

**Table of shifts of paragraphs - URR1 NS 2024**

URRI NS 2024			URRI NS 2023
SECTION/PARAGRAPH	TITLE	OPERATION	SECTION/PARAGRAPH2
<b>1</b>	<b>GENERAL INFORMATION</b>	preserved	<b>1</b>
1.1	INTRODUCTION	preserved	1.1
1.2	OBJECTIVE	preserved	1.2
1.3	LEGAL ASPECTS	union of paragraph	1.3+1.4
1.3.1	Legal framework	shift	1.3
1.3.2	General information and legal value	union of paragraph	1.4.1+1.4.2
1.3.3	Appeals Procedure	shift	1.4.3
1.4	STRUCTURE OF THE NETWORK STATEMENT	shift	1.5
1.5	NETWORK STATEMENT VALIDITY, UPDATING PROCESS AND PUBLISHING	union of paragraph	1.6+1.7
1.5.1	Validity period	shift	1.6.1
1.5.2	NS updating process	shift	1.6.2
1.5.3	Publishing	shift	1.7
1.6	GLOSSARY	shift	before section 1
<b>2</b>	<b>INFRASTRUCTURE</b>	shift	<b>3</b>
2.1	INTRODUCTION	new + shift	3.1
2.2	EXTENT OF THE NETWORK	shift	3.2
2.2.1	Limits	shift	3.2.1
2.2.2	Rail networks connected to the national rail infrastructure	shift	3.2.2
2.3	NETWORK DESCRIPTION	shift	3.3
2.3.1	Type of track	new + shift	3.3.1
2.3.2	Gauge	new + shift	3.3.1
2.3.3	Passenger stations	new + shift	3.3.1
2.3.4	Cargo	new + shift	3.3.2
2.3.5	Mass limits	new + shift	3.3.2
2.3.6	Line gradient	new + shift	3.3.2
2.3.7	Line speed	new + shift	3.3.2

2.3.8	Train maximum length	new + shift	3.3.2
2.3.9	Power supply system	new + shift	3.3.2
2.3.10	Transport regime	new + shift	3.3.3
2.3.11	Communication System	new + shift	3.3.3
2.4	TRAFFIC RESTRICTIONS	shift	3.4
2.4.1	Specialised Infrastructure	shift	3.4.1
2.4.2	Environmental Restrictions	shift	3.4.2
2.4.3	Dangerous Goods	shift	3.4.3
2.4.4	Tunnel Restrictions	shift	3.4.4
2.4.5	Bridge Restrictions	shift	3.4.5
2.4.6	Other Restrictions	shift	3.4.6
2.5	OPERATING HOURS	shift	3.5
2.6	INFRASTRUCTURE DEVELOPMENT	shift	3.8
2.7	ACCESS TO THE NETWORK	shift	3.9
2.7.1	Levels of utilization of the network	shift	3.9
Annex 1 to section 2	Table depicting the service locations open to passenger service	shift	Annex 1 to section 3
<b>3</b>	<b>ACCESS CONDITIONS</b>	shift	<b>2</b>
3.1	INTRODUCTION	shift	2.1
3.2	GENERAL ACCESS REQUIREMENTS	shift	2.2
3.2.1	Conditions for applying for capacity	shift	2.2.1
3.2.2	Conditions for access to the railway infrastructure	shift	2.2.2
3.2.2.1	Requests for long-term capacity for the purpose of entering into a Framework Agreement	shift	2.2.2.1
3.2.2.2	Requests for train paths and rail-related services, for the purpose of entering into an access contract	shift	2.2.2.2
3.2.3	License	shift	2.2.3
3.2.4	Single Safety Certificate	shift	2.2.4
3.2.5	Obligation to submit performance bonds and insurance	shift	2.2.5

3.3	GENERAL BUSINESS/COMMERCIAL CONDITIONS: DETAILED REGULATIONS AND OTHER RULES ESTABLISHED BY THE IM	shift	2.3
3.3.1	Framework Agreement	shift	2.3.1
3.3.1.1	Performance Bond	shift	2.3.1.1
3.3.1.2	No assignment	shift	2.3.1.2
3.3.1.3	Termination of Contract	shift	2.3.1.3
3.3.2	Access contracts	shift	2.3.2
3.3.2.1	Documents, Formalities and Timescale for the conclusion of access contracts between the IM and the RU	shift	2.3.2.1
3.3.2.1.1	Any further formalities for contract conclusion purposes	shift	2.3.2.1.1
3.3.2.2	Performance Bond	shift	2.3.2.2
3.3.2.2.1	Performance bonds: procedure and content	shift	2.3.2.2.1
3.3.2.3	Insurance covers	shift	2.3.2.3
3.3.2.4	Obligations of a RU on termination of the agreement	shift	2.3.2.4
3.3.2.5	Limitations to services in the case of default	shift	2.3.2.5
3.3.2.6	Contract Termination	shift	2.3.2.6
3.3.2.7	Suspension of the Access Contract	shift	2.3.2.7
3.3.3	Contract with non-RU Applicant	new paragraph	
3.3.4	General Conditions of Contract	new paragraph	
3.4	SPECIFIC REQUIREMENTS FOR INFRASTRUCTURE ACCESS	new paragraph	
3.4.1	Train-line compatibility for the use of authorised vehicleS	shift	2.6
3.4.1.1	RFI support activities to RUs: compatibility assessment carried out by RFI (Article 5 paragraph 1 DE 12/2022)	shift	2.6.1
3.4.1.2	RFI support activities to RUs: technical consultancy (Article 5, paragraph 2 DE 12/2022)	shift	2.6.2
3.4.2	Staff acceptance process	shift	2.7

3.4.3	Exceptional transports (refer to 5.4.1)	shift	2.5
Annex 1 to section 3	Standard Form of Access Contract	shift	Annex 1 to section 2
Annex 2 to section 3	Standard Form of Framework Agreement	shift	Annex 2 to section2
Annex 3 to section 3	Standard Form of Framework Agreement for PSO Services	shift	Annex 3 to section 2
Annex 4 to section 3	Model PERFORMANCE BOND provided in connection with the Framework Agreement and Access Contract	shift	Annex 6 to section 2
Annex 5 to section 3	Model PERFORMANCE BOND provided in connection with the Access Contract	shift	Annex 7 to section 2
Annex 6 to section 3	Third-Party Liability Insurance - Declaration of cover Agreement template for Participation of non-RU	shift	Annex 8 to section 2
Annex 7 to section 3	Applicants in the Allocation of Paths and Services Process	shift	Annex 5 to section 2
<b>4</b>	<b>CAPACITY ALLOCATION</b>	preserved	
4.1	INTRODUCTION	preserved	
4.2	DESCRIPTION OF THE PROCESS	preserved	
4.3	CAPACITY REDUCTIONS	new paragraph	
4.3.1	General principles	new paragraph	
4.3.2	Information to be provided by the IM before and during the transport services, in respect of capacity reductions	shift	2.3.3.5
4.4	FRAMEWORK AGREEMENT REQUEST AND CAPACITY ALLOCATION PROCESS	new paragraph	
4.4.1	Schedule for Capacity Requests for the purpose of the Framework Agreement	shift	4.3.1
4.4.2	Framework capacity allocation process	shift	4.4.1
4.4.2.1	Limitations to the allocation of framework capacity	shift	4.4.1.1
4.4.2.2	Coordination process in the framework capacity allocation procedure	shift	4.4.1.2
4.5	PATH ALLOCATION PROCESS	new paragraph	

4.5.1	Schedule for Path/Service Requests for the 10 December 2023 – 14 December 2024 Timetable Period	shift	4.3.2
4.5.2	Late applications	new paragraph	4.3.2
4.5.3	Intermediate adjustment and applications during the period	new paragraph	
4.5.3.1	Schedule for Path/Service Requests for Intermediate Adjustment	shift	4.3.3
4.5.3.2	Schedule for Working Timetable	shift	4.3.4
4.5.4	Path allocation process	shift	4.4.2
4.5.4.1	Harmonisation process	shift	4.4.3
4.5.5	Path coordination process	shift	4.4.4
4.5.5.1	Outcome of requests	shift	4.4.6
4.6	CONGESTED INFRASTRUCTURE	shift	4.4.5
4.6.1	Statement of congestion	shift	4.4.5.1
4.6.2	Train path priority criteria	shift	4.4.5.2
4.6.3	Capacity analysis and capacity enhancement plan	shift	4.4.5.3
4.7	RULES FOR VARIATION OF ALLOCATED PATHS	new paragraph	4.3.5
4.7.1	Specific requests by the Railway Undertaking	shift	4.3.5.1
4.7.1.1	Changes made during the applicable working timetable period	shift	4.3.5.1.1
4.7.1.2	Operating changes to the allocated train paths and services	shift	4.3.5.1.2
4.7.2	Path variations due to IM requirements or force majeure	new paragraph	
4.7.2.1	Specific needs of the Infrastructure Manager	shift	4.3.5.2
4.7.2.2	Force majeure events	shift	4.3.5.3
4.7.3	Rules and financial consequences in the case of non-use of paths subject to a contractual agreement	new paragraph	
4.7.4	Rules and consequences of failure to establish a designation/contractual agreement and non-use of contracted paths	new + shift	4.6 + 4.6.3

Annex 1 to section 4	Capacity request form for Framework Agreement	preserved	
5	<b>SERVICES AND TARIFFS</b>	integrated with par. 6.1	section 5 + section 6
5.1	INTRODUCTION	integrated with par. 6.1	
5.2	TARIFFS SYSTEM	shift	6.2
5.3	MINIMUM ACCESS PACKAGE	new paragraph	
5.3.1	Services included in the minimum access package	shift	5.2
5.3.2	Tariffs in the minimum access package	shift	6.3.1
5.3.2.1	Component A	shift	6.3.1.1
5.3.2.2	Component B	shift	6.3.1.2
5.4	ADDITIONAL SERVICES	preserved	
5.4.1	Services for exceptional transports	preserved	
5.4.4.1	Tariffs	shift	6.3.3.1
5.4.2	Assistance to passengers with disabilities and with reduced mobility (PRM) in accordance with Regulation (EU) No. 782/2021	preserved	
5.4.2.1	Tariffs	shift	6.3.3.2
5.5	ANCILLARY SERVICES	preserved	
5.5.1	Access to the GSM-R telecommunications network for ground-to-train communication services	preserved	
5.5.1.1	Tariffs	shift	6.3.4.2
5.5.2	Provision of additional information	preserved	
5.5.2.1	Tariffs	shift	6.3.4.1
5.6	PENALTIES AND INCENTIVES	new paragraph	integrated with 2.3.3.6+4.6.1-4
5.6.1	Penalties for path changes requested by the RU	new paragraph	
5.6.2	Penalties due to the IM	new + shift	2.3.3.6
5.6.2.1	Penalties for non-compliance with disclosure requirements/IM responsibilities	shift	2.3.3.6
5.6.3	Penalties for the Applicant in the case of the failure to appoint a RU and/or the failure to enter into an access contract	new paragraph	

5.6.3.1	Penalties for the Applicant in the event of non-designation of the RU by the Applicant (non RU) and/or failure to contract the designated RU	shift	4.6.1
5.6.3.2	Penalties for the RU in the event of failure to contract (partial or total) paths	shift	4.6.2
5.6.4	Penalties for the RU in the case of failure to utilise the allocated train paths	new paragraph	
5.6.4.1	Penalties in the case of failure to utilise the allocated train paths	shift	4.6.3
5.6.4.2	Exemptions with regard to the penalties referred to in 5.6.4.1	shift	4.6.4
5.7	PERFORMANCE SCHEME	shift	6.4
5.8	CHANGES TO TARIFF SYSTEM	shift	6.5
5.9	REPORTING, BILLING AND PAYMENT ARRANGEMENTS	shift	6.6
Annex 5.B	Reporting	shift	Annex 6B to section 6
Annex 5.C	Performance Scheme: penalty calculation method	shift	Annex 6.C to section 6
6	<b>EXECUTION OF THE CONTRACT</b>	new paragraph	
6.1	INTRODUCTION	new paragraph	
6.2	REPORTING, BILLING AND PAYMENT ARRANGEMENTS	shift	2.3.3
6.2.1	Joint Duties	shift	2.3.3.1
6.2.2	IM's Obligations	shift	2.3.3.2
6.2.3	RU's obligations	shift	2.3.3.3
6.2.4	Information to be provided by the RUs before and during the transport services	shift	2.3.3.4
6.2.5	Information and cooperation with the IM	shift	2.3.3.7
6.2.6	Strike	shift	2.3.3.8
6.3	OPERATIONAL RULES	shift	2.4
6.3.1	Procedures for coordinating transport services	shift	2.4.1
6.3.2	Management rules	shift	2.4.2
6.3.3	Disrupted traffic management and infrastructure clearing	new paragraph	

6.3.3.1	Disrupted traffic management	shift	2.4.3
6.3.3.2	Rail infrastructure clearance	shift	2.4.4
6.3.3.2.1	Rail infrastructure clearance using emergency locomotives and/or back-up vehicles	shift	2.4.4.1
6.3.3.2.2	Procedures and time schedules for the rail infrastructure clearance operations providing for the utilisation of back-up locomotives/vehicles	shift	2.4.4.2
6.3.4	Inquiries concerning operating accidents / disruptions	shift	2.4.5
6.4	TRAFFIC CONTROL INSTRUMENTS	new paragraph	
6.4.1	Integrated Traffic Platform (PIC)	new paragraph	
Annex 1 to section 6	Operating procedures for passenger announcements in the case of snow/ice emergency conditions	shift	Annex 4 to section 2
7	<b>SERVICE FACILITIES</b>	new paragraph	
7.1	INTRODUCTION	new paragraph	
7.2	GENERAL INFORMATION	new paragraph	
7.3	GUARANTEED ACCESS TO SERVICES FACILITIES AND SUPPLY OF SERVICES	shift	5.3
7.3.1	Common provisions	new paragraph	
7.3.2	Passenger Stations	shift	3.6
7.3.3	Freight terminals	new paragraph	
7.3.4	Train coupling/uncoupling facilities, including shunting facilities	new paragraph	
7.3.5	Areas, facilities and buildings for parking/storing of rolling stock and goods	new paragraph	
7.3.6	Maintenance facilities, with the exception of heavy maintenance facilities dedicated to highspeed trains or to other types of rolling stock requiring dedicated facilities	new paragraph	
7.3.7	Train washing facility	new paragraph	
7.3.8	Territorial continuity services	new paragraph	

7.3.9	Clearing of infrastructure with equipped emergency cars or other suitable/equipped vehicles	new paragraph	
7.3.10	Refuelling facilities	new paragraph	
7.3.11	Wastewater discharge	new paragraph	
7.4	STRUCTURES SUITABLE FOR SERVICES	shift	3.7

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URRI NS 2023			URRI NS 2024
SECTION/PARAGRAPH	TITLE	OPERATION	SECTION/PARAGRAPH2
	GLOSSARY	shift	1.6
<b>1</b>	<b>GENERAL INFORMATION</b>	preserved	1
1.1	INTRODUCTION	preserved	1.1
1.2	OBJECTIVE	preserved	1.2
1.3	LEGAL FRAMEWORK	shift	1.3.1
1.4	LEGAL STATUS	eliminated	
1.4.1	General information	shift	1.3.2
1.4.2	Legal value	integrated in another paragraph	1.3.2
1.4.3	Appeals Procedure	shift	1.3.3
1.5	STRUCTURE OF NETWORK STATEMENT	shift	1.4
1.6	NETWORK STATEMENT VALIDITY	shift	1.5
1.6.1	Validity period	shift	1.5.1
1.6.2	Updating process	shift	1.5.2
1.7	PUBLISHING	shift	1.5.3
<b>2</b>	<b>ACCESS CONDITIONS</b>	shift	3
2.1	INTRODUCTION	shift	3.1
2.2	GENERAL ACCESS REQUIREMENTS	shift	3.2
2.2.1	Conditions for applying for capacity	shift	3.2.1
2.2.2	Conditions for access to the Railway Infrastructure	shift	3.2.2
2.2.2.1	Requests for long-term capacity for the purpose of entering into a Framework Agreement	shift	3.2.2.1
2.2.2.2	Requests for train paths and rail-related services, for the purpose of entering into an access contract	shift	3.2.2.2
2.2.3	License	shift	3.2.3
2.2.4	Single Safety Certificate	shift	3.2.4
2.2.5	Obligation to submit performance bonds and insurance	shift	3.2.5
2.3	GENERAL BUSINESS/COMMERCIAL CONDITIONS	shift	3.3
2.3.1	Framework Agreement	shift	3.3.1

2.3.1.1	Performance Bond	shift	3.3.1.1
2.3.1.2	No assignment	shift	3.3.1.2
2.3.1.3	Termination of Contract	shift	3.3.1.3
2.3.2	Access Contract	shift	3.3.2
2.3.2.1	Documents, Formalities and Timescale for the conclusion of Access Contracts between the IM and the RU	shift	3.3.2.1
2.3.2.1.1	Any further formalities for contract conclusion purposes	shift	3.3.2.1.1
2.3.2.2	Performance Bond	shift	3.3.2.2
2.3.2.2.1	Performance Bond: procedure and content	shift	3.3.2.2.1
2.3.2.3	Insurance covers	shift	3.3.2.3
2.3.2.4	Obligations of a RU on termination of the Agreement	shift	3.3.2.4
2.3.2.5	Limitations to services in the case of default	shift	3.3.2.5
2.3.2.6	Contract Termination	shift	3.3.2.6
2.3.2.7	Suspension of the Access Contract	shift	3.3.2.7
2.3.3	Obligations of the IM and the Rus during the term of the contract	shift	6.2
2.3.3.1	Joint Duties	shift	6.2.1
2.3.3.2	IM's obligations	shift	6.2.2
2.3.3.3	RU's obligations	shift	6.2.3
2.3.3.4	Information to be provided by the RUs before and during the transport services	shift	6.2.4
2.3.3.5	Information to be provided by the IM before and during the transport services, in respect of capacity reductions	shift	4.3.2
2.3.3.6	Economic consequences in the case of failed compliance with the information obligations/responsibility of the IM	shift	5.6.2.1
2.3.3.7	Information and cooperation with the IM	shift	6.2.5
2.3.3.8	Strike	shift	6.2.6
2.4	OPERATIONAL RULES	shift	6.3
2.4.1	Procedures for coordinating transport services	shift	6.3.1

2.4.2	Management rules	shift	6.3.2
2.4.3	Disrupted traffic management	shift	6.3.3.1
2.4.4	Rail Infrastructure clearance	shift	6.3.3.2
2.4.4.1	Rail infrastructure clearance using emergency locomotives and/or back-up vehicles	shift	6.3.3.2.1
2.4.4.2	Procedures and time schedules for the rail infrastructure clearance operations providing for the utilisation of back-up locomotives/vehicles	shift	6.3.3.2.2
2.4.5	Inquiries concerning operating accidents/disruptions	shift	6.3.4
2.5	EXCEPTIONAL TRANSPORTS	shift	3.4.3
2.6	TRAIN-LINE COMPATIBILITY FOR THE USE OF AUTHORISED VEHICLES	shift	3.4.1
2.6.1	RFI support activities to Rus: compatibility assessment carried out by RFI (Article 5 Paragraph 1 DE 12/2022)	shift	3.4.1.1
2.6.2	RFI support activities to Rus: technical consultancy (Article 5, Paragraph 2 DE 12/2022)	shift	3.4.1.2
2.7	STAFF ACCEPTANCE PROCESS	shift	3.4.2
Annex 1 to section 2	Standard Form of Access Contract	shift	Annex 1 to section 3
Annex 2 to section 2	Standard Form of Framework Agreement	shift	Annex 2 to section 3
Annex 3 to section 2	Standard Form of Framework Agreement for PSO services	shift	Annex 3 to section 3
Annex 4 to section 2	Operating procedures for passenger announcements in the case of snow/ice emergency conditions	shift	Annex 1 to section 6
Annex 5 to section 2	Agreement template for participation of non-RU applicants in the allocation of paths and services process	shift	Annex 7 to section 3
Annex 6 to section 2	Model PERFORMANCE BOND provided in connection with the Framework Agreement and Access Contract	shift	Annex 4 to section 3
Annex 7 to section 2	Model PERFORMANCE BOND provided in connection with the Access Contract	shift	Annex 5 to section 3

Annex 8 to section 2	Third-Party Liability Insurance	shift	Annex 6 to section 3
<b>3</b>	<b>INFRASTRUCTURE</b>	shift	2
3.1	INTRODUCTION	shift	2.1
3.2	EXTENT OF THE NETWORK	shift	2.2
3.2.1	Limits	shift	2.2.1
3.2.2	Rail network connected to the national railway infrastructure	shift	2.2.2
3.3	NETWORK DESCRIPTION	shift	2.3
3.3.1	Geographical Data	eliminated	
3.3.2	Line characteristics	eliminated	
3.3.3	Traffic control and communication systems	eliminated	
3.4	TRAFFIC RESTRICTIONS	shift	2.4
3.4.1	Specialised infrastructure	shift	2.4.1
3.4.2	Environmental restrictions	shift	2.4.2
3.4.3	Dangerous goods	shift	2.4.3
3.4.4	Tunnel restrictions	shift	2.4.4
3.4.5	Bridge restrictions	shift	2.4.5
3.4.6	Other restrictions	shift	2.4.6
3.5	OPERATING HOURS AND MAINTENANCE PHASE	shift	2.5
3.6	STATIONS	shift	7.3.2
3.7	STRUCTURES SUITABLE FOR SERVICES	shift	7.4
3.8	NETWORK DEVELOPMENT	shift	2.6
3.9	ACCESS TO THE NETWORK	shift	2.7 + 2.7.1
Annex 1 to section 3	Table depicting the service locations open to passenger service	shift	Annex 1 to section 2
<b>4</b>	<b>CAPACITY ALLOCATION</b>	preserved	
4.1	INTRODUCTION	preserved	
4.2	DESCRIPTION OF THE PROCESS	preserved	
4.3	TIME SCALE FOR REQUESTS	eliminated	
4.3.1	Schedule for Capacity Requests for the purpose of the Framework Agreement	shift	4.4.1
4.3.2	Schedule for path/service requests for the 11 December 2022 - 9 December 2023 timetable period	shift	4.5.1

4.3.3	Schedule for path/service requests for Intermediate Adjustment	shift	4.5.3.1
4.3.4	Schedule for Working Timetable	shift	4.5.3.2
4.3.5	Changes to daily schedule	incorporated in another paragraph	4.7
4.3.5.1	Specific requests by the Railway Undertaking	shift	4.7.1
4.3.5.1.1	Changes made during the applicable working timetable period	shift	4.7.1.1
4.3.5.1.2	Operating changes to the allocated train paths and services	shift	4.7.1.2
4.3.5.2	Specific needs of the Infrastructure Manager	shift	4.7.2.1
4.3.5.3	Force majeure events	shift	4.7.2.2
4.4	ALLOCATION PROCESS	eliminated	
4.4.1	Framework capacity allocation process	shift	4.4.2
4.4.1.1	Limitations to the allocation of framework capacity	shift	4.4.2.1
4.4.1.2	Coordination process in the framework capacity allocation procedure	shift	4.4.2.2
4.4.2	Path and service allocation process	shift	4.5.4
4.4.3	Harmonisation process	shift	4.5.4.1
4.4.4	Path coordination process	shift	4.5.5
4.4.5	Congested Infrastructure	shift	4.6
4.4.5.1	Statement of congestions	shift	4.6.1
4.4.5.2	Train path priority criteria	shift	4.6.2
4.4.5.3	Capacity analysis and capacity enhancement plan	shift	4.6.3
4.4.6	Outcomes of requests	shift	4.5.5.1
4.5	ALLOCATION OF CAPACITY FOR INFRASTRUCTURE MAINTENANCE	incorporated in another paragraph	4.3.2
4.6	RULES FOR NON-USE/CANCELLATION OF CAPACITY	eliminated	
4.6.1	Penalties for the Applicant in the event of non-designation of the RU by the Applicant (non-RU) and/or failure to contract the designated RU	shift	5.6.3.1
4.6.2	Penalties for the RU in the event of failure to contract (partial or total) paths	shift	5.6.3.2
4.6.3	Penalties in the case of failure to utilise the allocated train paths	shift	5.6.4.1

4.6.4	Exemptions with regard to the penalties referred to in 4.6.3	shift	5.6.4.2
Annex 1 to section 4	Capacity request form for Framework Agreement	preserved	
5	<b>SERVICES</b>	preserved	integrated with section 6
5.1	INTRODUCTION	preserved	integrated with 6.1
5.2	MINIMUM ACCESS PACKAGE	shift	5.3.1
5.3	GUARANTEED ACCESS TO SERVICES FACILITIES AND SUPPLY OF SERVICES	shift	7.3
5.4	ADDITIONAL SERVICES	preserved	
5.4.1	Services for exceptional transports	preserved	
5.4.2	Assistance to passengers with disabilities and with reduced mobility	preserved	
5.5	ANCILLARY SERVICES	preserved	
5.5.1	Access to the GSM-R telecommunications network for ground-to-train communication services	preserved	
5.5.2	Provision of additional information	preserved	
6	<b>TARIFFS</b>	integrated in another paragraph	integrated in section 5
6.1	INTRODUCTION	integrated in another paragraph	5.1
6.2	TARIFFS SYSTEM	shift	5.2
6.3	TARIFFS	eliminated	
6.3.1	Minimum Access Package	shift	5.3.2
6.3.1.1	Component A	shift	5.3.2.1
6.3.1.2	Component B	shift	5.3.2.2
6.3.2	Access to Service Facilities	eliminated	
6.3.3	Additional services	eliminated	
6.3.3.1	Services for exceptional transports	shift	5.4.1.1
6.3.3.2	Assistance to Disabled Persons and Persons with Reduced Mobility (PRM)	shift	5.4.2.1
6.3.4	Ancillary services	eliminated	
6.3.4.1	Provision of additional information	shift	5.5.2.1
6.3.4.2	Access to the GSM-R telecommunications network for ground-to-train communication services	shift	5.5.1.1
6.4	PERFORMANCE SCHEME	shift	5.7
6.5	CHANGES TO TARIFF SYSTEM	shift	5.8

6.6	REPORTING, BILLING AND PAYMENT ARRANGEMENTS	shift	5.9
Annex B to section 6	Reporting	shift	Annex 5B to section 5
Annex C to section 6	Performance Scheme: penalty calculation method	shift	Annex 5C to section 5