



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

**Groupe de travail « RU CUI »
Arbeitsgruppe „ER CUI“
Working group “CUI UR”**

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The OTIF would like to know, how test runs of new wagons/trains and maintenance vehicles/trains are organized in different countries, in particular whether train paths are allocated in such cases.

They stress that the IM's operational input regarding trains consisting partially of wagons/coaches in national traffic and partially of wagons/coaches designated for international traffic will be very useful for their further work as well.

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| <p>1. Switzerland</p> | <p>Paths for test runs actually have to be applied for and allocated but only operationally and for ad-hoc services. The Swiss would like to hint at the fact that test runs are operated merely nationally and therefore most probably out of CUI's scope. They ask what Otif means by „maintenance vehicles/trains“?</p> |
| <p>2. The Netherlands</p> | <p>Test runs are stipulated in the Dutch Railway Act:</p> <p><i>Article 7 Besluit Spoorverkeer</i></p> <p>1. It is forbidden for the railway undertaking to use the railway infrastructure for a test run without prior notification to the infrastructure manager.</p> <p>2. The infrastructure manager can give instructions to the railway undertaking in the interest of a safe and uninterrupted traffic on the railway infrastructure.</p> <p>3. The railway undertaking is obliged to follow these instructions.</p> <p>4. Notwithstanding the first paragraph, it is forbidden for the railway undertaking to use the high speed railway infrastructure for a test run without a specific plan which is approved by the infrastructure manager.</p> <p>The railway undertaking needs allocated capacity for the test run. Only railway undertakings can use the infrastructure.</p> |
| <p>3. Belgium</p> | <p>In Belgium, the IM does allocate train paths for train tests made on the railway infrastructure (as technical trains, with specific charging rules).</p> <p>The Belgian remarks that the scope of the RU CUI is currently limited to the use for a commercial purpose (“these UR shall apply to any contract of use of railway infrastructure <u>for the purposes of international carriage within the meaning of the CIV UR and the CIM UR</u>”). By definition, tests on the infrastructure are not deemed “commercial”.</p> |

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| <p>4. Portugal</p> | <p>IP, the Portuguese IM, considers test runs of new wagons/trains and maintenance vehicles/trains in the category “empty train runs” for which there are specific access charges and are treated as a normal train paths (the ones with less priority for allocation purposes).</p> |
| <p>5. Italy</p> | <p>The IM allocates train paths for test trains/maintenance trains and both trains are charged like any other commercial train.</p> |
| <p>6. France</p> | <p>The capacities for works are the object of « <i>Work windows</i> » defined on sections with windows.</p> <p>Several types are available :</p> <ul style="list-style-type: none"> - “generic windows” (“<i>correctives</i>” and “<i>surveillance</i>”) corresponding to capacity for the most common works carried out during periods of reduced commercial demand, - “distorted windows” applied to a limited number of weeks and likely to have a significant impact on train paths. <p>The time-distance located outside the windows and capacity is dedicated entirely to the train paths.</p> <p>For such operations, SNCF Réseau will base its decisions case-by-case on efforts to strike the best possible technical and economic balance, which may result in the following operational measures :</p> <ul style="list-style-type: none"> - Total stoppage of traffic for a given period on the track concerned or on both tracks, if necessary, - Temporary speed restrictions (TSR) on the track concerned and on adjacent tracks. |
| <p>7. United Kingdom</p> | <p>Train paths would usually need to be allocated, but there will be adjustments to the performance regime. Special rights may be needed in the framework agreement (but not always). Infrastructure maintenance trains will need allocation too, but may run during maintenance periods on timetables also.</p> |
| <p>8. Germany</p> | <p>Train paths for test runs have to be applied for. Details are dealt with in a guideline.</p> |

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| 9. Slovakia | <p>ŽSR allocates (and charges) the train paths for the test runs of new wagons/trains and maintenance vehicles/trains in the same way as for the other trains.</p> <p>Trains consisting partially of wagons in national traffic and partially of wagons designated for international traffic are treated based on type of requested path (national/international, for the next annual TT/ late / ad-hoc...) not based on train composition (type of wagons).</p> |
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