

**Indicative outline of the chapters of the Port Railway Network Information Document**

	<b>Title</b>	<b>Notes</b>
<b>Chapter 1</b>	<b>General information</b>	Introductory section. This section sets out the tasks performed by the PSA and/or any other competent authority, as well as by any operator entrusted with the functions of capacity allocation and the collection of access charges for shared tangible and intangible port railway infrastructure.
<b>Chapter 2</b>	<b>Port railway infrastructure</b>	<p>This section describes the tangible and intangible port railway infrastructure (e.g. information systems such as the Port Community System) connected to the rail mode and to the rail-sea and rail-road modal interfaces. It distinguishes between infrastructure intended for shared use and concession infrastructure not intended for shared use.</p> <p>The scope of the description covers, in addition to the port state-owned areas (both under concession and not), any privately owned areas or areas owned by other public bodies that are connected to the port area by rail and fall within the category of railway service facilities (such as freight terminals, maintenance facilities, etc.).</p> <p>This section describes the technical and operational characteristics of the railway infrastructure, including the number and length of tracks and sidings, the capacity and level of utilisation of individual railway yards, reception and dispatch track groups, etc., signalling systems, any level crossings and other at-grade crossings.</p>

		<p>It also sets out planned developments of the port railway infrastructure, highlighting their effects on the infrastructure's overall capacity and operational potential.</p> <p>The description is accompanied by a detailed layout plan, including indications of track lengths and gradients, available loading gauge clearances, the extent of electrification, the presence of gantry cranes or other equipment for cargo loading/unloading or vehicle handling (including rubber-tyred vehicles), as well as areas or warehouses for the storage of goods, including containerised cargo, and all other information useful to describe the available facilities. A schematic example of such a layout plan is provided at the end of this Annex.</p>
<b>Chapter 3</b>	<b>Access conditions</b>	<p>This section describes the conditions that an economic operator must meet in order to be granted access to the port area, both in its capacity as an operator within the port area and as a user of tangible and intangible railway infrastructure and railway services within the port area. It identifies the railway services (including those provided through the use of IT and digital systems) that the operator is required to obtain to access the port area, either by virtue of explicit regulatory obligations or as necessary for the effective performance of its industrial activities.</p>
<b>Chapter 4</b>	<b>Capacity allocation, shared-use infrastructure</b>	<p>This section sets out the specific procedures for the allocation of available capacity for the various shared-use tangible and intangible port railway infrastructure and the related railway service. In particular, it specifies the procedures and time limits for submitting access requests,</p>

		the priority criteria applied between competing requests, response times, and complaint-handling procedures.
<b>Chapter 5</b>	<b>Services and charges for shared-use infrastructure</b>	<p>This section describes the railway services available for shared-use tangible and intangible railway infrastructure and the charges applicable for access to such infrastructure. Intangible railway infrastructure includes IT and digital systems made available not only by the PSA and/or other competent authority, but also by economic operators authorised by those authorities.</p> <p>The section also describes the arrangements for the allocation, among the various economic operators operating within the port, of the costs related to the maintenance of shared-use areas and railway infrastructure within the port, as well as of the connecting track between the port area and the infrastructure manager's network. Such arrangements are defined in accordance with the principles of equity, transparency and non-discrimination and are subject to approval by the PSA.</p>
<b>Chapter 6</b>	<b>Operations within shared-use infrastructure</b>	<p>This section describes the rules governing the use of shared-use tangible and intangible port railway infrastructure and the effective use of the railway services delivered therein. It also includes the circulars issued by the PSA or other competent authority for the regulation of vehicle movements and for the management of emergency situations.</p> <p>The sections further provides evidence of the values recorded for the indicators referred to in Measure 13.8.</p>

<b>Chapter 7</b>	<b>Port infrastructure under concession</b>	This section comprises a compilation of the information sheets that each service facility operator operating within the port area is required to complete pursuant to Commission Implementing Regulation (EU) No 2177/2017 and Decision No 130/2019. The format “ <i>Annex 1 to RNE Network Statement Common Structure and Implementation Guide: Common Template for Service Facilities</i> ” is made available on the RNE website.
<b>Chapter 8</b>	<b>Capacity coordination among service facilities within the port area</b>	This section sets out the coordination arrangements and the identification of alternative solutions for the allocation of capacity among port infrastructure under concession, in accordance with Article 14 of Commission Implementing Regulation (EU) No 2177/2017.

**Sample layout plan**

