

Disclaimer: The examples in this appendix are not intended to be exhaustive but to illustrate in a general way the application of the billing principles for the different tariff parameters of the *Your Moves* and *Your Facilities* (only the cost of access to service facilities) services. To this end, they include all the parameters of the track access charge and in particular the Ramsey-Boiteux mark-up (a parameter which does not apply to all market segments). For more information on the parameters of the track access charge and their application, please consult points 5.3, 5.6 and 7.3.1.3.1 of the network statement.

For questions concerning specific cases not covered by this appendix, please contact the responsible office via the e-mail address mentioned in point 1.6.1 of the RRD.

1. Path modification by the applicant

1.1 Route limitation



Initial path allocation to applicant on 1 September 2022: train path A-B-C-D on 30 November 2022.
Submission of a route modification request by the applicant on 15 October 2022 to limit the initial path (A-B-C).

RU	N° train	Date of departure	Ptcar Departure	Ptcar Arrival	CUC/CNUC	Eff Km	N-eff Km	DC_Line	MU_RB	TC_INST	% cap	P/T	Canc	Who deducts	When deducted	Modif Who	Modif When
XXX	123	30/11/2022	A	D	CNUC	ABC	CD	CD	CD	D	15	P	No	RU	1/09/2022	RU	15/10/2022
XXX	123	30/11/2022	A	C	CUC	ABC		ABC	ABC	BC	100	T	No	RU	15/10/2022		

1.2 Route redirection



Initial path allocation to applicant on 1 September 2022: train path A-B-C-D on 30 November 2022.
Submission of a route modification request by the applicant on 29 November 2022 to redirect the initial path to a new destination (A-B-L-M).

RU	N° train	Date of departure	Ptcar Departure	Ptcar Arrival	CUC/CNUC	Eff Km	N-eff Km	DC_Line	MU_RB	TC_INST	% cap	P/T	Canc	Who deducts	When deducted	Modif Who	Modif When
XXX	123	30/11/2022	A	D	CNUC	ABCD	BCD	BCD	BCD	CD	75	P	No	RU	1/09/2022	RU	29/11/2022
XXX	123	30/11/2022	A	M	CUC	ABLM		ABLM	ABLM	BLM	100	T	No	RU	29/11/2022		

1.3 Route diversion



Initial path allocation to applicant on 1 September 2022: train path A-B-C-D on 30 November 2022.
Submission of a route modification request by the applicant on 28 November 2022 to divert the original path while maintaining the same origin/destination (A-B-L-M-D).

RU	N° train	Date of departure	Ptcar Departure	Ptcar Arrival	CUC/CNUC	Eff Km	N-eff Km	DC_Line	MU_RB	TC_INST	% cap	P/T	Canc	Who deducts	When deducted	Modif Who	Modif When
XXX	123	30/11/2022	A	D	CNUC	ABCD	BCD	BCD	BCD	C	40	P	No	RU	1/09/2022	RU	28/11/2022
XXX	123	30/11/2022	A	D	CUC	ABLMD		ABLMD	ABLMD	BLMD	100	T	No	RU	28/11/2022		

2. Train path alteration by the infrastructure manager

2.1 Route limitation



Initial path allocation to applicant on 1 September 2022: train path A-B-C-D on 30 November 2022.
Introduction of a route alteration by the infrastructure manager on 15 October 2022 to limit the initial train path (A-B-C).

RU	N° train	Date of departure	Ptcar Departure	Ptcar Arrival	CUC/CNUC	Eff Km	N-eff Km	DC_Line	MU_RB	TC_INST	% cap	P/T	Canc	Who deducts	When deducted	Modif Who	Modif When
XXX	123	30/11/2022	A	D	CUC*	ABC	CD	ABC	ABC	BC	100	P	No	RU	1/09/2022	IM	15/10/2022

The planning system sends a message to modify the initial path to limit it to A-B-C at the expense of the infrastructure manager.

* This is a partial effective reservation where the effective train-kilometres (A-B-C) are valued at 100% while the non-effective train-kilometres (C-D) are valued at 0%.

2.2 Route redirection



Initial path allocation to applicant on 1 September 2022: train path A-B-C-D on 30 November 2022.
Introduction of a route alteration by the infrastructure manager on 15 October 2022 to redirect the initial train path (A-B-L-M).

RU	N° train	Date of departure	Ptcar Departure	Ptcar Arrival	CUC/CNUC	Eff Km	N-eff Km	DC_Line	MU_RB	TC_INST	% cap	P/T	Canc	Who deducts	When deducted	Modif Who	Modif When
XXX	123	30/11/2022	A	D	CUC*	AB	BCD	AB	AB	B	100	P	No	RU	1/09/2022	IM	15/10/2022

The planning system sends a message to modify the initial path to redirect it (A-B-L-M) at the expense of the infrastructure manager.

* This is a partial effective reservation where the effective train-kilometres (A-B) are valued at 100% while the non-effective train-kilometres (B-C-D) are valued at 0%.

2.3 Route diversion



Initial path allocation to applicant on 1 September 2022: train path A-B-C-D on 30 November 2022.
Introduction of a route alteration by the infrastructure manager on 15 October 2022 to divert the initial train path (A-B-L-M-D).

RU	N° train	Date of departure	Ptcar Departure	Ptcar Arrival	CUC/CNUC	Eff Km	N-eff Km	DC_Line	MU_RB	TC_INST	% cap	P/T	Canc	Who deducts	When deducted	Modif Who	Modif When
XXX	123	30/11/2022	A	D	CUC	ABCD		ABCD	ABCD	BCD	100	T	No	RU	1/09/2022	IM	15/10/2022

The planning system sends a message to modify the initial path to divert it (A-B-L-M-D) at the expense of the infrastructure manager. As the origin and destination of the route are identical, the entire initial path is charged.

3. Train path cancellation by the applicant

3.1 Cancellation of the route at the request of the applicant

Initial train path A — B — C — D

Total cancellation

Initial path allocation to applicant on 1 September 2022: train path A-B-C-D on 30 November 2022.
Submission of a request for route cancellation by the applicant on 20 November 2022.

RU	N° train	Date of departure	Ptcar Departure	Ptcar Arrival	CUC/CNUC	Eff Km	N-eff Km	DC_Line	MU_RB	TC_INST	% cap	P/T	Canc	Who deducts	When deducted	Modif Who	Modif When
XXX	123	30/11/2022	A	D	CNUC		ABCD	ABCD	ABCD	BCD	25	T	Yes	RU	1/09/2022	RU	20/11/2022

The planning system sends a message to cancel the entire initial path at the applicant's expense.

3.2 Automatic route cancellation

Initial train path A — B — C — D

Total cancellation

Initial path allocation to applicant on 1 September 2022: train path A-B-C-D on 30 November 2022.
The planning system automatically cancels the entire initial path if no marker is registered in the operational systems. This total non-use of the train path is considered to be at the applicant's expense by default.

RU	N° train	Date of departure	Ptcar Departure	Ptcar Arrival	CUC/CNUC	Eff Km	N-eff Km	DC_Line	MU_RB	TC_INST	% cap	P/T	Canc	Who deducts	When deducted	Modif Who	Modif When
XXX	123	30/11/2022	A	D	CNUC		ABCD	ABCD	ABCD	BCD	100	T	No	RU	1/09/2022	RU	30/11/2022

The planning system sends a message to cancel the entire initial path at the applicant's expense.

4. Train path suspension by the infrastructure manager

Initial train path A — B — C — D

Total cancellation

Initial path allocation to applicant on 1 September 2022: train path A-B-C-D on 30 November 2022.
Introduction of full route suspension by the infrastructure manager on 15 October 2022.

RU	N° train	Date of departure	Ptcar Departure	Ptcar Arrival	CUC/CNUC	Eff Km	N-eff Km	DC_Line	MU_RB	TC_INST	% cap	P/T	Canc	Who deducts	When deducted	Modif Who	Modif When
XXX	123	30/11/2022	A	D	CNUC		ABCD	ABCD	ABCD	BCD	0	T	Yes	RU	1/09/2022	IM	15/10/2022

The planning system sends a message to cancel the entire initial path at the infrastructure manager's expense.

5. Partial non-use of the train path by the applicant

Initial train path A — B — C — D

Partial non-use A — B — C — D





Initial path allocation to applicant on 1 September 2022: train path A-B-C-D on 30 November 2022.
The applicant decides not to use the entire train path without making an official request for a route modification. The entire initial path will then be charged as 100% effective if there is no infrastructure unavailability on the unused part of the route.

RU	N° train	Date of departure	Ptcar Departure	Ptcar Arrival	CUC/CNUC	Eff Km	N-eff Km	DC_Line	MU_RB	TC_INST	% cap	P/T	Canc	Who deducts	When deducted	Modif Who	Modif When
XXX	123	30/11/2022	A	D	CUC	ABCD		ABCD	ABCD	BCD	100	T	No	RU	1/09/2022		

