRY	SWEDEN
RESPONSIBLE PARTNER	Trafikverket
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	3

LEGAL STRUCTURE	IM
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> NO
	<i>FREIGHT</i> NO

#### DETAILS

##### General principles

Trains that depart and run on schedule have priority to their path. The reason behind this is that trains that run on time should not be interrupted by delayed trains or trains that run in advance of their schedule. Exceptions can be made from the rule of priority for trains on schedule if there are urgent reasons, like severe traffic disruptions, agreed deviations from the schedule or if there are obvious reasons due to the current traffic situation. If the general rule leads to unreasonable consequences for the traffic as a whole, it should not be applied. Trafikverket always aims to find as smooth ways as possible to mitigate disruptions and restore running on schedule.

If the consequences of a disruption should be severe for some trains, an applicant can request that these trains should be given priority to other (on-time) trains from the same applicant. Several applicants may also agree on that some on-time trains from one applicant could be given a lower priority than single important trains from another applicant. This kind of agreement should be communicated to Trafikverket using regular operational communication channels.

A request for changed operative priority shall state which trains are considered extra sensitive to disruptions and motives for this (e.g. transport task, connecting services, short times for circulation). It must be stated which trains the applicant is willing to refrain from priority for. The request must be sent to Trafikverket at the latest when requesting capacity. Thus, the request can be considered when the guidelines for priority is developed.

### 2.3.27 ŽSR

COUNTRY	SLOVAKIA
RESPONSIBLE PARTNER	ŽSR
INFO UPDATED AT	2023
EU CORRIDORS INVOLVED	5,7,9,11

LEGAL STRUCTURE	NATIONAL LAW
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> YES
	<i>FREIGHT</i> YES

#### DETAILS

##### List of rules

Priority list during the train run (in case of delay, maintenance works, rerouting, track/signal breakdown,...):

- 1) urgent assistance trains
- 2) Special trains of public interest (designated transport under public service obligation)
- 3) International Ex, R trains
- 4) National EX, R trains and international Nex, OS trains
- 5) National OS trains
- 6) National Nex and Sv trains
- 7) Other international freight trains
- 8) Other national freight trains
- 9) Special purpose trains

In case of conflict between trains with the same priority has priority train with higher value of delay or higher speed. In the frame of freight transport the priority is given also to the trains carrying perishable goods and living animals as well as the trains with guaranteed transport time.



### 3 Annexes

#### 3.1 Distributed questionnaire - blank



## Priority Rules in Operations Questionnaire

The aim of this questionnaire is to create a good and complete overview of the national priority rules in operations within the RNE members.

The following questions are focused only on the priority rules, which are applied during the train run by the dispatchers. The rules for the planning in the Timetabling phase are out of the scope of this questionnaire.

1. Are the priority rules within your IM Company favouring international trains?

a. Passenger\*                      yes                      no                      partly.....

b. Freight\*                        yes                      no                      partly.....

2. What is the legal status of your priority rules? (national law / internal IM regulation)\*

National law  
Internal IM regulation  
Partially national law  
Other .....

3. Does RU have any possibility to influence the priority of its train (e.g. by stating the importance of the train or as a paid additional service, etc.)?

If yes, please describe the procedure: .....

4. Please describe the priority rules used within your IM company in detail:

Description: .....

Thank you very much for spending your time filling in this questionnaire.

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\* Inappropriate answers to be deleted

## 3.2 Procedure to update the Priority Rules in Operations

### 3.2.1 Foreword

The former RNE Operations & After-Sales (OAS) WG decided to fix a procedure governing the update of the national information on priority rules in operations and of the document “Overview of Priority Rules in Operations” (afterwards “Overview”), where the information is displayed.

The procedure aims to avoid the delivery of different updates chronologically too close to each other. The change in nationally applied priority rules in operations happens rather seldom, therefore it is sufficient to allow the modification of the Overview, and the update of potentially a new webpage, **once a year only** as a standard procedure.

Modifications in national priority rules in operation not communicated in due time or occurring after the decided deadline (see below) will be either reflected in the following yearly update or according to the ad-hoc request.

### 3.2.2 Actors involved and responsibilities

The actors involved in this procedure are:

- » RNE responsible person (afterwards “RNE”), who also acts as administrator of the document update;
- » IM responsible persons (afterwards “IMs”), appointed by each IM – listed in section 4.

IMs are responsible for communicating to RNE every modification of their internal priority rules in operations and any modifications they deem important in the Overview.

If the modifications exclusively concern the IMs own information, they are automatically accepted by RNE. The same is valid for minor modifications which do not change the meaning of the document (layout, grammar, editing ...).

Should an IM require a major modification of the document, this modification shall be done according to the RNE general rules for document update and modification and the procedure described here is no more applicable.

RNE is responsible to apply the required modifications on all materials (Overview, web-page – in case it is used, database ...) and taking care of the technical maintenance of the web-page according to defined service levels (in case it is used).

### 3.2.3 Phases of the Procedure

This procedure consists of 4 steps:

1. RNE shall send a reminder to the IMs 8 weeks before delivering the yearly update
2. The IMs who realize that a change in the document is needed or that its priority rules in operations have been changed must communicate this change to RNE, within 4 weeks before delivering the yearly update by using the questionnaire (Annex 3.1) to be sent to the following e-mail address: [priorityrules@rne.eu](mailto:priorityrules@rne.eu)
3. During the next 4 weeks, RNE will apply the required modifications (asking for clarifications and/or explanations to IMs if needed)
4. Delivering of the new version and update of the web-page (in case it is used) on the fixed date

### 3.2.4 Assistance and Deadlines

It is possible to contact RNE assistance at: [priorityrules@rne.eu](mailto:priorityrules@rne.eu), for questions related to Priority rules in operation.

The service is available on working days and working hours. Requests sent outside working days/hours will be answered on the first working day.

The deadline for the update described in this document corresponds to the **date of the yearly timetable change**, more precisely:

- » Reminder sent by RNE: 8 weeks before the timetable change
- » Deadline for change requests: 4 weeks after the reminder
- » Update publication: day of the timetable change

As an example, for 2024-2025, the calendar will be:

- » Reminder: 14<sup>th</sup> October 2024
- » Deadline for change request: 20<sup>th</sup> November 2024
- » Update publication: 14<sup>th</sup> December 2024

## 4 List of the contact persons by IMs

The list of contact persons in this chapter is stated according to the list of Traffic Network Experts.

IM	NAME OF THE PERSON	E-MAIL
ADIF	Luis Casado Presa	<a href="mailto:lcasado@adif.es">lcasado@adif.es</a>
BaneDK	Lone Krogh Kremmling	<a href="mailto:lkp@BANE.dk">lkp@BANE.dk</a>
BaneNOR	Bjarne Birkrem	<a href="mailto:bir@banenor.no">bir@banenor.no</a>
CFL	Andy Steffen	<a href="mailto:Andy.STEFFEN@cfl.lu">Andy.STEFFEN@cfl.lu</a>
CFR	Horatiu Ionescu	<a href="mailto:horatiu.ionescu@cfr.ro">horatiu.ionescu@cfr.ro</a>
DB Netz	Tobias Behringer	<a href="mailto:tobias.behringer@deutschebahn.com">tobias.behringer@deutschebahn.com</a>
EVR	Taavi Toom	<a href="mailto:Taavi.Toom@evr.ee">Taavi.Toom@evr.ee</a>
HŽ	Mate Marić	<a href="mailto:mate.maric@hzinfra.hr">mate.maric@hzinfra.hr</a>
Infrabel	Ann Verstraelen Nick Reys	<a href="mailto:ann.verstraelen@infrabel.be">ann.verstraelen@infrabel.be</a> <a href="mailto:nick.reys@infrabel.be">nick.reys@infrabel.be</a>
IP	Filipe Pina	<a href="mailto:filipe.pina@infraestruturasdeportugal.pt">filipe.pina@infraestruturasdeportugal.pt</a>
LDz	Ludmila Bogačova Anatolijs Rogozins	<a href="mailto:ludmila.bogacova@ldz.lv">ludmila.bogacova@ldz.lv</a> <a href="mailto:Anatolijs.Rogozins@ldz.lv">Anatolijs.Rogozins@ldz.lv</a>
LFP Perthus		
LTG Infra		
MÁV	Szabolcs Tál Sándor Balázs	<a href="mailto:tal.szabolcs@mav.hu">tal.szabolcs@mav.hu</a> <a href="mailto:balazs.sandor3@mav.hu">balazs.sandor3@mav.hu</a>
Network Rail	Steve Rhymes	<a href="mailto:steve.rhymes@networkrail.co.uk">steve.rhymes@networkrail.co.uk</a>
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Table 2 List of the responsible persons for the priority rules update - by IMs

## 5 Priority Rules in Operation recommendations

In the following table, the PRO recommendations are stated:

<b>Routine</b> - the train has a delta; - infrastructure is according to the planned state - all trains have TT (e.g. TCR).	<b>Degraded</b> - incident reducing the capacity of the line, train run still possible; - partly obstructed track; - failures; - trains should be handled, however, some of them could be canceled or re-routed; - including all ICM cases; - including all cases reported in TIS Incident Management Tool.	<b>Emergency</b> - the track is closed due to the incidents; - fully obstructed track; - no more train runs are possible anymore; - some trains can be canceled or re-routed; - including all ICM cases; - including all cases reported in TIS Incident Management Tool.
Keep the non-discriminatory approach between the RUs		
The trains can be prioritized considering the type of trains		
The trains can be prioritized considering the type of goods		
The trains can be prioritized considering the whole logistics chain		
Failed trains should get the priority to minimise an impact on other trains		
The speed of the trains should be considered to reduce the occupation of long sections		
Firefighting and rescue trains have absolute priority Trains (both passenger and freight) can be re-routed Passenger trains can be cancelled and substituted by the bus transport (substitution in a meaningful way) Passenger can be guided/directed to other trains Disruption concept is recommended Introduce temporary PRO to speed up the decision-making process in case of ICM Bilateral ad-ons to basic PRO recommendations (framework) should be possible (e.g. valid for a specific region / areas)		
Train on time has the priority (in normal operational situation not depending on passenger or freight trains)		
Capacity to be reserved both to passenger and freight trains		
Density of the trains on the network should be considered		
Keep the punctuality of the trains for the locations where they have relation to other one or undergo the planned procedures		
Keep the path of the trains		
The trains with the highest impact on the total traffic situation (schedule) should have the priority		
Harmonise PRO between neighboring IMs for cases of TCRs		

Table 3 PRO recommendations