HELLENIC RAILWAYS ORGANISATION

2025

NETWORK STATEMENT

A publication of the

Hellenic Railways Organisation

NETWORK STATEMENT

2025

ATHENS

List of amendments

No.	Date	Section	Description
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FOREWORD

The Hellenic Railways Organisation (OSE S.A.) publishes the Network Statement in accordance with the provisions of Article 27 of Law 4408/2016 issued on 27.7.2016 which transposes Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 into national law.

This Network Statement aims to describe the services offered by OSE to the Railway Undertakings that wish to provide passenger and freight transport services on its railway network.

This Network Statement is valid for the annual timetable period 2025. It commences at midnight on the second Saturday (early hours of Sunday) of December 2024, in other words it is valid from Sunday 15.12.2024 to Saturday 13.12.2025.

The Network Statement will be updated and amended if necessary (Article 27(3) of Law 4408/2016, Directive 2012/34/EU).

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CHAPTER 1 - GENERAL INFORMATION

1.1 Introduction

This Network Statement (NS) was prepared by OSE in its capacity as Infrastructure Manager of the Hellenic Railway Network, with the aim of describing the services provided by the Organisation to Railway Undertakings which wish to provide rail passenger and freight transport services on its network.

The primary concern of the Network Statement (NS) is to provide a manual / guide to the relevant information available at this time about the services provided to Railway Undertakings.

It is also expected that additional information will be gradually added to future versions of the NS.

1.2 Purpose

The NS will serve as a single source of useful and necessary information for any Railway Undertaking which wishes to provide transport services on the railway network, as described in this NS. The main concern when drafting the NS was to ensure easy and impartial access to information.

1.3 Legal Framework

The NS was drawn up in accordance with the provisions of Article 27 of Law 4408/2016 of 27.7.2016 which transposes Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 into national law.

1.4 Legal framework

1.4.1 General comments

The NS is intended as a source of information for railway undertakings and as such generates no contractual effects. However, in the case where a Railway Undertaking has signed an agreement with OSE for access to the aforementioned railway network, all documents comprising the NS automatically acquire contractual effect.

1.4.2 Announcement of planned modifications

The NS contains information about a specific time period, in other words its validity period, before the next NS is prepared. When the physical network and/or any of its terms of use are to be modified during the period of validity of the NS, such modifications must be included in the NS from the outset. However, we make no commitment to Railway Undertakings to implement the said modifications on the dates presented or referred to.

1.4.3 Recourse

Railway Undertakings which have applied for access to the railway network as described or have already entered into an agreement for access to the railway network as described are entitled to seek recourse to the Railway Regulatory Authority against decisions of the Infrastructure Manager relating to the NS.

1.5 Content of the Network Statement

The Network Statement includes the following specific information:

- information about the infrastructure made available and the conditions for accessing it,

- information on charging principles and tariffs applied to the specific infrastructure for specific services offered,

- information on the capacity allocation system and the characteristics of the capacity itself,

- deadlines and application procedures,

- what is required from applicants,

- capacity allocation schedule,

- principles of the coordination process (for a definition see §1.11.1),

- the procedures and criteria applicable in the case of congested infrastructure,

- details of possible restrictions on the use of the infrastructure,

- the priority criteria for allocation,

- detailed measures to ensure appropriate treatment of freight, international and ad-hoc transport.

1.6 Implementation and changes

This NS applies for the period from Sunday 15.12.2024 to Saturday 13.12.2025 (or the 2025 timetable year). OSE is expected to prepare future versions of the NS. In addition, it is expected to update this NS at regular intervals to include possible additional information and/or changes to the information already in place. Many of the documents referred to by the NS (such as network access terms) are subject to existing control and change procedures which include consultations and/or agreements with Railway Undertakings.

1.7 Publication and distribution arrangements

The NS is published in two languages (Greek and English). Of the two, it is the content and interpretation of the Greek version which prevails. It is available in print and on the Internet at the website www.ose.gr.

Publication, distribution and billing arrangements are referred to in the relevant documents such as network access conditions. Anyone wishing to be added to the distribution list for these documents must contact the competent officials of the Infrastructure Manager at the address shown in paragraph 1.8.1 below.

1.8 Competent Services

1.8.1 OSE - General

The competent service that Railway Undertakings that wish to enter into an agreement with the Infrastructure Manager for access to the railway network must contact is the Traffic Directorate:

OSE Traffic Directorate
1-3 Karolou St.
GR-10437 Athens
Tel. +30 210 529 7665
e-mail: secdk@osenet.gr

1.8.2 OSE - NS

For issues regarding the content of the NS, interested parties can send a letter to the address referred to in paragraph 1.8.1.

1.9 Freight Corridor 7

In accordance with Regulation (EU) No 913/2010 of the European Parliament and of the Council, Freight Corridor 7 passes through the Greek Network. The main routes of the corridor are as follows:

Πράγα-Βιέννη/Μπρατισλάβα-Βουδαπέστη	Prague-Vienna/Bratislava-Budapest
Βουκουρέστι-Κωνστάντσα	Bucharest-Constanța
Βιδίνι-Σοφία-Θεσσαλονίκη-Αθήνα	Vidin-Sofia-Thessaloniki-Athens
«/» σημαίνει εναλλακτικές διαδρομές	"/" means alternative routes

The corridor has been in operation since November 2013. Further information and documents related to this corridor are available on the web site: www.rfc7.eu.

1.10 [Left blank for future additions]

1.11 Definitions, labelling and abbreviations/symbols

1.11.1 Definitions

1. Licence: the permission that the Regulatory Authority for Railways (RAR) grants to an undertaking in order to acknowledge its status as a railway undertaking.

2. Applicant: the railway undertaking and/or international group of railway undertakings, as well as freighters, transport order receivers, and undertakings of combined transports, which hold a licence for the operation of railway services in the territory of Greece.

3. Network Statement: the statement setting out in detail the general rules, deadlines, procedures and criteria relating to charging and capacity allocation systems. The statement also includes all the information necessary for the submission of the application of infrastructure capacity allocation.

4. Infrastructure Manager: the undertaking responsible mainly for establishing and maintaining the railway infrastructure, as well as the control and safety systems.

5. Network: the entire railway infrastructure administered by the Infrastructure Manager.

6. National Railway Infrastructure: the railway infrastructure located within the territory of Greece and any future extension thereof.

7. Allocation: the allocation of railway infrastructure capacity by the Infrastructure Manager.

8. Congested infrastructure: an element of infrastructure for which demand for infrastructure capacity cannot be fully satisfied during certain periods even after completion of the coordination procedure.

9. Regional Services: transport services which seek to meet the transport needs of a region.

10. Working timetable: the data defining all planned train and rolling-stock movements which will take place on the relevant infrastructure during the period for which it is in force.

11. Train path: the infrastructure capacity needed to run a train between two places over a given period.

12. Railway Undertaking: any public or private undertaking licensed according to the applicable Community legislation, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensure traction. This also includes undertakings which provide traction only.

13. Framework agreement: a legally binding general agreement under public or private law, setting out the rights and obligations of an applicant and the Infrastructure Manager in relation to the infrastructure capacity to be allocated and the charges to be levied over a period longer than one working timetable period.

14. Infrastructure capacity: the potential to schedule train paths requested for an element of infrastructure for a certain period.

15. Congested infrastructure: an element of infrastructure for which demand for infrastructure capacity cannot be fully satisfied during certain periods even after coordination of the different requests for capacity.

16. Coordination: the process through which the allocation manager and applicants attempt to resolve situations in which there are conflicting applications for infrastructure capacity.

17. Loading gauge: the dimensions of the maximum cross-section of vehicles travelling on OSE lines must not exceed the corresponding dimensions shown in Figure 1 of ANNEX III-B which specifies the OSE loading gauge.

18. Free cross-section gauge: the space surrounding the tracks of OSE that must remain free for the circulation of rolling stock, having the cross-section presented in Figure 2 of ANNEX III-B, by which the free cross-section gauge of these tracks is designated.

1.11.2 Remarks and abbreviations

Remarks

Some remarks are worth making regarding terms used in this Network Statement (NS), which are deemed appropriate, i.e., either they lack or do not follow a precise definition but have been defined in this NS for the purposes of the Statement.

1. Line code: The code number used to identify a line. The number is assigned in accordance with the AGC coding[1] if the line has been included in the AGC agreement.

2. Route: a line or section of a line which is a separate part of the network, where it is located between key/main transport network junctions.

3. Transport Network Junction: a specific geographical location/station of the network used to ensure traffic and/or to serve customers (passengers and/or goods)

4. Terminus: the station at which the railway lines terminate and which is connected to the rest of the railway network in only one direction.

[1] European Agreement for major international railway lines, United Nations, 1985

5. Passenger station: a station serving passenger traffic, without its operation/role being limited to the servicing of passengers.

6. Freight terminal: a station which services freight traffic, yet without its operation/role being limited to the servicing of freight.

7. Border Station: the last station located before the end of the National Railway Network or equivalently before the country's borders.

Abbreviations/symbols

The abbreviations found in the text and the Annexes are as follows:

NS: Network Statement

Y: Yes

N: No

S: Stop

RS: Railway Station

Km post : Km reference

ST Single track (in tunnels)

DT': Double track (in a tunnel)

-: Blank

x: No available information

NGL: Narrow Gauge Line

CL: Conventional Line

UL: Line to be Upgraded

NL: New Line

C: Cog Railway

CLS: Colour Light Signalling

ETCS: European Train Control System

*: Indicates footnote

CHAPTER 2 - ACCESS TERMS

2.1 Legal Framework

Access to the railway network, as described in this NS, is regulated by acts of the Hellenic Parliament and the relevant legislation and regulations. The NS does provide general directions for the legal conditions for access to the railway network, cited in the previous chapter, yet it is neither conclusive nor exhaustive. OSE recommends that undertakings applying for an access licence consult a specialised legal individual or law firm.

2.2 General Terms

2.2.1 Network access licence

Any Railway Undertaking wishing to provide transportation services on the railway network described in this NS, must satisfy the relevant legal requirements. These requirements include:

- Railway Undertaking Licence

- Safety certificate

- Appropriate personnel and resources

- Full insurance

- Access agreement with OSE for access to the network

2.3 General business/commercial terms

2.3.1 Framework agreements

See paragraph 2.3.2 below.

2.3.2 Access Agreement

Every Railway Undertaking must enter into an agreement with OSE for access to its network, so that it may be fully covered as far as the planned transportation services are concerned. Separate agreements for access to stations and services facilities are also necessary. Framework agreements must be submitted to the Hellenic Railways Regulatory Authority for approval in accordance with Law 3891/2010.

CHAPTER 3 - INFRASTRUCTURE

3.1 Definition

"Infrastructure" means the list of railway infrastructure elements set out in Annex I of Article 62 of Law 4408/2016 by which the provisions of Directive 2012/34/EU were transposed into Greek law. The Hellenic Railways Organisation (OSE), which is the infrastructure manager, is responsible for the operation, maintenance, upgrade and renewal of railway infrastructure, and is responsible for participating in the development of that infrastructure in accordance the framework laid down by the Ministry of Infrastructure and Transportation, as part of its overall policy on development and financing the infrastructure (Article 3, Law 4408/2016). A more detailed description of the infrastructure is available at the electronic address https://rinf.era.europa.eu/RINF (Register of Infrastructure, European Railway Agency).

3.2 3.2 Description of network

Article 9 of Law 3891/2010 outlines the categories into which the Infrastructure is divided (formerly the National Railway Infrastructure in repealed Presidential Decree 41/2005) and the criteria for including sections thereof in those categories, as in force (see OSE Board Directors decision OSE/ΔΣ/7.000.372/27-05-2021).

The following distinctions can be drawn:

I. Active Network

NETWORK	SEGMENT OF LINE
PATHE-P network	Piraeus - Rentis - Athens - ARC - Oinoe - Tithorea - Lianokladi - Domokos - Palaiofarsalos - Larissa - Platy - Axios - TX1 - TX3 - Thessaloniki Passenger Station TX1 - Gefyra - Polykastro - Idomeni (Gevgelija) TX1 - Thessaloniki Shunting Facility - TX3 - Thessaloniki Freight Terminal ARC - Liossia - Ikonio branch line - Thriasio - Corinth - Kiato - Diakopto - Aigio TX1 - Strymonas - Promachonas - (Koulatas)
Central Greece branch lines	Oinoe - Halkida Lianokladi - Lamia - Stylida Tithorea - Bralos - Lianokladi (old line)
Macedonia-Thrace branch lines	Platy - Edessa - Amyntaeon - Messonisi - Florina Axios - Gefyra Strymonas – Drama – Komotini (Potamos) – Alexandroupoli Central - Pythio - Dikaia - Ormenio - (Svilengrad) Alexandroupoli Central - Alexandroupoli port
Narrow gauge lines (1000mm, 750mm and 600mm)	Diakopto - Kalavryta (750 mm gauge rack railway) Rio - Patra - Agios Andreas Agios Andreas - Kato Achaia Katakolo - Pyrgos - Alfeios Alfeios - Olympia Ano Lechonia - Milies (600mm gauge line)
Attica branch lines (normal gauge)	Acharnes Railway Centre (ARC) – Airport ARC connecting lines Ikonio branch line - Ikonio Piraeus plant – Agios Ioannis Rentis

* The Edessa–Amyntaio–Mesonisi–Florina section is temporarily without Safety Approval from Regulatory Authority for Railways. New Approval is expected to be granted in February 2025.

II. Network under construction

NETWORK	SEGMENT OF LINE
A normal or combined gauge line is being built.	Palaiofarsalos - Kalambaka Larissa - Volos Ag. Theodori (old station) - Motor Oil refineries - Isthmus Isthmus - Loutraki Azotos RS (Km post 36+400 coincides with km Zero of Amyntaeon -Kozani)) - Kozani Liossia- Elefsina - Megara (old station) Rhododafni (Aigio) – Rio Volos – Volos Shunting Facility – Latomeio/Quarry Polykastro - Idomeni Potamos – Alexandroupoli Industrial Area
A narrow gauge line is being built	Kato Achaia - Kavasila - Pyrgos - Kalonero/Kyparissia - Zevgolatio - A sprohoma - Kalamata Corinth (old station) – Argos/Nafplio - Lefktro - Zevgolatio

III. Active network temporarily suspended

NETWORK	SEGMENT OF LINE
Normal or combined gauge lines	Amyntaeon - Azotos RS Messonisi - N. Kafkasos - (Kremenitsa) Ag. Anargyri - Liossia Piraeus Port* - Plant
Narrow gauge lines	Palaiofarsalos - Velestino - Latomeio/Quarry Volos - Anavros Anavros - Agria Agria - Ano Lechonia Megara (old station) – Ag. Theodori (old station) Isthmus – Corinth (old station) Kavasila - Vartholomio - Kyllini Lefktro - Megalopoli Asprohoma - Messini

* This is the Station beside the church of Agios Dionysios in Piraeus, the former SEK site.

IV. Abolished Network

NETWORK	SEGMENT OF LINE
Normal or combined gauge lines	Lianokladi - Styrfaka - Angeies* - Xynia - Domokos Neoi Poroi – Platamonas
Narrow gauge lines	Vartholomio - Kyllini Thermal Baths Corinth (old station on narrow gauge line) – Aigio Aigio - Rio Kryoneri - Agrinio

This categorisation does not include:

- private sidings,

- connections to ports,

on which the Railway has no rights in rem and

- Sections of dismantled lines which were abandoned due to new routing, even though the Railway retains rights in rem over the relevant plots and buildings.

The network is depicted on Map 1.

3.2.1 Geographical description

Routes

The existing routes (for a definition see §1.11) of the railway network of OSE are presented in **ANNEX I-A**: Infrastructure information/Routes - Piraeus - Athens - Platy Segment, **ANNEX I-B**: Infrastructure information/Routes - Peloponnese Narrow Gauge Line, **ANNEX I-C**: Infrastructure information/Routes - Florina - Platy - Alexandroupoli - Ormenio Segment, **ANNEX I-D**: Airport - ARC - Kiato Segment, **ANNEX I-E**: Kiato - Aigio Segment.

Network Junctions

The existing network junctions (for a definition see §1.11) – whether stations or not – on the OSE railway network are presented in **ANNEX II:** Information on Network Junctions/Stations.

3.2.2 Characteristics of the railway network

General Information

Information relating to the line gauge and available tracks (single/double, etc.) are provided in summary form in Map 2 and Map 4, respectively.

Loading gauge and free cross-section gauge

The loading gauge and the free cross-section gauge (for definitions see §1.11) are shown in Figures 1 and 2, respectively, in ANNEX III-B: Loading gauge and free cross-section gauge.

Axle load

The maximum acceptable axle load for the network is 22.5 tonnes. More specifically, it is presented in: ANNEX III-A: Loading and Speed, as well as in Map 5. A special written traffic licence is required when the axle load exceeds the allowed values, taking into consideration the defined deviation of 2%. This licence is granted after a specific contract of carriage has been entered into between the competent organisations.

Load per running meter of track

The maximum acceptable load per running meter of track is 8 tonnes/meter of track, along the entire network.

Longitudinal gradient

The maximum longitudinal gradient on the tracks of the existing network is 28.08‰ (excluding the DIAKOPTO-KALAVRYTA Cog railway line, where there is gradient of up to 202‰). More specifically, the maximum characteristic gradients for the network in terms of line resistance (Article 67 of Part B of the General Traffic Rules, expressed in [‰] or equivalent in [N/kN]) are presented in ANNEX I-A: Infrastructure information/Routes - Piraeus - Athens - Platy Segment, ANNEX I-B: Infrastructure information/Routes - Peloponnese Narrow Gauge Line, ANNEX I-C: Infrastructure information/Routes - Florina - Platy - Alexandroupoli - Ormenio Segment, ANNEX I-D: Airport - ARC - Kiato Segment.

Speed

The maximum allowed speed on the network is 160 km/h for passenger trains and 120 km/h for freight trains. More specifically, the maximum speeds for the network are presented in ANNEX III-A: Loading and Speed.

Electrified network

The length of the electrified network, is shown in ANNEX I-A: Infrastructure information/Routes - Piraeus - Athens - Platy Segment, ANNEX I-B: Infrastructure information/Routes - Peloponnese Narrow Gauge Line, ANNEX I-C: Infrastructure information/Routes - Florina - Platy - Alexandroupoli - Ormenio Segment, ANNEX I-D: Airport - ARC - Kiato Segment. Moreover, the layout of the electrified network is also given in Map

3.

Maximum acceptable train length

The maximum permissible train length must be such as to allow the train to stop at the stations it wishes, by the Railway Company to which it belongs. Consequently, the maximum acceptable train length of a freight train must be compatible with the length of free tracks at stations. Information about the stations is presented in ANNEX II: Information on Network Junctions/Stations. In the case of overly-long passenger trains, railway undertakings may lay down internal procedures for passenger safety.

3.2.3 Traffic management and safety

Signalling

Network signalling - where available - appears in a separate column and characterized as C.L.S. (Colour Light Signalling) in annexes: I-A, I-B, I-C, I-D, II.

The train protection system installed in Greece is of ETCS Level 1 type (European Train Control System, part of ERTMS - European Rail Traffic Management System), and requires the prior existence of signalling along the line.

Traffic management system

Central traffic management ("remote command") on the national network is performed by the Central Operators (CO) installed at the Traffic Control Centres (TCC). OSE has traffic control centres in Corinth, Athens, Acharnes Railway Centre (ARC), Lianokladi, Larissa and Thessaloniki. More specifically:

- The Corinth CO controls and regulates traffic in the Kiato – Aigio segment.
- The Athens CO (based at ARC) controls and regulates traffic in the Acharnes – Tithorea segment.
- The Lianokladi CO controls and regulates traffic on Tithorea - Lianokladi segment.
- The Larissa CO controls and regulates traffic on Mezourlos - Platy segment.
- The Thessaloniki CO controls and regulates traffic in the Thessaloniki (TX1) – Strymonas segment.
- The ARC CO controls and regulates traffic in the Ag. Anargyri – ARC – El. Venizelos Airport segment.

The Traffic Management System is presented in ANNEX II: Information about Network Junctions/Stations and is presented in summary in Map 6.

3.3 Traffic restrictions

Dangerous cargoes

There are no restrictions for the transportation of dangerous cargo on the network described in this NS.

Environmental restrictions

There are no environmental restrictions on the network described in this NS.

Priority in capacity allocation

See §4.4 – Allocation of capacity.

Restrictions in tunnels

There are no restrictions in tunnels on the network described in this NS.

Restrictions on bridges

There are no restrictions on bridges on the network described in this NS.

Other restrictions

There are no other restrictions on the network described in this NS.

Specialised infrastructure

See §4.4 – Allocation of capacity.

“Strymonas – Promachonas – Bulgarian border” line

Line reconstruction works. The works will be carried out with a complete and continuous stoppage of traffic for 83 hours per week. Commercial traffic will be served during the remaining 85 hours weekly between Wednesday 18.00 hours and Sunday 07.00 hours. Train exchanges with Bulgaria will be based on special arrangements with Bulgarian Railways (NRIC/НКЖИ). Expected end date: First half of 2025.

Thessaloniki Station - Shunting Facility, junction TX1. ERGOSE Contract 713

Works at junction TX1. It will be impossible for trains for Platy, Idomeni and Alexandroupoli to enter/leave the Shunting Facility preparation and reception area; the Shunting Facility preparation and reception area will only be accessible from the direction of junction TX2. Completion: January 2026.

Works to install electrification in the Kiato - Aigio segment. ERGOSE Contract 1511

Installation of line electrification infrastructure. Traffic will be carried out on a single track between Kiato and Aigio. Continued throughout 2025.

Impacts of Storm Daniel and Storm Elias in autumn 2023

Due to these acts of god the following modifications were made in relation to the 2023 and 2024 NS:

- The Palaiofarsalos - Kalambaka and Larissa - Volos lines suffered major damage and were placed in the 'Network under construction’ category.

- The systems of interdependencies between the stations and locations at Agios Stefanos, Domokos, Orfana, Doxara and Krannonas were deactivated.
- Traffic between Leianokladi–Palaiofarsalos–Larissa will operate on a SINGLE track with telephone-based blocking.
- Pending the execution of restoration and resilience improvement works on the damaged sections. Executing Authority: Ministry of Infrastructure and Transportation.
- On the Ano Lechonia–Milies line, works will be carried out from Monday to Friday. Start: Spring 2025, Duration: 1 year.

The impacts of the storms will affect the network throughout all of 2025.

3.4 Facilities provided Services

Marshalling yards and train formation facilities

The following RS serve as marshalling yards and train formation facilities

- Agios Ioannis Rentis (A.I.R.)

- Neo Ikonio

- Thriasio Plain

- Mezourlos

- Lianokladi

- Thessaloniki - Shunting yard

- Thessaloniki - Old Freight Terminal

- Thessaloniki - New Passenger Station

- Idomeni

- Strymonas

- Alexandroupoli

- Dikaia

- Pythio

- Veria/Skydra

- Oinoe

- Volos

Storage sidings

The following railway stations serve as storage sidings:

- Agios Ioannis Rentis (A.I.R.)

- Mezourlos

- Lianokladi

- Thessaloniki - Shunting yard

- Thessaloniki - Old Freight Terminal

- Thessaloniki - New Passenger Station

- Idomeni

- Strymonas

- Alexandroupoli

- Dikaia

- Pythio

- Veria/Skydra

- Corinth (NGL)

- Ag. Andreas (NGL)

- Kalamata (NGL)

- Tripoli (NGL)

Border Stations

The border stations (for a definition see §1.11) on the network are presented in ANNEX II: Information on Network Junctions/Stations.

Termini

The termini (for a definition see §1.11) on the network are presented in ANNEX II: Information on Network Junctions/Stations.

Passenger Stations

The passenger stations (for a definition see §1.11) on the network are presented in ANNEX II: Information on Network Junctions/Stations.

Freight Terminals

The freight terminals (for a definition see §1.11) on the network are presented in ANNEX II: Information on Network Junctions/Stations.

CHAPTER 4 - CAPACITY ALLOCATION

4.1 Legal Framework

The legal framework for the capacity allocation process is outlined in Section 3 (Allocation of Railway Infrastructure Capacity) of Chapter IV of Law 4408/2016 on transposition of Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area, into Greek law, as in force.

4.2 Description of process

OSE draws up capacity allocation rules which it communicates to the Railways Regulatory Authority, and implements the relevant allocation processes. More specifically, OSE ensures that infrastructure capacity is allocated on a just and non-discriminatory basis and according to Community law.

The infrastructure manager must, as far as possible, meet all requests for infrastructure capacity including requests for train paths crossing more than one network, and must, as far as possible, take account of all constraints on applicants, including the economic effect on their business (Article 45(1) of Law 4408/2016, Directive 2012/34/EU). The priority criteria take into account the social importance of the service compared to any other service which will be excluded as a result (Article 47(4) of Law 4408/2016, Directive 2012/34/EU).

Infrastructure capacity is made available for use by applicants who have submitted an application.

Infrastructure capacity is allocated and may be requested solely from OSE, for each period of the working timetable and within the period defined in paragraph 4.3 below.

Infrastructure capacity may not be transferred by the recipient to another undertaking. Any commercial transaction concerning the scope of infrastructure capacity is forbidden and leads to exclusion from any further granting of infrastructure capacity.

Ad hoc request for specific train paths may be submitted.

4.3 Capacity requests and allocation process

The working timetable is established once each calendar year according to the following procedure.

The working timetable changes at midnight on the second Saturday of December or the month set from time to time as the month for the change of the services. When changes or readjustments are to be made after the winter, particularly so that changes in the timetable of passenger trains at regional level are taken into consideration, these take place at midnight on the second Saturday of June, as well as, in separate cases, at other time points between those dates. When changes or readjustments are to be made before or after the summer, these take place at midnight, on the second Saturday of the month for the change of the services.

OSE may agree on different dates. In that case it has to notify the European Commission accordingly.

The exact period of validity for the working timetable of the year 2025 starts on Sunday 15.12.2024 and ends on Saturday 13.12.2025.

No later than 11 months before the change of the working timetable, OSE ensures that provisional international train paths have been established in cooperation with other relevant infrastructure managers and that they are complied with insofar as possible in the subsequent processes outlined below.

Other capacity requests must be received no earlier than 12 months and no later than 5 months before the working timetable takes effect, in other words from 15.12.2023 to 15.7.2024. Requests received after the deadline are also considered by OSE (Commission Delegated Decision (EU) 2017/2075).

The application must include at least the following information:

1. Necessary operational details for a sufficient train path design.

2. Usage period of the requested capacity.

3. Details of the contact persons within the applicant organisation.

The standard form used to request capacity allocation can be found in ANNEX VII.

No later than 3 months before the working timetable takes effect, i.e. by 15.9.2024, OSE prepares a draft working timetable.

Applicants can present their objections within 1 month, i.e. By 15.10.2024.

OSE updates the draft working timetable one month before its takes effects, i.e. by 15.11.2024, taking into account, if possible, any potential objections or requests submitted after the initial deadline (Commission Delegated Decision (EU) 2017/2075). That is followed by final acceptance by the applicants and the signing of the access agreement.

In any case, the working timetable may be modified outside of the above deadlines based on general traffic needs or in particular following the publication of a modification to the Network Statement.

4.4 4.4 Capacity allocation

Specialised infrastructure

If appropriate alternative routes are available and after consulting the interested Railway Undertakings, OSE may characterise an element of infrastructure as “special” for use by specific kinds of traffic. Where such designation is made, OSE may give priority to the specific type of traffic when allocating infrastructure capacity. Such designation will not prevent the use of infrastructure by other types of traffic when capacity is available and when the rolling stock has the necessary technical characteristics for its operation on the specific line.

To date, OSE has not designated any section of the network or line in Greece as specialised infrastructure. Nonetheless, according to applied practice, priority is given to passenger trains over freight trains, and among passenger trains to priority is given to suburban, high-speed trains.

Coordination process

During timetabling and coordination processes, OSE may give priority to specific services, but only in accordance with the points outlined above in the section on "Specialised infrastructure" and below in the section on "Congested capacity and priority criteria."

Where during the timetabling period referred to in the previous section conflicting requests arise, OSE will endeavour, by coordinating requests, to ensure the best possible combination of all requests and to achieve resolution of any disputes. In this context, OSE may, within the timetabling period, contact the applicants and propose infrastructure capacity different from that requested.

Once a conflicting request has been received, to rapidly address the issue OSE will contact the applicants who have made the conflicting requests and the relevant decision will be taken within 10 working days (Article 46(6) of Law 4408/2016, Directive 2012/34/EU).

Congested capacity and priority criteria

If, after coordinating the routes requested and communicating with the applicants, it is not possible to meet the requests for infrastructure capacity, OSE will characterise that part of the infrastructure as congested. This is also the case for a section of infrastructure which is expected to be affected by inadequate capacity in the near future (Article 47(1) of Law 4408/2016, Directive 2012/34/EU).

OSE will issue a decision (which must be approved by the Minister of Infrastructure, Transport and Networks) specifying priority criteria for certain services, so that the development of appropriate transport services is ensured and the social significance of a certain service is considered, in relation to any other that might be excluded due to this. The above priority criteria are determined by OSE based on the principle of equal treatment. In all events, though, priority is given to passenger services, if they are covered by a public service contract, as well as to international freight services.

The key priority criteria are:

Priority	Service
1st	Intercity
2nd	Suburban
3rd	Ordinary passenger services
4th	Freight services

In order to take into account the social importance of the service (Article 47(4) of Law 4408/2016, Directive 2012/34/EU) it is possible to change the above order of priority in special and justified cases.

Ad hoc requests

OSE responds to ad hoc requests for individual train paths, as soon as possible, and, in any case, within five working days. The information provided about available capacity should be addressed to all applicants who may wish to use that capacity.

Ad hoc capacity is allocated on a first-come first-served basis. In any case, these requests should be submitted no later than 15 days before the date concerned.

Where necessary, OSE attempts to assess the need to block additional capacity when developing the working timetable so that it can rapidly respond to foreseeable ad hoc requests for capacity. The same applies in cases of congested infrastructure.

4.5 Capacity allocation for maintenance, renewal and upgrade

The impacts of maintenance, renewal and upgrade works on infrastructure capacity are considered by OSE when developing the working timetable.

4.6 Rules concerning the use of train paths

OSE requires, particularly in the case of congested infrastructure, the release of a train path which, for a period of at least one month, has been used less than the marginal quota designated, unless that insufficient use is due to non-financial reasons independent of the undertaking.

OSE has not yet determined the marginal quota in question.

OSE also stipulates the conditions under which it will take into consideration the former levels of use of train paths, when determining priorities for the allocation process.

OSE has not yet determined these conditions.

4.7 Special measures in the case of traffic disruption

If railway traffic is disrupted due to technical failure or accident, OSE takes the appropriate measures to restore traffic to normal. To that end, it draws up a contingency plan which lists all the public bodies that should be notified in the case of serious incidents or serious disruption of railway traffic.

The priority criteria in paragraph 4.4 apply to the reinstatement of normal traffic in real time.

The same applies to traffic on Freight Corridor 7.

In case of emergency due to a fault that means infrastructure cannot be used temporarily, it is possible for services to be modified without prior notification until the system has been restored. If deemed necessary, OSE may request that the Railway Undertakings provide it with the means that it considers absolutely appropriate for the speediest possible return to normal operation.

4.8 Capacity

The Capacity Table per line segment is based on UIC Leaflet 405:

Segment	Tracks	Critical segment	Capacity at peak times Pairs	Capacity per day Pairs
Piraeus-AIR	1	Piraeus-AIR	2.3	40
AIR-Athens	2	AIR-Athens	4.2	74
Athens-ARC	1	Athens-Ag. Anargyri	3.3	59
ARC-Oinoe	2	Ag. Thomas-Oinoe	6.4	112
Oinoe - Tithorea - Lianokladi	2	Eleon - Thiva	5.8	111
Lianokladi - Ag. Stefanos	2	Lianokladi - Ag. Stefanos	3.2	61
Ag. Stefanos - Mezourlos	1	Palaiofarsalos - Mezourlos	0.6	12
Mezourlos - Platy	2	Tempi Tunnel	8.7	166
Platy - Thessaloniki	2	Sindos - Axios	7.4	131
ARC - Kiato	2	Liossia - Corinth	0.9	14
Kiato - Aigio	1	Xylokastro - Lykoporia	4.5	65
ARC - Plakentias	2	Kifissias - Pentelis	11.3	180
Liossia - ARC (701)	1	Liossia - ARC	2.1	33
Doukissis Plakentias - Airport	2	Approach to Airport RS	11.3	180
Ikonio branch line -Ikonio	1	Ikonio branch line -Ikonio		9
Oinoe - Halkida	1	Oinoe - Halkida	1.0	16

Tithorea - Lianokladi	1	Tithorea - Lianokladi	0.4	5
Lianokladi - Stylida	1	Lianokladi - Stylida	0.6	8
Palaiofarsalos - Kalambaka			0	0
Larissa - Volos			0	0
Platy - Edessa	1	Platy - Edessa	0.3	4
Edessa - Florina	1	Edessa - Florina	0.5	7
TX1 - Strymonas	1	Rhodopoli - Strymonas	0.6	12
Strymonas - Alexandroupoli	1	Drama - Xanthi	0.3	4
Alexandroupoli - Ormenio	1	Alexandroupoli - Dikaia	0.2	3
TX1 - Idomeni	1	Kastanas - Idomeni	0.3	7

CHAPTER 5 SERVICES

5.1 Legal Framework

The legal framework for access to railway infrastructure and related services is outlined in Section 4 ("Access to Railway Infrastructure and Services") of Chapter II of Law 4408/2016 on transposition of Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area into Greek law, as in force today.

5.2 Access to facilities providing services

5.2.1 Minimum access package

The minimum access package, which OSE provides to the Railway Undertakings, includes:

a) processing of infrastructure capacity applications
b) right to use the capacity provided
c) use of railway infrastructure, including track points and junctions
d) train control, including signalling, adjustment, dispatch as well as communication and provision of train traffic information
e) use of electrical supply equipment for traction current, where available;
f) all other information required to implement or operate the service for which capacity has been granted.

5.2.2 Traffic access to service facilities and service provision

Road traffic access to service facilities includes:

a) passenger stations, their buildings and other facilities for providing services
b) freight terminals with services
c) marshalling yards and train formation facilities, including shunting facilities
d) storage sidings with services
e) maintenance facilities
f) other technical facilities, including cleaning and washing facilities
g) refuelling facilities

5.3 Additional services

Additional services may comprise:

a) traction current
b) pre-heating of passenger trains
c) fuel supply, train shunting and all other services provided at the aforementioned access service facilities
d) tailor-made contracts for:

control of transport of dangerous goods,

assistance in running abnormal trains.

5.4 5.4. Ancillary services

Ancillary services may comprise:

a) access to telecommunications network
b) Provision of supplementary information
c) technical inspection of rolling stock.

CHAPTER 6 CHARGES

6.1 Legal Framework

The legal framework for charging for use of railway infrastructure and related services is outlined in Section 2 (Infrastructure and Service Charges) of Chapter IV of Law 4408/2016 on transposition of Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area into Greek law, and in Ministerial Decision No. Φ4/54510/4872 of 30.11.2006 on rules and criteria for charging for use of railway infrastructure. The Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service also applies.

The Network Statement is also expected to contain information laying down the conditions for access to facilities for the provision of services connected to the infrastructure manager's network and the provision of services at those facilities or to indicate the website where that information is available free of charge in electronic format (Article 27(2) of Law 4408/2016). This information does not form part of any other obligation or agreement or contract between the infrastructure manager and railway undertakings or another legal person. Exclusive responsibility for the information and charges for the services at those facilities provided to railway undertakings lies with the public or private entity which is responsible for providing the services (the "operator") in accordance with Article 12(3) of Law 4408/2016.

6.2 Charging principles

The charging principles, as defined in Article 31 of Law 4408/2016, specify, for the minimum access package, that the charges must be equal to cost that is directly incurred as a result of operating the train service (direct cost).

6.3 6.3 Minimum Access package Charge

The charge of the Minimum Access Package (CMAP) per route is calculated as follows:

$$C_{MAP,p|f}[€] = \underbrace{\prod_{z=2019}^{y-1}(1+i_z)}_{\substack{\text{Προσαρμ.}\\ \text{πληθωρισμού}}} \times \underbrace{p_{p|f}}_{\substack{\text{συντελ.}\\ \text{προσαρμ.}}} \times \left(\underbrace{c_t \cdot d}_{\substack{\text{αμ. κόστος}\\ \text{κυκλοφορίας}}} + \underbrace{c_{wt} \cdot m \cdot d}_{\substack{\text{άμ. κόστος συντ.}\\ \text{γραμμής}}} + \underbrace{c_{wte} \cdot m \cdot d_e}_{\substack{\text{άμ. κόστος}\\ \text{φθοράς Η/Κ}}} + \underbrace{c_{pss} \cdot n_{pss}}_{\substack{\text{κόστος στάθ-}\\ \text{μευσης}}} \right)$$

Προσαρμ. Πληθωρισμού	Adjustment for Inflation
Συντελ. Προσαρμ.	Adjustment factor
Αμ. Κόστος κυκλοφορίας	Direct cost of traffic
Άμ. Κόστος συντ. γραμμής	Direct cost of line maintenance
Άμ. Κόστος συντ. γραμμής	Direct cost of line maintenance
Άμ. Κόστος φθοράς Η/Κ	Direct cost of traction wear and tear
Κόστος στάθμευσης	Marshalling cost

where:

$C_{MAP,p|f}$ [€] Total charge for minimum access package for one route. In particular, for passenger transport it is defined as $C_{MAP,p}$ and for freight transport it is defined as $C_{MAP,f}$.

d [km] Route length.

d_E [km] Length of route travelled using an electric locomotive. For diesel and other non-electrified forms of traction energy d_e=0.

m [t] Total train mass.

n_{pss} [-] No. of passenger service stops at passenger stations for passengers to embark and/or disembark. For commercial and other routes n_{pss}=0.

ct [€/km] Direct cost per km of route for traffic management.

c_{wt} [€/t·km] Direct cost per tonne-kilometre of route for line infrastructure maintenance.

c_{wte} [€/t·km] Direct cost per tonne-kilometre of route travelled using electrification relating to physical wear and tear to the equipment on the electrification infrastructure.

c_{pss} [€/stop.] Direct cost per passenger itinerary stop at passenger stations for passengers to embark and/or disembark.

$p_{p|f}$ [-] The phased implementation rate for direct cost recovery (phased implementation plan, Regulation 2015/909/EU). For passenger transport a p_p factor is set and for freight transport a $p_f$factor is set.

i_Z [-] Inflation for year z provided by the Hellenic Statistical Authority (National Consumer Price Index).

y [-] The year in which this Network Statement is valid.

The numerical values of the fixed direct cost factors (taking 2019 as the base year) are:

- c_T = € 2.64/km,

- c_{wt} = € 0.00560/tkm,

- c_{wte} = € 0.00210/tkm,

- c_{pss} = € 4.21/passenger train stop

To ensure a smoother adjustment for each transport market, a rate of gradual implementation of direct cost recovery has been set.

- p_p = 0.60 for the passenger transport market and

- p_f = 0.31 for the freight transport market.

In total, the minimum access package charges $C_{MAP,p}$ for the passenger transport market and $C_{MAP,f}$ for the freight transport market are:

$$C_{MAP,p} = \underbrace{\prod_{z=2019}^{y-1}(1+i_z)}_{\substack{\text{Προσαρμ.}\\ \text{πληθωρισμού}}} \times \underbrace{0{,}60}_{\substack{\text{συντελ.}\\ \text{προσαρμ.}\\ \text{επιβ.}}} \times \left(\underbrace{2{,}64 \cdot d}_{\substack{\text{αμ. κόστος}\\ \text{κυκλοφορίας}}} + \underbrace{0{,}0056 \cdot m \cdot d}_{\substack{\text{άμ. κόστος συντ.}\\ \text{γραμμής}}} + \underbrace{0{,}0021 \cdot m \cdot d_e}_{\substack{\text{άμ. κόστος}\\ \text{φθοράς Η/Κ}}} + \underbrace{4{,}21 \cdot n_{pss}}_{\substack{\text{κόστος στάθ-}\\ \text{μευσης}}} \right) \Rightarrow$$

Προσαρμ. Πληθωρισμού	Adjustment for Inflation
Συντελ. Προσαρμ. Επιβ.	Adjustment factor Passenger
Αμ. Κόστος κυκλοφορίας	Direct cost of traffic
Άμ. Κόστος συντ. γραμμής	Direct cost of line maintenance

Άμ. Κόστος φθοράς Η/Κ	Direct cost of traction wear and tear
Κόστος στάθμευσης	Marshalling cost

$$C_{MAP,p} = \underbrace{1{,}168314}_{\text{Προσαρμ. πληθωρισμού}} \times \underbrace{0{,}60}_{\text{συντελ. προσαρμ. επιβ.}} \times (\underbrace{2{,}64 \cdot d}_{\text{αμ. κόστος κυκλοφορίας}} + \underbrace{0{,}0056 \cdot m \cdot d}_{\text{άμ. κόστος συντ. γραμμής}} + \underbrace{0{,}0021 \cdot m \cdot d_e}_{\text{άμ. κόστος φθοράς Η/Κ}} + \underbrace{4{,}21 \cdot n_{pss}}_{\text{κόστος στάθ-μευσης}}) \Rightarrow$$

Προσαρμ. Πληθωρισμού	Adjustment for Inflation
συντελ. προσαρμ. επιβ.	Passenger adjustment factor
αμ. κόστος κυκλοφορίας	Direct cost of traffic
άμ. κόστος συντ. γραμμής	Direct cost of line maintenance
άμ. κόστος φθοράς η/κ	Direct cost of traction wear and tear
κόστος στάθμευσης	Marshalling cost

$$C_{MAP,p} = \underbrace{1{,}851 \cdot d}_{\text{αμ. κόστος κυκλοφορίας}} + \underbrace{0{,}00393 \cdot m \cdot d}_{\text{άμ. κόστος συντ. γραμμής}} + \underbrace{0{,}00147 \cdot m \cdot d_e}_{\text{άμ. κόστος φθοράς Η/Κ}} + \underbrace{2{,}951 \cdot n_{pss}}_{\text{κόστος στάθ-μευσης}}$$

αμ. κόστος κυκλοφορίας	Direct cost of traffic
άμ. κόστος συντ. γραμμής	Direct cost of line maintenance
άμ. κόστος φθοράς η/κ	Direct cost of traction wear and tear
κόστος στάθμευσης	Marshalling cost

$$C_{MAP,f} = \underbrace{\prod_{z=2019}^{y-1}(1+i_z)}_{\text{Προσαρμ. πληθωρισμού}} \times \underbrace{0{,}31}_{\text{συντελ. προσαρμ. εμπ.}} \times (\underbrace{2{,}64 \cdot d}_{\text{αμ. κόστος κυκλοφορίας}} + \underbrace{0{,}0056 \cdot m \cdot d}_{\text{άμ. κόστος συντ. γραμμής}} + \underbrace{0{,}0021 \cdot m \cdot d_e}_{\text{άμ. κόστος φθοράς Η/Κ}}) \Rightarrow$$

Προσαρμ. Πληθωρισμού	Adjustment for Inflation
συντελ. προσαρμ. εμπ.	Freight adjustment factor
αμ. κόστος κυκλοφορίας	Direct cost of traffic
άμ. κόστος συντ. γραμμής	Direct cost of line maintenance
κόστος στάθμευσης	Marshalling cost

$$C_{MAP,f} = \underbrace{1{,}168314}_{\text{Προσαρμ. πληθωρισμού}} \times \underbrace{0{,}31}_{\text{συντελ. προσαρμ. εμπ.}} \times (\underbrace{2{,}64 \cdot d}_{\text{αμ. κόστος κυκλοφορίας}} + \underbrace{0{,}0056 \cdot m \cdot d}_{\text{άμ. κόστος συντ. γραμμής}} + \underbrace{0{,}0021 \cdot m \cdot d_e}_{\text{άμ. κόστος φθοράς Η/Κ}}) \Rightarrow$$

Προσαρμ. Πληθωρισμού	Adjustment for Inflation
συντελ. προσαρμ. εμπ.	Freight adjustment factor
αμ. κόστος κυκλοφορίας	Direct cost of traffic
άμ. κόστος συντ. γραμμής	Direct cost of line maintenance
κόστος στάθμευσης	Marshalling cost

$$C_{MAP,f} = \underbrace{0{,}956 \cdot d}_{\substack{\text{αμ. κόστος} \\ \text{κυκλοφορίας}}} + \underbrace{0{,}00203 \cdot m \cdot d}_{\substack{\text{άμ. κόστος συντ.} \\ \text{γραμμής}}} + \underbrace{0{,}00076 \cdot m \cdot d_e}_{\substack{\text{άμ. κόστος} \\ \text{φθοράς } H/K}}$$

αμ. κόστος κυκλοφορίας	Direct cost of traffic
άμ. κόστος συντ. γραμμής	Direct cost of line maintenance
άμ. κόστος φθοράς η/κ	Direct cost of traction wear and tear

6.4 Charge for accessing facilities and services

OSE S.A. sets the following charges for facilities and services, as defined in Annex II, Article 2 of Law 4408/2016:

6.4.1 Charge for the Train Formation/Deformation Service

The Train Formation/Deformation Service is provided on a track indicated by the Railway Undertaking and approved by competent traffic personnel. The charge applies exclusively to the services of the Manoeuvring Team without including the services of a locomotive and a train driver.

	Freight train	Passenger train
Train Formation/Deformation	€ 60/train	€ 30/train
Intermediate manoeuvres	€ 40/train	€ 30/train

6.4.2 Charge for Shunting Services

The Shunting Services Charge concerns the stabling of a train in complexes and stations indicated by the Railway Undertaking and approved by the competent traffic personnel. The charge is equal to the charge for intermediate manoeuvres (paragraph 6.4.1), in other words € 40/train for freight trains and € 30/train for passenger trains. For the purposes of this paragraph, insofar as charges for Railway Undertakings is concerned, note that exactly one manoeuvre is charged for moving the train onto the siding and one exactly manoeuvre is charged to remove the train from the siding. Accordingly, the charge concerns exclusively the service of the Manoeuvring Team without including the services of a locomotive and a train driver.

6.5 Ancillary services charge

Of all the ancillary services specified in Annex II, Article 4 of Law 4408/2016, OSE S.A. applies a charge for the Technical Inspection of Rolling Stock, which amounts to € 30/hour/technical inspector. That inspection relates to a track indicated by the Railway Undertaking and approved for traffic purposes by the competent traffic personnel. The allocation of technical inspection services on the railway network is described in Annex V.

6.5.1 Railway Rolling Stock Repair and Maintenance Service

Hellenic Train S.A. provides railway rolling stock repair and maintenance services as described in detail on its website www.hellenictrain.gr.

6.5.2 Vehicle Washing Service

Hellenic Train S.A. provides vehicle washing services as described in detail on its website www.hellenictrain.gr.

6.5.3 Sanding Service

Hellenic Train S.A. provides sanding services as described in detail on its website www.hellenictrain.gr.

6.5.4 Port services

Port services are provided within the port facilities referred to in Table 6.4.5.1 and are described in detail on the relevant websites.

Table 6.4.5.1 Overview of port services.

Service Provider	Location, postcode	Website
Thessaloniki Port Authority	Thessaloniki GR-54627	https://www.thpa.gr
Neo Ikonio Container Terminal	Perama, GR-18863	http://www.pct.com.gr
Volos Port Authority	Volos Port Central Pier, GR-38221	http://www.port-volos.gr
Alexandroupoli Port Authority	Commercial Port – Warehouses, Alexandroupoli GR-68100	http://www.ola-sa.gr

6.5.5 Crane services

Hellenic Train S.A. provides vehicle crane services as described in detail on its website www.hellenictrain.gr.

6.5.6 Goods loading/unloading services

Goods loading/unloading services are provided at the port facilities referred to in Table 6.5.6.1. The specifics of the services are described in detail on the relevant websites and may be supported by OSE S.A. manoeuvring staff and/or staff of the Railway Undertaking.

Table 6.5.6.1 Overview of the main railway stations able to freight transport.

RS	Location, postcode	Tel. No.	Operating hours	Manoeuvring team	Loading and unloading	Technical inspection
Rentis	Ag. Ioannis Rentis, GR-18233	2105298812	00-24	✓		
Mezourlos	Larissa, GR-41335	2410590123	08-16	✓	✓	✓
Shunting Thessaloniki	Shunting, GR-56334	2310599058 2310599396	08-16	✓	✓	✓
Sindos	Delta, GR-57400	2310599058 2310599396	08-16	✓	✓	
Thriasio Plain:	Aspropyrgos, GR-19300	2105590302	00-24	✓	✓	✓

6.6 Tourist – historical narrow gauge lines (<1000mm)

These particular lines are excluded from the general methodology for access and use of infrastructure and facilities charges. Charges are calculated as follows:

Diakopto – Kalavryta cog railway	€ 5.00/train/km

Ano Lechonia – Milies ("Mt. Pelion Train")	€ 5.00/train/km

This particular fixed charge includes the access and use of infrastructure, access to stations and facilities, as well as the overall services already provided by OSE SA, except for the cost of fuel supply.

6.7 Cancelling a Reserved Train Path

In case a Railway Undertaking has requested and reserved a specific train path that it later requests not to use, the Railway Undertaking will be exempted from the overall C_{MAP} charge. In case that cancellations systemically lead to inefficient use of capacity by all Railway Undertakings requesting the same reserved capacity, then a cancellation charge $CC = p \cdot c_t \cdot d$ will be levied, which corresponds to the cost of the scheduled traffic management services. The numerical values of the parameters are those specified in paragraph 6.3. The cancellation charge does not apply when a partial modification of the routing of the reserved path is requested.

6.8 Special Charges - Additional Services

6.8.1 Traction power consumption

Railway Companies that have installed certified energy meters on their traction engines will be charged based on these measurements. The devices must comply with:

- Annex D of Technical Interoperability Specification CR LOC&PAS.
- Standard EN 50463:2012 "Railway applications. Energy measurement on board trains".
- UIC Code 930 "Exchange of Data for Cross-border Railway Energy Settlement".

In general, the devices must:

- Be certified for billing by a Railway Authority from an EU Member State.
- Ensure a measurement accuracy of Class 0.5R in terms of standard EN 50463-2.
- Record the active and reactive power.
- Carry out sampling with a time-regulated step.
- Store data for at least 60 days.
- Record the local coordinates for each measurement, pursuant to standard EN 50463-3.
- Allow for wireless data transmission.

The total traction current cost E (in €) as provided in the billing statements of the provider (PPC S.A.) is divided into two parts depending on whether it is recorded by a certified meter.

The first part concerns the transport work of electric locomotives recorded by certified meters, that is the part $\sum \frac{K_i}{N} \times E$ of the total traction current cost E in euro (€), where ΣK_i is the sum of the recordings K_i of the traction current in KWh of each Railway Undertaking i as recorded by certified meters and N the total traction current consumption in KWh across the network as provided in the billing statements of the provider (PPC S.A.). Each Railway Undertaking for its transport work recorded using certified meters is charged $\frac{K_i}{\sum K_i} \times \sum \frac{K_i}{N} \times E$, i.e. $\frac{K_i}{N} \times E$ ex post each year and pre-pays € 0.0868/KWh per month (taking 2019 as the base year), which is uniform for the entire network. The Railway Undertakings provide OSE S.A. with access to the recorded data of the meters (on a random sample basis), exclusively for the purpose of documenting the pricing parameters of the charges (e.g. monthly recordings of certified meters, power, geographical positions, etc.).

The second part concerns the transport work of electric locomotives which is not recorded by certified meters, that is the part $(1-\sum\frac{K_i}{N})\times E$ of the total traction current cost E in euro (€). For transport work not recorded using certified traction current meters, each Railway Undertaking will calculate the T_i tonne-kilometres corresponding to it and will be charged $\frac{T_i}{\sum T_i}\times(1-\sum\frac{K_i}{N})\times E$ ex post each year and pre-pay € 0.00265/tkm per month (taking 2019 as the base year), which is uniform for the entire network.

6.8.2 Transport of Special – Hazardous Consignments

The criteria in Chapter 3 apply to special and dangerous consignments; notwithstanding that, a special agreement will be signed between the Infrastructure Manager and the Railway Undertakings executing such consignments, depending on the kind and characteristics of those consignments.

6.8.3 Fuel Supply

Rolling stock access to oil supply facilities is considered part of the minimum access package and is not charged by the infrastructure manager. Until the legal framework for provision (and consequently sale) of fuel is clarified, railway undertakings must ensure that it is procured.

6.9 Performance Scheme

The infrastructure charging scheme, according to Article 35 of Law 4408/2016, must encourage railway undertakings and the infrastructure manager to minimise disruption and improve the performance of the railway network through a performance scheme. “Disruption” for the purposes of the above mentioned system is defined as any delay caused during train running which leads to delayed arrival at the final destination.

During a train journey, delays of various origins may occur. These are notified using information provided by the stations (Athens, Lianokladi, Larissa, Platy, Thessaloniki, Alexandroupoli) to the central traffic control centre responsible for recording traffic. This is followed by a justification of the delays, which is done in accordance with the international codification of delays in UIC Bulletin 450-2, adapted to OSE's needs.

(0)	(1)	(2)	(3)	(4)	(5)	(6)	(7)
[Route No.]	[date]	[ΤΚ]	[ΔΥ]	[ΣΕ]	[Ε]	[ΔΕ]	[ΑΠ]

[ΤΚ] = Delay at final destination

[ΔΥ] = Delay due to infrastructure manager

[ΣΕ] = Delay due to railway undertaking

[Ε] = Delay due to external causes which cannot be attributed to an infrastructure manager or railway undertaking

[ΔΕ] = Delay due to secondary causes which cannot be attributed to an infrastructure manager or railway undertaking

[ΑΠ] = Delay of unspecified origin

The system makes following assumptions:

1. Cancellations are not taken into account. If a route is cancelled, it is not included in the system.

2. Recovery is not taken into account.

The above categories of fault are divided into further sub-categories, as described in Annex VI, Article 2 of Law 4408/2016.

Where there are disputes relating to the performance scheme, a dispute resolution meeting will take place in order to settle such matters promptly. A decision will be reached within a maximum of 10 working days.