DIRECTORATE GENERAL OF

TURKISH STATE RAILWAYS

2023

NETWORK STATEMENT

Valid as of 11.12.2022

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Version 7.2

Hacı Bayram Mahallesi Hipodrom Caddesi No:3

06050 Altındağ / ANKARA

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Version Check

Number of Version	Publication date	Explanation
7.0	**15/12/2021**	**2023 Network Statement**
7.1	**24/11/2022**	**Various provisions have been updated.**
7.2	**11/12/2022**	**Various provisions have been updated.**

Summary of the modifications done

Chapter	Modifications done compared to the previous version
2.7	The provisions regarding rolling stock have been updated.
3.6.1	The provisions regarding passenger stations have been updated.
ANNEXES	
Annex-2.3.2.a	The annex named “Access Contract” has been updated.
Annex -2.3.2.b	The annex named “General Terms and Conditions” has been updated.
Annex -3.2.1	The annex named “Maps” has been updated.
Annex -3.2.2	The annex named “Connecting Railway Networks” has been updated.
Annex -3.3	The annex named “Technical Specifications of the Network” has been updated.
Annex -3.3.1	The annex named “Lengths of Lines Operated by TCDD” has been updated.
Annex -3.3.1.3	The annex named “Characteristics of Stations” has been updated.
Annex -3.3.2.1	The annex named “Structure and Vehicle Gauges” has been updated.
Annex -3.3.2.3	The annex named “Maximum Locomotive and Draw-Bar Pulls” has been updated.
Annex -3.3.3	The annex named “Traffic Management and Communication Systems” has been updated.
Annex -3.4.6.a	The annex named “The Method for Calculating Maximum Load Capacity of a Train” has been updated.
Annex -3.4.6.a	The annex named “Brake Tables” has been updated.
Annex -3.6.2.1	The annex named “Automatic Unloading Facilities” has been updated.
Annex -3.6.5	The annex named “Maintenance and Other Technical Facilities” has been updated.
Annex -6.3.2	The annex named “Tariff for Utilization of Service Facilities” has been updated.
Annex -6.3.3	The annex named “Additional Services Tariff” has been updated.
Annex -6.4.5.a	The annex named “Principles and Procedures of Supervision” has been updated.
Annex -6.4.5.b	The annex named “Supervision Fine/Penalties” has been updated.

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1 GENERAL INFORMATION

1.1 Introduction

TCDD was appointed as the railway infrastructure operator on the part of the railway infrastructure transferred to it, which is included in the national railway infrastructure network and is in the possession of the state, with the Law No. 6461 on the Liberalization of Turkish Railway Transportation.

TCDD prepared and published this Network Statement to put the Railway infrastructure in its possession into safe and secure service of the Railway Undertakings.

This Network Statement includes the necessary information regarding the Railway network in the possession of TCDD, access conditions, application and capacity allocation processes together with services provided and charging.

The structure of railway sector in Türkiye is given in Figure 1.1.

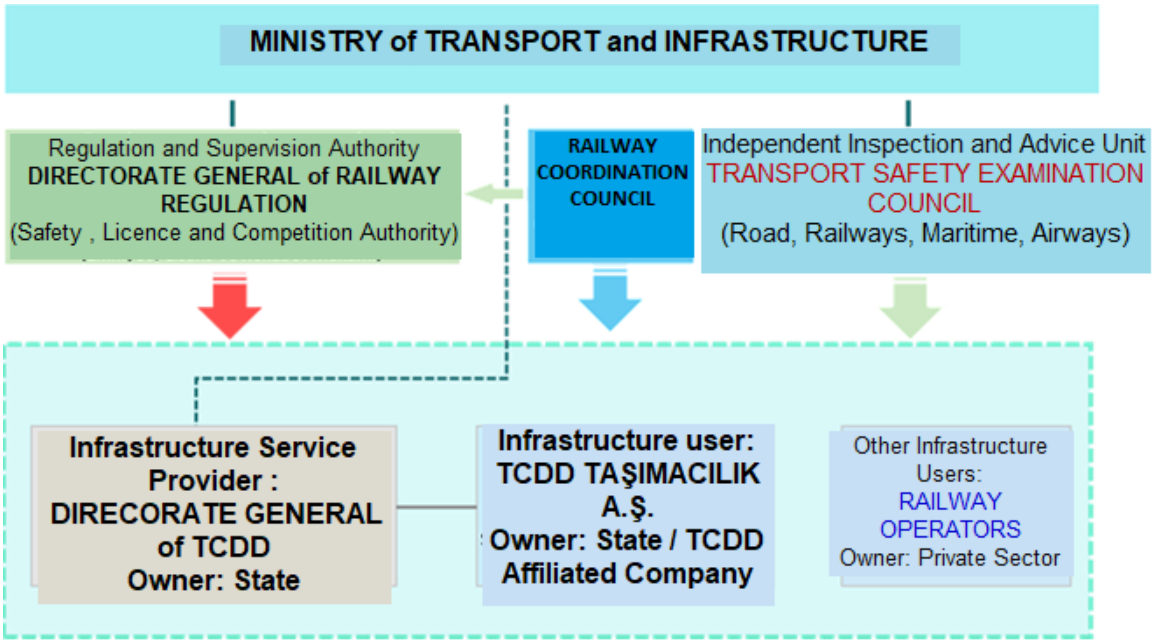

Figure-1.1 Structure of Rail sector in Türkiye

1.2 Goal

The goal of this Network Statement is to provide information for the Railway Undertakings (RUs) that may request allocation of capacity for Railway infrastructure:

- General terms and conditions for usage of Railway infrastructure in possession of TCDD,
- Aspects to be fulfilled and taken into consideration during capacity allocation process,

- Railway infrastructure and the services provided,
- Charges for access to Railway infrastructure and the services provided by TCDD.

1.3 Legal Framework

During the process of preparation of this Network Statement, the legislation below were taken into account:

- Presidential decree No:1, decree law No: 703
- The Law regarding the Liberalization of Railway Transportation in Türkiye No. 6461
- TCDD Main Statute
- Regulation regarding Railway Infrastructure Access and Capacity Allocation
- Regulation regarding Railway operation authorisation
- Regulation regarding Public Service Obligation in Railway passenger transport
- Regulation regarding the rights of passengers travelling via railways
- Regulation regarding Registry and record of Railway vehicles
- Regulation regarding type of Railway vehicles
- Regulation regarding Railway safety
- Regulation regarding transport of dangerous goods with railways
- Regulation regarding train drivers
- Regulation regarding Railway safety critical staff
- Regulation regarding Railway training and exam centre
- 2012/34/EU and 2004/49/EU directives of European Parliament and Council
- European General Terms and Conditions of use of railway infrastructure dated 13.10.2010 and suggested by RNE
- OTIF Decisions
- COTIF Provisions
- RID provisions
- UIC Standards in international transportation
- Law on Environment numbered 2872
- TCDD Legislation

1.4 Legal Statute

1.4.1 General Explanations

This Network Statement is based on the legislations in force as of the date of its publication and comprises the railway infrastructure network in TCDD's possession.

The publication date of Network Statement is the beginning date for the allocation process of infrastructure capacity.

1.4.2 Responsibility

TCDD paid the necessary attention for ensuring the preciseness of the information used to prepare this Network Statement.

However, TCDD will do the necessary updates in case of possible notifications regarding possible deficiencies, faults or editorial mistakes. The propriety and validity of the information within this Network Statement must be confirmed by contacting TCDD.

This Network Statement and the charging tariffs within its Annex were published following the approval of the Ministry.

The legislative arrangements which will enter into force after the publication of the Network Statement shall also be valid for the Network Statement and be taken into account while interpreting the Network Statement.

1.4.3 Objection and Complaint processes

Within the framework of the aspects given in the 27th article of Legislation on Railway Infrastructure Access and Capacity Allocation, a RU which deems itself to be in an unfair situation or a discriminatory position or is of the opinion that it suffers because of any other reason, has the right to object against the decisions of TCDD or about another RU by applying to the Ministry.

1.5 The structure of the Network Statement

This Network Statement has been prepared in line with the provisions of Legislation on Railway Infrastructure Access and Capacity Allocation and RNE Implementation Guide – even without being a member of RNE.

1.6 Validity and Update Process

Validity and update process of Network Statement is given below.

1.6.1 Validity Period

Network Statement is for the period between **11.12.2022 – 09.12.2023.**

1.6.2 Update Process

TCDD shall update and publish the Network Statement by making corrections, adding or removing that may be necessary due to the new conditions arising.

The updates to be done within the Network Statement shall be informed to the related RU following the approval of the Ministry.

1.7 Publication

The Network Statement, its annex and the updates done are published on TCDD's

website: ***http://www.tcdd.gov.tr***

1.8 Contact

Contact details for the Network Statement :

For Infrastructure Access and Capacity Allocation Processes:

TCDD Genel Müdürlüğü
Kapasite Yönetim Dairesi Başkanlığı
Hacı Bayram Mahallesi Hipodrom Caddesi No:3
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Faks : +90 312 520 62 06
e-mail : kapasiteyonetim@tcdd.gov.tr

For Train Operations licence, Safety Certificates, disputes and complaints:

Ulaştırma Hizmetleri Düzenleme Genel Müdürlüğü
Hakkı Turayliç Cad. No:5 06338 Emek / ANKARA
Tel : + 90 312 203 10 00
Faks : + 90 312 212 08 49
e-mail : uhdgm@uab.gov.tr

1.9 International Railway Freight and Passenger Corridors

International Railway border crossings are given below:

- To Bulgaria and the other European countries via Kapıkule - Border - Svilengrad connection
- To Greece and the other European countries via Uzunköprü - Border - Pityon connection
- To Iran and central Asian countries via Kapıköy - Border - Razi connection
- To Georgia, Azerbaijan and central Asian countries via Canbaz - Border - Akhalkalaki connection
- **(Closed)** To Armenia and central Asian countries via Doğukapı - Border - Akhuryan connection
- **(Closed)** To Syria and Middle Eastern countries via Islahiye – Border - Meydan-i Ekbez Connection
- **(Closed)** To Syria and Middle Eastern countries via Çobanbey - Border - Al Rai connection
- **(Closed)** To Syria and Middle Eastern countries via Nusaybin - Border - Al Qamishli connection

1.10 International Cooperation between Infrastructure Managers

According to 13th article of Legislation on Railway Infrastructure Access and Capacity Allocation, TCDD shall cooperate with international Railway infrastructure managers for the use of international corridors and be party to agreements in accordance with international

laws. TCDD shall promote increase in international traffic in order to meet the requests of Railway Undertakings that shall use international transport corridors.

1.11 Abbreviations and Definitions

Abbreviations and definitions used in this Network Statement are given in Annex-1.11.

2 ACCESS CONDITIONS

2.1 Introduction

TCDD shall safely manage the Railway infrastructure in its possession and provide it into the service of Railway Undertakings. Providing this service shall be as allocating capacity.

Access contract shall be signed with the related parties in accordance with 2023 capacity allocation program indicated in Network Statement.

2.2 General Conditions for Access

2.2.1 Requirements for Capacity Application

In order for applicants to request capacity allocation from TCDD it is necessary for them to have

- an authorization as RU by the Ministry,
- obtained the safety certificate.

2.2.2 Conditions for Access to Railway Infrastructure

RUs can operate trains on the national Rail network of TCDD if they complete the following processes:

- Application for capacity allocation,
- To be entitled for capacity allocation,
- Fulfilling the guarantee obligation specified in article 2.2.6,
- Having signed the access contract

2.2.3Train Operator Licence

The RUs which wish to operate freight and/or passenger trains on the national Railway network, must obtain the relevant train operation licence from the Ministry.

2.2.4 Safety Certificate

Before applying for capacity allocation, RUs need to have established safety management system in compliance with the terms and conditions indicated in Railway Safety Regulations and to have obtained safety certificate from the Ministry.

2.2.5 Insurance

RUs shall issue compulsory insurance policy within the framework of the provisions of Railway Operations Authorization Regulation.

RUs may also issue insurance for the Railway vehicles and freight transported in the vehicles.

2.2.6 Guarantee

RUs need to deposit 10 % of the planned infrastructure access fee for the allocated capacity-as specified in the access contract- in cash or in the form of a letter of guarantee before signing the contract.

No guaranteees are required for the trains covered by public service obligation.

Instead of guaranteees, payment committments are obtained from the public legal entities or public companies the capital of which is 100% (one hundred percent) is state-owned.

2.3 General Business and Commercial Conditions

2.3.1 Framework Agreement

A framework agreement is done between TCDD and the RU for capacity utilization on the relevant Railway infrastructure for a period longer than a network statement period.

a) The framework agreement shall define the general features of the infrastructure capacity to be provided for longer period than the network statement period upon the request of the RU. It shall not define the train paths.

b) Framework agreement shall ensure the possibility of long term planning of TCDD and the RU.

c) In case that more than one RU's application for the same capacity under the same conditions, the one that had already signed a framework agreement before shall have the priority.

ç) Framework agreement shall have in such a form to allow to make modifications or restrictions in the articles of the agreement to be concluded provided that the Railway infrastructure is utilized more efficient.

d) In case that the framework agreement is unilaterally modified of cancelled, the penal sanctions foreseen in the framework agreement shall be applied.

e) Framework agreements shall maximum cover five year period and can be renewed 6 months before they end.

f) Under the condition of abiding by the confidentiality of commercial information, the content of the Framework agreement shall be published on ***http://www.tcdd.gov.tr*** .

g) Framework agreements shall be completed and be valid with an Access contract.

ğ) During concluding the framework agreement, the aspects below are taken into account:

(1) The condition of the infrastructure on the date of the framework agreement is signed and its future development,

(2) Maintenance and investment studies, line closures and speed restrictions on the sections determined in the network statement,

(3) Technical features of the trains (Rolling stock) of the RU,

(4) Density on the Line.

The framework agreement is cancelled in the event that the related RU does not request the capacity subject to the framework agreement, does not sign the infrastructure access contract on time, or terminates the access agreement within the period.

Following the signing of the Framework agreement, a copy shall be sent to the Ministry by TCDD. Type Framework agreement is given in Annex-2.3.1.

2.3.2 Access Contracts

At the end of the capacity allocation process, an Access contract is concluded between TCDD and the RU, the application of which results positively, and the capacity allocated is utilized by RU.

Due to emergency and extraordinary situations, access contracts may be concluded after the train operations start.

This contract, which includes general, managerial, technical and financial provisions, shall define the reciprocal responsibilities of TCDD and the RU regarding technical conditions of Railway traffic together with other safety conditions. Special provisions may be included in the Access contract.

Separate access contract shall be prepared for every sinle train path. Yet, a single contract may be concluded for the paths that have the same type of trains.

A copy of the signed Access Contracts shall be sent to the Ministry by TCDD. Sample Access Contract is given as Annex-2.3.2.a.

2.4 Operational Rules

Operational rules that must be obeyed on TCDD network can be reached through ***http://www.tcdd.gov.tr***.

The language used in operation is Turkish.

2.5 Exceptional Transport

If the transport needs to be done with special wagons or under special conditions between the departure and arrival stations due to the features of the hauling and/or hauled vehicle or due to the feature of the goods, this transport is defined as exceptional transport.

TCDD is authorized to define the conditions for exceptional transport.

The RU must obey the provisions of the international agreements given below for the international exceptional transport:

- Uniform Rules concerning Contracts of Use of Vehicles (CUU, GCU, AVV)
- International Wagon Regulations - RIV (2000)

- International Wagon Regulations - RIV Appendix-2 Loading Gudielines
- International Coach Regulations RIC (2001)
- Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM)
- UIC Leaflet 502-1
- Technical Specifications for Interoperability (TSI)

2.6 Dangerous Goods

RU must carry out the transport of dangerous goods in accordance with the national and international regulations. For these kinds of transports, the RU must comply with the provisions of the regulations given below:

- Regulation concerning the International Carriage of Dangerous Goods by Rail (RID)
- Regulation concerning the Carriage of Dangerous Goods by Rail,
- Regulation on train preparation and traffic.

2.7 Rolling Stock

RUs can operate Rolling stock registered in accordance with the Railway Vehicles Registration and Record Regulation. The relevant RU has to submit the registration documents to TCDD.

Rolling stock without valid registration are not allowed to be used in railway infrastructure.

RU has to enter the information about the vehicles it wants to use in the railway infrastructure into the TCDD database through the interface presented to it. Vehicle information is subject to systematic control by TCDD. The use of vehicles that are not registered in the TCDD database or have incomplete, incorrect or unsuitable information is not allowed.

Automatic Train Inspection Stations (OTMI) are established and announced at workplaces deemed appropriate by TCDD.

The issues to be complied with when passing trains from OTMI are determined in the traffic legislation. Data transfer is provided by integrating TCDD tablet traffic ruler application.

In order to provide information/data transfer to OTMI, RFID TAG must be installed on all Rolling stock by RUs. Technical criteria for RFID TAGs compatible with OTMI are announced by TCDD at http://www.tcdd.gov.tr internet address. The use of Rolling stock without RFID TAG in the railway infrastructure may not be allowed through the TCDD KKY system. Date of implementation for the 2023 Network Statement period shall be announced separately by TCDD.

In locomotives and train sets, it is obligatory to record audio and videos of the driver cab –in which the audio and video recorder exist- and to share recording information with

TCDD and Ministry authorized units, if requested as a basis for the audit within the scope of the Network Statement, or online to the extent the technical infrastructure allows.

Vehicles that do not have the necessary audio and video equipment and/or do not record may not be allowed to be used in the railway infrastructure through the TCDD KKY system.

System controls provided by TCDD has been set up to support traffic safety to make operations more efficient and effective and are work as a decision support system. With the tablet application set up within the system, the final control function is provided before the train starts its run.

The mentioned system controls do not remove the responsibilities of RUs regarding technical compatibility of the Rolling stock, their convenience for the run, traffic safety and similar responsibilities for train operations.

2.8 Personnel Acceptance Process

Personnel who will perform safety critical duties will have the qualifications within the framework of the legislation made by the Ministry.

RU is obliged to appoint personnel with the qualifications determined by the Ministry, in case of not appointing, it is responsible for all kinds of losses and damages.

RU has to enter the information about the personnel it will assign on the trains into the TCDD database through the interface presented to it. Personnel information is subject to systematic control by TCDD. If necessary, it is not allowed - in line with the sanctions included in the Network Statement- to assign personnel whose records are not entered in the TCDD database or whose information is incomplete, incorrect, and unsuitable.

System controls provided by TCDD have been established to support traffic safety and to make the operation more effective and efficient and works as a decision support system. With the tablet application set up within the system, the final control function of the train is provided before it starts its run.

The said system controls do not remove the responsibility of RUs for train personnel.

3 INFRASTRUCTURE

3.1 Introduction

In this chapter, the information about the Railway infrastructure network under disposal of TCDD were prepared in accordance with the existing information during the preparation process of this Network Statement. The changes regarding the infrastructure that may occur after the Network Statement is published shall be announced after the update.

3.2 Scope of the Network

3.2.1 Geographical Borders

The Network includes the Railway infrastructure network in TCDD's possession. TCDD network map is given as Annex-3.2.1.

The ferryboat lines that have connections to TCDD's Railway infrastructure:

- Sirkeci - Haydarpaşa
- Tatvan - Van
- Derince - Tekirdağ
- Bandırma - Tekirdağ

In order to fulfil the minimum services indicated in the access contract, the following lines can be used:

- Service tracks,
- The tracks within the loco depots,
- Branch lines.

3.2.2 Railway Networks with connections

The connections with neighbouring countries are given in Annex-3.2.2.

3.3 Definition of TCDD Network

Route sections and technical features including line capacities according to the routes in TCDD network are given in Annex-3.3.

3.3.1 Geographical Definition

3.3.1.1 Line Classification

The length of the lines managed by TCDD in accordance with the line classifications are given as Annex-3.3.1.

3.3.1.2 Gauge

The gauge in whole network is 1.435 mm.

3.3.1.3 Stations and Junctures

Stations, junctures, loading ramps operated and length and height of the existing platforms are detailed in Annex-3.3.1.3.

3.3.2 Infrastructure capabilities

3.3.2.1 Loading gauge

Structure and loading gauges in TCDD lines have 4 classes:

a) *TCDD General Gauge:*

It is used in all the transports to be carried out in TCDD Network except for the line sections below.

b) *Kapıkule-Edirne and Manisa-İzmir (Alsancak) line section gauge:*

Used for the transports to be carried out on Kapıkule - Edirne and Manisa - İzmir (Alsancak) lines.

c) *Edirne-Halkalı Line section gauge:*

Used for the transports to be carried out on Edirne - Halkalı line.

ç) *Van-Kapıköy Line Section Gauge:*

Used for the transports to be carried out between Van and Kapıköy.

d) *Gauge for Marmaray Tube Tunnel Section:*

Used for the transports to be carried out between Söğütlüçeşme and Zeytinburnu.

e) *Structural Gauge for Marmaray TBM Bored Tunnels:*

Used for the transports to be carried out between Söğütlüçeşme and Zeytinburnu.

f) *Critical Fouling of the Gauge :*

Çetinkaya-Divriği line Tunnel No: 35, Irmak-Karabük-Zonguldak line Tunnel No:T34, Afyon-Karakuyu line Tunnel No: 6, Narlı-Malatya line Tunnel No:7, Kayseri-Sivas line Tunnel No:24, Divriği-Hudut line Tunnel No:41, Malatya-Diyarbakır line Tunnel No:59, Malatya-Diyarbakır line Tunnel No:70, Yolçatı-Tatvan line Tunnel No:3 nolu, Van-Kapıköy line Tunnel No:2, Ankara-Kayseri line Tunnel No:5.

Dimensions of structural and loading gauges in TCDD Network are given in Annex-3.3.2.1.

The gauges within Kapıkule-Edirne/Manisa-İzmir line sections have the maximum gauge values in TCDD network.

Gauge in Edirne-Halkalı and Van-Kapıköy line sections have the second highest values used in TCDD network.

TCDD General Gauge has the lowest values used in TCDD network.

Wagons that shall pass through a region which has more than one gauge value shall be

loaded in accordance with the lowest values of the route it shall pass. For instance, a route with two different gauges shall be used for a transport to be carried out from Edirne to Kayseri. These are Edirne-Halkalı line section gauge and TCDD general gauge. As the TCDD General Gauge is the one with lowest values, these values shall be taken into account while loading the wagon.

Loads and vehicles that exceed the structural gauge for the line section to be used cannot run on TCDD lines. Loads and vehicles that exceed loading gauge can be operated within the framework of exceptional transportation on condition that they are within structural gauge and by taking additional precautions.

Locomotives and freight used in border line sections must comply with the loading gauge conditions of the neighbouring Railway network.

For national and international freight transports, the loading instructions RIV Annex No. 2 are specified in the loading gauges list.

3.3.2.2 Axle Load

Axle load is the upper limit of load per axle of the Rolling stock. By the line section, provisions of the regulations in force are applied for the run of the vehicles that exceed this limit.

Maximum axle loads are classified into 5 categories in accordance with the geological structure of the ground that the Railway passes, quality of the Rail and the sleepers, their technical features and the gap between the sleepers.

Maximum axle loads according to UIC Leaflet 700;

- Class A tracks: Maximum axle load: 16 tons,
- Class B tracks: Maximum axle load: 18 tons,
- Class C tracks: Maximum axle load:20 tons,
- Class D tracks: Maximum axle load:22,5 tons,
- Class E tracks: Maximum axle load:25 tons.

General line category of TCDD's line sections open to traffic is Class C and D.

Axle loads in TCDD network are given in Annex-3.3.

3.3.2.3 Line Gradients

Gradients in railways are expressed in thousandth (‰). For instance; 5 per thousand (0,005), 18 per thousand (0,018). Gradient values form a basis for break percentages, speed and to define maximum freight traction.

One of the limits that directly affect trains maximum traction is the limits for hook traction.

Maximum loco and hook tractions according to line gradients are given in Annex-3.3.2.3.

In case of a request by RUs to change locomotive tractions; the said locomotive tractions may be revised by TCDD in case of factory data and/or data prepared and approved by an independent accredited authorized institution.

3.3.2.4 Line Speeds

Indicates the maximum speeds (km/h) permitted in accordance with the characteristic features of infrastructure. To determine the train speeds, technical features of the infrastructure and Railway Rolling stock are taken into account.

Maximum speeds permitted on TCDD lines according to each route are given in Annex-3.3.

3.3.2.5 Maximum Train Lengths

As a general rule, maximum train lengths are defined in accordance with the provisions indicated in traffic regulations. The trains, the length of which exceed the maximum train length, can be operated according to the conditions defined by TCDD.

The shortest useful line lengths are given in Annex- 3.3.

Lengths and heights of platforms based on routes are given in Annex-3.3.1.3.

3.3.2.6 Power supply

There are facilities on Railway lines of TCDD for electrical Rolling stock.

- Standards for electrification in Türkiye is 25 kV 50 Hz and sections with electrification for electrical traction are defined in Annex-3.2.1.
- the height of overhead contact line from the rail head is standard and 5,00-6,20 m. Overhead contact line may be applied with a different height in places where engineering structures exist.
- 1950 mm wide pantographs are used between Çerkezköy and Kapıkule and on Marşandiz station tracks.

3.3.3 Traffic management and communication systems

Detailed information about traffic and management system exist in Annex-3.3.3.

3.4 Traffic Restrictions

3.4.1 Classified Infrastructure

Only HS trains and guide and maintenance trains are operated on high-speed railway lines. On conventional lines, all trains can be operated.

3.4.2 Environmental Restrictions

RU is responsible for being aware of the provisions of the legislation enacted to protect the environment and human health and to prevent environmental pollution, and to organize

and carry out its activities in accordance with these. If there is a dangerous situation or a threat that may cause danger for the environment as a result of any event, the first measures to be taken by the RU are taken and the relevant authorities are notified.

3.4.3 Dangerous Goods

The transport of dangerous goods is carried out on the condition that the conditions determined by the relevant authorities, the national legislation on the transport of dangerous goods and the international agreements to which our country is a party are complied with and precautions are taken.

3.4.4 Tunnel Restrictions

In the existing network, there is no tunnel restriction other than the declared gauge dimensions. However, in case of tunnel restriction in the network, necessary information will be provided.

TCDD may make special arrangements and impose additional restrictions on the Marmaray tube tunnel section (between Söğütlüçeşme-Zeytinburnu).

3.4.5 Bridge Restrictions

In the existing network, there is no bridge restriction other than the declared construction gauge size and axle pressures. However, in case of bridge restriction in the network, necessary information will be provided.

3.4.6 Slope Restrictions

Trains can be operated with support in the line sections where there are traction restrictions due to the slope. The line sections where back-supported (tied or untied) trains can be operated are determined by TCDD and announced at www.tcdd.gov.tr.

In case the trains are operated with multiple locomotives (front support or rear support), either in the entire line or in the sections where they can be operated with support; the method of calculating the maximum train load (Loco traction) is shown in Annex-3.4.6.

The cargo calculated according to this method is evaluated together with the maximum traction data in Annex-3.3.2.3.

Trains are required to comply with the braking distances determined according to their operating type. According to RPTT; there is the statement “Trains are prepared in such a way that they have enough braked weight to safely stop at a distance of 1000 meters in TMS and DRS areas and 700 meters in other areas.” The stopping of a train at a specified stopping distance in a track section depends on the speed of the train according to the brake percentage, the gradient of the line and the acting of the brake. Tables prepared according to these criteria are shown in Annex-3.4.6.b.

3.4.7 Level Crossings

The intersections of the national railway infrastructure network and highways are

announced at www.tcdd.gov.tr .

3.5 Availability of Infrastructure

Availability of infrastructure is the state of being open to traffic. RU uses the allocated capacity according to the "Timetable" prepared by TCDD. It is essential that all trains work in accordance with times in “timetable” in line with the relevant legislation. RUs take the necessary measures to ensure that the trains they operate operate on time.

The line sections where the construction, upgrade, renewal, maintenance and repairs that will require line closures are shown in Annex-3.5.

Within the scope of infrastructure works, a document showing the speed restrictions of the route that the train will operate is given to each train at the departure station or during the travel if necessary.

The Railway lines are open for service 24 hours a day except for the construction works, scheduled infrastructure works such as planned maintenance together with nonscheduled infrastructure works due to breakdowns, accidents and incidents.

Some line sections, service lines and shunting lines may be put out of service due to force majeure.

There may also be time restrictions regarding the usage of service facilities.

The related RU shall notify TCDD about transports to/from the stations, which is completely closed or closed on certain periods, 1 month before the said transport. TCDD shall meet the demands within the possibilities. The list of stations providing passenger and freight services is shown in Annex-3.3.1.3.

In case of a restriction on the availability of the infrastructure, necessary information will be provided.

3.6 Service Facilities

3.6.1 Passenger Stations

Passenger main stations or stations refer to the ones used for passenger transportation. The stations or main stations that can be used for passenger transportation are given in Annex-3.3.1.3.

Station classification list which shall be taken as a base to define usage charges of the stations, main stations and stops on TCDD network is given in Annex-3.3.1.3.

The list of workplaces that have access for the disabled is given in Annex-3.3.1.3.

Workplaces with turnstile systems are İzmir suburban transport system (IZBAN), Gaziray, Başkentray and Marmaray passenger train operations.

3.6.2 Freight Terminals

3.6.2.1 Freight Stations

Freight terminls and stations are the ones used in freight transportation. Terminals and stations that can be used in freight transportation are shown in Annex-3.3.1.3.

The workplaces with cleaning and disinfection tracks of freight wagons are shown in Annex-3.6.5, workplaces with automatic unloading ramps/pits are shown in Annex-3.6.2.1, and workplaces with branch/private lines are shown in Annex-3.3.1.3.

3.6.2.2 Logistic Centres

A logistic centre may include;

- Container loading, unloading, and stock areas,
- Customs bonded area,
- Customer offices, car parks, TIR parks,
- Banks, Restaurants, hotels, facilities for maintenance-repair and cleaning, fuel oil stations, storehouses,
- Train formation, acceptance and dispatch tracks.

11 logistic centers –namely Halkalı (İstanbul), Köseköy (İzmit), Hasanbey (Eskişehir), Gökköy (Balıkesir), Uşak, Kaklık (Denizli), Gelemen (Samsun), Türkoğlu (Kahramanmaraş), Palandöken (Erzurum), Kars Lojistik and Kayacık (Konya)- have been inaugurated.

3.6.3 Shunting and train formation areas

TCDD may provide partial shunting service within the workplaces having TCDD personnel, with the conditions that shunting locomotive and locomotive personnel belonging to RU and under the responsibility of that RU.

RUs may themselves carry out train formation and/or shunting services or get these services from other private service providers under the condition that the responsibility shall belong to the relevant RU-the owner of the train.

Train formation areas are the tracks allocated for the departure and arrival workplaces of passenger and freight trains, loading, unloading areas and shunting at other workplaces open to traffic.

3.6.4 Parking and stabling lines

The priority order of allocation in the Article 4.4.3.1 of the Network Notification shall be taken into account in the priority of use of the parking and stabling lines.

3.6.5 Maintenance Facilities

These are the facilities where the maintenance and repairs of Rolling stock are carried out. The workplaces where the maintenance and repairs of Rolling stock are carried out and

the maintenance channel, the brake test unit, the ultrasonic wheel damage and hot bearing detectors exist are given in Annex-3.6.5.

3.6.6 Supply facilities and other technical facilities

Stations/Workplaces which have

a) Fuel oil, sand and water supply facilities,
b) Coach cleaning and disinfection facility,
c) Fixed and vacuum WC cleaning facility,
ç) Coach battery-feeding facility,
d) Fixed train heating substation,
e) Wagon cleaning and disinfection facility,
f) Turning table,
g) Triangular junctions and loop lines,

are given in Annex-3.6.5.

Within the scope of its possibilities, TCDD may also provide additional services other than the services provided at the above-mentioned supply facilities and other technical facilities. The use of the turning bridge, the triangular junctions and the loop line is free of charge. The fees to be charged for the use of the facilities and the services provided are calculated based on electricity, fuel and actual usage amount.

3.6.7 Connecting Railway Networks

Bandırma, Alsancak (İzmir), Derince, Mersin, İskenderun, Samsun and Tekirdağ ports have connections with railways. Of these, Alsancak (İzmir) port is operated by TCDD.

Also, ferryboat operations are being carried out between Tatvan and Van through the piers.

3.6.8 Lake Van ferryboat operations

The connection between Tatvan and Van within Tatvan-Kapıköy (Iran Border) are carried out with ferryboats. The distance between Tatvan and Van is 49 nautical mile (90,75 km).

There are two berthing piers -one in Tatvan and one in Van.

In TCDD Lake Van Ferryboat Operation Directorate, passenger and freight transportation is carried out with two ferryboats with 4000 tons of transport capacity each and with a track lenght of 500 metres.

Average cruise of a ferryboat lasts 4.5 hours between Tatvan and Van.

3.6.9 Ferry Operations Between Tekirdağ and Derince

The normal cruise time between Tekirdağ (Akport Port) and Derince Port is 7-8 hours. The railway infrastructure is suitable for ferry operations by the private sector. Ferry operations are not provided by our Corporation.

3.6.10 Ferry Operations Between Tekirdağ and Bandırma

Ferry operations cannot be carried out as the operation of Bandırma Port is still in progress.

3.6.11 Ferry Operations Between Sirkeci and Haydarpaşa

Railway connection between Sirkeci and Haydarpaşa ferry piers is provided by 2 ferries. Each ferry has a carrying capacity of 480 tons.

Due to the infrastructure modernization works on Haydarpaşa-Söğütlüçeşme and Sirkeci-Zeytinburnu line sections, ferry transportation is not possible.

3.6.12 Ferry Operations between Turkey and Russia

The transportation services with the train ferry line between Samsun and Kavkaz, which is operated by the private sector in order to ensure that combined freight transportation from Russia to Central Asia and the Middle East is carried out via Turkey, has been suspended due to modernization works on the Sivas (Kalın)-Samsun line section. The said modernization works have been completed and the railway line has been put into operation, but the ferry transportation services have not started yet. In case of a restart of the ferry operations, a separate notification will be made by TCDD.

3.7 Infrastructure Development

The Ministry of Transport and Infrastructure and TCDD carry out the important projects given in Annex-3.7 for the development and improvement of the national railway infrastructure in Turkiye.

4 CAPACITY ALLOCATION

4.1 Introduction

Line capacity describes the maximum number of trains that can be operated in one day (24 hours) in terms of line sections on the railway infrastructure operated by TCDD.

TCDD network has been divided into line sections and estimated line capacities and shortest useful line lengths have been determined and specified in Annex-3.3.

4.2 Description of Allocation Process

Application process for capacity allocation shall be carried out within the framework of the provisions of the Regulation regarding Railway Infrastructure Access and Capacity Allocation.

4.2.1 National Application

RU holding train operation licence and safety certificate which are issued by the Ministry shall apply to Directorate General of TCDD for capacity allocation by complying the process defined in Network Statement.

Capacity Request Form, an example of which is given in Annex-4.2.1, shall be issued electronically or physically via "**Capacity Management System**" by the RU for the trains that it desires to operate.

Applications for capacity shall be directly made by the RU.

RU which has concluded a framework agreement shall apply in accordance with this framework agreement.

4.2.2 International Application

RU that requests capacity allocation for train paths passing through more than one network can apply to TCDD. On behalf of the applicant RU, TCDD shall make a contact with relevant infrastructure managers in order to coordinate the works regarding the allocation of railway infrastructure capacity outside its own network. TCDD shall inform the applicant RU about the coordination works on capacity allocation that it carries out.

4.3 Schedule for Capacity Allocation Requests

4.3.1 Capacity Allocation Schedule

Capacity Allocation Schedule to be applied for capacity allocation requests during the validity period of 2023 Network Statement is shown in Table-4.3.1.

Table-4.3.1 2023 Capacity Allocation Schedule

PERIOD	ACTIONS
December 2021	**Network Statement shall be published on 15 December 2021**
December 2021- April 2022	Requests for train paths shall be submitted between **16 December 2021** and **15 April 2022**.
April- July 2022	"Draft timetable" shall be prepared and announced between 18 April and 6 July 2022.
July-August 2022	Feedbacks regarding "Draft Timetable" and additional requests shall be received from RUs and coordination process shall be carried out between 7 June and 8 August 2022.
August-September 2022	Ultimate path allocation shall be made for the requests of RU between 9 August and 14 September 2022.
September- October 2022	Access Contracts shall be signed between 15 September and 17 October 2022.
November 2022	"Timetable" of the period between 11.12.2022 and 09.12.2023 shall be published as of 1 November 2022.
December 2022	**2023 "Timetable" schedule shall enter into force as of 11 December 2022 at 00:01.**

4.3.2 Non-Scheduled Requests

TCDD will publish information on unutilised capacity on its website and make it available to RUs demanding to use it. The requests to be made within this scope will be responded as soon as possible, within no more than five working days.

TCDD can also put the requests, which are submitted up to 3 working days before the operating date of train, into operation.

Capacity requests submitted in less than 3 working days before the operating date of train in order to operate it as a scheduled train shall be accepted on condition that it is an exceptional situation and on condition that the request is signed by the General Director of RU. Requests for unscheduled freight train can be accepted on condition that the request is signed by the Regional Director or Managing Director of RU.

Regardless of time limit, TCDD will respond, as soon as possible, the capacity requests which are submitted for emergency (relief) trains to be sent by RU in order to relieve the trains which cannot maintain their run; and will respond the capacity requests which are submitted for additional run of emergency suburban trains (apart from requests for general timetable changes for suburban trains).

TCDD has a right to reserve and keep a share from the capacity in accordance with the needs in order to meet quickly the unscheduled maintenance-repair needs and the unscheduled capacity requests of RUs.

4.4 Allocation Process

In accordance with the provisions of Regulation regarding Railway Infrastructure Access and Capacity Allocation, TCDD will allocate the infrastructure access capacity in a non-discriminatory manner.

Right to utilise certain infrastructure capacity in terms of train path shall be granted to RU for maximum one capacity statement period.

4.4.1 Coordination Process

If a conflict arises between the capacity requests of RUs, the following procedures shall be followed in order to find a solution.

1. In order to resolve the conflicts during the preparation of “Timetable”, TCDD shall make a change to the departure time requested by RUs for +/-15 minutes for passenger trains and +/- 45 minutes for freight trains and shall notify RU about the changes.
2. Allocation procedure shall be carried out according to the allocation priority order specified in Article 4.4.3.1.
3. Coordination process shall be carried out.

Coordination process shall be carried out in accordance with the provision of the Regulation regarding Railway Infrastructure Access and Capacity Allocation.

In cases where TCDD faces conflicts and constraints between different requests, it will try to provide the possible best solution to all the requirements through coordination between parties. Coordination process shall be initiated with the announcement of the draft “Timetable” plan and shall be completed within 5 working days following the written application made by RU within 3 working days after the announcement date.

If a situation requiring coordination arises, instead of the requested capacity, TCDD has a right to propose different capacity within reasonable bonds as a solution.

During the coordination process, attention shall be paid to international train connection.

In coordination meetings, TCDD shall try to meet the requests of all RUs via acceptable solutions and shall carry out allocation process according to the allocation priority order specified in Article 4.4.3.1. After works, the minutes of the meeting will be written up.

Regarding the dispute about both access to railway infrastructure and access to services, officials of TCDD and RU will first come together and try to solve the problem. Proposals for quick resolution of disputes that arise in the allocation of infrastructure capacity will be concluded by TCDD no later than 10 working days.

The parties that do not deem the decision appropriate can make an objection to the Ministry within 10 working days.

4.4.2 System for Resolution of Disputes

The Ministry shall evaluate the complaint and initiate the negotiations by requesting information from the relevant parties within 30 days. In any cases, the Ministry shall notify the Parties about its justified decision within 6 weeks following the receipt of all information.

In cases where RU applies to the Ministry for the acceptance or rejection of the request for infrastructure capacity allocation, the Ministry will either affirm the TCDD decision or request TCDD to amend its decision in accordance with the directions determined by the Ministry.

Decisions of the Ministry on objection and complaint shall be binding on all parties.

4.4.3 Congested Infrastructure

In cases where requests for infrastructure capacity are not fulfilled after the coordination of requests and consultation with RU, TCDD shall declare the congestion that occurred on the infrastructure section. This shall be also applied to the infrastructure where insufficient capacity is anticipated in the near future.

TCDD shall charge additional fees due to the congested infrastructure that was declared when requests are not fulfilled.

In order to respond quickly the unscheduled maintenance and repair needs and unscheduled request for capacity allocation during the period of Network Statement, TCDD shall reserve the right to block a certain amount of capacity. Blocked capacity shall not be included in the total allocable capacity in the calculation of congested infrastructure.

4.4.3.1 Allocation Priority Order

Priority order to be followed for the allocation of infrastructure capacity on line sections which are declared or classified as congested is as follows:

1. Suburban trains,
2. International passenger trains,
3. Passenger PSO (public service obligation) trains,
4. Other national passenger trains,
5. International freight trains,
6. National (Domestic) freight trains,
7. Trains of service, work, return of assisting locomotive, single loco etc.

In cases where the priority order is same, the following order will be taken as a basis:

1. Routes requested within the scope of framework agreement,
2. Punctual requests made pursuant to the schedule of request,

3. Requests to run more frequently on a weekly basis and to use the capacity optimally,
4. The requests of RU that used the allocated capacity with high performance in the previous period,
5. Long route requests,
6. Long term requests,
7. For the requests made within the period, earlier requests.

4.5 Maintenance and Renewal Works and Allocation of Increased Capacity

TCDD can operate service trains and railway vehicles for the works regarding maintenance, repair, renewal and capacity increase of the infrastructure. Therefore, TCDD may need capacity. In order to meet this need, it can reserve capacity for itself during the evaluation and coordination process of capacity allocation.

Apart from this capacity, if there is no appropriate capacity for mandatory repair works, works shall be carried out by means of cancelling or shifting the train capacity within the determined period.

In cases where the need for unprogrammed infrastructure maintenance works arises, TCDD will inform RU.

Increases in line capacity, which occurred due to the fact that construction, maintenance, repair, modernization, etc. works of infrastructure are not carried out or those works are completed sooner than anticipated, will be allocated upon a request according to allocation process priorities specified in Article 4.4.3.1.

4.6 Non-usages and Cancellation Rules

4.6.1 Use of Allocated Capacity In Case of Cancellation of Licence

Train paths, which was allocated to RUs whose licences are cancelled by the Ministry, shall be utilised by other RUs.

4.6.2 Cancellation of Allocated Capacity by TCDD

The usage right of train path of RU, which uses less than 30% of the allocated infrastructure capacity that should be used in three consecutive months in a network statement period, can be cancelled.

Rights regarding force majeure are reserved. In order to regain the right to use the capacity, RU should make a request again.

Cancelled capacity is at the disposal of TCDD. The idle train path can be allocated to other RU upon a request by taking the priority criteria into account.

4.6.3 Non-usage of Allocated Capacity by RU

TCDD shall make necessary announcements on its website about the infrastructure

capacity, which was allocated to a railway undertaking and which was not used, and can make those capacities available for other RUs.

In cases where the train paths allocated to RU are not used, a fee shall be charged in accordance with the provision of Article 6.4.1 of Network Statement.

4.6.4 Non-Transferability of Allocated Capacity

TCDD shall not let other RUs use the infrastructure capacity allocated to a railway undertaking. Allocated infrastructure capacity cannot be purchased, sold, leased or transferred between RUs in any way.

4.7 Allocation for Exceptional Consignment and Transportation of Dangerous Goods

Regional Directorate of TCDD, to which the station where the transportation process will be initiated in compliance with the legislation is connected, shall be notified with a cover letter by RU about the exceptional consignment requests that require special precautions; and about the properties of the goods to be transported. Requests shall be evaluated by "Exceptional Consignment Commissions" established under the relevant Regional Directorate of TCDD by receiving the opinions of relevant regions for the transports that also concern other regions. If the positive evaluation is made, Regional Directorate of TCDD will inform the RU in written. RU shall submit the capacity request in accordance with the conditions of the relevant transportation. After capacity is allocated by TCDD, the allocation shall be declared in accordance with the legislation.

In cases where dangerous goods are carried via allocated capacity, RU will enter data by indicating Dangerous Goods Code in TMNF (Train Movement Notification Form) for full/empty wagons (for empty wagons, the latest Dangerous Goods Code which it had).

In cases where exceptional consignment via the allocated current capacity is demanded, the transport shall be carried out on condition that permission is obtained by TCDD every time and on condition that declared conditions are followed.

Line sections not suitable for the transportation of dangerous goods shall be declared on the website of *www.tcdd.gov.tr*. TCDD can make special arrangements and impose additional restrictions for Marmaray tube tunnel section (between Söğütlüçeşme and Zeytinburnu).

4.8 Special Precautions in Case of Interrupted Transport

In cases where train movements are disrupted due to technical fault, accident or incident, TCDD will apply all necessary steps in a planned manner in order to return the normal operating conditions.

The contingency plan, which is prepared by TCDD for this purpose and which lists the various institutions to be notified in case of interruption in train movements due to accidents and incidents, shall be followed.

Without any warning and in urgent and necessary situations, TCDD can withdraw

allocated train paths because of the fault which makes the infrastructure temporarily unusable. TCDD shall ensure that the system is repaired and normalized within the shortest time.

If deemed necessary by TCDD to normalize the infrastructure as soon as possible and in cases where TCDD demands to use the appropriate resources in return for a fee according to its tariff, RU shall be obliged to meet these demands.

5 SERVICES

5.1 Introduction

RUs can benefit from four services while utilising the allocated infrastructure:

- Minimum Access Package,
- Access to service facilities and supply of services,
- Additional services,
- Ancillary Services.

TCDD shall enable all RUs to use the minimum access package on an equal basis and to access the current services in return for a fee.

Articles 5.3 and 5.4 of the Network Statement specify which services are available in TCDD. TCDD shall be obliged to provide access to service facilities. RU shall be obliged to pay extra fees in order to benefit from these services.

Services specified in Articles 5.3 and 5.4 can also be provided by TCDD Taşımacılık AS. and by other service providers.

RU shall be obliged to follow the rules regarding the provision, performance and utilisation of services which are determined by TCDD.

Upon the request of RU, service providers and customers of RU that carry out a business regarding train operation and that make a contract in order to transport freight and/or passenger via rail; the buildings, facilities and offices, sheds, warehouses, open/closed areas and similar places at terminals and stations can be leased within the scope of the relevant legislation of TCDD on condition that there are vacancies and that TCDD deems it appropriate.

5.2 Minimum Access Package

Minimum access package shall include the following elements:

a) Putting infrastructure capacity requests into process,

b) Right to use the allocated capacity,

c) Utilisation of lines and junctions on which train is operated.

ç) Use of information on traffic operation of train which includes information exchanges on signalling, command, delivery, communication and train movement,

d) Utilisation of electric current equipment for traction current.

e) Use of other necessary information on the performance of service which is included in capacity.

5.3 Access to Service Facilities and Supply of Services

TCDD shall provide access to the following services in a fair manner. If requested by RUs, TCDD will provide the following services by itself or provide them from other service providers.

If RUs find an opportunity to provide the following services from alternative service providers, TCDD can decide to refuse these services. TCDD shall not also prevent these services from being provided by the relevant alternative service providers if any.

Issues regarding access to service facilities and supply of services shall include the following elements:

1) Passenger stations, suitable locations for ticketing services and other facilities,
2) Freight terminals,
3) Marshalling yards,
4) Train formation facilities,
5) Maintenance facilities,
6) Technical facilities used for other needs,
7) Port facilities with railway connection,
8) Loading/ unloading installations,
9) Fuel yards,
10) Parking line,

RU will make a request to access the service facilities.

5.4 Additional Services

Additional services may include:

a) Traction power (electrification),
b) Energy provided to trains,
c) Control of transportation of dangerous goods,
ç) Control of exceptional rail transportation,
d) Water supply at stations.
e) Use of triangular junctions and loop lines.

5.4.1 Train Traction Power

Upon the request by RUs, TCDD shall provide train traction power (electrification) service on lines suitable for electric train operation by adhering to market principles. The charges for this service shall be calculated based on actual uses.

5.4.2 Providing Energy to Trains in TCDD Workplaces

By adhering to market principles, TCDD can provide energy supply services to the trains stopping in TCDD workplaces in equality. The charges for this service shall be calculated based on actual uses.

5.4.3 Services for Exceptional Consignment and Transportation of Dangerous Goods

If included in the capacity allocation request, the demand for exceptional consignment and transportation of dangerous goods can be fulfilled. The expenses made for these trains regarding the renewal, repair and reinforcement of track, tunnel and bridges and costs for model preparation and experience shall be collected separately.

5.5 Ancillary Services

Ancillary Services includes:

1) Access to telecommunication networks,
2) Provision of additional information,
3) Technical inspection of rolling stocks,
4) Ticketing services at passenger stations,
5) Support service which is provided in workshops for heavy maintenance services needed by high speed trains or other traction units,

TCDD shall not be obliged to provide all these services.

5.5.1 Access to Telecommunication Network

This service can be provided by TCDD. If requested, different agreement is required.

5.5.2 Provision of Additional Information

This service shall not be provided by TCDD.

5.5.3 Technical Inspection of Rolling Stocks

Service for technical inspection of rolling stocks in terms of suitability for run will not be provided by TCDD.

Technical inspection of rolling stocks in terms of suitability for run shall be under the responsibility of RU which is the operator of these rolling stocks.

5.5.4 Ticketing Service at Passenger Station

TCDD can sell the tickets instead of other RUs provided that it obtains agency licence within the scope of Regulation regarding Railway Operation Authorisation and provided that it makes a contract beforehand in the workplaces which it deems appropriate.

5.5.5. Support Services Which is Provided in Workshops for Heavy Maintenance Services Needed by High Speed Trains or Other Traction Units

This service shall not be provided by TCDD.

6 CHARGING

This section describes charging principles, charging systems and tariffs regarding RU's access to railway infrastructure operated by TCDD, utilisation of service facilities and other supplementary services.

6.1 Charging Principles

1) The charging model for usage of TCDD infrastructure shall contain the announced part of network. TCDD shall apply the equivalent and non-discriminatory tariff of fees for different RU that performs the same services on the similar part of network.
2) Charges arising from the use of infrastructure will be paid to TCDD.
3) Detail information on all charges demanded by TCDD has been declared in Network Statement and in its enclosed tariffs.
4) TCDD shall determine additional infrastructure access charge arising from the congestion which occurs due to the high demand for a certain part of infrastructure.
5) TCDD has differentiated infrastructure access charges by categorizing infrastructure and trains.
6) Charges for utilisation of service facilities (usage of terminals, stations etc.) and charges for services specified in additional and ancillary services shall not be included in infrastructure access charge. Charges for those services have separately been determined. Fees will be charged in accordance with actual use amount.
7) Tariff of "Utilisation of Service Facilities" will not be applied for service trains and single locomotives.
8) For the applications to be submitted for line sections that are newly opened in the period of Network Statement or whose capacity has increased as a result of modernisation works, request time coefficient shall be accepted as **1.00** regardless of the time of request.
9) In the period of **2023** Network Statement, Request Time Coefficient (R_C) shall be **1.00** for the requests made 30 days before the date of train operation or made earlier.
10) Request Time Coefficient (R_C) shall be **1.00** for trains that cannot maintain their run/trains that are run in order to relieve railway vehicle.
11) In cases where capacity allocated for service trains and single locomotives is not used, "Charges for Non-use of Allocated Capacity" shall not be applied.
12) Within the framework of protocols signed with TCDD, station usage fee shall not be charged for the stations used for suburban transportation on condition that all expenses are covered by relevant RU.

13) Regarding the calculation of infrastructure access charge on line sections whose electrification projects are completed and which are energised but on which it is not possible to actually perform electric train operation, “Line and Technical Equipment Coefficient” shall be **1.00**.

14) Additional charge in the amount of **1,20** times of Infrastructure Access Charge shall be collected from all train classes for passing through Marmaray tube tunnel (Zeytinburnu-Söğütlüçeşme line section).

15) On lines with ERTMS/ETCS signalling system, Coefficient of Line and Technical Equipment Class shall be **1,00** for National Freight Trains which are equipped with appropriate ETCS on-board equipment.

16) Request Time Coefficient shall be **3,00** for freight trains which are requested by RUs and which are allocated without a schedule.

17) In cases where requests, in which capacity allocation request has been made and whose draft timetable has been prepared, are cancelled or in cases where timetable arrangement/change is requested due to the change of time more than 60 minutes for contractual trains, planning fee in the amount of **200 TL** shall be charged for this request.

18) Fee for type approval test which constitutes **25%** of type approval fee determined by the Ministry for **2023** within the scope of “Regulation regarding Type of Railway Vehicles” shall be put into bank account of TCDD before tests are taken place; and payment receipt shall be submitted to TCDD. Tariff of fees of test train to be run will be collected separately.

6.2 Charging System

Infrastructure Usage Charge = Infrastructure Access Charge (a)
(+) Facility Usage Charge (b)
(+) Additional and Ancillary Services (c)

$$C_{total} = (UP_{trkm} \times D_{km} \times R_c \times TC_c \times D_c \times LTE_c \times TW_c \times E_c \times P_c) + \Sigma [(ES_i \times M_i) + (\bar{U}_{el} \times M_{el})]$$

(a) (b) (c)

(a)
- C_{total} = Total Infrastructure Usage Charge (TL) for allocated capacity
- UP_{trkm} = Unit Price for train-kilometre (TL/train-kilometre)
- D_{km} = Train running distance (km)
- R_c = Request time coefficient
- TC_c = Train class coefficient
- D_c = Density Coefficient by Routes
- LTE_c = Coefficient of Line and Technical Equipment Class
- TW_c = Train Weight Coefficient
- E_c = Environment Coefficient
- P_c = Pick Time Coefficient

(b)
- ES_i = Utilization of Service Facilities
- M_i = Quantity or Number of ES_i

(c)
- $\bar{U}_{el}$ = Additional and Ancillary Services
- M_{el} = Quantity of $\bar{U}_{el}$

Infrastructure usage charge shall not include VAT.

6.2.1 Coefficients Affecting Infrastructure Access Charge

Table- 6.2.a Request Time Coefficient (T_c)

Time of Request	Category	Request Time Coefficient (T_c)
Annual regular request	*A	1,00
Request made > 60 days beforehand	*B	1,05
Request made 31-60 days beforehand	*C	1,10
Request made 4-30 days beforehand	D	1,25
Request made 1-3 days beforehand	E	1,50

**During the period of 2023 Network Statement, Request Time Coefficient (Tc) shall be 1.00 for the requests for more than 30 days.*

Request Time Coefficient (R_C) shall be 1.00 for trains that cannot maintain their run/trains that are run in order to relieve railway vehicle.

Request Time Coefficient shall be 3,00 for freight trains which are requested by RUs and which are allocated without a schedule.

Table-6.2.b Train Class Coefficient (TC_C)

Train Class	Category	Train Class Coefficient (TC_c)
High Speed Train	A	3,00
International Passenger Train	B	2,00
National Passenger Train	C	2,00
Suburban Train	D	1,60
International Freight Trains	E	1,00
National Freight Train	F	0,75
Service Trains and Single Locomotives (*)	G	0,80
Test trains (**)	H	3,00

(*) Service trains are construction, maintenance-repair, relief vehicle and trains; guide locomotives, sets and trains; and empty passenger trains and sets operated without passenger.

Single Locomotives consist of single locomotive or maximum three locomotives that are connected. Staff car (combined car) or one generator connected to locomotive is considered as single locomotive.

(**) Test trains are the trains that are run for necessary tests to be carried out in accordance with national/international legislation and rules in order to technically operate railway vehicles on national railway network.

Table-6.2.c Density Coefficient by Routes (D_c)

Traffic Situation	Category	Density Coefficient (D_c)
Congested	A	1,50
Normal	B	1,00

Congested Infrastructure defines the situation where the requests exceed 100% of the allocable capacity for a route. In these cases, infrastructure access charge shall be increased by 50%.

Table-6.2.d Coefficient of Line and Technical Equipment Class (LTEc)

Line and Technical Equipment Class	Category	Coefficient of Line and Technical Equipment Class (LTEc)
Signal (ERTMS/ETCS,CBTC)+ Electrification	*A	1,25
Signal (CTC)+ Electrification	B	1,25
Electrification	C	1,25
Signal (CTC)	D	1,00
MTCCT or other	E	1,00
Ferry	F	Special

** On lines with ERTMS/ETCS signalling system, Coefficient of Line and Technical Equipment Class shall be **1,00** for National Freight Trains which are equipped with appropriate ETCS on-board equipment.*

Table-6.2.e Coefficient of Train Weight (TW_C)

Train Weight (*) (ton)	Category	Coefficient of Train Weight (TWC)
< 1.000	A	1,00
1.001-1.350	B	1,05
1.351-1.800	C	1,10
1.801-2.250	D	1,15
2.251-2.700	E	1,20
> 2.700	F	1,25

(*)Train Weight is the gross weight including locomotives.

Table-6.2.f Coefficient of Environment (E_C)

Train Load	Category	Coefficient of Environment (E_C)
Load Affecting Environment	A	1,00
Normal Load	B	1,00

Table-6.2.g Pick Time Coefficient (P_C)

Traffic Time	Category	Pick Time Coefficient (PC)
Pick Time	A	1,00
Normal	B	1,00

6.3 Charges

6.3.1 Charges for Minimum Access Package

Infrastructure Access Charge shall be composed of a combination of coefficient multipliers that affect the unit price for train-km (UP_{trkm}), distance and access charge.

Table-6.3.1.a Unit Price for Train-km (UP_{trkm})

Train Class	Category	Unit Price (UP_{trkm}) TL/ train-km
High Speed Train	A	(6,00)
Passenger Train	B	(6,00)
Suburban Train	C	(6,00)
Freight Train	D	(6,00)
Service Trains	E	(6,00)

Charges for infrastructure usage do not include VAT.

6.3.2 Charges for Utilization of Service Facilities

Charges for services provided by TCDD at service facilities are specified in Annex- 6.3.2.

6.3.3 Charges for Additional Services

Charges for additional services provided by TCDD are specified in Annex- 6.3.3.

6.3.4 Charges for Ancillary Services

Charges for ancillary services provided by TCDD are specified in Annex- 6.3.4.

6.3.5 Ferry Charges

Charges for ferry services provided by TCDD are specified in Annex- 6.3.5.

6.3.6 Charges for Services Provided in TCDD Workplaces

Charges for services provided in TCDD workplaces are specified in Annex- 6.3.6.

6.4 Financial Sanctions

RUs cannot claim any compensation for all kind of indirect losses arising from allocation and use of infrastructure (including loses such as lost profits damages and opportunities, and indirect loses arising from commercial agreements etc.)

6.4.1 Charges for Non-use of Allocated Capacity

In cases where RU does not use all or a part of the allocated capacity, it shall pay the following charge to TCDD for each run on the line section where trains are not operated.

In case of non-use of capacity, the amount to be paid for the unused capacity shall be determined depending on how many days before the scheduled operation time of train the notification about the non-use of capacity is made.

If TCDD allocates the unused capacity to other RU, only the amount of non-use of capacity of 200 TL shall be collected from the RU that does not use the allocated capacity.

Table-6.4.1 Charges for Non-Used Capacity

Notification date	Fees to be charged for line section that is not operated
>60 days beforehand	200 TL
31-60 days beforehand	200 TL + 5% of infrastructure access charge
6-30 days beforehand	200 TL + 10% of infrastructure access charge
1-5 days beforehand	200 TL+ 15% of infrastructure access charge
24 hours beforehand	200 TL+ 25% of infrastructure access charge
After Timetable period (Train not operated)	200 TL+ 40% of infrastructure access charge

If an unexpected situation arises due to the faults of TCDD and RU and if an alternative route cannot be proposed, infrastructure access charges for the capacity, which cannot be used by RU that cannot use its allocated capacity and which cannot be used by other RUs, shall be collected from TCDD and/or the relevant RU at the rate of their fault. "Charges for Non-Use of Allocated Capacity" shall not also be applied to the RU that is the owner of train.

Infrastructure access charges shall not be collected for the allocated capacity that cannot be used by RU due to force majeure.

In cases where the capacity which is allocated for service trains and single locomotives is not used, "Charges for Non-Use of Allocated Capacity" shall not be applied.

6.4.2 Charges to be Collected In Case of Cancellation of Licence for Train Operation

If the licence for train operation which is issued to RU by the Ministry is cancelled, the train paths allocated to this RU shall be used by other RUs.

In case of cancellation of licence for train operation, the remaining access charges during the network statement period shall be collected from the relevant RU. However, if

these train paths are used by other RUs, the amount corresponding to the allocated access charges shall be refunded to RU whose licence has been cancelled at the end of the network statement period. Default interest and similar payments shall not be charged for refund.

6.4.3 Charging for Alternative Routes

If an alternative route is proposed due to force majeure and if this route is accepted by RU, the infrastructure access charge of normal route shall be collected for the alternative route.

If an alternative route is proposed for the allocated capacity that cannot be used by RU due to the events except for force majeure and if this route is accepted by RU, direct losses of DTI arising from alternative route shall be covered by TCDD and/or the relevant RU at the rate of their fault. In this case, total amount of the direct losses to be compensated cannot exceed the infrastructure usage charges to be collected for this train.

6.4.4 Delayed Use of Allocated Capacity and Charges for Deviations

In cases where an unexpected situation arises due to the faults of TCDD or RUs and therefore train arrives at the destination station with delay, the fee for delay shall be covered by TCDD and relevant RUs at the rate of their fault, within the conditions stated below.

If train leaves the exit station early, early time shall also be taken into consideration for accounting of delay.

- If train leaves the first exit station early or with delay, deviations which occurred in the planned departure time at the first exit station shall be taken into account while calculating the delay by multiplying it by 3.
- Delays due to force majeure shall not be taken into consideration for accounting.
- Delays due to crossing and overtaking shall not be taken into consideration for accounting.
- For the connecting trains in a capacity demand, the delay time of the arriving train is not taken into account in the delay netting of the connecting train. Waiting time caused by traffic shall not be taken into consideration for charging for station usage.
- TCDD shall undertake the departure and arrival time of the trains of RUs. Delays shall be calculated by taking account of the arrival time of trains at the final destination station. While calculating the delays, the delay in arrival shall be charged by taking the account of proportional value of trains according to the reasons of total delays.
- Delays of all trains shall be monthly invoiced between TCDD and RUs after the accounting while delays to be charged shall be invoiced between TCDD and relevant RUs.
- Regarding the sum of delays that occur as of the planned arrival time of train, delays up to 5 minutes for each suburban trains, up to 10 minutes for each high speed trains,

up to 15 minutes for each conventional passenger trains and up to 60 minutes for each freight trains shall not be taken into consideration for accounting.

- If these time limits are exceeded, the delay fee of 1 TL shall be paid by the responsible party for each exceeding 1 minute and its decimals.
- If the train of other RU is delayed due to the losses between departure and arrival times of trains, the provision of the abovementioned paragraph shall be applied.

Delays shall occur according to running time and lateness of departure and arrival time. Delays based on accounting shall be determined as follows:

a) For trains leaving early:

[(Realised Arrival Time- Planned Arrival Time) + **3 x** (Planned Departure Time- Realised Departure Time)] - [(Delay due to Force Majeure + Delay due to crossing and/or overtaking + Delay due to Unscheduled Marshalling) + (Exemption Time)]

b) For trains leaving on time or with delay:

[(Realised Arrival Time- Planned Arrival Time) + **3 x** (Realised Departure Time- Planned Departure Time)] - [(Delay due to Force Majeure + Delay due to crossing and/or overtaking + Delay due to Unscheduled Marshalling) + (Exemption Time)]

- Records of TCDD are taken as a basis for delay information of trains. However, if RUs keep their own records and make an objection to TCDD records, the objection will be evaluated by TCDD. If the objection of RU is deemed appropriate, an action shall be taken according to RU records.
- The provisions regarding Delayed Use of Allocated Capacity and Charges for Deviations shall not be applied for service trains and single locomotives.
- TCDD shall reserve the right of recourse for delays caused by third parties.
- If train is subject to unscheduled marshalling apart from the requested stopping points on the planned route of train or apart from stopping time, fee for delay due to unscheduled marshalling in the amount of 13 ₺/minute shall be charged.

6.4.5 Charging for nonconformities to be found out during the supervision

In order to improve the effectiveness and efficiency of traffic management activities carried out as a monopoly and to improve traffic safety, TCDD shall carry out supervision through its authorised personnel within the framework of procedures and principles specified in Annex-6.4.5.a.

Railway undertakings shall provide all kinds of convenience in order to carry out these supervisions and shall provide necessary information and documents requested within the scope of supervision.

Sanctions to be imposed regarding the nonconformities to be found out after the supervision by TCDD shall be defined in Annex-6.4.5.b.

Sanctions to be imposed and supervision reports of railway undertakings to be prepared for the nonconformities to be found out during the supervision which is carried out by TCDD about the activities of train operation on railway infrastructure shall be submitted to the Ministry. Sanctions shall be applied by TCDD following the approval by the Ministry.

6.4.6 Nonconformity of Infrastructure Managers for Train Traffic

Railway undertakings shall notify the Ministry and infrastructure managers about the nonconformities regarding train traffic which infrastructure manager has founded out. Infrastructure Manager shall be obliged to take necessary measures within 3 months within the scope of Safety Management System and in accordance with the Regulation on the Preparation of Trains and Train Traffic in order to overcome nonconformities. Infrastructure Manager shall notify, within 15 days, the Ministry and railway undertakings about the measures taken to overcome the nonconformity.

Pursuant to subparagraph (b) of the first paragraph of Article 32 of the Regulation regarding Railway Safety, the Ministry shall impose administrative fine on the infrastructure manager following the supervision to be made when this article is not fulfilled.

6.5 Changes in Charges

After the Network Statement is published by TCDD, TCDD shall not increase and reduce the charges during the validity period of Network Statement.

6.6 Arrangements for Invoicing and Paying Charges

Charges for infrastructure access, utilisation of service facilities and other services shall be calculated on a monthly basis and shall be invoiced by TCDD until **10th** working day following the relevant month. These charges shall be put into the account of TCDD by the relevant RU until the last working day of the month of invoicing. TCDD shall submit payment invoices to RUs on a regular basis.

Sanctions to be applied on those who do not make a payment shall be defined in access contract.

7 ANNEXES

Annex-1.11 Abbreviations and Definitions

Annex-2.3.1 Framework Agreement

Annex-2.3.2.a Access Contract

Annex-2.3.2.b General Terms and Conditions

Annex-3.2.1 Maps

Annex-3.2.2 Connecting Railway Networks

Annex-3.3 Technical Specifications of the Network

Annex-3.3.1 Lengths of Lines Operated by TCDD

Annex-3.3.1.3 Characteristics of Stations

Annex-3.3.2.1 Structure and Vehicle Gauges

Annex-3.3.2.3 Maximum Locomotive and Draw-Bar Pulls

Annex-3.3.3 Traffic Management and Communication Systems

Annex-3.4.6.a The Method for Calculating Maximum Load Capacity of a Train

Annex-3.4.6.b Brake Tables

Annex-3.5 Critical Works Requiring Closure of Railway Lines

Annex-3.6.2.1 Automatic Unloading Facilities

Annex-3.6.5 Maintenance and Other Technical Facilities

Annex-3.7 Infrastructure Development Projects

Annex-4.2.1 Capacity Request Form

Annex-6.3.2 Tariff for Utilization of Service Facilities

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Annex-6.3.4 Auxiliary Services Tariff

Annex-6.3.5 Ferryboat Tariff

Annex-6.3.6 Service Tariff in the work places of TCDD

Annex-6.4.5.a Principles and Procedures of Supervision

Annex-6.4.5.b Supervision Fine/Penalties