Infraestruturas de Portugal

2019

NETWORK STATEMENT

1st Addenda

6 december 2018

VERSION CONTROL VERSION	ALTERATIONS	DATE
2018 Network statement	Altered points: 1.10; 1.10.1; 1.10.2; 3.6; 3.6.5; 3.6.8; 5.3.1.8; 6.6; 6.7 Altered Annexes: 1.3; 3.3.1.3; 3.3.2.1 B; 3.6 A; 3.6 B	2016-12-09
2019 Network Statement Project	Altered points: 1.1; 1.6.1; 1.8; 2.2.1; 2.2.4; 2.3.3; 2.5; 2.6; 2.8; 3.3.1.3; 3.4.4; 3.4.5; 3.6.8; 4.2.1; 4.2.3.1; 4.2.4.1; 4.3.1; 4.7; Chapter 5; Chapter 6 Altered Annexes: 3.3.1.3; 3.7; 4.5.2 A; 4.5.2 B; 5.5.2; 6.2; 6.3.4; 6.3.4.1 New Annexes: 5.3.1. (replace 5.5.6)	2017-10-26
2019 Network Statement	Altered points: 1.8; 4.3.1; 4.4.6; 4.6; 5.2.1.1; 6.5 Deleted points: 3.2.3; 6.1.1 a 6.1.5 Altered Annexes: 4.5.2.A; 4.5.2.B	2017-12-07
2019 Network Statement 1st Addenda Project	Altered points: 6.3.1.1; 6.4.1 Altered Annexes: 3.1; 6.3.4.1	2018-10-18
2019 Network Statement 1st Addenda	Altered points: 1.1; 1.8; 6.5	2018-12-06

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Glossary

Term	Definition
Framework Agreement	A legally binding agreement in public or private law that establishes rights and obligations of an Applicant and infrastructure manager in relation to infrastructure capacity to be allocated outside the period of the working timetable.
Technical Admission	The procedure by which the circulation of rolling stock is permitted after its conformity with established requirements is assessed.
International Group	Any association of at least two railway undertakings established in different European Union member states that wish to carry out rail transport services between different EU states.
Train paths	The infrastructure capacity needed to run a train between two places over a given time-period.
Theoretical capacity	The maximum capacity for each homogeneous group, taking into consideration the type of infrastructure in question, the existing command and control system and their most efficient use.
Usable capacity	The capacity arising after having reduced the theoretical capacity by applying corrective factors.
Incompatible train paths	A situation in which the simultaneous circulation of two trains is impossible with existing traffic control systems. The situation can arise from insufficient space between trains travelling in the same or opposite directions or the need to cross lines in use.
Applicants	A licensed railway undertaking, international group or other companies with a public service or private interest in acquiring infrastructure access, such as public authorities in the light of Regulation (EEC) no. 1191/69, as well as sea transport firms, transport agents and combined transport operators for the operation of railway service.
Infrastructure capacity	The possibility of programming timetable paths for specific part of infrastructure at a given time.
Safety Certificate	The document that states the specific ability of a rail company to operate within all safety regulations for a specific itinerary and type of service.
Coordination	The process through which the infrastructure manager and Applicants seek to resolve conflicts arising over train path requests.
Infrastructure operating costs	Costs directly associated with activities of management, maintenance, preservation and the provision of infrastructures.
Network Statement	The document that explains infrastructure and access to it, as well as costing practices and principles governing allocation and use of infrastructure capacity.
Access right	A railway undertaking's right to use and offer services in a specific item of infrastructure.
Transit right	A railway undertaking's right to use a specific item of infrastructure for an international service that necessitates transit through Portuguese territory.
Rail Undertaking (RU)	A licensed company with main activity being the supply of rail passenger and / or freight services and which supplies traction, including those that only supply traction services.
Technical specifications for interoperability (TSI)	The specifications that subsystems or parts of subsystems must comply with to fulfil the main requirements and ensure the interoperability of the high speed transeuropean and conventional rail systems, as defined in paragraph a), article no. 2 of Decree-Law no. 93/2000, dated from May 23rd, and in paragraph a), article no. 2 of Decree-Law no. 75/2003, dated from April 16th.
Infrastructure manager	The body responsible for ensuring infrastructure availability and managing its capacity, as well as managing control systems, traffic and safety as well as the renewal and maintenance of infrastructure and its construction, installation and readaptation.
Commercial timetable	The set of information defining all types of rail transport services offered by a railway undertaking to the public.
Working timetable	The data defining all the rail operations necessary for the provision of the service and inherent to its organisation in the infrastructure during timetable period.

Term	Definition
Public information	The public information service involves providing varied and updated information to passengers and general users of rail facilities about the circulation of trains, namely times and departure/arrival lines, origin, destination, train stops and delays.
Rail infrastructure	The whole group of facilities related to the main and service tracks, as well as the stations necessary for rail transit, including buildings related to the infrastructure service and also the elements referred to in part A, Appendix I, of Regulation no. 1108/70/CE.
Congested infrastructure	A section of infrastructure where the demand for capacity cannot be fully satisfied even after all the allocation requests have been coordinated.
Licence	The authorisation granted to a company which allows it to run rail transport services.
Shunting	The forward or backward movement of rail vehicle(s) carried out in a specific line or from one line to another. The IMT General Instruction no. 4 provides the technical characteristics for the shunting service.
Margins	Times added to a run designed to make up for delays.
Rail Operator	Any rail transport company holding a safety certificate.
Ad-hoc request	An allocation request where the reason for the request not being known with sufficient notice had not been considered in the normal process of producing the working timetable.
Lower quota limit	Reference value of the use of the allocations attributed to an RU below which the allocations may be withdrawn.
Private branch	Rail infrastructure belonging to a private owner connected to a network.
Network	The rail infrastructure run or managed by an infrastructure manager.
Repartition	The division of the rail infrastructure capacity by the infrastructure manager.
Franchised services	The services that can only be legally conducted under a concession or delegation.
Liberalised services	The services that can be conducted by any company so long as it fulfils the conditions stipulated in Decree-Law No. 270/2003
Safety management system (SGS)	The organisation and provisions adopted by the infrastructure manager or by an RU to ensure operation management safety.
International rail freight transport	Transport where the train crosses at least one border of a member state. The train can be lengthened or shortened and the different sections of it may have different origins and destinations so long as all the wagons cross at least one border.
International rail transport	Rail transport where the whole train crosses borders and part of the journey takes part in Portugal.
Combined transport	Transport where the truck, trailer, semi-trailer, with or without tractor unit, swap body or a container, of at least 20 feet, successively use two or more modes of transport, one of which being the railway.
Regional transport	Transport designed to cover the needs of a region.
Urban and suburban transport	Transport designed to cover the needs of an urban centre or agglomeration along with the transport needs between this centre or agglomeration and the respective suburbs.

1 General Information

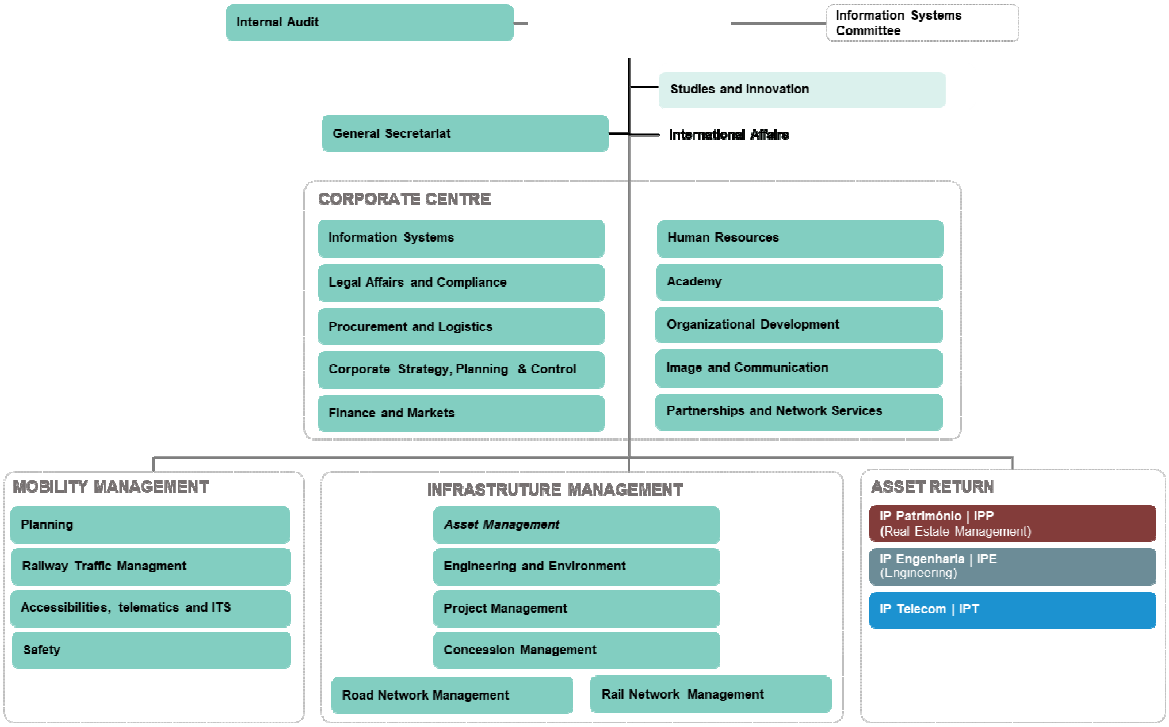
1.1 INTRODUCTION

Infrastructure Portugal, S.A. (IP) is a public company whose creation resulted from the merger by incorporation of EP - Estradas de Portugal, SA on REFER - National Railway Network, EPE. IP S.A wishes to contribute to sustainable mobility within the European rail network in order to boost economic and social development in of its network.

As the rail infrastructure manager IP offers its customers, a competitive and qualitative railway infrastructure, adapted to their needs.

According to Decree-Law No. 91/2015 of 29 May, the IP aims at the design, construction, financing, maintenance, operation, rehabilitation, enlargement and modernization of road and rail national networks.

The IP macrostructure is presented below:



The relationship interaction with the railway companies and the regulated market in general is the responsibility of the Strategic Marketing Direction, who forges a core business relationship, offering railway services following fair and impartial criteria.

In this organisational structure, it is the task of the Operations Direction to manage the capacity allocation process and the rail traffic control and command.

The Group of Infraestruturas de Portugal integrates the following companies:

IP Engenharia is aimed at drawing up studies and projects on transportation engineering and manage, cordinate, supervise works.and promoting the international business of the IP Group.

IP Telecom is aimed at ensuring the supply and provision of services of Information and Communication Systems and Technologies, based on innovative solutions focused on Cloud and Safety technologies and on the main national telecommunications infrastructure, built on fibre optics and on the railway technical channel, for the Business Market and Public Entities.

IP Património is aimed at operating within the scope of the acquisition, expropriation, registration update and disposal of immovable property or establishment of rights over them, as well as the profitable use of assets allocated to the granting or autonomous assets of the IP Group, and the management and exploitation of stations and equipment related thereto, including the corresponding operational management.

1.2 OBJECTIVE

The Network Statement's objective is to inform Applicants, the authorities and other interested parties about IP infrastructure, and the terms and conditions for allocation of capacity and use.

The Network Statement presents the services that the IP offers, with information regarding where they are accessible, how the allocation of services functions, which charges apply, and the conditions that apply for gaining access to the services.

The Network Statement has been produced in accordance with Directive 2012/34/EU transposed by Decree-law no. 217/2015 and by Decree-law 270/2003, republished by Decree-law 151/2014 (in the section kept in force by Decree-law 217/2015).

1.3 LEGAL FRAMEWORK

The Network Statement has been produced in accordance with Portuguese law governing rail transport, particularly the legislation that came about from the transposition of Directive 2012/34, regarding the allocation of network capacity, rail infrastructure usage charges and safety certification.

The main laws in force in Portugal are itemised in Annex 1.3.

Railway companies and IP are bound to meet the following standards and rules provided on IMT's website:

- European Standard – "TSI" (Technical Specification for Interoperability).
- National Safety Standards.

RUs can also be subject to obligations of other relevant national or international legislations, which may eventually not be specified in Annex 1.3

1.4 LEGAL STATUS

1.4.1 GENERAL REMARKS

This Network Statement has been drawn up in accordance with Decree-Law 217/2015 and Decree-Law 270/2003, republished at Decree-Law 151/2014 (in the section kept in force by Decree-law 217/2015) particularly its article 27 and Annex IV of Decree-Law 217/2015.

In the event of any material differences between the Network Statement and legislation currently in force, the latter prevails.

The contents of the Network Statement must be followed by the RUs that use the Portuguese Rail Network, especially regarding the technical conditions of the operations and their restrictions, capacity allocation and pricing without loss for point 1.4.3.

Interested parties, such as RUs that are either operating, or licensed to operate, on Portuguese railway lines at the date this document was prepared, have been consulted as to this Network Statement contents.

1.4.2 LIABILITY

Information concerning the infrastructure contained in this Network Statement is based on facts known at this document publication date, regarding the foreseeable situation for the 2018 working timetable period.

The content of the Network Statement should be subject to updates during his validity period whenever necessary, namely in what concerns reasons the charging occurring from legal impositions.

IP has prepared this Network Statement with the highest degree of thoroughness possible and in accordance with its best knowledge at the time of publication, and cannot be held responsible for changes to the engineering works programme arising from decisions by the government or other public entities.

IP doesn't take into account responsabilities to the informations related to the service facilities which aren't maintained by them.

Neither does IP assume any responsibility for obvious printing errors in the Network Statement, although it will correct them as soon as they are found.

1.4.3 APPEALS PROCEDURE

Under the terms of article 56 of Decree-law 217/2015, applicants can appeal to AMT if they believe that they have been unfairly treated, discriminated against or in any other way aggrieved, and in particular against decisions adopted by the infrastructure manager concerning:

a) The provisional and final versions of the network statement;
b) Criteria contained within it;
c) The allocation process and its results;
d) The charging scheme;
e) Level or structure of infrastructure fees which they are, or may be, required to pay;
f) Provisions concerning access;
g) Access to services and charging.

After lodging a complaint, AMT may, if it decides so, request information which they deem appropriate, consulting all relevant bodies within 30 days of receipt of the complaint.

Following receipt of all information deemed relevant for the analysis of all complaints received, AMT shall adopt measures to solve the situation, informing interested parties of its decision, which must be grounded, within a period that shall not exceed 45 working days.

AMT's decisions shall be binding on all parties covered by these decisions and must not be subject to administrative opposition.

AMT's decisions may, under the law, give rise to proceedings before a court, which will only have a suspensive effect if the decision is likely to bring irreparable losses or manifestly excessive for the applicant.

AMT's decisions are publicised on its website.

1.5 STRUCTURE OF NETWORK STATEMENT

The structure of the Network Statement follows the common format adopted by infrastructure managers belonging to the RailNetEurope organisation and the specifications contained in the Network Statement Implementation Guide available at www.rne.eu/network-statement.

The Network Statement is structured in six large chapters and annexes, whose content is as following:

Chapter 1: General Informations – chapter dedicated to general background informations

Chapter 2: Access Conditions – chapter where are defined the legal requirements and access proceedings to the railway network

Chapter 3: The Railway Infrastructure – chapter where are defined the technical and functional characteristics of the railway network

Chapter 4: Capacity Allocation – chapter related to the applicant's capacity assignment process

Chapter 5: Services – chapter which proceeds to the description of the railway services supplied by the infrastructure manager

Chapter 6: Charging – chapter containing the charges to every type of service provided

Annexes – are formed as the information support which appears at the document mainframe. The annexes identification relates directly to the chapters numbering of the Network Statement main body.

The reason for having adopted a common format is to facilitate the consultation process by entities wishing to analyse or conduct international rail services, namely by standardising the way the contents of the document are elaborated.

1.6 VALIDITY AND UPDATING PROCESS

1.6.1 VALIDITY PERIOD

The 2019 Network Statement applies to capacity requests and execution of timetabled transport operations during the 2019 Timetable starting on Sunday 09 December 2018 00h00 and ending on Saturday 7 December 2019 24h00.

The present Network Statement comes into force on Sunday 10 December 2017 at 00h00am.

1.6.2 UPDATING PROCESS

While this Network Statement is in force, any important changes in information contained therein will be published as addenda to this document following consultation with interested parties, such as the RUs.

The consultation process will last for 15 working days.

1.7 PUBLISHING

The Network Statement is drawn in portuguese and published in portuguese and English on the IP website (www.infraestruturasdeportugal.pt/) where it is available free of charge in electronic format.

In the event of inconsistencies or interpretation difficulties between versions, the portuguese version prevails.

1.8 CONTACTS

Tema	Contact
Network Statement	**Infraestruturas de Portugal, S.A.** Strategic Planning Direction - Department of Contracts and railway buisness Unit of contractualisation and Regulation Praça da Portagem 2809-013 Almada | Portugal Telephones: +351 211 069 311 Email: diretorio.rede@infraestruturasdeportugal.pt *Website*: www.infraestruturasdeportugal.pt
Network Statement commercial issues	**Infraestruturas de Portugal, S.A.** Strategic Planning Direction - Unit of Capacity planning Praça da Portagem 2809-013 Almada | Portugal Telefones: +351 211069336; +351 211069337 Email: assuntoscomercias.drede@infraestruturasdeportugal.pt Website: www.infraestruturasdeportugal.pt
Capacity allocation	**Infraestruturas de Portugal, S.A.** Railway Operations Direction - Capacity Planning Department Edifício IP, Largo da estação de Campolide 1070-117 Lisboa | Portugal Telephones: +351 211 022 155; +351 211 022 000 (Geral) Fax: +351 211 021 846 Email: planeamentohorario@ infraestruturasdeportugal.pt *Website*: www.infraestruturasdeportugal.pt
OSS of IP	**Infraestruturas de Portugal, S.A.** Railway Operations Direction - Capacity Planning Department Edifício IP, Largo da estação de Campolide 1070-117 Lisboa | Portugal Telephones: +351 211 022 211; +351 211 022 000 (Geral) Fax: +351 211 021 846 Email: oss@ infraestruturasdeportugal.pt *Website*: www.infraestruturasdeportugal.pt
C-OSS of Atlantic Corridor	**Atlantic Corridor** Administrador de Infraestructuras Ferroviarias (ADIF) Dirección de Planificación y Gestión de Red C/. Hiedra, s/nº,building 23 Estación de Chamartín, 28036 MADRID|SPAIN Telephones: + 34 (91) 7744774 Email: OSS@atlantic-corridor.eu *Website*: www.atlantic-corridor.eu
Authorization procedures for rolling stock of RUs	**Infraestruturas de Portugal, S.A.** Security and Sustainability Road and Rail Direction - Security Road and Rail Department – Unit of Rail Security Praça da Portagem 2809-013 Almada | Portugal Telephones: +351 212 879 000 (Geral) Fax: +351 211 021 736 Email: 1_Seguranca_Ferroviaria@infraestruturasdeportugal.pt Website: www.infraestruturasdeportugal.pt

1.9 RAIL FREIGHT CORRIDORS

IP takes part on the Atlantic Corridor, originally named as the Rail Freight Corridor n.º 4 (CFM4), and is formed by the existing and planned railway infrastructure sections between Sines/Setúbal/Lisboa/Aveiro/Leixões – Algeciras/Madrid/Bilbao – Bordéus/Paris/Le Havre/Metz, crossing the boarders of Vilar Formoso/Fuentes de Oñoro, Elvas /Badajoz and Irún/Hendaya. At the CFM4 are also included the main railway terminals, ports and logistical of these itineraries.

Since 1st January 2016, the Atlantic Corridor was extended to Forbach/Saarbrücken and the connection to the inland waterway port of Strasbourg was incorporated, representing the addition of Germany to Portugal, Spain and France as partner of the AEIE - Atlantic Corridor. The first PaPs for Germany were provided with 2017 schedule.

The corridor extension to Germany is the result of the Regulation (EU) N.º 1316/2013 from the European and Counsil Parliament of 11st December 2013, which reviews the Regulation (EU) N.º 913/2000 of the European and Counsil of 22nd September 2010, on which were defined the rules that govern the creation and organization of the international railway corridors: it establishes selection rules, organization, maintenance and indicative planning of the rail freight corridors investments. This Regulation is mandatory and is directly applied in all the Member States.

The Atlantic Corridor mission is based first of all in the profitability of the existing railway infrastructure, without additional investment, throughout a centralized maintenance of the allocation capacity, traffic management and the clients relationship.

Additionally, the Atlantic Corridor is also a privileged platform for the investments coordination on the railway infrastructure at Portugal, Spain, France, Germany, in a way to overcome the technical and operational barriers, promoting the interoperability and also encouraging a greater competitiveness on the rail freight transport.

All the information of the Corridor is available at http://www.atlantic-corridor.eu

1.10 RAILNETEUROPE - INTERNATIONAL COOPERATION BETWEEN INFRASTRUCTURE MANAGERS

RailNetEurope (RNE) (www.rne.eu/organisation/rne-approach-structure) was created in January 2004 on the initiative of a number of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs) who wished to establish a common, Europe-wide organisation to facilitate their international business.

Aims

RNE is committed to facilitating international traffic on the European rail infrastructure. It provides support to Railway Undertakings (RUs) in their international activities (both for freight and passengers) and strives to increase the efficiency of the IMs'/ABs' processes.

As a trans-European association, RNE plays a pivotal role in encouraging the industry to follow harmonised, transparent and non-discriminatory rules in the international railway business.

Together, the Members of RailNetEurope are making international rail transport conditions more uniform and introducing a corporate approach to promote the European railway business for the benefit of the entire rail industry across Europe.

A coordination platform for the Rail Freight Corridors (RFCs)

In November 2013 the first six Rail Freight Corridors (RFCs) became operational and a network of Corridor One-Stop Shops (C-OSSs) was established. In November 2015 three additional RFCs were officially launched. RNE has provided support to the IMs concerned from the beginning and is now the coordination platform of the RFCs as regards operational business. RNE's tasks include ensuring that harmonised processes and tools are applied on various corridors to the benefit of Applicants, and of IMs and ABs that are part of several RFCs. As a consequence the RFCs have become Associate Members of RNE.

An umbrella organisation

In its day-to-day work, RNE's task is to simplify, harmonise and optimise international rail processes such as Europe-wide timetabling, sales (including Network Statements), traffic management and after-sales services (e.g. reporting).

These tasks are carried out by four standing working groups and by ad-hoc project groups co-ordinated by the RNE Joint Office, which is based in Vienna, Austria.

RNE international working groups and boards are striving to make seamless cross-border rail services across Europe a reality – whether this is by creating common standards for data exchange, easing inter-personal communication between traffic control centres or agreeing timetabling procedures for new train path products.

RNE also provides support to its Members as regards compliance with the European legal framework.

Last, but not least, dedicated IT tools are also being streamlined and harmonised wherever necessary, and RNE's own IT systems are gradually being rolled out across Europe.

RNE network

Currently, RailNetEurope is a partnership of 35 IMs/ABs, who are either full or associated members, or candidate members. All in all their rail networks add up to well over 230 000 km

1.10.1 ONE-STOP-SHOP (OSS)

RNE has established one OSS contact point in every member country.

Each customer can choose its favoured OSS contact point for all its needs regarding international rail services (www.rne.eu/organisation/oss-c-oss).

From the initial questions related to network access to international path requests and performance review after a train run – all these issues and more are handled by one contact point for the whole international train journey at the customers' convenience.

Customers of RNE Members who run international rail services can therefore make use of the RNE One Stop Shop's bundle of services:

- A network of contact points guiding customers through the whole range of procedures: gaining network access, planning of efficient international rail transport, international train path management (ITPM) and performance review after train operation. Response times have been standardised at a customer-friendly level – the attainment of these service levels is currently being tested.
- OSS experts drawn from sales and timetabling merge their expertise in these fields to serve customers together with the OSS contact points.
- IT tools further assist applicants by giving price estimates for rail infrastructure use, by coordinating international train path ordering and supply processes, and by tracking & tracing international trains in real time.

1.10.2 RNE TOOLS

Path Coordination System (PCS)

PCS is a web application provided by RNE to Infrastructure Managers (IMs), Allocation Bodies (ABs), Rail Freight Corridors (RFCs), Railway Undertakings (RUs) and non-RU Applicants, which handles the communication and co-ordination processes for international path requests and path offers. PCS also assists RUs and non-RU Applicants in their pre-co-ordination tasks related to train path studies and international train path requests. RNE provides a PCS Integration Platform (PCS IP), a direct communication channel between PCS and the domestic systems of RUs and IMs/ABs allowing two-way data interchange. With this module, one of the major obstacles to the use of PCS in the freight business has been eliminated: RUs and IMs/ABs no longer have to provide the same information about an international train path request twice (once in the national system and once in PCS) – it is now possible to automatically synchronize the international train path request data between national systems and PCS.

In November 2013 PCS was ready to be the tool for handling (publish, request, allocate) Pre-arranged Paths (PaPs) according to the RFC Regulation 913/2010. In the meantime, the system is continuously being improved based on the experiences of RUs, IMs and RFCs, in order to make PaP process for freight trains faster and more flexible.

For more information, please visit the website http://pcs.rne.eu/ or write to the helpdesk: support.pcs@rne.eu

Charging Information System (CIS)

CIS is an infrastructure charging information system for Applicants provided by Infrastructure Managers (IMs) and Allocation Bodies (ABs). The web-based application provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths within minutes. It is an umbrella application for the various national rail infrastructure charging systems. Future developments of the CIS aim to implement a RFC route-based estimate of infrastructure charges according to the RFCs' requirements.

For more information, please visit the website http://cis.rne.eu/ or write to the helpdesk: support.cis@rne.eu.

Train Information System (TIS)

TIS (Train Information System) is an easy-to-use, web-based application, which visualizes international trains from origin to destination. It supports international train management by delivering data concerning international passenger and freight trains along RNE Corridors and Rail Freight Corridors. Following the request of some internationally active Railway Undertakings TIS is now processing a defined amount of national trains as well in order to simplify data exchange and optimise the information process. Additionally, a specific function has been developed for Terminals along the corridors so that they can take advantage of the TIS information exchange as well. TIS delivers real-time train data directly to the users via internet and generates reports based on historical data. The two TIS products are based on the same raw data. The real-time train information overview gathers, centralizes and publishes information on train running on most of the Rail Freight Corridors.

Current participants: ŐBB (Austria), Infrabel (Belgium), NRIC (Bulgaria), HŽ (Croatia), SŽDC (Czech Republic), Banedanmark (Denmark), SNCF Réseau (France), DB Netz (Germany), GYSEV, MÁV (Hungary), RFI (Italy), CFL (Luxembourg), Jernbaneverket (Norway)*, PKP PLK (Poland), IP (Portugal), CFR (Romania)*, ŽSR (Slovakia), SŽ (Slovenia), ADIF (Spain), Trafikverket (Sweden), Switzerland, Prorail (The Netherlands), HS1* (Great Britain). (*Contract signed, implementation in progress).

TIS may be accessed via: http://tis.rne.eu/

The helpdesk may be contacted by email: support.tis@rne.eu

2 Access Conditions

2.1 INTRODUCTION

Chapter 2 of this Network Statement describes the terms and conditions related to Railway Undertakings' access to the railway infrastructure managed by IP'. These terms and conditions also apply to the Atlantic Corridor.

2.2 GENERAL ACCESS REQUIREMENTS

2.2.1 REQUIREMENTS TO APPLY FOR A TRAIN PATH CONDITIONS FOR APPLYING FOR CAPACITY

The main requirement for a company to be able to request a train path is to fulfil the conditions laid down for applicants. Applicants may be:

a) licensed railway undertakings;
b) international groups of rail transport companies and other individuals or companies with a public service or commercial interest in acquiring infrastructure capacity for rail service operations including public authorities under Regulation (EEC) No. 1370/2007 of European Parliament and the Council;
c) shippers, forwarders and combined transport operators using rail services.

2.2.2 CONDITIONS FOR ACCESS TO THE RAILWAY INFRASTRUCTURE

Portuguese national RUs have access rights to the national rail infrastructure to operate passenger and freight services within the country.

RUs that have been established in any of the EU member states, have the right of access to the national rail network, just as to all the other Member State networks, to run any type of freight transport service.

The above-mentioned rights depends on the signing of an agreement with IP, as referred to in point 2.3.2 below.

2.2.3 LICENCES

Portuguese companies that operate or wish to operate rail transport services must hold an access licence issued by the IMT.

Valid licences issued by other European Union Member States for the rail transport companies are valid in the country just as those issued by the IMT for companies established in Portugal.

2.2.4 SAFETY CERTIFICATE

To use the rail infrastructure a safety certificate must be obtained from the IMT to produce evidence of the needed requirements to ensure a safe service on the requested train paths.

The Safety Certificate appears in the Regulation (CE) n.º 653/2007, of 13 June, which adopts a common model of safey certificate and application request. This diploma was amended by Regulation (EU) no. 445/2011, of 10 May, concerning part A of the safety certificate.

As it has been established by the IMT, in order to obtain the Safety Certificate, companies must provide evidence of compliance with several requirements, namely:

- Having a proper Safety Management System for the service/circulation lines, including procedures for emergency situations compatible with those from the infrastructure manager and procedures which ensure compliance with the national applicable standards for service/circulation lines, staff and rolling stock.

- Having a proper management of operations, including particularly:

    - Surveillance of circulating rolling stock;
    - Train formation, their tests and verifications before departure;
    - Driving, follow-up of driving and shunting rolling stock;
    - Transportation of dangerous goods, when applicable.

- Having rolling stock compatible with the infrastructure for the service/circulation lines to be used; having authorisations for circulating in such lines; having a proper maintenance program for the rolling stock and service/circulating lines to be used.

- Having qualified and certified staff, when requested, for performing correctly the relevant Safety functions, namely:

    - Driving, follow-up of driving and shunting of rolling stock;
    - Train formation, their tests and verifications before departure;
    - Inspection of circulating rolling stock;
    - Transportation of dangerous goods.

Within the framework of the railway system and alongside the certification scheme for railway undertakings, the company in charge of infrastructure management and operation is required to have a safety authorisation.

The issue of this authorisation entails the acceptance of the company's safety management system (part A) and the demonstration of compliance with the specific requirements necessary for safe design, maintenance and operation of the railway infrastructure, and may include the maintenance and operation of the traffic control and signalling system (part B).

Regarding the analysis of the compatibility between the rolling stock and the infrastructure, the corresponding Permission for Traffic in Open Track in the Portuguese Railway Network must be submitted by the Applicant to the Railway Security Unit of IP's Safety Board, and incorporate the vehicle's corresponding technical dossier, which should comply with the requirements defined in the following documents:

- Technical Operations Instruction (IET) no. 74 – Process for assessing the rolling stock's compliance for obtaining permission for traffic in the national railway network – broad track, which can be provided by the *Instituto da Mobilidade e dos Transportes*, I.P, through a properly identified request, addressed to the IMT's *Centro de Documentação* through the e-mail address biblioteca@imtt.pt

- Technical Instruction IT.GER.009 – Rolling stock's compatibility with the broad track's infrastructure. The access requirements are listed on IP's site in the Negócios e Serviços / Fale Connosco, selecting "Informações" and then "Documentos normativos/técnicos/históricos".

2.2.5 COVER OF LIABILITIES

Risks involved by the RU activities, particularly those involving accidents causing damages to passengers, rail infrastructure, luggage, freight, mail and third parties, must be covered by civil liability insurance.

The RUs have a responsibility towards IP and/or third parties for losses and damages caused by the rolling stock on the infrastructure regardless of the ownership of the rolling stock, except in the case of normal wear and tear of the infrastructure.

The Insurance policy capital cannot be, in any situation, less than EUR 10.000.000 (ten million euros) while the other conditions, including the current values of the insured capital set by government order as stipulated in article 22, section 2 of Decree-law 217/2015.

2.3 GENERAL BUSINESS / COMMERCIAL CONDITIONS

2.3.1 FRAMEWORK AGREEMENT

Framework Agreements may be drawn up between IP and an Applicant, specifying the capacity characteristics of the requested infrastructure by the applicant which IP will supply for a longer period than the length of one timetable. The framework agreement must be drawn up in order to meet the legitimate business needs of the applicant and shall not be such as to preclude the use of the relevant infrastructure by other applicants or services.

A framework agreement normally lasts for a period of five years.

Framework Agreements must be previously approved by the AMT after having heard the Competition Authority.

Procedures and criteria pertaining to the allocation of railway infrastructure capacity must be in line with the Implementing Regulation (EU) 2016/545.

2.3.2 CONTRACTS WITH RUS

Access and transit rights over the national railway infrastructure requires an Access Contract with IP, covering administrative, technical and financial aspects and the ruling of traffic safety and control issues.

The Access Contract includes the rules and conditions to access passenger stations, freight terminals, marshalling yards and other facilities.

IP will ensure fair and non-discriminatory conditions whenever it signs a contract.

2.3.3 CONTRACTS WITH NON-RU APPLICANTS

The applicants which aren't RUs detaining an access license, must register at IP by signing an acceptance statement of all the terms in the Network Statement, before presenting its first capacity request. IP can ask these applicants for additional information so that their eligibility is confirmed, while respecting the principles of equal treatment and transparency.

The applicants may ask for capacity without previously notifying the Railway Undertaking which will be supplying its traction, however they must notify IP with the identification of the Railway Undertaking, along with its formal acceptance of the service performance, and with a 30 working days of minimum anticipation relating to the circulation day. In the case of this full information won't be presented in time, IP can cancel the assigned train path.

Just after the formal identification of the Applicant, the Railway Undertaking assumes the payment of all the infrastructures user fees.

The applicant will be submitted to the payment of the tariffs relating to the capacity asked and not used, defined at 6.4.1 in the following situations:

- Whenever it has been decided to cancel train paths already assigned for IP, before the formal identification of the railway Undertaking;
- Whenever exceeding the term of 5 working days in advance in the identification of the rail Operator, leading to IP to cancel the channel.

2.4 OPERATIONAL RULES

In addition to the wording in section 1.3, railway undertakings are bound to meet IP's operating rules released in a timely manner with the knowledge of the National Rail Safety Regulator (Autoridade Nacional de Segurança Ferroviária).

2.5 EXCEPTIONAL TRANSPORTS

An exceptional transport corresponds to a situation where at least one operational / regulatory condition is not applied, or one of the infrastructure limit features is not respected by the rolling stock, but which can still be carried out under special conditions to be defined by IP, to be published under a Special Circulation Permit.

2.6 DANGEROUS GOODS

Dangerous goods means substances and articles the transport of which is forbidden according to RID (Regulation concerning the International Carriage of Dangerous Goods by Rail) or only authorised under specific conditions.

Rail transport of dangerous goods is regulated by Decree-Law 246-A/2015 of 21 of October, including Annex II "Regulation of the Transport of Dangerous Goods by Rail ". Annex II says which dangerous goods can be carried by rail and the terms under which the goods can be carried.

For details on the process for allocating capacities for the transport of dangerous goods, see section 4.7.and 5.4.3 of this Network Statement.

Safety Advisors

Companies with activities that include railway transportation operations and loading or unloading of hazardous goods connected to the railway must indicate one, or more, Safety Adviser(s) in order to monitor the conditions for carrying out such transportation operations. Safety Advisers shall cooperate in the prevention of risks for people, goods or environment, inherent to the referred operations.

Deliberation 1195/2016, of 22th of June (published in the Diario de República 2nd Series on 27 July), describes the requirements that Safety Advisor training companies, courses, examinations and certification must comply with.

2.7 ROLLING STOCK ACCEPTANCE PROCESS GUIDELINES

The responsibility of the IMT to grant authorization for circulation of the rolling stock and other rail structural subsystems, which are implemented or in use at the Portuguese Rail Infrastructure Manager, as they are defined at the Law Decree n. º 27/2011, concerning the interoperability of the railway system in the Community, as amended by Decree-law 182/2012, Decree-law 41/2014, and Decree-law 179/2014.

The entry in to service of the rolling stock is authorized by the IMT if those subsystems have been conceived, constructed and installed so as to observe the requirements which are applied to them.

IMT is also responsible for verifying within the entry in to service and regularly after then, that the subsystems are explored and maintained in accordance with applicable requirements.

2.8 STAFF ACCEPTANCE PROCESS

IMT is responsible for certifying the staff assigned to regulated companies and bodies in the cases where such staff begin their operations in relevant activities for the Safety of the National Railway Network Operation. Certification shall be requested by the employer entity. IMT is also responsible for renewing the certificates.

The activities relevant for the Safety of Operation are as follows:

- Driving of motor units;
- Follow-up of trains (at the driver's cabin of the motor units, by another agent rather than the driver);
- Follow-up of the movement of rolling stock in tracks closed to circulation;
- Preparation of trains (including formation and deformation of trains, verification of the load condition in vehicles transporting goods and tests before departure);
- Traffic command and control (including train circulation activities and shunting command activities in lines).

Requirements

IMT certifies individuals that reach a process involving the following steps: medical exams; psychological assessment; training; vocational exams; professional work experience.

3 Infrastructure

3.1 INTRODUCTION

The rail network infrastructure has technical and functional characteristics that are essential for the study and planning of rail operations.

In order to present the infrastructure data in a clear manner, the characteristics have been organised according to several functional domains.

The maps given in the annexes related to this chapter and the summary table in Annex 3.1 cover the conditions that IP expects to prevail for the validity period of this Statement, given all due diligence.

The national rail network may, however, be altered as part of a general transport policy which is defined by the government.

Any major alterations to the network characteristics given in this Network Statement will lead to the publication of addenda's. Point 1.4.2 also applies, in what concerns the responsibility matters.

3.2 EXTENT OF NETWORK

3.2.1 LIMITS

The Network Statement describes the lines, branches and junctions managed by IP, which are shown in Annex 3.2.1.

3.2.2 CONNECTED RAILWAY NETWORKS

The infrastructure managed by IP is connected to ADIF rail network at three points as shown in the following table:

International Links				
Line	Limits			
	Portuguese Railway Station	Distance to border (km)	Spanish Railway Station	Distance to border (km)
Beira Alta Line *	Vilar Formoso	0,267	Fuentes de Oñoro	0,935
Minho Line	Valença	1,680	Tuy	2,705
Leste Line *	Elvas	10,715	Badajoz	5,322

* These connections are part of the Atlantic Corridor, whose information can be checked at http://www.atlantic-corridor.eu.

Details about the Spanish rail infrastructure are available at www.adif.es.

3.3 NETWORK DESCRIPTION

3.3.1 GEOGRAPHIC IDENTIFICATION

3.3.1.1 Track Typologies

Annex 3.3.1.1 has a map showing the different kinds of track and distances (single, double and multiple track sections) and the distances between important points in the network.

3.3.1.2 Track Gauges

The railway infrastructure covered by the Network Statement has Iberian gauge with 1668 mm between the inner faces of the rails, with the exception of the Vouga and Tua lines for which this distance is 1000 mm.

3.3.1.3 Stations and Nodes

Annex 3.3.1.3, shows the circulation lines in the stations and train stops of the railway network, as well as identification of the electrified extension.

This Annex shows the traffic lines in the stations including: the useful length (maximum length of a train) for each one; the lengths of the platforms (passenger trains must respect the given dimensions whenever passengers board or disembark at the stations); and the height of the platforms.

3.3.2 CAPABILITIES

3.3.2.1 Loading Gauge

Annex 3.3.2.1 A has a map of kinematic contours and Annex 3.3.2.1 B shows the kinematic contours as given in norm EN 1527-3 and the particular specifications the Cascais line.

3.3.2.2 Weight Limits

Annex 3.3.2.2 shows maximum loads over the network according to UIC form 700-0.

3.3.2.3 Line Gradients

The maximum hauled load by the locomotives that are described at IET 51 – Locomotives Load Chart and the restrictions to the Rolling Stock according to the Lines Categories are described at IET 52 – Rolling Stock Circulation Conditions accordingly to the lines categories function (Wide Gauge).

3.3.2.4 Line Speeds

Annex 3.3.2.4 shows qualitative information about the maximum levels of speed available in the main sections of each of the lines.

The maximum speed levels used in the 2018 Timetable, are published in the Maximum Speed Limits Table (TVM – Tabela de Velocidades Máximas) in force when this Network Statement is published. IP does not foresee alterations to the TVM with significant impact in the 2018 Timetable. The TVM can be found on the IP website, through the eViriato app.

3.3.2.5 Maximum train lengths

Annex 3.3.2.5 shows a chart with types and allowed maximum lengths of the freight trains that must be considered in the capacity allocation process.

3.3.2.6 Power supply

Annex 3.3.2.6 A shows a map indicating the electrified network sections and its supply voltages.

Annex 3.3.2.6 B, shows the electrical substations and its interference areas.

3.3.3 TRAFFIC CONTROL AND COMMUNICATION SYSTEMS

3.3.3.1 Signalling Systems

Annex 3.3.3.1 contains a map with the traffic control systems in the network.

The Signalling Technical Instructions per section of the network will be supplied on request under the conditions given in point 6.3.4.

3.3.3.2 Traffic Control Systems

The Operational Control Centres (OCC's) are multidisciplinary centres with a regional coverage, aiming the coordination and supervision of all the functions and activities related to the operational procedures of railway exploitation and traffic management in its area of scope. Annex 3.3.3.2 shows a map with the territorial coverage of each one of the three OCC's (North, Centre and South).

3.3.3.3 Communication Systems

Annex 3.3.3.3 shows a map with the line sections which are covered by the ground train radio link system.

3.3.3.4 ATC Systems

Annex 3.3.3.4 shows the map with sections of line where the speed control systems are installed.

3.4 TRAFFIC RESTRICTIONS

The use of the infrastructure can be restricted by regulations imposed to IP or defined by IP.

The major restrictions to consider for timetable production purposes are described below.

3.4.1 SPECIALISED INFRASTRUCTURE

No part of the rail network managed by IP is classified as "specialised infrastructure", in accordance with the terms stated in article 49º of Decree-Law 217/2015

3.4.2 ENVIRONMENTAL RESTRICTIONS

The operation of the national railway network is subject to compliance with the limit values set in the General Regulation on Noise (RGR – Regulamento Geral do Ruído), published through Decree-Law 9/2007. In certain areas of the network it is necessary to adopt measures to reduce noise levels, which must be implemented, under the provisions in article 19(3) of the RGR, firstly on the source of the noise source and only then on the propagation path.

IP may set restrictions to traffic based on the values verified through noise indicators.

Provisions in Regulation (EU) no. 1304/2014 of the Commission, on the Technical Specification for Interoperability for the subsystem “rolling stock-noise” (TSI Noise) of the Union’s railway system also apply.

3.4.3 DANGEROUS GOODS

Requests for train paths relating to dangerous goods will be subject to special analyze from IP, aiming either the strict compliance to applicable legislation, or the optimization of this mode of transport, seeking to minimize the contact with the passenger services.

3.4.4 TUNNEL RESTRICTIONS

The movement of trains that include open wagons in their composition, i.e. wagons without cover, with bulk cargo (sand, timber, etc.), requires the conditioning of speed when approaching and crossing Tunnels, being mandatory to observe the maximum speed of 45 km/h, unless specific, more demanding conditioning is communicated.

3.4.5 BRIDGE RESTRICTIONS

3.4.5.1 “25 de Abril” Bridge

The 25 de Abril bridge has some special freight and length limitations for trains as described in IET 51. Rail bars trains are not permitted at this bridge due to their specific traffic and loading conditions.

3.4.5.2 Viana do Castelo bridge

The line between Darque and Viana do Castelo is temporarily considered as D2, with a 60 km/h speed limit for motorized trains, motor coaches and light engines, at 30 km/h for trains with light engines and hauled stock trains weighing up to 1200 tons and 10 km/h for higher weighting trains.

3.5 AVAILABILITY OF THE INFRASTRUCTURE

Modernisation works and maintenance interventions may impose restrictions on rail traffic. These items are dealt with in Chapter 4 of this document.

3.6 SERVICE FACILITIES

Annexes 3.6.A and 3.6.B cover the main service facilities, mentioning their location and managing operator.

3.6.1 PASSENGER STATIONS

Passenger stations are described in section 3.3.1.3 of this document.

3.6.2 FREIGHT TERMINALS

Annexes 3.6.A and 3.6.B include identification of the major freight terminals, mentioning their location and managing body.

3.6.3 MARSHALLING YARDS AND TRAIN FORMATION FACILITIES

IP does not have any station exclusively aimed at marshalling or train formation.

3.6.4 STORAGE SIDINGS

IP provides storage sidings for parking in different sites of the network, as described in the Signalling Instructions.

3.6.5 MAINTENANCE FACILITIES

Annexes 3.6.A and 3.6.B include identification of existing maintenance facilities in the Portuguese rail network.

3.6.6 OTHERS TECHINICAL FACILITIES, INCLUDING CLEANING AND WASHING FACILITIES

IP doesn't have this kind of facilities.

3.6.7 MARITIME AND INLAND PORT FACILITIES

Annexes 3.6.A and 3.6.B identify ports with rail connections.

3.6.8 RELIEF FACILITIES

The railway relief facilities of IP are provided for in ICET 296 - Specific Emergency Plans and quantified in Annex 1 - Rail Relief.

3.6.9 REFUELLING FACILITIES

IP doesn't have this kind of facilities.

3.7 INFRESTRUCTURE DEVELOPMENT

According to the infrastructure investment Plan Railroad 2020, founded on PETI3+, several investments in railway infrastructure have been foreseen, summarised in Annex 3.7.

4 Capacity Allocation

4.1 INTRODUCTION

IP designs and allocates train paths in accordance with Decree-Law no. 217/2015, in particular Section III, Annex IV and Annex VII.

4.2 DESCRIPTION OF PROCESS

4.2.1 RELEVANT BODIES

Entities that take part in the process of capacity allocation:

- IP, which has responsibility in producing the Network Statement, the drawing up and presentation of the working timetable and the coordination of capacity allocation;
- IP One-Stop-Shop (OSS) which is responsible for the reception and processing of passenger and freight international path requests, not covered by Atlantic Corridor.
- One-Stop-Shop (C-OSS) of Atlantic Corridor, which is responsible for the reception and processing of passenger and freight international path requests covering, even if partially, a Pre-arranged Path (PAP);
  Applicants, who are responsible for making capacity requests and taking part in the allocation process. Applicants can also appeal under the terms of article 56 of Decree 217/2015, against any timetable proposal. The applicants, or the RUs who substitute them in terms of access or route, are responsible for publishing all timetables for public use.

4.2.2 CONTACTS

The contacts of the IP department responsible for the capacity allocation of, the IP OSS and OSS of Atlantic Corridor are listed in section 1.8 above.

Applicants must provide a list of agents who will represent them in the Capacity Allocation Process.

4.2.3 DOCUMENT FORMAT

4.2.3.1 Train Path Requests

Train path requests contain the following:

- Service specification, including frequency regime, service type and relevant information regarding the train path study.
- Details of rolling stock (locomotive and towed rolling stock) to be used including the vehicle serial number and the number of locomotive and towed units;
- Details of train runs including speed type, train tonnage, length, brake type;
- Special conditions, if any, to be considered in programming of paths, whether due to towed material, type of goods transported, or type of service to be performed
- Reference hours of trains departure and/or arrival in the stations or branches significants to the service, train stopping paterns and minimum time of commercial stop, including the possible margins.
- Times for technical stoppages for operational activities by the RU;
- Minimum time of occupation, (for example loading or unloading) before or after the beginning/ending of the service.
- Material follow-up (motor and towed) to ensure
- Transfers to be ensured

Applicants shall also provide a Chart showing the turnaround of the rolling stock.

Annex 4.2.3.1 presents a model for train path requests. These requests must be presented electronically through the e-Viriato web application available on the IP website or directly https://aplicacoes.refer.pt/extranet/login.aspx.

For international passengers or freight train paths, including the Atlantic Corridor related, the requests should be made through PCS application, available in http://pcs.rne.eu (see section 1.10.2 above).

4.2.3.2 Working timetable

The working timetable document contains the following:

- Type of service, type of speed, the towage weight, frequency, the series of the traction unit and type of braking on the train
- Departure and arrival times of trains at origin, destination and intermediate stations

The Technical Schedule includes, apart from the mentioned on the previous points, the following elements:

- Type of train brake
- Passage hours at intermediate stations and at check points
- Time Margins for regularity – added to the running time needed to compensate for the effects of speed restrictions due to maintenance works and random variables of the journey time that may include:
    - Operational technical incidents
    - Restraints imposed by external forces (weather conditions, third parties, etc.)
    - Longer than expected stopping times due to strong influx of passengers
    - Sequential delays or impacts caused by other trains

- Supplementary Time margins – added to the time needed to guarantee punctuality during track modernisation or long term heavy maintenance or the interaction of trains caused namely by the configuration of the infrastructure
  Special indications, particularly overtaking and crossings on single-track, double-track and multiple-track sections

4.2.4 TYPES OF ALLOCATION PROCESS

The handling of capacity allocation requests can be divided into five different process types in accordance with their nature and presentation ahead of the track use.

4.2.4.1 2019 Working Timetable

The 2019 working timetable runs from 0h00 on 09 December 2018 to 24h00 on 7 December 2019.

The Working Timetable is fixed once per calendar year. The following stages apply:

a) 11 months prior to the implementation of the Working Timetable at the latest, IP ensures the definition of international train paths to be included in the Working Timetable in collaboration with other relevant allocation bodies, especially in terms of the Atlantic Corridor;
b) Applicants must submit the corresponding applications to IP within 8 months before the implementation of the Working Timetable;
c) 4 months after the closing date for the submission of tenders on the part of Applicants at the latest, IP draws up a Working Timetable Project, marking the start of the Consultation process;
d) All stakeholders (all who have submitted requests for capacity, as well as those who wish to comment on the impact of the Working Timetable Schedule in their ability to provide rail services during the term of the Working Timetable) may pronounce in writing within 30 days following the disclosure of the Working Timetable Project;

e) IP will adopt appropriate measures to address the observations made during the Hearing Stage and will ensure the best adjustment by coordinating requests.

4.2.4.2 Requests with significant timetable impact

Applicants are allowed to request alterations with significant impact on the working timetable to allow for unforeseen or uncontrollable situations during the original drawing up of the timetable.

Any significant timetable alteration or adjustment after winter will preferably occur at midnight on the last Saturday of June, although other dates can be agreed.

A “significant impact” to the timetable structure means a request or series of requests by an Applicant that directly or indirectly affects more than 100 cadenced train paths or 50 non-cadenced train paths within a 30-day period. An example of significant impact would be a path request beginning June 1st, that affects 30 non-cadenced paths and another request from the same operator affecting 30 non-cadenced paths from June 30th.

The principles of the capacity allocation process are the same as those applied to the working timetable, although some stages are omitted and deadlines are shorter leading to a 80-day minimum period for the procedure.

These capacity allocation requests cannot require any alterations to those requests that have already been attributed (including those arising from other capacity allocation requests that occurred after the working timetable was set down), unless agreed to by the Applicant to whom these capacity allocations were attributed.

4.2.4.3 Requests with reduced timetable impact

In order to deal with unforeseen and uncontrollable situations having reduced impact on the working timetable, Applicants can present new train path requests.

A “reduced timetable impact” means a request or series of requests by an Applicant that directly or indirectly affects a maximum of 100 cadenced train paths or 50 non-cadenced paths within a 30-day period. An example of reduced impact would be an Applicant requesting a series of paths from June 1st to June 30th, which does not affect more than 50 non-cadenced train paths or 100 cadenced paths.

The principles for the capacity allocation process are the same as for alterations with significant impact, but with a minimum of 30 days for the procedure.

These capacity allocation requests cannot require any alterations to those requests that have already been attributed (including those arising from other capacity allocation requests that occurred after the working timetable was set down), unless agreed to by the Applicant to whom these capacity allocations were attributed.

4.2.4.4 Ad-hoc requests

In accordance with Article 48 of Decree-law 2017/2015, applicants are allowed to submit occasional train path requests, which will be decided by IP within 5 working days.

These capacity allocation requests cannot require any alterations to those requests that have already been attributed (including those arising from other capacity allocation requests that occurred after the working timetable was set down), unless agreed to by the Applicant to whom these capacity allocations were attributed.

4.2.4.5 Requests concerning Atlantic Corridor

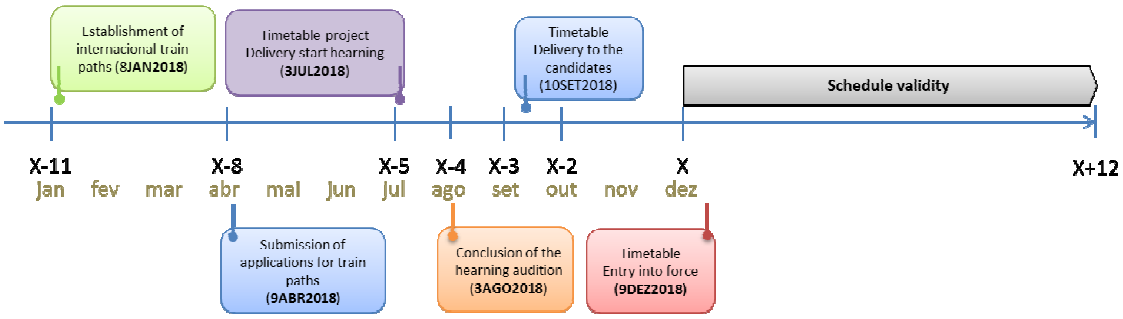
Applicants are allowed to submit capacity requests to C-OSS pertaining to train paths crossing at least one border included in the Atlantic Corridor, and covering at least one Pre-Arranged Path (PAP).

4.3 SCHEDULE

4.3.1 SCHEDULE FOR 2018 WORKING TIMETABLE

The 2018 working timetable is produced on the following keys stages:

Entity	Stage	Deadline
IP	Establishment of international paths	08 Jan 2018
Applicants	Delivery of train path requests	09 Apr 2018
IP	Preliminary timetable study and start of consultation process	03 July 2018
Applicants	Conclusion of consultation process	03 Aug 2018
IP	Delivery of working timetable plan to Applicants	10 Sept 2018
IP and Applicants	Working timetable comes into force	09 Dec 2018



4.3.2 SCHEDULE FOR TRAIN PATH REQUESTS OUTSIDE THE TIMETABLING PROCESS

4.3.2.1 Requests with significant timetable impact

The following stages are for updating the working timetable, based on requests with significant timetable impact:

Entity	Stage	Time limit *
Applicants	Delivery of train path requests	80 days
IP	Preliminary timetable study and start of hearing process	50 days
Applicants	Conclusion of hearing process	30 days
IP	Delivery of working timetable plan to Applicants	20 days
IP and Applicants	Working timetable comes into force	Day 0

* minimum days in advance of timetable coming into force

The delivery of train path requests in advance of these limits may lead to an agreement between IP and the Applicant regarding the other stages being brought backward.

4.3.2.2 Requests with reduced timetable impact

The following stages are for updating the working timetable, based on requests with reduced timetable impact:

Entity	Stage	Time limit *
Applicants	Delivery of train path requests	30 days
IP	Preliminary timetable study and start of hearing process	20 days
Applicants	Conclusion of hearing process	12 days
IP	Delivery of working timetable plan to Applicants	7 days
IP and Applicants	Working timetable comes into force	Day 0

* minimum days in advance of timetable coming into force

The delivery of train path requests in advance of these limits may lead to an agreement between IP and the Applicant regarding the other stages being brought backward.

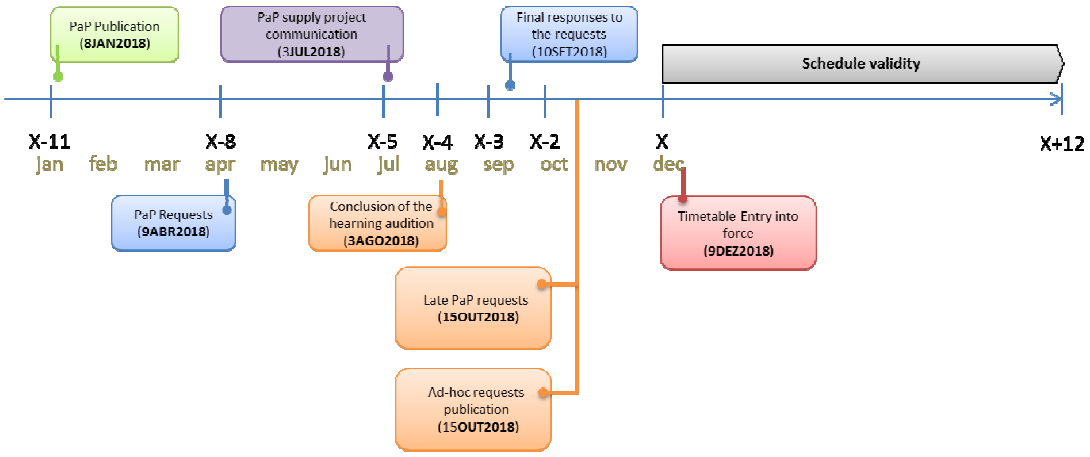
4.3.2.3 Ad-hoc requests

IP will give its decision as to ad-hoc requests within a period of 5 working days.

4.3.3 REQUEST CONCERNING ATLANTIC CORRIDOR

The capacity allocation process for Pre-Arranged Paths and Capacity Reserve follow the general timetable below:

Entity	Stage	Deadline
C-OSS	Publication of international paths	08 Jan 2018
Applicants	Train path requests	09 Apr 2018
C-OSS	Report of the path supply project	03 July 2018
Applicants	Conclusion of consultation process	03 Aug 2018
C-OSS	Report of final answers	10 Sept 2018
Applicants	Late Path requests	15 Oct 2018
C-OSS	Publication of capacity reserve	15 Oct 2017
C-OSS and Applicants	Working timetable comes into force	09 Dec 2017



4.4 ALLOCATION PROCESS

The allocation process explained here relates to train path requests for theanual working timetable.

The capacity allocation requests made after the anual working timetable has been established cannot require any alterations to those requests that have already been attributed (including those arising from other capacity allocation requests that occurred after the working timetable was set down), unless agreed to by the Applicant to whom these capacity allocations were attributed.

4.4.1 COORDINATION PROCESS

After receiving requests for train paths, IP processes the data on all requested paths, as well as restrictions imposed by management and maintenance of the infrastructure.

In the process of timetable modelling and evaluation, various incompatibilities regarding these requests can arise:

- Incompatibility with allocated train paths, including pre-planned train paths
- Incompatibility with other train path requests
- Incompatibility with infrastructure restrictions

These can be firstly resolved through adjustments to timings of requested paths and as a last resort by the partial or total non-acceptance of the train path requests.

IP can also propose adjustments to the timetable structure based upon capacity optimisation criteria that are subject to agreement by the applicants.

In these cases, IP begins a coordination process aimed at establishing a good cooperation between itself and all Applicants. The process aims to resolve and seek better adjustment among requests by maximising the satisfaction of customers' needs through non-discriminatory and transparent principles. This process is administered by IP, which defines the timetable for meetings and prepares the necessary working documents.

Whenever it is not possible to resolve the incompatibilities within the coordination process, IP will apply the "dispute resolutions process" principles explained below in this document, unless it concerns a section of congested track where other rules apply.

The coordination process comes to an end with the delivery of the preliminary working timetable to all Applicants, giving the start to the hearing. Interested parties, (all those who have presented path requests as well as those who wish to make observations about the working timetable impact in their capacity as rail service providers during the period in question) must give written notice within the defined deadlines.

IP will take proper measures to respond to the observations during the hearings and deliver the final version of the working timetable.

4.4.2 DISPUTE RESOLUTION PROCESS

During the coordination process, if the differences are not resolved during the hearings with the applicants, IP will reach a decision based on the following considerations, ranked by importance:

- Overall impact on timetable structure
- Optimisation of capacity use, particularly in terms of quality
- Priority rules applying in congested areas
- Number of used identical paths
- Chronological order in which requests were received

4.4.3 CONGESTED INFRASTRUCTURE

4.4.3.1 Definition

If it remains impossible to properly satisfy requests for infrastructure capacity after the coordination process, IP will declare the part of the concerned network a “congested area” and notify the IMT of this.

4.4.3.2 Capacity allocation in congested areas

Whenever there is a need to select paths and reject others the choice is made by IP in accordance with the priority rules established in this document.

Even in congested areas, IP can reserve capacity in the definitive working timetable to respond to foreseeable ad-hoc requests.

4.4.3.3 Priority rules applying in congested areas

Whenever adjustments to train path requests on the basis of priorities are required, IP adopts a set of rules based on three selection levels.

Access to priority resulting from the selection criteria referred to does not confer an exclusive right, as IP can define a maximum percentage of available capacity to be allocated on each line and time period to each type of priority service. This limit can be imposed by IP if priority service requests overload the infrastructure capacity to the detriment of other requests.

1st selection level

The top priority level for railway transport is public use, particularly services carried out under a public concession contract.

2nd selection level

If 1st level selection criteria does not permit conclusion of the process, other factors apply based on degrees of priority according to service types and time periods.

The table below shows degrees of priority, being “1” the maximum value and “8” the lowest.

Where services use cadenced timetables, the priority allocated in rush-hour periods (06h00 to 10h00 and 16h30 to 20h45 on working days) is maintained outside of these periods, as long as the paths requested are part of the same timetable system.

Days	Time	Sub1	Sub2	CI	OSP	MI	MN	MV	Others
Weekdays	**00:00-06:00**	5	6	2	4	1	3	7	8
	06:00-10:00	1	3	2	4	5	6	7	8
	10:00-16:30	5	6	1	2	3	4	7	8
	16:30-20:45	1	3	2	4	5	6	7	8
	20:45-24:00	5	6	1	2	3	4	7	8
Saturdays	**00:00-06:00**	5	6	2	4	1	3	7	8
	06:00-10:00	1	3	2	4	5	6	7	8
	10:00-14:00	5	6	1	2	3	4	7	8
	14:00-24:00	5	6	1	2	3	4	7	8
Sundays and Public Holidays	**00:00-24:00**	5	6	1	2	3	4	7	8

Where:

Sub1 – Suburban passenger services with a frequency equal or greater than six trains every hour during rush-hour periods

Sub2 - Suburban passenger services with a frequency lower than six trains every hour during rush-hour periods

IC – Regular high quality national inter-city services and international passenger services

OSP – Other medium to long-distance passenger services

MI- International freight or express services

MN- National freight services

MV – Empty train runs

Others – Other services such as rehearsal runs, crew training or contractors' trains

3rd selection level

If 2nd level criteria do not resolve the selection process, the following apply in decreasing order of priority:

- Requests which cause less relative network impact
- Requests which use the highest number of identical paths
- Requests which use the most train kilometres(TK) on the network

4.4.4 IMPACT OF FRAMEWORK AGREEMENTS

Currently, IP does not have framework agreements. In any case, IP will guarantee the allocated capacity within the scope of a framework agreement.

4.4.5 RESTRICTIONS DUE TO STATION "ECLIPSES"

In accordance with the principles of efficient network management, IP can at certain times close stations which are not technically necessary for rail operation. These periods are commonly known as "eclipses".

Together with the delivery of the working timetable, IP presents an updated list of stations that are subject to “eclipses”. This list can only be altered as part of an alteration to the Working Timetable or an ad-hoc request accepted by IP under the terms of point 4.3.4. The Table of Eclipsed Stations can be found on the IP website through the eViriato application.

The obligation for IP to man any station that has been eclipsed only exists when the RUs request is soundly based..

4.4.6 OFFICIAL HOLIDAYS

For the 2019 timetable, the following days will be considered as official holidays:

Official Holiday	Day
Christmas Day	25-Dez-2018
New Year's Day	1-Jan-2019
Carnival	05-Fev-2019
Holly Friday	19-Apr-2019
Easter Day	21-Apr-2019
Liberdade Day	25-Apr-2019
Labour Day	1-May-2019
Portugal's Day	10-Jun-2018
Corpo de Deus Day	20-Jun-2019
Assunção de Nossa Senhora Day	15-Aug-2019
Republic Implematation Day	5-Oct-2019
All Soul’s Day	1-Nov-2019
Indepence Restauration Day	1-Dez-2019
Imaculada Conceição Day	8-Dez-2019

NOTE: If a day is simultaneously a holiday eve and following an official holiday, for example the Easter Saturday, it will be considered as being only a holiday eve.

4.5 ALLOCATION OF CAPACITY FOR MAINTENANCE OR ENHANCEMENTS

To guarantee levels of quality, safety, reliability and development in infrastructure, or to enable projects from external entities IP needs to reserve part of its available capacity for works per time periods or train speed limitations, per lines and sections.

These periods are scaled according to the nature and complexity of the work, by minimizing, wherever possible, the impacts on the paths. For each line section, periods of 4 (four) continuous hours, called "Blue Zones" will be defined. These periods can be found in the Blue Zone Table on the IP website, via the eViriato application.

4.5.1 ALLOCATION OF CAPACITY FOR WORKS IN “BLUE ZONES”

In periods concerning the Blue Zones, the track sections to be subjected to restriction of use, are established according to the following rules:

- On single-track lines all traffic is prohibited during this period
- On double-track lines with one line closed, trains can operate on the remaining line during this period
- On multiple-track lines with one or more tracks being closed, traffic can continue on remaining lines

The railway branches and parking spaces when electrically powered from a single section will be affected during the entire period for the section that feeds them.

For the purposes of drawing up the annual timetable, these restrictions should be considered along the following lines:

a) While the annual timetable is being discussed, as long as the Blue Zones are guaranteed, IP will be flexible in altering these periods so as to minimise incompatibilities amongst candidate requests.

b) IP will notify the final schedule of the Blue Zones when it delivers the annual timetable.

Although the Blue Zones are designed for track works, Applicants may make conditional path requests during these times.

These will be called “Conditional Paths” and may be used by IP whenever needed for works. IP will inform the Applicants that it needs to use the “Conditional Paths” in Blue Zones, every Monday of the week n-2, except in the case of emergency when it may not be possible to give such warning.

Until monday of the week n-1, the applicants have the right to make suggestions regarding the way to reprogram or to cancel the affected trains. In case of no any suggestion being presented, the trains will be cancelled.

If IP needs to use the “Conditioned Paths” under the terms given above, Applicants will have no right to compensation since this condition is assumed to have been accepted when a Blue Zone timetable request was presented, without loss for IP being able to demand a clear acceptance.

4.5.2 ALLOCATION OF CAPACITY FOR WORKS OUTSIDE THE “BLUE ZONES”

IP is carrying out a widespread program of maintenance and enhancements to the rail network, whose execution is not possible using only the periods of blues zones, with significant implications in the amount of available capacity.

Annex 4.5.2 A contains a table with the main line work scheduled for the validity period of the current Network Statement.

IP will advise the interested parties of any potentially critical situations arising in the main rail works covered in Annex4.5.2 A with no less than 3-months’ notice.

Infrastructure works on tracks open to operation usually results in capacity restrictions, both in the form of line closures or temporary speed limits.

Annex 4.5.2 B contains a table with the main restrictions in stations and additional times to be taken into account in the creation of timetables.

The Annual Plan, which applicants can request from IP, contains information regarding the restrictions imposed by the infrastructure.

The allocation requests that interfere with the Annual Plan and which have been accepted by IP may be adjusted or even cancelled in line with IP’s requirements. RUs will be informed of these needs within at least 3 months’ notice and then confirmed up to 6 weeks before coming into force.

Whenever IP needs to use the paths which interfere with the Annual Plan, the Applicants will be entitled to compensation in accordance with point 4.5.3.

The above mentioned process covers the following phases:

Entity	Phase	Deadline *
IP	IP gives notice of engineering work requirements	42 days
IP	Proposed up-dated timetable sent out	30 day
Candidates	Communication and acceptance of up-dated proposal or presentation of alternative solution	20 days
IP	Candidates sent Technical Timetables	7 days
IP and candidates	Technical Timetables come into force	Day 0

* minimum notice before any change

4.5.3 CONTRACTING ALTERNATIVE TRANSPORT SERVICES

In the event of train cancellation as a result of work being carried out in the infrastructure, in the cases defined by point 4.5.1, in which IP does not meet the notification deadline (Monday of week n-2) for works in "Blue Zones", or in the cases defined by point 4.5.2, the Applicants are entitled to financial compensation for the costs associated with alternative transport use, according to the following terms and conditions:

a) In case of use of alternative road services, IP will offer compensation for the procurement costs incurred in Portuguese territory.
b) In case additional railway kilometres are required to enable the alternative transport service set, IP will not charge the usage fee and will cover the cost of energy used in the Portuguese territory.
c) In case of changes to train routes, IP will cover the usage fee differential and the energy consumption differential in the Portuguese territory.
d) The Applicant is responsible for justifying the above-mentioned costs, which will be verified by IP, and can be the object of further clarification or revise, without which IP will not accept to cover them.
e) Where interventions require alternative transport services with a higher impact on the clients, IP will examine the possibility of associating itself with the Applicant in joint public information campaigns.
f) Any other additional costs incurred by the Operators (particularly public information campaigns carried out on their own initiative or expenses with staff) and lost profits are not eligible.

4.6 NON-USAGE/ CANCELLATION RULES

If a path requested by an RU is not used, it will have to pay the tariff as described in Chapter 6 of this document.

4.7 EXCEPTIONAL TRANSPORTS AND DANGEROUS GOODS

Path requests for this type of transport must be made within at least 30 working days' notice because of the need to assess and resolve any incompatibilities by IP.

Without prejudice to other prescribed regulatory measures being applied, before a train carrying dangerous goods is dispatched, they shall not be allowed to commence their journey without the operator having given prior notice to IP of the routing plan and of the respective safety data sheet, written in Portuguese, detailed composition, and place in which the dangerous merchandise circulates.

4.8 SPECIAL MEASURES TO BE TAKEN IN TEHE EVENT OF DISTURBANCE

4.8.1 PRINCIPLES

When a disruptive event occurs IP will determine the appropriate actions to restore the working timetable, minimizing the negative impacts, also in accordance with Dispute resolution rules for Congested Infrastructure. Consultation of the affected railway undertakings may be considered.

4.8.2 OPERATIONAL REGULATION

For the management of all operational procedures relating to rail operations management and traffic management in area they cover, the Operational Command Centers (CCOs) shall assure the following actions:

- CCO Manager
  Assumes the overall management of the activities and ongoing and planning processes in the CCO
- Head of CCO
  Ensures the practical leadership, to whom the various workers in the control room of the CCO will respond.
- Traffic Management (Supervision)
  Coordinates, supervises, guides and assures, management and traffic command in its area of operation.
- Train Traffic Command and Control
  Controls and manages rolling stock activities
- Collection of incidents
  Monitors the events recording systems and the quality and accuracy of information
- Infraestruture Monitoring
  Centralizes all relevant information about incidents and accidents on infrastructure and triggers the necessary contacts to immediately restore of operation
- Passenger Information and Public Address Systems
  Manages the Passenger Information and Public Address Systems visual and acoustic, by informing arrivals and departures of trains, as well as any unexpected incident or accident and its effects on the normal flow of traffic.
- Video Surveillance (CCTV)
  Manages the information caught from the surveillance carried out through video cameras, either the one related to train traffic (train movements and accesses in stations, platforms and across platforms), both concerning the safety and security.
- Local Command Posts
  Ensure command and control of railway circulation in their area of operations.
- CCO – crisis room
  There is a room, in every CCO where the Rail Operator Mgr and IP's Train Traffic Mgr meet together, whenever there is an event with strong impact on traffic

4.8.3 FORESEEN PROBLEMS

In order to resolve problems that permit scheduling of response measures, IP will inform RUs of the impacts involved with the maximum possible advance notice.

IP will supply the following information to RUs as soon as possible:

- Train paths affected by the undertaking of track works
- Start and finish date of track works
- Predictable restrictions to rail traffic caused by track works
- Expected increase in route timings due to temporary speed restrictions
- The need to cancel train paths and the availability of alternatives

RUs are allowed to reject alternative train paths indicated by IP and in these cases the paths concerned are cancelled.

IP will always try to minimise the operational impacts using, whenever possible, periods that are less detrimental to RUs.

4.8.4 UNFORESEEN PROBLEMS

In the case of disturbances to rail traffic due to accidents or technical failures, IP will take all necessary measures to re-establish all normal operating conditions.

In the case of emergencies and technical failures that render the infrastructure temporarily unusable, allocated train paths can be cancelled without notice during the period needed to repair the system.

If the track is blocked by rolling stock, IP will assume the role of coordinating the activities and the necessary resources to clear the blockage.

IP may demand any RU to place at its disposal the resources needed to rapidly resolve the situation even if the RU is not the direct cause of the obstruction. The RUs that put these resources at IP's disposal to resolve obstructions caused by third parties have the right to be compensated to the amount agreed upon with the entity that caused the obstruction in the first place and which will have to bear the costs.

4.9 ALLOCATION OF CAPACITY FOR SERVICES FACILITIES

Capacity requests regarding Terminals managed by IP shall be processed through the contacts mentioned in Annex 5.3.1.2.

5 Services

5.1 INTRODUCTION

The services described in this chapter are in accordance with Decree Law n.º 217/2015.

5.2 MINIMIUM ACESS PACHAGE

The minimium access package contains.

a) handling of requests for railway infrastructure capacity;

b) the right to utilise capacity which is granted, including availability under contingency and promptness of rail relief in the event of disturbance to train movements caused by technical failure or accident, as described in 5.2.1 ;

c) The use of railway infrastructure, in particular railroad switchs and junctions;

d) train control including signalling, regulation, dispatching and the communication and provision of information on train movement;

e) use of electrical supply equipment for traction current, where available;

all other information required to implement or operate the service for which capacity has been granted.

5.2.1 PROVISION OF RAIL RELIEF

To the railway relief provision in case of traffic disruption resulting from a technical failure or accident, accordingly to the terms provided on article 54. º of the Decree Law n.º 217/2015, IP will take all the necessary measures and will provide the necessary means in order to restore the normal situation, and for this purpose may use the following resources, as defined in IET 96 – General Emergency Plan and in particular in ICET 296 – Specific Emergency Plans quantified in its Annex 1 – Rail Relief:

a) Rail or road means of assistance which IP ensures under contingency and promptness conditions;
b) Adequated means of railway undertakings which allow a major eficiency at restoring the normal situation

5.2.1.1 IP rail or road means of assistance

IP's rail or road means of assistance in a contingency and promptness regime of assistance is integrated into the Minimum Access Package.

The mobilization and operationalization of this means, implies variable nature activities, which are not encompassed by the Minimum Access Package. Therefore the respective costs will be charged to the responsible(s) entity (ies) for the technical failure or accident, after the final statement of responsibilities.

These variable costs are related to the mobilization and use of IP's intervention support and infrastructure usage for which the prescribed charge applicable is the one of minimal value set out in section 6.3.1 for the used sections.

5.2.1.2 Railway Undertakings means

Whenever IP demands to a railway undertaking the adequate resources to restore the normal situation, this will be financially compensated, apart from allocating responsibilities. In this case the incurred costs have to be justified by the railway undertaking in detail.

The costs incurred by the mobilization and use of IP's intervention support and infrastructure, for which the prescribed tariff applicable is that set out in section 6.3.1 for empty runs , will be charged to the responsible(s) entity(ies) for the technical failure or accident, after the final account of responsibilities.

5.3 ACESS TO SERVICES FACILITIES AND SUPPLY OF SERVICES

In this section, IP shows the service facilities it manages, where services can be provided to all railway undertakings that request it, always complying with the non-discriminatory principle.

In section 3.6 associated with annexes 3.6.A and 3.6.B these service facilities and those managed by other undertakings are identified.

5.3.1 ACESS TO SERVICE FACILITIES

5.3.1.1 Passenger stations

IP offers the following services in passenger stations, in its buildings, and in other facilities covering the following activities that are not contemplated in the Minimum Access Package:

a) Use of Train Stations and Halts

b) Availability of Operational Facilities in Stations

c) Availability of Spaces for Installing Equipment in the Stations' Common Areas;

d) Provision of commercial information.

5.3.1.1.1 Use of Train Stations and Halts

This service includes the use of areas, at train stations or halts, allocated to passenger support, including the display of travel information and access by passengers, as well as areas that contain the technical equipment installed there.

Annex 5.3.1.1 shows the stations and halts where presently there are activities of passenger support, by assuring its access and display of travel information. This Annex also shows the occupied operational facilities.

5.3.1.1.2 Operational facilities provision at stations

This service includes the provision of passenger stations facilities to the railway undertakings, which they can occupy exclusively for:

- Ticket selling rooms;
- Customer service offices;
- Support areas for operational staff;

These facilities are available to the railway undertakings without any furniture or equipments.

IP obliges itself to keep the surroundings of the facilities that may be occupied in a good state of maintenance, promptly repairing the deteriorations or malfunctions that may occur, namely in what concerns the operation of infrastructure networks.

Railway Undertakings obligations

Constitute RU obligations:

a) The respect for the access and use rules of the facility which are notified by IP.
b) Allow IP's access, or its nominees, to the facilities for inspection purposes.
c) To keep the facility in a good state of maintenance and conservation, and the promptly reparation of the occurring deterioration or malfunctions, at their own expenses.
d) Bear the cost of improvements, repair, renovation and adaptation works, as well as the respective projects that must be previously approved by IP.
e) The interventions at these spaces shall be approved by IP, by the previous submission of the respective processes
f) The works will be accompanied by IP, when they are carried out, the way that it considers appropriate.
g) All works or improvements carried out by the RU at the occupied facility, except those that can be removed without damaging it, may enter, free of charge, in the public railway domain at its execution, having the RU no right to any compensation and not being able to exercise right of retention.
h) Deliver, at the end of the occupation, the facility in a good state of conservation, without prejudice to the deteriorations resulting from a normal use and vacating within the period indicated by IP.
i) The RU is responsible for all expenses, namely licenses, contributions, taxes and fines which fall upon the exercise of the RU activity in the occupied space, even if they are charged to IP, as well as any other expense connected to its operation.
j) The costs with the installation and use of telecommunication, water and electricity consumption are the sole responsibility of the RU, except when there is a sharing of the supplies of water and electricity between the RU and IP in which case IP sets the burden sharing
k) Assuming the responsibility for the cleaning and security services of occupied areas.
l) Perform and maintain valid multi-risk and civil liability insurance policies concerning the occupied facilities and deliver a copy of it to IP.

Contracts signing

The facilities occupation will be governed by a contract to be established between IP and the RU, in which the Network Statement principles will be complemented, with a particular emphasis on the occupation duration. These contracts can be established at any time.

Temporary regime applicable to the occupations with pending contracts

In the cases where a contract is not yet established, corresponding to old occupations, the provisions of the Network Statement continue to fully apply, including payment obligations. In these exceptional situations, the following procedure applies provisionally:

Entity	Phase	Deadline *
Railway Undertakings	Occupation's written request of (the ongoing) occupation	120 days
IP	Written communication on the (ongoing) occupation's acceptance or rejection	90 days

*Counted at least before the date of entry into force of the technical schedule.

In situations where IP decides to reject the facilities occupation's requisition, as referred above, the RU have no right to any compensation.

Whenever there is a serious breach of the obligations of the railwat undertaking, IP may at any time proceed in order to vacate the facilities.

5.3.1.1.3 Provision of areas for installation of equipments in the stations

IP can provide spaces in the stations common areas in order to install support equipments to the commercial activity of the railway undertakings, namely:

- Ticket vending machines;
- Access control equipments;
- Information equipments.

Railway undertakings shall require by written form an authorization to the installation of these equipments, mentioning their characteristics and desired location.

The installation is dependent upon IP authorization, which will establish the applicable conditions.

5.3.1.1.4 Provision of Supplementary Information

Upon railway undertakings request, IP can provide commercial character information to the passengers, in particular:

a) Information on the existence of on-board bar service;
b) Information on the acceptance of certain types of transport tickets;
c) Special information about certain events;
d) Detailed information about intermediate stops;
e) Information about connections and links with other means of transport;

These informations maybe disseminated throughout tele-indicator messages, automated voice-announcements or live speech.

Annex 5.5.2 shows the places where IP is able to provide this service.

5.3.1.2 Freight terminals

IP may provide services in the Terminals it manages, according to the information provided in Annex 5.3.1.2.

5.3.1.3 Marshalling yards and train formation facilities, including shunting facilities

IP does not have any station exclusively aimed at marshalling or train formation, irrespective of providing this kind of services in several network sections, upon request.

5.3.1.4 Storage sidings

IP provides storage sidings by means of the additional parking service defined in section 5.4.5 of this Network Statement.

5.3.1.5 Maintenance facilities

IP doesn´t have these facilities

5.3.1.6 Other technical facilities, including cleaning and washing facilities

IP doesn´t have these facilities

5.3.1.7 Maritime and inland port facilities

IP doesn´t have these facilities

5.3.1.8 Relief facilities

The services of IP's relief facilities are carried out according to the terms of ICET 296 – Annex 1, which includes specific emergency procedures.

5.3.1.9 Refuelling facilities

IP doesn´t have these facilities.

5.3.2 SUPPLY OF SERVICES IN SERVICES FACILITIES

5.3.2.1 Shunting

IP doesn´t presently provide these services in its own service facilities..

5.4 ADITIONAL SERVICES

The additional services to be provided by IP are expressly requested by the RUs. Although IP does not have to supply these services, if there are viable and comparable market alternatives, it is company policy to supply them indiscriminately whenever they are requested by an RU as long as there is available capacity.

5.4.1 TRACTION CURRENT

IP transfers to the Railway Transport Companies the direct costs with the acquisition of electric power for traction, according to the consumption distribution method defined in Annex 6.3.4.1 of this Network Directory.

Electric power is available on the railway network through the substations identified in Annex 3.3.2.6 B.

5.4.2 SERVICES FOR TRAINS

IP doesn´t provide these services

5.4.3 SERVICES FOR EXCEPTIONAL TRANSPORTS AND DANGEROUS GOODS

In the case of exceptional transports (as defined in 2.5), the previous execution of a feasibility study by IP is mandatory. This study will assess the feasibility of that transport, and the identification of implications and adaptations that have to be incorporated either in the operating infrastructure or in the rolling stock.

The feasibility study includes:

- Decision regarding the transport's feasibility;
- Identification of the need for infrastructure adaptations, including submission of budget and a preliminary plan for the execution of the works;
- Identification of the need of adaptations to rolling stock, which should be carried out by the Applicant.
- Identifying possible capacity restrictions.

The feasibility study is provided within a maximum period of 20 (twenty) working days starting on the date the Applicant formalized the request.

After sending the feasibility study, whenever the execution of any interventions in the infrastructure is identified, the following steps must be taken:

a) The Applicant must request a detailed study
b) IP must carry out the detailed study, including final budget and planning, as well as the payment plan.
c) Contract Signing by IP and the Applicant, defining the terms under which the transport will be carried out, including the infrastructure intervention plan and transport dates.

5.4.4 SHUNTING

The additional shunting services provision to the RUs transport companies will be carried out after the presentation of the corresponding requisitions (namely throug the IT tool eServiços) and being conditioned to the available man power capacity.

In stations where the services are available but there is no specific crew on site, the service time includes the travelling time from the nearest manned station.

5.4.5 PARKING OF ROLLING STOCK

Parking must take place off the circulation lines used for the Minimum Access Package itineraries.

In exceptional cases where IP allows circulation tracks to be used for parking and while the lines are not reclassified, the rate will be the same as for parking.

Annex 3.3.1.3 lists the circulation lines in the railway stations.

5.5 ANCILLIARY SERVICES

Auxiliary services to be provided by IP are expressly requested by the Railway Transport Companies, while IP is not obliged to provide them. Although IP is not obliged to provide these services, it is the Company's policy to provide them, in a non-discriminatory manner, whenever requested by any railway company, provided there is available capacity.

5.5.1 ACESS TO TELECOMMUNICATION NETWORK

IP can provide access to a set of operating telecommunications services, telematics and operation management, which are indicated below.

5.5.1.1 Provision of GSM-R cab radios for train communication

IP may render a global service, which includes the provision of train radio communication equipment to be assembled on the trains and their respective management, maintenance and supervision services.

Equipment to provide and assemble may be of the following type:

- Cab radio for GSM-R communication;
- Dual mode type cab radio for communicating in the new GSM-R system or in the analogue train radio system (legacy radio);
- GPRS/GSM-R data communication terminals.

Alongside the provision of devices, the following services may also be considered:

- Device’s installation project for each series of motive power;
- Preventive and corrective maintenance of equipment with time to restore service to be defined;
- Terminal operation, supervision and management.

The interested RUs may request the supply of equipment and services to IP, which will be regulated by a contract between the parties.

5.5.1.2 Provision of GSM-R features and services

Alongside the voice communication services associated with traffic command and control (communications between command posts and train drivers), which are covered by the Minimum access package, IP may provide the following ancillary services:

- Voice communications relative to the RUs maintenance and management activities.

This service enables the establishment of communications between operations and maintenance posts of the RU and the train drivers and crew.
Communications may be established through dispatcher terminals, cab radios and portable terminals and closed communication groups may be created;

- SMS outgoing service.
- SMS messaging service to and from any GSM-R terminal included in the network.
- GPRS data transmission service between on-board systems and app management servers for the operator.
  It's data transmission service between on-board systems and ground application servers. For example: monitoring, telemaintenance, and public information applications.
- Train geolocation services.
  IP may provide services of information on the geographical location of trains.

The availability of this service requires that cab radios or on-board terminals have the capacity for transmitting their location via GPRS (GPS receiver).

5.5.2 TECHINICAL INSPECTION OF ROLLING STOCK

IP doesn´t provide these services.

5.5.3 TICKETING SERVICES IN PASSENGER STATIONS

IP doesn´t provide these services

5.5.4 SPECIALIZED HEAVY MAINTENANCE SERVICES

IP doesn´t provide these services

5.5.5 SUPPLY OF LABOUR FOR RU OPERATIONAL ACTIVITIES, NAMELY DIESEL REFUELLING

The provision of these ancillary services, namely for diesel refuelling, will be carried out after the presentation of the correspondent requests (namely through the IT tool eServiços), being conditioned to the man power available capacity and to the stations with availability for this purpose.

5.5.6 SUPPORT FOR THE CIRCULATION AUTHORISATION PROCESSES

IP can support the RUs in the circulation authorisation processes for the rail network, which are issued by the IMT.

5.5.7 FEASIBILITY CAPACITY STUDIES

IP can support the applicants in the analyses of diverse options for transport services, by studying theoretical train paths. These studies may or not lead to subsequent capacity requests by the applicants.

6 Charges

6.1 CHARGING PRINCIPLES

IP sets the amount of charges in accordance with Decree-law 217/2015, particularly article 31 therein, using the same method implemented in the former versions of the Network Statement.

Charges for using the Minimum Access Package correspond to the costs directly attributable to the operation of the rail service, as set in section 3 of article 31 of Decree-law 217/2015.

Charges for access to service facilities do not surpass the cost of their provision, plus profit established on the basis of Portuguese market values, as set in section 11 of article 31 of Decree-law 217/2015.

Charges on additional and ancillary services meet requirements in section 12 of article 31 of Decree-law 217/2015.

6.2 CHARGING SYSTEM

The regulations governing the tariffs for minimum access pachage are given in Annex 6.2.

6.3 TARIFFS

6.3.1 MINIMUM ACESS PACKAGE

Charges for Minimum Access Package for pathways are calculated as follows:

$$TSE = \sum_{i=1}^{n} T_i \times CK_i$$

Where:

TSE – Charge for providing Minimum Access Package when using a train path for a rail composition.

i – Section in operation

Ti – Base charge defined in the Network Statement for each section of track, depending in the kind of service and kind of traction used

CKi – Distance actually covered by a rail composition in each section in operation.

The collection of the charge that are due for the Minimum Access Package taking into consideration all the capacity actually used by each operator in the period covered by the invoice.

The amount each operator must pay depends on the kind of service and traction used and the distance covered between the origin and destination of the service. The total amount is the sum of all the sections covered by multiplying the length of each section by the applicable charge.

VAT will be added to these amounts.

The charges for the Minimum Access Package by train kilometres (CK), in force during the term of Timetable 2018, are those indicated in the table below.

Line	Since	Until	Freight		Urban and Suburban		Regional and InterRegional		Long distance and internacional		Empty Runs		Freight Empty Runs	
			CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE
Minho Line	Porto S.Bento	Lousado	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
	Lousado	Nine	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
	Nine	Viana do Castelo	0,79 €	0,69 €	1,16 €	1,02 €	1,05 €	0,92 €	1,17 €	1,03 €	1,05 €	0,92 €	0,52 €	0,46 €
	Viana do Castelo	Valença	-	0,69 €	-	1,02 €	-	0,92 €	-	1,03 €	-	0,92 €	-	0,46 €
	Valença	Valença Fronteira	-	0,62 €	-	0,91 €	-	0,83 €	-	0,92 €	-	0,82 €	-	0,41 €
S.Gemil Concordance	Ermesinde	S.Gemil	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Braga Branch	Nine	Braga	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
Leixões Line	Contumil	Leixões	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Douro Line	Ermesinde	Caíde	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
	Caíde	Marco de Canaveses	0,79 €	0,69 €	1,16 €	1,02 €	1,05 €	0,92 €	1,17 €	1,03 €	1,05 €	0,92 €	0,52 €	0,46 €
	Marco de Canaveses	Régua	-	0,69 €	-	1,02 €	-	0,92 €	-	1,03 €	-	0,92 €	-	0,46 €
	Régua	Pocinho	-	0,62 €	-	0,91 €	-	0,83 €	-	0,92 €	-	0,82 €	-	0,41 €
Norte Line	Lisboa Sta Apolónia	Setil	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
	Setil	Entroncamento	1,11 €	0,97 €	1,63 €	1,43 €	1,48 €	1,30 €	1,66 €	1,45 €	1,47 €	1,29 €	0,74 €	0,65 €
	Entroncamento	Lamarosa	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
	Lamarosa	Alfarelos	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
	Alfarelos	Ovar	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
	Ovar	Gaia	1,11 €	0,97 €	1,63 €	1,43 €	1,48 €	1,30 €	1,66 €	1,45 €	1,47 €	1,29 €	0,74 €	0,65 €
	Gaia	Porto Campanhã	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
Guimarães Line	Lousado	Guimarães	1,41 €	1,23 €	2,08 €	1,82 €	1,89 €	1,65 €	2,11 €	1,85 €	1,88 €	1,65 €	0,94 €	0,82 €
Tua Line	Cachão	Mirandela	-	0,62 €	-	0,91 €	-	0,83 €	-	0,92 €	-	0,82 €	-	0,41 €
Vouga Line	Espinho-Vouga	Sernada do Vouga	-	0,62 €	-	0,91 €	-	0,83 €	-	0,92 €	-	0,82 €	-	0,41 €
	Sernada do Vouga	Aveiro-Vouga	-	0,69 €	-	1,02 €	-	0,92 €	-	1,03 €	-	0,92 €	-	0,46 €
Beira Alta Line	Pampilhosa	Guarda	1,41 €	1,23 €	2,08 €	1,82 €	1,89 €	1,65 €	2,11 €	1,85 €	1,88 €	1,65 €	0,94 €	0,82 €
	Guarda	V.Formoso Fronteira	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Lousã Branch	Coimbra B	Coimbra	0,84 €	0,74 €	1,24 €	1,09 €	1,12 €	0,98 €	1,26 €	1,10 €	1,12 €	0,98 €	0,56 €	0,49 €
Alfarelos Branch	Bif. de Lares	Alfarelos (Norte)	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
Oeste Line	Agualva-Cacém	Mira Sintra-Meleças	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
	Mira Sintra-Meleças	Louriçal	-	0,62 €	-	0,91 €	-	0,83 €	-	0,92 €	-	0,82 €	-	0,41 €
	Louriçal	Bif. Lares	0,70 €	0,62 €	1,04 €	0,91 €	0,94 €	0,83 €	1,05 €	0,92 €	0,94 €	0,82 €	0,47 €	0,41 €
	Bif. Lares	Figueira Foz	0,79 €	0,69 €	1,16 €	1,02 €	1,05 €	0,92 €	1,17 €	1,03 €	1,05 €	0,92 €	0,52 €	0,46 €
Tomar Branch	Lamarosa	Tomar	1,41 €	1,23 €	2,08 €	1,82 €	1,89 €	1,65 €	2,11 €	1,85 €	1,88 €	1,65 €	0,94 €	0,82 €

Line	Since	Until	Freight		Urban and Suburban		Regional and InterRegional		Long distance and internacional		Empty Runs		Freight Empty Runs	
			CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE
Beira Baixa Line	Entroncamento	Mouriscas-A	1,41 €	1,23 €	2,08 €	1,82 €	1,89 €	1,65 €	2,11 €	1,85 €	1,88 €	1,65 €	0,94 €	0,82 €
	Mouriscas-A	Covilhã	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Leste Line	Abrantes	Elvas Fronteira (Badajoz)	-	0,62 €	-	0,91 €	-	0,83 €	-	0,92 €	-	0,82 €	-	0,41 €
Sintra Line	Lisboa Rossio	Sintra	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
Cintura Line	Alcântara Mar	Alcântara Terra	-	0,62 €	-	0,91 €	-	0,83 €	-	0,92 €	-	0,82 €	-	0,41 €
	Alcântara Terra	Campolide A	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
	Campolide A	Braço Prata	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
Cascais Line	Cais Sodré	Cascais	1,11 €	0,97 €	1,63 €	1,43 €	1,48 €	1,30 €	1,66 €	1,45 €	1,47 €	1,29 €	0,74 €	0,65 €
Vendas Novas Line	Setil	Vidigal	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
	Vidigal	Vendas Novas	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Alentejo Line	Barreiro	Pinhal Novo	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
	Pinhal Novo	Bombel	1,41 €	1,23 €	2,08 €	1,82 €	1,89 €	1,65 €	2,11 €	1,85 €	1,88 €	1,65 €	0,94 €	0,82 €
	Bombel	Casa Branca	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
	Casa Branca	Beja	-	0,62 €	-	0,91 €	-	0,83 €	-	0,92 €	-	0,82 €	-	0,41 €
	Ourique	Funcheira	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Sul Line	Campolide A	Penalva	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
	Penalva	Pinhal Novo	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
	Pinhal Novo	Setúbal	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
	Setúbal	Ermidas Sado	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
	Ermidas Sado	Tunes	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Alcácer Variant	Pinheiro	Grândola Norte	1,41 €	1,23 €	2,08 €	1,82 €	1,89 €	1,65 €	2,11 €	1,85 €	1,88 €	1,65 €	0,94 €	0,82 €
Sines Line	Ermidas Sado	Porto Sines	1,41 €	1,23 €	2,08 €	1,82 €	1,89 €	1,65 €	2,11 €	1,85 €	1,88 €	1,65 €	0,94 €	0,82 €
Évora Line	Casa Branca	Évora	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Algarve Line	Lagos	Tunes	-	1,23 €	-	1,82 €	-	1,65 €	-	1,85 €	-	1,65 €	-	0,82 €
	Tunes	Faro	1,41 €	1,23 €	2,08 €	1,82 €	1,89 €	1,65 €	2,11 €	1,85 €	1,88 €	1,65 €	0,94 €	0,82 €
Algarve Line	Faro	Vila Real Sto António	-	1,23 €	-	1,82 €	-	1,65 €	-	1,85 €	-	1,65 €	-	0,82 €

Line	Since	Until	Freight		Urban and Suburban		Regional and InterRegional		Long distance and internacional		Empty Runs		Freight Empty Runs	
			CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE
Poceirão Concordance	Bif. Poceirão Desc.	Bif. Águas de Moura Sul	1,51 €	1,32 €	2,22 €	1,95 €	2,02 €	1,77 €	2,25 €	1,98 €	2,01 €	1,76 €	1,00 €	0,88 €
Funcheira Concordance	Bif. Funcheira Sul	Bif. Funcheira Alentejo	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Ermidas Concordance	Bif. de Ermidas Sines	Bif. Ermidas Sul	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Verride Concordance	Amieira	Bif. de Verride	0,70 €	0,62 €	1,04 €	0,91 €	0,94 €	0,83 €	1,05 €	0,92 €	0,94 €	0,82 €	0,47 €	0,41 €
Agualva Concordance	Poceirão	Bifurcação de Agualva	1,41 €	1,23 €	2,08 €	1,82 €	1,89 €	1,65 €	2,11 €	1,85 €	1,88 €	1,65 €	0,94 €	0,82 €
Águas de Moura Concordance	Águas de Moura	Bif. Águas de Moura Norte	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Bombel Concordance	Bombel	Vidigal	1,41 €	1,23 €	2,08 €	1,82 €	1,89 €	1,65 €	2,11 €	1,85 €	1,88 €	1,65 €	0,94 €	0,82 €
Xabregas Concordance	Bifurcação de Chelas	Bifurcação de Xabregas	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Sete Rios Concordance	Sete Rios	Benfica	1,65 €	1,44 €	2,43 €	2,13 €	2,20 €	1,93 €	2,46 €	2,16 €	2,19 €	1,92 €	1,10 €	0,96 €
North Setil Concordance	Bifurcação Norte-Setil	Bif. Setil - Vendas Novas	1,26 €	1,10 €	1,86 €	1,63 €	1,69 €	1,48 €	1,89 €	1,65 €	1,68 €	1,47 €	0,84 €	0,74 €
Ramalhal Valouro Branch	Pampilhosa	Ramalhal-Valouro	-	0,62 €	-	-	-	-	-	-	-	0,82 €	-	0,41 €
Louriçal Branch	R Louriçal	Celbi/Soporcel (Bifurcação)	0,70 €	0,62 €	-	-	-	-	-	-	0,94 €	0,82 €	0,47 €	0,41 €
Praias Sado – Sapec Branch	R P Sado - Sapec (Inserção)	Praias Sado - Sapec	0,70 €	0,62 €	-	-	-	-	-	-	0,94 €	0,82 €	0,47 €	0,41 €
Petrogal-Asfaltos Branch	PK 170,669SI	Ramal Petrogal-Asfaltos	1,26 €	1,10 €	-	-	-	-	-	-	1,68 €	1,47 €	0,84 €	0,74 €
EDP – Cinzas Branch	Inserção R.EDP/Cinzas	EDP/Cinzas	0,70 €	0,62 €	-	-	-	-	-	-	0,94 €	0,82 €	0,47 €	0,41 €
Neves Corvo Branch	Ourique	Minas Neves Corvo	-	0,62 €	-	-	-	-	-	-	-	0,82 €	-	0,41 €
Tadim Freight Terminal	T M Tadim (Inserção)	T M Tadim	0,70 €	0,62 €	-	-	-	-	-	-	0,94 €	0,82 €	0,47 €	0,41 €
Siderugia Nacional Branch	R Sid Nacional (Inserção)	Triagem Sid. Nac.	1,26 €	1,10 €	-	-	-	-	-	-	1,68 €	1,47 €	0,84 €	0,74 €
Fundão Freight Terminal	T M Fundão (Inserção)	T M Fundão	0,70 €	0,62 €	-	-	-	-	-	-	0,94 €	0,82 €	0,47 €	0,41 €
Cacia Plataform	P Cacia (Inserção)	P Cacia	1,26 €	1,10 €	-	-	-	-	-	-	1,68 €	1,47 €	0,84 €	0,74 €
Bobadela Freight Terminal	Bobadela Sul	Bobadela Norte	1,26 €	1,10 €	-	-	-	-	-	-	1,68 €	1,47 €	0,84 €	0,74 €
Celbi Branch	R Celbi (Inserção)	R Celbi	0,70 €	0,62 €	-	-	-	-	-	-	0,94 €	0,82 €	0,47 €	0,41 €
Soporcel Branch	R Soporcel (Inserção)	R Soporcel	0,70 €	0,62 €	-	-	-	-	-	-	0,94 €	0,82 €	0,47 €	0,41 €
Porto de Aveiro Branch	R P Aveiro (Inserção)	Porto de Aveiro	1,26 €	1,10 €	-	-	-	-	-	-	1,68 €	1,47 €	0,84 €	0,74 €

Line	Since	Until	Freight		Urban and Suburban		Regional and InterRegional		Long distance and internacional		Empty Runs		Freight Empty Runs	
			CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE	CKs E	CKs NE
Colpor Branch	R Colpor	Triagem Colpor	0,70 €	0,62 €	-	-	-	-	-	-	0,94 €	0,82 €	0,47 €	0,41 €
Liscont Branch	R. Liscont (Inserção)	Liscont	-	0,62 €	-	-	-	-	-	-	-	0,82 €	-	0,41 €
Raquete Branch	R. Raquete (Inserção)	R. Raquete (extremo)	-	0,62 €	-	-	-	-	-	-	-	0,82 €	-	0,41 €
Metalsines Branch	Inserção Bif Sines	Inserção Petroquímica	-	0,62 €	-	-	-	-	-	-	-	0,82 €	-	0,41 €

6.3.1.1 Reservation Tariff for Adhoc Requests

Ad hoc requests are all capacity requests presented after the annual working timetable comes into force.

These requests are subject to an additional fee that varies with the order formalization in advance, according to the table below:

Adhoc Request Charg	Advance of ad hoc capacity request in relation with the train date
0,00 €/CK	Equal or higher than 14 days
0,04 €/CK	Between 14 days (exclusive) and 7 days (including)
0,08 €/CK	Between 7 days (exclusive) and 4 days (including)
0,15 €/CK	Less than 4 days

The day count is performed as follows:

- the requested channel day is not counted in the count of days;
- the day on which the punctual request for capacity is made is used in the count of days;
- The requested channel time does not interfere with the count of days.

VAT will be added to these values

6.3.2 TRACK ACESS TO SERVICES FACILITIES

6.3.2.1 Passenger stations

6.3.2.1.1 Use of passenger stations

The use of stations is charged according to the commercial stops made by each train, according to the typology of station where the commercial stop occurs:

Station Type	Tariff / Commercial Stop (€)
A	0,69
B	0.48
H	0,21
D	0,05

VAT will be added to these values

6.3.2.1.2 Operational facilities provision at stations

The operational facilities provision in each station is charged accordingly to the occupied areas in line with the station typology, regardless the occupation type.

Station Type	Monthly Tariffs / m2 (€)
A	2,70
B	1,90
H	1,00
D	0,22

VAT will be added to these values.

6.3.2.1.3 Provision of areas for installation of equiments in the stations

The charges applicable to the provision of spaces to install equipment in common areas of stations are calculated on the basis of energy consumption estimated for each piece of equipment, to be set by IP.

6.3.2.1.4 Commercial character information provision

Tele-indicator messages

The services provision corresponds to 20 minutes for the insertion in the system + 20 minutes for its removal, which totals 40 minutes for each requested operation, for a specific train and period, which will be charged accordingly to the man power value of a Circulation Controller.

The applied tariff to each request of service provision is 18,62 €, to which applies the VAT. Request means all and any request which implies the introduction of a new message, even if an equal content but in a different idiom or an alteration of existing messages in the system.

The entry in force of the new annual technical timetable implies the formalization of new requests which will be the subject to billing.

Voice announcements.

The services provision corresponds to 90 seconds, by announcement/message and by station stopping, which will be charged accordingly to the man power value of a Circulation Controller.

The applied tariff to each request of announcement service provision is 0,70 €, to which applies the VAT.

The entry into force of the new annual technical timetable implies the formalization of new requests which will be subject to billing.

6.3.2.2 Freight terminals

The tariffs for the terminals managed by IP are shown in Annex 5.3.1.2.

6.3.2.3 Marshalling yards and train formation facilities, including shunting facilities

Not applicable.

6.3.2.4 Storage sidings

Not applicable.

6.3.2.5 Maintenance facilities

Not applicable.

6.3.2.6 Other technical facilities, including cleaning and washing facilities

Not applicable.

6.3.2.7 Maritime and inland port facilities

Not applicable.

6.3.2.8 Provision of rail relief

The value applicable to the deployment and operationalisation of relief means which are not covered by the Minimum Access Package depends on variable activities whose amount can only be set after the conclusion of the incident.

6.3.2.9 Refuelling facilities

Not applicable.

6.3.3 SUPPLY OF SERVICES REFERRED TO IN 5.3.2

Not applicable.

6.3.4 ADITIONAL SERVICES

6.3.4.1 Traction Power

Annex 6.3.4.1 shows the rules regarding this matter, including tariffs.

In the event of a valid contract for paying IP to confer, bill or divide consumptions, this is taken into account up to that amount in the calculation made in accordance with the tariff rules given in Annex 6.3.4.1.

6.3.4.2 Services for trains

Not applicable.

6.3.4.3 Special contracts regarding exceptional transports

For the execution of this feasibility study a 500 € fee is charged, plus value added tax. The amount charged for the feasibility study will not be reimbursed under any circumstances.

6.3.4.4 Shunting

Shunting is charged according to the human resources allocated in terms of “actual minutes” from three categories of personnel: Shunting Operator, Circulation Operator and Circulation Controller.

The “actual minutes” take into account the time from when the resources started to be mobilised until they become available for other activities.

The labour tariffs referred in Annex 6.3.4 correspond to the average price per category calculated over a year period and are to be applied regardless of the time of day that the services are rendered.

6.3.4.5 Parking of rolling stock

Parking outside the circulation tracks in stations for periods of over 1 hour is charged according to the formula:

$$Te = 1{,}54€ \times H$$

Where:

Te – the tariff in Euros, for parking the rolling stock in a given line in a Station. VAT will be added to this value.

H – number of hours, rounded by default, of occupation of a line by parked rolling stock.

In situations where rolling stock of different service type's parks in the same line, in total or parcial coincident time periods, the tariffs will be fully applied for each service type, thus not considering sharing of tariffs.

The technical stop situations foreseen in the timetable or in printed letter, even if for periods over 1 hour, are excluded from the scope of the application of this tariff.

Electricity and water consumptions are not included in the parking services tariff

The tariff calculation is based on the maintenance costs for the infrastructure used, in other words, the lines not used for circulation.

6.3.5 ANCILLARY SERVICES

6.3.5.1 Provision of access to telecommunications services

6.3.5.1.1 Provision of GSM-R cab radios for to-train communication

The fees that apply to these services will be calculated based on the type of equipment to provide, the time to restore service to retain, the amount of pieces of equipment, the geographic dispersion of corrective and preventive maintenance points, the contract's period of validity, among other factors.

For each request an analysis of equipment requirements and the service provision conditions will be made, and the most adequate terms to achieve intended purposes will be found with the operator.

6.3.5.1.2 Provision of GSM-R features and services

These fees will be applied as monthly flat rates, either individually or in clusters. Their cost will be determined individually, according to the number of services to hire the number of terminals, the average traffic for each terminal, the availability requirements and the time to restore service.

6.3.5.1.3 Other telecommunications and telematics services

Given the diversity of the type and requirements of services to be provided, their corresponding fees will be determined after assessing the requests of operators.

6.3.5.2 Technical inspection of rolling stock

Not applicable.

6.3.5.3 Ticketing services in passenger stations

Not applicable.

6.3.5.4 Specialized heavy maintenance services

Not applicable.

6.3.5.5 Supply of labour for RU operational activities, namely diesel refuelling

These services are charged according to human means used, taking into account the professional categories mentioned in Annex 6.3.4.

6.3.5.6 Support for the circulation authorisation processes

These services are charged according to human means used, taking into account the professional categories mentioned in Annex 6.3.4.

6.3.5.7 Feasibility capacity studies

These services are charged according to human means used, taking into account the professional categories mentioned in Annex 6.3.4.

6.4 FINANCIAL PENALTIES AND INCENTIVES

6.4.1 CHARGES FOR CAPACITY REQUESTED AND NOT USED

The amount due for unused capacity requested depends on the timeliness with which said cancellation is communicated, and is calculated as a percentage of the amount of the capacity requested, according to the table below:

Percentage of the applicable charge value	Advance cancellation request regarding the date of the train
5 %	Equal or higher than 14 days
10 %	Between 14 days (exclusive) and 7 days (including)
50 %	Less than 4 days

Days are counted as follows:

- the day on which the path is requested does not count;
- the day on which the cancellation is requested counts;
- the hour of the requested path does not matter.

No amounts shall be due for unused capacity requested if the cancellation is communicated before the start of the technical schedule.

In case of partial suppression, only the unused itinerary shall be counted.

Charging for unused capacity requested, for each suppressed path, on the operator's responsibility, has a maximum time period of 30 days from the first day of supression.

VAT will be added to these values.

6.4.2 CANCELLATION FEES

Cancellation situations are already covered by the charges for capacity requested and not used.

6.4.3 REDUCTION FEE FOR FRAMEWORK AGREEMENTS

IP does not apply this kind of discounts.

6.4.4 ERTMS DISCOUNTS

IP does not apply this kind of discounts.

6.5 PERFORMANCE SCHEME

The performance scheme aims at reducing disturbances to a minimum and to promote efficiency in the services, allowing for a better operating performance, in line with the standards foreseen in the allocation of capacity.

The performance regime implemented since 2010 in accordance with the IMT Regulation 473/2010 (now revoked) does not allow a full compliance with the requisites from Annex IV of Decree-Law 217/2015 which transposed the Directive 2012/34/UE. For this reason, at the publishing date of this Network Statement, IP and the RUs are jointly developing a new process whose full entry into service is expected take place in 2020.

Throughout 2019, IP shall provide stakeholders with information pertaining to rail traffic performance analysis, without financial effects

6.6 CHANGES TO CHARGES

In addition to the adjustment, already made, of the tariff system to Implementing Regulation (EU) 2015/909, IP will review the model during the first half of 2018, which will involve all Operators.

This review may have effects on the charges of 2019 Network Statement.

6.7 BILLING ARRANGEMENTS

The amounts for the Minimum Access Package services are monthly charged based on the tariffs published in the Network Statement and the train kilometres used according to the data registed by the IP traffic management.

The amount for the additional and ancillary services are charged in accordance with the tariffs published in the Network Statement or the Contracts or Protocols drawn up.

All invoices must be paid within 30 days of their issue.

The Operator may, within 15 days, submit to IP a substantiated and detailed complaint concerning a section or sections of the invoice, in which case IP has 30 days to justifiably revise or keep the invoice presented. The complaint has postponing effects on the payment deadline.

Infraestruturas de Portugal

2019

NETWORK STATEMENT

ANNEXES

Annex 1.3 - Relevant Legislation

The main pieces of Portuguese legislation that directly or indirectly influence the contents of this Network statement are given below:

Decree-Law nos. 80/73, from March 2nd, 104/73, from March 13th (altered by Decree-Law nos. 287/73, from June 5th, and 485/88, from December 30th), and 63/83, from February 3rd, all relating to the operation of rail transport by Caminhos de Ferro Portugueses, E.P., and Decree-Law no. 109/77, from March 25th (altered by Decree-Law nos. 406/78, from December 15th, 116/92, from June 20th, 394-A/98, from December 15th, 10/2002, from January 24th), that approve the statutes of Caminhos de Ferro Portugueses, E.P.

Law 10/90, March 17th (altered by Law no. 3-B/2000, from April 4th) – Base law on land transport systems

Decree-Law no. 116/92, from June 20th (altered by Decree-Law no. 274/98, September 5th), which contains the definition of the national rail network.

Law 88-A/97, from July 25th, which prohibits access by the private economic sector to some economic activities, including public service rail transport, with exceptions determined by the state or local authorities.

Decree-Law no. 104/97, from April 29, (altered by Decree-Laws no. 394-A/98, from December 15th, and no. 270/2003, from October 28th), which created REFER.

Decree-Law no. 299-B/98, from September 29th (altered by Decree-Law no. 270/2003, from October 28th), which set up the INTF.

Order no. 1094/98 (2nd series) (published in the Government Gazette, 2nd series, no. 15, from January 19th, 1998) relating to safety conditions in the operation of public transport (applicable to REFER under the terms of Order no. 4344/2000 (2nd series) published in the Government Gazette, 2nd series, no. 46, from February 24th, 2000.

Joint order no. 261/99, from March 5th, relating to the constitution of “concession establishment to CP”.

Level crossing regulations, approved by Decree-Law no. 568/99, from December 23rd, altered by DL 24/2005 from January 26th.

Regulation no. 18/2000, relating to “rolling stock operations authorisation”.

Decree-Law 322/2000 from December 19th (altered by DL189/2006 from September 22nd), relating to safety advisors for road, rail or inland waterways transport of dangerous goods.

Ruling No. 1455/2001, dated from December 28th, regarding the terms for checking the conformity of wagons built prior to January 1st, 1977.

Decree-Law 75/2003, dated from April 16th, regarding the interoperability of the conventional transeuropean rail system.

Decree-Law no. 270/2003, from October 28th (amended by the Declaration of Amendment no. 26/2003, from December 27th and altered by Decree-Law no. 146/2004, from June 17th), which transposed EU Directives 2001/12/EC, 2001/13/EC and 2001/14/EC, laying down conditions for supply of rail transport services and management of railway infrastructures.

Decree-Law no. 276/2003, from November 4th, relating to the public railway domain.

Ruling No. 167/2004, dated from February 18th, regarding the model of safety certificate to be obtained by the rail undertakings.

Decree Law 78/2005, from April 13th, establishing the new basis for the franchise of the North-South link and revoking Decree Law 189-B/99 from June 2nd that established the previous basis.

Decree-Law no. 189/2006, which is the first alteration to Decree-Law no. 322/2000, which establishes the law and jurisdiction regarding the assignment and professional qualification of the safety advisors for road, rail or inland waterways transport of dangerous goods.

Decree-Law no. 147/2007, dated from April 27th, defining the mission and allocations for the Mobility and Land Transport Institute, IP (IMT, IP).

Decree-Law no. 177/2007, from May 8th, which partially transposed into the national legal system the Directive no. 2004/50/EC, altering the Directive no. 96/48/EC relative to the interoperability of the high speed

transeuropean rail system, and the Directive no. 2001/16/EC regarding the interoperability of the conventional rail system in national territory.

Decree-Law no. 231/2007, from June 14th, which transposed to the national legal system the Directive no. 2004/51/EC, from April 29th, altering Directive no. 91/440/EEC, from July 29th, regarding the development of the community railway and, partially, Directive no. 2004/49/EC, dated from April 29th, regarding the Community railway safety. Alteration and republishing of Decree-Law no. 270/2003, dated from October 28th.

Ruling no. 1543/2007, from December 6th, approving the regulations road and rail transport tankers.

Decree-Law no. 391-B/2007, from December 24th, which regulates the transport of dangerous goods by rail, transposing to the national legal system Directives 2004/89/EC and 2004/110/EC by the Commission.

Decree-Law no. 394/2007, from December 31st, which partially transposes to the national legal system Directive no. 2004/49/EC, regarding the Community railway safety, and altering Directive no. 95/18/EC, which relates to capacity distribution of rail infrastructure, application of tariffs for the use of the railway infrastructure, and safety certification.

Decree-Law no. 395/2007, from December 31st, which establishes the framework legislation of the Safety and Railway Accident Investigation Bureau (GISAF).

Decree-Law 58/2008, from March 26th which establishes the conditions to be complied with when contracting railway transportation for passengers and luggage, hand held volumes, pets, bicycles and other goods.

Decree Law141/2008, of 22 July that adapts the articles of association of REFER, E. P. E., following Decree Law 300/2007, of 23 August coming into force, which altered the legal system of the State business sector, approved by Decree Law 558/99, of 17 December.

Decree Law191/2008, of 25 September, containing the third alteration to Decree Law 93/2000, of 23 May and the second alteration to Decree Law 75/2003, of 16 April, transposing Commission Directive 2007/32/CE, of 1 June into national law, which altered annex VI of Council Directive 96/48/CE, regarding the interoperability of the high speed trans-European rail system, and annex VI of Directive 2001/16/CE, of the European Parliament and Council regarding the interoperability of the conventional trans-European rail system.

Instruction 1/URF/08 of 6 November 2008, regarding manoeuvres and their technical regulations.

Decree Law 114/2009, of 18 May, which made the first alteration to Decree Law 394/2007, of 31 December regarding the technical investigation of railway incidents and accidents, clarifying that the concept of rail transport covers other guided systems apart from heavy rail.

Decree Law 137-A/2009, of 12 June, which approves the legal system that applies to CP - Comboios de Portugal, E. P. E., along with the respective articles of association and authorises the spin-off of freight transport activity, revoking Decree Law109/77, of 25 March, which approved the articles of association of Caminhos de Ferro Portugueses, E. P.

URF/IMT recommendation regarding contracts between the infrastructure manager and the railway undertakings, of 10 December 2009

URF/IMT recommendation regarding freight terminal access of 17 December 2009.

URF/IMT recommendation regarding financing and contracting of public passenger rail transport service of 31 December 2009

Regulation 442/2010, of 17 May, which establishes the procedures to issue safety authorisations to companies responsible for rail infrastructure management

Regulation 443/2010, of 17 May, which establishes the procedures to issue safety authorisations to rail transport service provider companies

Regulation 444/2010, of 17 May, which establishes the authorisation procedures to entities established in Portugal – notified bodies – to assess compliance of components and subsystems regarding rail interoperability and cable facilities

Decree Law 20/2010, of 24 March, which liberalizes international rail passenger transport services over the national rail infrastructure and defines the respective access rules, proceeding to transpose Directive 2007/58/CE, of the European Parliament and Council of 23 October 2007 into domestic law.

Decree Law 41-A/2010, of 29 April, rectified by Rectification declaration 18/2010, of 28 June, which regulates terrestrial, rail and road transport of dangerous goods, transposing Directive 2006/90/CE, of the Commission

of 3 November and Directive 2008/68/CE, of the European Parliament and Council of 24 September into domestic law

Regulation 473/2010, of 20 May, which establishes the performance improvement system for the national rail network

Decree Law 62/2010, of 9 June, which alters the common safety indicators and the common methods for calculating the costs of rail accidents, proceeding with the second alteration to Decree Law 270/2003, of 28 October and transposes Commission Directive 2009/149/CE, of 27 November

Deliberation 1036/2010, of 16 June, which establishes the conditions to recognise training entities and approves training courses to train safety advisers and drivers of dangerous goods vehicles as well as other requirements to be followed in this training

Instruction 1/URF/2010, of 15 June 2010, that establishes the valuation of the time to apply in the performance improvement system for 2010

Decree Law 138-B/2010, of 28 December, which revises the bases for operating concessions of passenger rail transport on the north-south link, approved in annex to Decree Law78/2005, of 13 April

Dispatch 12772/2010, of 9 August, which sets the rate to applied by the Instituto da Mobilidade e dos Transportes Terrestres, I. P. (Regulator), in 2010, on income from national rail infrastructure usage rates by REFER, E. P. E.

Decree Law 27/2011, of 17 February, which establishes the technical conditions that contribute towards increased safety of the rail system and safe operations with no train interruptions, transposes Directives 2008/57/CE, of the European Parliament and Council of 17 June, 2008/110/CE, of the European Parliament and Council of 16 December and 2009/131/CE, of the Council of 16 October and alters Decree Law 270/2003, of 28 October

Law 16/2011 of 3 May that approves the system to certify train drivers, transposing Directive 2007/59/CE, of the European Parliament and Council of 23 October

Decree-Law no. 182/2012, of August 6, transposing Directive 2011/18/EU, on the interoperability of the railway system within the Community, which introduces the first amendment to Decree-Law no. 27/2011.

Decree-Law No. 206-A/2012, of 31 August, on the Inland Transport of dangerous goods, which introduces several amendments to Decree-Law No. 41-A/2010 of 29 April.

Decision n.º 1/2012, 14 of September of 2012, concerning the issues resulting from the termination of the Concession Contract of Stations Management.

Decree Law n. º 236/2012, 31 of October, which approves the organic of the Transports Mobility Institute, I.P.

The implementing Regulation (EU) No. 869/2014 of 11 August 2014, concerning new passenger rail services.

The implementing Regulation (EU) no 870/2014 of 11 August 2014, concerning the criteria applicable to Applicants to railway infrastructure capacity

Decree-Law no. 41/2014, of March 18, transposing Directive 2013/9/EU, on the interoperability of the railway system within the Community, which introduces the second amendment to Decree-Law no. 27/2011.

Decree-Law No. 77/2014, of 14 may, approving the organic of Institute of mobility and transport, i. p.

Decree-Law No. 78/2014, of 14 may, approving the constitution of the mobility and Transport Authority

Decree-Law no. 179/2014, of December 18, amending Decree-Law no. 27/2011, transposing Directive no. 2014/38/EU, on the interoperability of the railway system within the Community regarding noise pollution.

Decree-Law No. 151/2014, from 13 October 1999 transposes to domestic law the directive n° 2004/51/EC of the European Parliament and of the Council of 29 April, amending Directive 91/440 Nr./EEC of the Council of 29 July, concerning the development of the Community's railways, and, partially, Directive 2004/49/EC of the European Parliament and of the Council, of 29 April on the safety on the Community's railways (Railway Safety Directive)[...] . Amends and republishes Decree-Law No. 270/2003, of 28 October.

Commission Regulation (EU) No. 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing Regulation (EC) No. 62/2006.

Decision (EU) 2015/14 of 5 January 2015 amending decision 2012/88/EU on the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system.

Decree-Law no. 91/2015 of May 29, on the merger between Rede Ferroviária Nacional – REFER, E.P.E and Estradas de Portugal, S.A. and the creation of a single company called Infraestruturas de Portugal. This Decree-Law revokes Decree-Law 104/97 of April 29, amended by Decrees-Law no. 394-A/98 of December 15, 270/2003 of October 28, 95/2008 of June 6, and 141/2008 of July 22, with the exception of no. 1 in article 1st as far as the creation of REFER, E.P.E is concerned, and of article 5th.

Decree-Law no. 216/2015 of October 7, which transposes to the internal legal order Directive no. 2014/106/EU, of the Commission, of December 5, 2014, which amends annexes V and VI of Directive no. 2008/57/EC of the European Parliament and of the Council June 17, 2008 on the conditions with which the interoperability of the railway system within the Community must conform, transposed to domestic law by Decree-Law no. 27/2011of February 17, amended by Decrees-Law no. 182/201of August 6, 41/2014 of March 18, and 179/2014 of December 18.

Decree-Law no. 217/2015 of October 7, transposing to the internal legal order the Directive no. 2012/34/EC of the European Parliament and of the Council of November 21 establishing a single European railway area, revoking Directive no. 91/440/EEC of the Council of July 29, 1991 on the development of the Community's railways, Directive no. 95/18/EC of the Council of June 19, 1995 on the licensing of railway transport companies, and Directive no. 2001/14/EC of the European Parliament and of the Council of February 26, 2001 on the allocation of railway infrastructure capacity and the levying of fees for the use of the railway infrastructure and the safety certification, which were transposed to domestic legal order by Decree-Law no. 270/2003 of October 28, which is the major regulatory framework on these issues within the sector of railway transport.

Commission Implementing Regulation (EU) 2015/909, on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service, for the purposes of setting of charges of the Minimum Access Package and infrastructure access charges connecting service facilities.

Commission Regulation (EU) 2015/924 of 8 June 2015, amending Commission Regulation (EU) No. 321/2013 concerning the technical specification for interoperability relating to the 'rolling stock – freight wagons' subsystem of the rail system in the European Union.

Commission Regulation (EU) 2015/995 of 8 June 2015, amending Decision 2012/757/EU, concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system in the European Union.

Commission Implementing Regulation (EU) 2015/1100 of 7 July 2015, on the reporting obligations of the Member States in the framework of rail market monitoring.

Commission Implementing Regulation (EU) 2016/545, on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity..

Annex 3.1 – Summary of Infrastructure Characteristics

Wide Gauge NetWork

	Lines, branches and concordances	Extent (kms)	Track typology			Loading gauge			Maximum loads								Operating systems							Speed control systems		Solo-Train communications			Electrified lines	
			Single track	Double track	Multiple track	PTb+ (CPB+)	PTb (CP B)	narrow gauge	D4	D3	D2	C4	C2	B2	B1	A	Automatic block system	Automatic block system*	Block system interposed (RCI)	Automatic block system with advanced signs(RCA,SA)	Block System telephone (RCT)	Maneuvers	Simplified operating system	Ericab type	automatic braking	RSC with data	GSM-R	GSM-P	25 Kv / 50 Hz	25 000 V
Minho	133,6	92,5	38,7	2,4	81,2	52,4		128,7		4,9						41,1				92,5			41,1		41,1				83,8	
S. Gemil	3,8	3,8			3,8			3,8								3,8							3,8		3,8				3,8	
Braga	15,5		15,5		15,5			15,5								15,5							15,5		15,5				15,5	
Leixões	18,9	18,9			18,9			18,9										18,9					18,9		18,9				18,9	
Douro	164,4	126,8	37,6		164,4			37,6		57,3				69,5		37,6				126,8			37,6		37,6				51,5	
Norte	336,1		305,6	30,5	336,1			336,1								281,8	54,2						336,1		336,1				336,1	
Guimarães	30,5	30,5			30,5			30,5										17,1	13,4				30,5		30,5				30,5	
Beira Alta	201,9	194,6	7,3		201,9			201,9								8,0		50,2	143,6				201,9		201,9				201,9	
Lousã	1,7	1,7						1,7								1,7							1,7		1,7				1,7	
Alfarelos	14,7	14,7				14,7				14,7								7,6		7,1			7,6		14,7				14,7	
Oeste	197,3	194,8	2,5		46,3	151,0		189,4		7,9						2,5				194,8			2,5		10,4				25,7	
Tomar	14,8	14,8				14,8		14,8										14,8					14,8		14,8				14,8	
Beira Baixa	239,8	239,8			114,8	125,0		43,4		149,9					46,5			193,3		46,5			193,8		122,4				193,3	
Leste	140,7	140,7				140,7		140,7												140,7										
Sintra	27,5		16,4	11,1	24,4	3,1		27,5								27,5**							27,5		27,5				27,5	
Cintura	11,3	2,4	5,2	3,7	11,3			11,3								8,9		1,4			1,0		10,3		10,3				10,3	
Cascais	25,4		25,4			25,4		25,4									25,4							25,4		25,4				25,4
Vendas Novas	69,4	69,4			69,4			69,4								5,7		63,6					69,4		69,4				69,4	
Alentejo	166,3	135,9	30,4		75,0	91,3		166,3								30,4		16,5	54,8	64,6			101,7		68,2		15,2		101,7	
Funcheira	2,4	2,4				2,4		2,4								2,4							2,4		2,4				2,4	
Sul	272,5	202,8	69,7		243,4	29,1		272,5								66,6		185,8	20,1				272,5		272,5				272,5	
V. Acácer	28,8	28,8			28,8			28,8											28,8				28,8		28,8				28,8	
L. Sines	50,7	50,7			50,7			50,7										50,7					50,7		50,7				50,7	
Évora	36,3	36,3			26,1	10,2		26,1							10,2			5,4	20,6	10,2			26,1				26,0		26,1	
R. Sines	3,2	3,2																			3,2									
Algarve	139,9	139,9			38,1	101,8		69,3					45,3	25,3				139,9					139,9		38,1	139,9			38,1	
Poceirão	8,2	2,8	5,4		8,2			8,2								8,2							8,2		8,2				8,2	
Ermidas	0,9	0,9			0,9			0,9										0,9					0,9		0,9				0,9	
Verride	2,8	2,8				2,8		2,8												2,8										
Agualva	2,0	2,0			2,0			2,0								2,0							2,0		2,0				2,0	
Aguas Moura	3,7	3,7			3,7			3,7								3,7							3,7		3,7				3,7	
Bombel	3,1	3,1			3,1			3,1										3,1					3,1		3,1				3,1	
Xabregas	1,7	1,7				1,7				1,7						1,7							1,7		1,7				1,7	
Sete Rios	3,1		3,1		3,1			3,1								3,1							3,1		3,1				3,1	
Louriçal	5,5	5,5				5,5		5,5												5,5										
Figueira Foz	1,9	1,9				1,9									1,9					1,9										
Matinha	2,8	2,8				2,8		2,8													2,8								0,5	
Norte Setil	1,0	1,0			1,0			1,0										1,0					1,0		1,0				1,0	
Neves Corvo	31,2	31,2				31,2		31,2														31,2			31,2					
Petrogal/Asf.	3,5	3,5						3,5										3,5											3,5	
EDP-Cinzas	1,7	1,7						1,7													1,7								1,7	
Sado-Sapec	1,3	1,3																			1,3								1,3	
Siderurgia N.	3,7	3,7						3,7								2,6					1,2		2,6		3,7				3,6	
T.M. Fundão	0,6	0,6								0,6						0,6													0,6	
Plataf. Cacia	1,6	1,6						1,6													1,6								1,6	
Porto Aveiro	8,8	8,8			8,8			8,8										8,8					8,8		8,8				8,8	
Colpor	0,6	0,6			0,6																0,6								0,6	
Ceibi	0,5	0,5																			0,5									
Soporcel	1,4	1,4																			1,4									
Lisconte	0,8	0,8																			0,8									
R. P. -Valouro	0,3	0,3				0,3															0,3									
TOTAL	2440,1	1829,6	562,8	47,7	1612,0	808,1	0,0	1996,3	0,0	237,0	0,0	0,0	45,3	94,8	58,6	555,4	79,6	782,7	281,3	693,4	16,3	31,2	1670,1	25,4	1484,7	165,3	41,2	0,0	1673,9	25,4

*Without Orientable block

** In internal lines A and B in section between Benfica and Monte Abraão block is not Orientable

Narrows Gauge NetWork

	Lines, branches and concordances	Extent (kms)	Track typology			Loading gauge			Maximum loads								Operating systems							Speed control systems		Solo-Train communications			Electrified lines	
			Single track	Double track	Multiple track	PTb+ (CPB+)	PTb (CP B)	narrow gauge	D4	D3	D2	C4	C2	B2	B1	A	Automatic block system	Automatic block system*	Block system interposed (RCI)	Automatic block system with advanced signs(RCA,SA)	Block System telephone (RCT)	Maneuvers	Simplified operating system	Ericab type	automatic braking	RSC with data	GSM-R	GSM-P	25 Kv / 50 Hz	25 5000 V
Vouga	96	96					96															96								
TOTAL	96	96					96															96								

NOTE – This table contains rounded amounts that may correspond to slight variations when compared to the official IP records

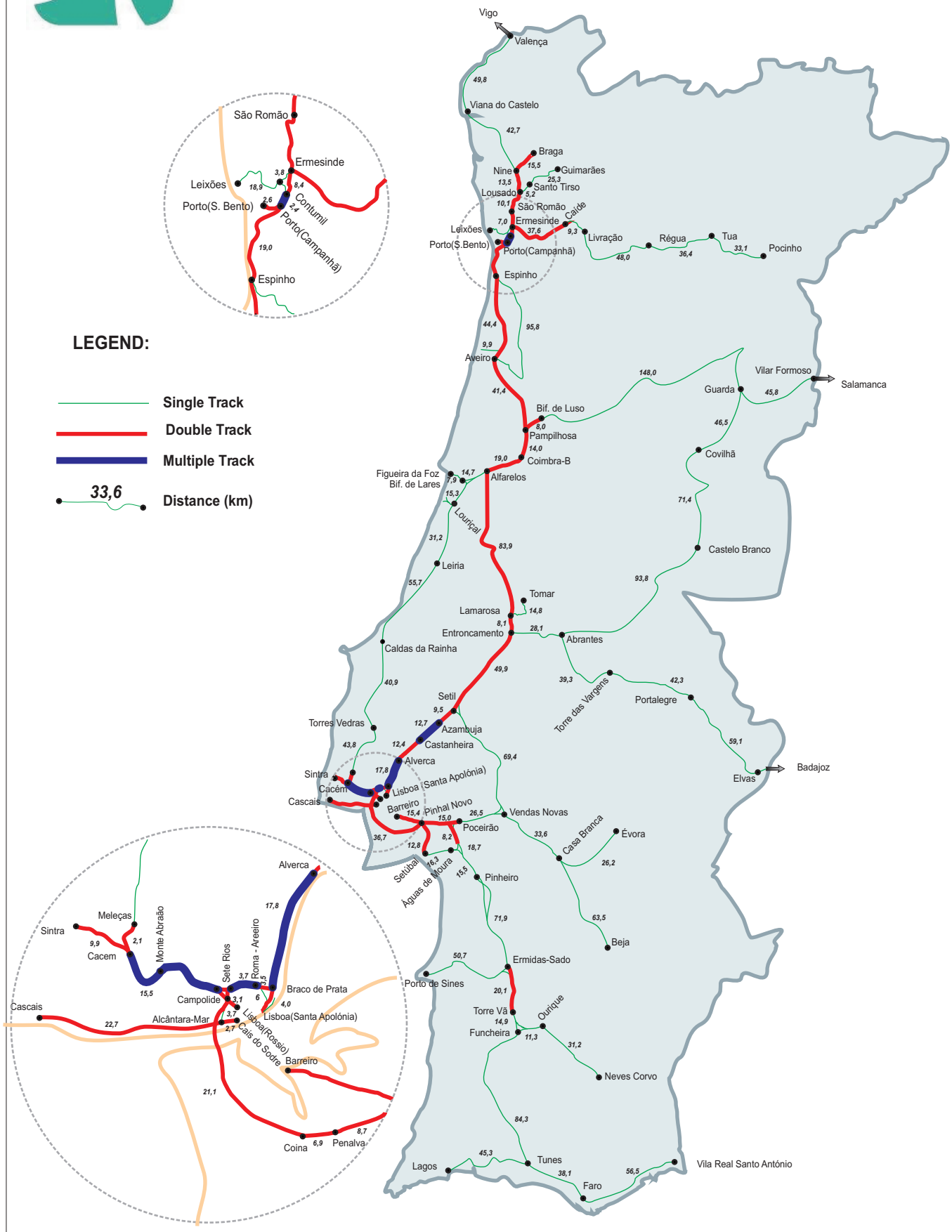
Lines and Branches in Operation

LEGEND:

1 Linha do Minho
3 Conc. de S. Gemil
4 Ramal de Braga
5 Linha de Leixões
6 Linha do Douro
8 Linha do Norte
9 Linha de Guimarães
16 Linha do Vouga
20 Linha da Beira Alta
21 Ramal da Lousã
22 Ramal de Alfarelos
23 Linha do Oeste
24 Ramal de Tomar
25 Linha da Beira Baixa(1)
27 Linha do Leste
28 Linha de Sintra
29 Linha de Cintura
32 Linha de Cascais
33 Linha de Vendas Novas
34 Linha do Alentejo
37 Linha do Sul
38 Linha de Sines
39 Linha de Évora
42 Ramal de Sines
45 Linha do Algarve
46 Conc. de Poceirão
47 Ramal Petrogal/Asfaltos
48 Conc. da Funcheira
49 Conc. de Ermidas
50 Ramal da EDP-Cinzas
52 Conc. de Verride
53 Conc. de Agualva
54 Conc. de Aguas de Moura
55 Conc. de Bombel
56 Conc. de Xabregas
57 Conc. de Sete Rios
58 Ramal do Louriçal
63 Linha da Matinha
64 Ramal Sado-Sapec
68 Variante de Alcácer
69 Conc. Norte Setil
79 Ramal Neves Corvo
82 Ramal da Siderurgia Nacional
83 Ramal do Terminal de Mercadorias do Fundão
84 Ramal da Plataforma de Cacia
87 Ramal da Celbi
88 Ramal da Soporcel
90 Ramal do Porto de Aveiro
104 Ramal da Colpor
148 Ramal Amadora-Sorefame
149 Ramal Lisconte
170 Ramal Ramalhal-Valouro

(1) Line section Covilhã-Guarda temporarily closed in 2019

Track Types and Distances



Annex 3.3.1.3 – Circulating Lines and Boarding Platforms

MINHO LINE	Porto (São Bento)	Operating Lines	I	II	III	IV	V	VI					
		Useful Lines (m)	175	125	125	125	125	175					
		Electrified Lenght (m)	175	125	125	125	125	175					
		Plataform Extension (m)	155	145	145	179	154	154					
		Plataform Height (cm)	90	90	90	90	90	90					
	Porto (Campanhã)	Operating Lines	I	II	III	IV	V	VI	VII	VIII	IX	X	XI
		Useful Lines (m)	490	535	535	555	555	415	425	425	425	415	192
		Electrified Lenght (m)	490	535	535	555	555	415	425	425	425	415	192
		Plataform Extension (m)	474	524	523	525	525	402	402	406	406	-	
		Plataform Height (cm)	70	90	90	90	90	90	90	90	90	-	
		Operating Lines	XII	XIII	XIV	XV	XVI						
		Useful Lines (m)	192	212	213	196	205						
		Electrified Lenght (m)	192	212	213	196	205						
		Plataform Extension (m)	222	222	222	222	222						
		Plataform Height (cm)	90	90	90	90	90						
	Contumil	Operating Lines	I	II	III	IV	V	VI	VII	VIII	IX	I-L	II-L
		Useful Lines (m)	331	331	350	330	198	63	108	173	118	481	481
		Electrified Lenght (m)	331	331	350	330	198	63	108	173	118	481	481
		Plataform Extension (m)	256	256	256	256	-	180	180	-	-	-	-
		Plataform Height (cm)	90	90	90	90	-	90	90	-	-	-	-
	Rio Tinto (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	138	161									
		Plataform Height (cm)	86	86									
	Águas Santas (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	193	-									
		Plataform Height (cm)	86	-									
	Palmilheira (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	-	233									
		Plataform Height (cm)	-	86									
	Ermesinde	Operating Lines	I	II	III	IV	V	VI	VII	VIII	IX	X	XI
		Useful Lines (m)	311	283	302	343	212	210	561	541	603	579	570
		Electrified Lenght (m)	311	283	302	343	212	210	561	541	603	579	570
		Plataform Extension (m)	301	301	301	301	301	-	-	-	-	-	-
		Plataform Height (cm)	70	70	70	70	70	-	-	-	-	-	-
	Travagem (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	223	225									
		Plataform Height (cm)	68	86									
	Leandro	Operating Lines	I	II									
		Useful Lines (m)	235	234									
		Electrified Lenght (m)	235	234									
		Plataform Extension (m)	235	225									
		Plataform Height (cm)	70	70									
	S.Frutuoso	Operating Lines	I	II									
		Useful Lines (m)	271	316									
		Electrified Lenght (m)	271	316									
		Plataform Extension (m)	223	227									
		Plataform Height (cm)	70	70									
	São Romão	Operating Lines	I	II	III	III+IIIA	IV						
		Useful Lines (m)	444	639	240	638	641						
		Electrified Lenght (m)	444	639	240	638	641						
		Plataform Extension (m)	242	225	242	-	-						
		Plataform Height (cm)	70	70	70	-	-						
	Portela (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	222	222									
		Plataform Height (cm)	68	86									
	Senhora das Dores	Operating Lines	A5	D2									
		Useful Lines (m)	779	791									
		Electrified Lenght (m)	779	791									
		Plataform Extension (m)	-	-									
		Plataform Height (cm)	-	-									
	Trofa (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	230	230									
		Plataform Height (cm)	90	90									
	Lousado	Operating Lines	I	I-HA	II	II+IIA	III	IV					
		Useful Lines (m)	308	1158	271	1158	184	211					
		Electrified Lenght (m)	308	1158	271	1158	184	211					
		Plataform Extension (m)	220	-	220	-	153	158					
		Plataform Height (cm)	60	-	60	-	60	90					
	Esmeriz (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	eee	-									
		Plataform Extension (m)	225	225									
		Plataform Height (cm)	86	86									
	Barrimau (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	220	220									
		Plataform Height (cm)	68	68									
	Famalicão	Operating Lines	I	II	III								
		Useful Lines (m)	606	582	521								
		Electrified Lenght (m)	606	582	521								
		Plataform Extension (m)	300	300	300								
		Plataform Height (cm)	90	90	90								
	Mouquim (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	222	222									
		Plataform Height (cm)	68	68									
	Louro (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Extension (m)	220	220									
		Plataform Height (cm)	68	68									
	Nine	Operating Lines	I	II	IIA	II+IIA	III	IV	V				
		Useful Lines (m)	595	254	218	487	402	416	1654				
		Electrified Lenght (m)	595	254	218	487	402	416	1654				
		Plataform Extension (m)	257	240			245	231	240				
		Plataform Height (cm)	90	90			90	90	90				
	Carreira (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	68,5										
	Midões*	Operating Lines	I	II									
		Useful Lines (m)	750	750									
		Electrified Lenght (m)	750	750									
		Plataform Extension (m)	150	150									
		Plataform Height (cm)	68,5 (em 80m) 40 (em 70m)	68,5 (em 80m) 40 (em 70m)									
	Barcelos*	Operating Lines	I	II									
		Useful Lines (m)	524	164									
		Electrified Lenght (m)	524	164									
		Plataform Extension (m)	268	231									
		Plataform Height (cm)	68,5 (em 80m) 40 (em 188m)	68,5 (em 80m) 30 (em 151m)									

MINHO LINE	Silva (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	68,5										
	Carapeços (A)*	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	90										
		Plataform Height (cm)	68,5 (em 80 30 (em 10 m)										
	Tamel*	Operating Lines	I	II									
		Useful Lines (m)	273	273									
		Electrified Lenght (m)	273	273									
		Plataform Extension (m)	183	183									
		Plataform Height (cm)	68,5 (em 80m) 40 (em 103m)	68,5 (em 80m) 40 (em 103m)									
	Durrães (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	68,5										
	Barroselas*	Operating Lines	I	II									
		Useful Lines (m)	409	409									
		Electrified Lenght (m)	409	409									
		Plataform Extension (m)	177	177									
		Plataform Height (cm)	68,5 (em 80m) 30 (em 97m)	68,5 (em 80m) 35 (em 97m)									
	Senhora das Neves (A)*	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	95										
		Plataform Height (cm)	68,5 (em 80 30 (em 15 m)										
	Alvarães (A)*	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	95										
		Plataform Height (cm)	68,5 (em 80 30 (em 15 m)										
	Darque*	Operating Lines	I	II									
		Useful Lines (m)	314	268									
		Electrified Lenght (m)	314	268									
		Plataform Extension (m)	157	151									
		Plataform Height (cm)	68,5 (em 80m) 40 (em 77m)	68,5 (em 50 (em 51m)									
	Areia - Darque (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	120										
		Plataform Height (cm)	68,5										
	Viana do Castelo*	Operating Lines	I	II	III								
		Useful Lines (m)	297	297	422								
		Electrified Lenght (m)	297	297	422								
		Plataform Extension (m)	407	285	285								
		Plataform Height (cm)	68,5 (em 40 (em 257m)	68,5 (em 40 (em 135m)	68,5 (em 40 (em 135m)								
	Areosa (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	83										
		Plataform Height (cm)	30										
	Carreço (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	145										
		Plataform Height (cm)	30										
	Afife (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	113										
		Plataform Height (cm)	30										
	Âncora-Praia (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	147										
		Plataform Height (cm)	20										
	Moledo do Minho (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	81										
		Plataform Height (cm)	68,5										
	Senhora da Agonia (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	99										
		Plataform Height (cm)	30										
	Caminha	Operating Lines	I	II									
		Useful Lines (m)	303	303									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	167	200									
		Plataform Height (cm)	80	70									
	Seixas (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	80										
		Plataform Height (cm)	68,5										
	Esqueiro (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	96,5										
		Plataform Height (cm)	68,5										
	Gondarém (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	99										
		Plataform Height (cm)	68										
	Vila Nova de Cerveira	Operating Lines	I	II									
		Useful Lines (m)	217	217									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	110	97									
		Plataform Height (cm)	70	70									
	Carvalha (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Extension (m)	101										
		Plataform Height (cm)	68										
	São Pedro da Torre	Operating Lines	I	II									
		Useful Lines (m)	253	253									
		Electrified Lenght (m)	0	0									
		Plataform Extension (m)	121	101									
		Plataform Height (cm)	100	68									
	Valença*	Operating Lines	I	II	III	III+topo							
		Useful Lines (m)	450	325	325	417							
		Electrified Lenght (m)	0	0	0	0							
		Plataform Extension (m)	159	146	101	-							
		Plataform Height (cm)	25	25	25	-							

(*) - Station with variable platform heights

BRAGA BRANCH	Couto de Cambeses (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	221	221									
		Plataform Height (cm)	90	90									
	Arentim/Ruilhe	Operating Lines	I	I+A	II	II+IIA							
		Useful Lines (m)	781	1551	783	1579							
		Electrified Lenghts (m)	781	1551	783	1579							
		Plataform Lenght (m)	221	-	221	-							
		Plataform Height (cm)	90	-	90	-							
	Tadim	Operating Lines	I	II									
		Useful Lines (m)	301	301									
		Electrified Lenghts (m)	301	301									
		Plataform Lenght (m)	221	221									
		Plataform Height (cm)	90	90									
	Avelada (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	221	221									
		Plataform Height (cm)	90	90									
	Mazagão (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	222	222									
		Plataform Height (cm)	90	90									
	Ferreiros (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	224	224									
		Plataform Height (cm)	90	90									
	Braga	Operating Lines	I	II	III	IV	V	VI					
		Useful Lines (m)	400	267	267	267	230	230					
		Electrified Lenghts (m)	400	267	267	267	230	230					
		Plataform Lenght (m)	232	232	232	232	220	232					
		Plataform Height (cm)	80	80	80	80	80	80					
LEIXÕES LEIXÕES	São Gemil	Operating Lines	I	IA	I+A	II	III	IV					
		Useful Lines (m)	379	204	598	496	295	295					
		Electrified Lenghts (m)	379	204	598	496	295	295					
		Plataform Lenght (m)	-			83	71	-					
		Plataform Height (cm)	-			40	70	-					
	S. Mamede de Infesta	Operating Lines	I	II									
		Useful Lines (m)	551	551									
		Electrified Lenghts (m)	551	551									
		Plataform Lenght (m)	131	116									
		Plataform Height (cm)	70	70									
	Leça do Bálio	Operating Lines	I	II+A2	IA	I+A							
		Useful Lines (m)	139	351	139	357							
		Electrified Lenghts (m)	139	351	139	357							
		Plataform Lenght (m)	124	124									
		Plataform Height (cm)	70	70									
	Guifões (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	90										
		Plataform Height (cm)	30										
	Leixões	Operating Lines	I										
		Useful Lines (m)	481										
		Electrified Lenghts (m)	0										
		Plataform Lenght (m)	118										
		Plataform Height (cm)	30										
DOURO LINE	Cabêda (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	221	222									
		Plataform Height (cm)	60	60									
	Suzão (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	228	228									
		Plataform Height (cm)	60	60									
	Valongo	Operating Lines	I	II	III								
		Useful Lines (m)	292	262	229								
		Electrified Lenghts (m)	292	262	229								
		Plataform Lenght (m)	230	230	230								
		Plataform Height (cm)	60	60	60								
	São Martinho do Campo (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	229	222									
		Plataform Height (cm)	60	60									
	Terronhas (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	220	220									
		Plataform Height (cm)	60	60									
	Trancoso (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	221	221									
		Plataform Height (cm)	60	60									
	Recarei-Sobreira	Operating Lines	I	II									
		Useful Lines (m)	409	409									
		Electrified Lenghts (m)	409	409									
		Plataform Lenght (m)	227	227									
		Plataform Height (cm)	100	100									
	Parada (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	221	221									
		Plataform Height (cm)	60	60									
	Cête	Operating Lines	I	II	III								
		Useful Lines (m)	409	426	347								
		Electrified Lenghts (m)	409	426	347								
		Plataform Lenght (m)	326	231	231								
		Plataform Height (cm)	100	100	100								
	Irivo	Operating Lines	I	II									
		Useful Lines (m)	245	245									
		Electrified Lenghts (m)	245	245									
		Plataform Lenght (m)	221	221									
		Plataform Height (cm)	90	90									

DOURO LINE	Oleiros (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	222	222									
		Plataform Height (cm)	80	80									
	Paredes (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	222	222									
		Plataform Height (cm)	90	90									
	Penafiel	Operating Lines	I	II	III								
		Useful Lines (m)	341	341	328								
		Electrified Lenghts (m)	341	341	328								
		Plataform Lenght (m)	301	301	301								
		Plataform Height (cm)	100	100	100								
	Bustelo (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	222	222									
		Plataform Height (cm)	83	83									
	Meinedo (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenghts (m)	-	-									
		Plataform Lenght (m)	224	221									
		Plataform Height (cm)	83	83									
	Caíde	Operating Lines	I	II	III	IV	I+A	II+A	III+A				
		Useful Lines (m)	248	241	209	209	580	209	209				
		Electrified Lenghts (m)	248	241	209	209	580	209	209				
		Plataform Lenght (m)	283	219	219	-							
		Plataform Height (cm)	100	100	100	-							
	Oliveira (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	150										
		Plataform Height (cm)	90										
	Vila Meã	Operating Lines	I	II									
		Useful Lines (m)	263	330									
		Electrified Lenghts (m)	263	330									
		Plataform Lenght (m)	150	150									
		Plataform Height (cm)	90	90									
	Recesinhos (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	150										
		Plataform Height (cm)	90										
	Livração	Operating Lines	I	II									
		Useful Lines (m)	216	216									
		Electrified Lenghts (m)	216	216									
		Plataform Lenght (m)	133	107									
		Plataform Height (cm)	90	90									
	Marco de Canaveses	Operating Lines	I	II	III								
		Useful Lines (m)	240	191	284								
		Electrified Lenghts (m)	240	191	284								
		Plataform Lenght (m)	150	150	150								
		Plataform Height (cm)	90 (em 150 m) 25 (em 85 m)	90 (em 150 m) 35 (em 29 m)	90								
	Juncal	Operating Lines	I	II									
		Useful Lines (m)	359	359									
		Electrified Lenghts (m)	0	0									
		Plataform Lenght (m)	112	80									
		Plataform Height (cm)	68,5 (em 80 40 (em 32 m)	68,5									
	Pala (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	155										
		Plataform Height (cm)	68,5 (em 80 30 (em 75 m)										
	Mosteirô	Operating Lines	I	II									
		Useful Lines (m)	338	338									
		Electrified Lenghts (m)	0	0									
		Plataform Lenght (m)	148	215									
		Plataform Height (cm)	68,5 (em 80 40 (em 68 m)	68,5 (em 80 40 (em 135 m)									
	Aregos	Operating Lines	I	II									
		Useful Lines (m)	238	238									
		Electrified Lenghts (m)	0	0									
		Plataform Lenght (m)	155	244									
		Plataform Height (cm)	68,5 (em 80 40 (em 75 m)	68,5 (em 80 50 (em 164 m)									
	Mirão (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	200										
		Plataform Height (cm)	68,5 (em 80 40 (em 120 m)										
	Ermida	Operating Lines	I	II									
		Useful Lines (m)	258	258									
		Electrified Lenghts (m)	0	0									
		Plataform Lenght (m)	220	145									
		Plataform Height (cm)	68,5 (em 80 40 (em 140 m)	68,5 (em 80 30 (em 65 m)									
	Porto Rei (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	160										
		Plataform Height (cm)	56										
	Barqueiros (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	126										
		Plataform Height (cm)	80										
	Rede	Operating Lines	I	II									
		Useful Lines (m)	292	292									
		Electrified Lenghts (m)	0	0									
		Plataform Lenght (m)	165	150									
		Plataform Height (cm)	68,5 (em 80 40 (em 85 m)	68,5 -									
	Caldas de Moledo (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	115										
		Plataform Height (cm)	70										
	Godim	Operating Lines	I	II									
		Useful Lines (m)	264	265									
		Electrified Lenghts (m)	0	0									
		Plataform Lenght (m)	248	150									
		Plataform Height (cm)	68,5 (em 80 20 (em 168 m)	68,5 (em 80 20 (em 70 m)									
	Régua (*)	Operating Lines	I	II	III	IV							
		Useful Lines (m)	378	378	319	320							
		Electrified Lenghts (m)	0	0	0	0							
		Plataform Lenght (m)	265	264	264								
		Plataform Height (cm)	68,5 (em 150 30 (em 115 m)	68,5 (em 150 30 (em 114 m)	68,5 (em 150 30 (em 114 m)	_							
	Bagaúste (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	65										
		Plataform Height (cm)	45										
	Covelinhas	Operating Lines	II										
		Useful Lines (m)	271										
		Electrified Lenghts (m)	0										
		Plataform Lenght (m)	80										
		Plataform Height (cm)	30										
	Ferrão (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	109										
		Plataform Height (cm)	50										
	Pinhão	Operating Lines	I	II									
		Useful Lines (m)	280	280									
		Electrified Lenghts (m)	0	0									
		Plataform Lenght (m)	238	181									
		Plataform Height (cm)	40	40									
	São Mamede do Tua (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	68										
		Plataform Height (cm)	30										
	Tua	Operating Lines	I	II	III								
		Useful Lines (m)	365	271	363								
		Electrified Lenghts (m)	0	0	0								
		Plataform Lenght (m)	94	190	-								
		Plataform Height (cm)	68,5	68,5	-								
	Alegria (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	73										
		Plataform Height (cm)	30										
	Ferradosa (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	154										
		Plataform Height (cm)	50										
	Vargelas	Operating Lines	I	II									
		Useful Lines (m)	189	189									
		Electrified Lenghts (m)	0	0									
		Plataform Lenght (m)	60	-									
		Plataform Height (cm)	30	-									
	Vesúvio (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	123										
		Plataform Height (cm)	50										
	Freixo de Numão (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenght (m)	146										
		Plataform Height (cm)	50										
	Pocinho	Operating Lines	I	II	I+	II+							
		Useful Lines (m)	352	354	802	802							
		Electrified Lenghts (m)	0	0	0	0							
		Plataform Lenght (m)	138	-									
		Plataform Height (cm)	30	-									

(*) - Station with variable platform heights

NORTE LINE	Lisboa (Sta. Apolónia)	Operating Lines	I	II	III	V	VI	VII					
		Useful Lines (m)	193	192	343	257	156	156					
		Electrified Lenght (m)	193	192	343	257	156	156					
		Plataform Lenght (m)	263	227	350	172	164	164					
		Plataform Height (cm)	40	40	40	40	90	90					
	Braço de Prata	Operating Lines	I	II	III	IV							
		Useful Lines (m)	330	330	299	305							
		Electrified Lenght (m)	330	330	299	305							
		Plataform Lenght (m)	303	303	303	303							
		Plataform Height (cm)	90	90	90	90							
	Lisboa Oriente	Operating Lines	I	II	III	IV	V	VI	VII	VIII			
		Useful Lines (m)	754	562	521	563	692	529	543	603			
		Electrified Lenght (m)	754	562	521	563	692	529	543	603			
		Plataform Lenght (m)	297	297	297	297	297	297	297	297			
		Plataform Height (cm)	70	70	70	70	70	70	70	70			
	Moscavide (A)	Operating Lines	I	II	III	IV							
		Useful Lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Lenght (m)	2215	2215	2215	2215							
		Plataform Height (cm)	90	90	90	90							
	Bobadela Sul	Operating Lines	I	II	III	IV							
		Useful Lines (m)	641	641	712	747							
		Electrified Lenght (m)	641	641	712	747							
		Plataform Lenght (m)	-	-	-	-							
		Plataform Height (cm)	-	-	-	-							
	Bobadela (A)	Operating Lines	I	II	III	IV							
		Useful Lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Lenght (m)	234	222	222	222							
		Plataform Height (cm)	90	90	90	90							
	Bobadela Norte	Operating Lines	I	II	III	IV							
		Useful Lines (m)	340	340	330	340							
		Electrified Lenght (m)	340	340	330	340							
		Plataform Lenght (m)	-	-	-	-							
		Plataform Height (cm)	-	-	-	-							
	Santa Iria (A)	Operating Lines	I	II	III	IV							
		Useful Lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Lenght (m)	222	222	222	222							
		Plataform Height (cm)	90	90	90	90							
	Póvoa (A)	Operating Lines	I	II	III	IV							
		Useful Lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Lenght (m)	230,5	230,5	230,5	230,5							
		Plataform Height (cm)	90	90	90	90							
	Alverca	Operating Lines	I	II	III	IV	V						
		Useful Lines (m)	522	336	273	399	335						
		Electrified Lenght (m)	522	336	273	399	335						
		Plataform Lenght (m)	223	223	223	223	-						
		Plataform Height (cm)	90	90	90	90	-						
	Alhandra	Operating Lines	I+A	II	III	IIA+D2+D3	IV	V	R1+R2+R3				
		Useful Lines (m)	588	264	319	1135	322	291	864				
		Electrified Lenght (m)	588	264	319	1135	322	291	864				
		Plataform Lenght (m)	136	188	-	-	-	-	-				
		Plataform Height (cm)	90	90	-	-	-	-	-				
	Vila Franca de Xira (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	220	200									
		Plataform Height (cm)	96	96									
	Castanheira do Ribatejo	Operating Lines	I	II	III	IV	V						
		Useful Lines (m)	542	493	442	753	267						
		Electrified Lenght (m)	542	493	442	753	267						
		Plataform Lenght (m)	220	220	220	220							
		Plataform Height (cm)	95	95	95	95							
	Carregado (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	220	220									
		Plataform Height (cm)	90	90									
	Carregado Norte	Operating Lines	I	II									
		Useful Lines (m)	760	760									
		Electrified Lenght (m)	760	760									
		Plataform Lenght (m)	-	-									
		Plataform Height (cm)	-	-									
		Plataform Height (cm)	-	-									
	Vila Nova da Rainha (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	220	220									
		Plataform Height (cm)	90	90									
	Espadanal da Azambuja (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	220	220									
		Plataform Height (cm)	90	90									
	Azambuja	Operating Lines(m)	I	II	III	IV	V	I	I+A	II+A	II+II+A		
		Useful Lines (m)	409	504	590	744	512	409	1175	505	1175		
		Electrified Lenght (m)	409	504	590	744	512	409	1175	505	1175		
		Plataform Lenght (m)	240	221	223	223							
		Plataform Height (cm)	90	90	90	90							
	Virtudes (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	220	220									
		Plataform Height (cm)	90	90									
	Reguengo - Vale da Pedra - Pontével (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	220	220									
		Plataform Height (cm)	90	90									
	Setil	Operating Lines	I	II	IV	V	VI	VII-1	VII-2	VII-1+VII-2			
		Useful Lines (m)	504	715	351	346	435	448	415	878			
		Electrified Lenght (m)	504	715	351	346	435	448	415	878			
		Plataform Lenght (m)	220	208	236	-	270	-					
		Plataform Height (cm)	60	60	60	-	40	-					

NORTE LINE	Santana Cartaxo (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	220	200									
		Plataform Height (cm)	90	90									
	Santana Cartaxo Resguardo	Operating Lines	I	II	III								
		Useful Lines (m)	642	696	696								
		Electrified Lenght (m)	642	696	696								
		Plataform Lenght (m)	-	-	-								
		Plataform Height (cm)	-	-	-								
	Vale de Santarém (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	168	168									
		Plataform Height (cm)	90	90									
	Santarém (*)	Operating Lines	I	II									
		Useful Lines (m)	1294	1303									
		Electrified Lenght (m)	1294	1303									
		Plataform Lenght (m)	283	264									
		Plataform Height (cm) (*)	68,5 (em 102	68,5 (em 159 m)									
		Plataform Height (cm)	47 (em 39 m)	38 (em 106 m)									
		Plataform Height (cm)	38 (em 106 m)										
	Vale de Figueira (*)	Operating Lines	I	II									
		Useful Lines (m)	1084	1080									
		Electrified Lenght (m)	1084	1080									
		Plataform Lenght (m)	152	140									
		Plataform Height (cm)	68,5 (em 81 m)	68,5 (em 81 m)									
		Plataform Height (cm)	30 (em 81 m)	20 (em 59 m)									
	Mato de Miranda	Operating Lines	I	II									
		Useful Lines (m)	1060	1305									
		Electrified Lenght (m)	1060	1305									
		Plataform Lenght (m)	140	146									
		Plataform Height (cm)	40	70									
	Riachos-Torres Novas-Golegã	Operating Lines	I	II									
		Useful Lines (m)	1084	1080									
		Electrified Lenght (m)	1084	1080									
		Plataform Lenght (m)	203	203									
		Plataform Height (cm)	40	40									
	Entroncamento	Operating Lines	1	2	3	4	5	6N	8N	9	10	11	
		Useful Lines (m)	363	363	443	558	613	82	82	536	536	576	
		Electrified Lenght (m)	363	363	443	558	613	82	82	536	536	576	
		Plataform Lenght (m)		294	294	294	294	62	62	294	294	294	
		Plataform Height (cm)		40	40	40	40	40	40	40	40	40	
	Lamarosa	Operating Lines	I	II	III	IV	III-A	III+IIIA					
		Useful Lines (m)	815	651	154	154	526	1062					
		Electrified Lenght (m)	815	651	154	154	526	1062					
		Plataform Lenght (m)	221	220	145	145							
		Plataform Height (cm)	90	90	90	90							
	Paialvo (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	145	145									
		Plataform Height (cm)	93	93									
	Fungalvaz-Resguardo	Operating Lines	I	II	III								
		Useful Lines (m)	849	710	710								
		Electrified Lenght (m)	849	710	710								
		Plataform Lenght (m)	-	-	-								
		Plataform Height (cm)	-	-	-								
	Fugalvaz (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	145	145									
		Plataform Height (cm)	93	91									
	Chão de Maçãs-Fátima	Operating Lines	I	II	III	IV							
		Useful Lines (m)	275	343	274	274							
		Electrified Lenght (m)	275	343	274	274							
		Plataform Lenght (m)	221	221	221	-							
		Plataform Height (cm)	90	90	90	-							
	Seiça - Ourém (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	145	145									
		Plataform Height (cm)	90	90									
	Caxarias	Operating Lines	I	II	III								
		Useful Lines (m)	679	679	711								
		Electrified Lenght (m)	679	679	711								
		Plataform Lenght (m)	220	220	220								
		Plataform Height (cm)	90	90	90								
	Albergaria Dos Doze	Operating Lines	I	II	III								
		Useful Lines (m)	754	735	630								
		Electrified Lenght (m)	754	735	630								
		Plataform Lenght (m)	254	234	255								
		Plataform Height (cm)	55	55	55								
	Litém (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	172	172									
		Plataform Height (cm)	55	51									
	Vermoil	Operating Lines	I	II									
		Useful Lines (m)	690	690									
		Electrified Lenght (m)	690	690									
		Plataform Lenght (m)	231	231									
		Plataform Height (cm)	55	60									
	Pombal Resguardo	Operating Lines	IR	IIR	IIIR								
		Useful Lines (m)	962	962	914								
		Electrified Lenght (m)	962	962	914								
		Plataform Lenght (m)	-	-	-								
		Plataform Height (cm)	-	-	-								
	Pombal	Operating Lines	I	II	III								
		Useful Lines (m)	504	557	504								
		Electrified Lenght (m)	504	557	504								
		Plataform Lenght (m)	329	305	329								
		Plataform Height (cm)	60	55	60								

NORTE LINE	Pelariga (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	147	149									
		Plataform Height (cm)	48	54									
	Simões (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	148	149									
		Plataform Height (cm)	59	47									
	Soure	Operating Lines	I	II	III								
		Useful Lines (m)	365	452	365								
		Electrified Lenght (m)	365	452	365								
		Plataform Lenght (m)	271	238	271								
		Plataform Height (cm)	60	60	55								
	Vila Nova de Anços (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	145	145									
		Plataform Height (cm)	57	60									
	Alfarelos	Operating Lines	I	II	III	III+III-A	IV	V	VI	VII	VIII	IX	
		Useful Lines (m)	385	460	380	656	490	450	151	173	374	309	
		Electrified Lenght (m)	385	460	380	656	490	450	151	173	374	309	
		Plataform Lenght (m)	310	277	177	-	282	282	139	139			
		Plataform Height (cm)	37	40	40	-	40	37	37	40			
	Formoselha/Santo Varão (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	81	68									
		Plataform Height (cm)	68,5	68,5									
	Pereira (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	186	152									
		Plataform Height (cm)	49	46									
	Ameal (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	152	55									
		Plataform Height (cm)	51	51									
	Vila Pouca do Campo (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	160	160									
		Plataform Height (cm)	66	56									
	Taveiro	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	109	168									
		Plataform Height (cm)	35	30									
	Casais (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	155	155									
		Plataform Height (cm)	50	50									
	Espadaneira (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	158	158									
		Plataform Height (cm)	35	35									
	Bencanta (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	150	157									
		Plataform Height (cm)	25	30									
	Coimbra-B	Operating Lines	I	II	III	IV	V	VII	VII				
		Useful Lines (m)	329	364	374	290	196	248	274				
		Electrified Lenght (m)	329	364	374	290	196	248	274				
		Plataform Lenght (m)	350	298	330	208	243	227	172				
		Plataform Height (cm)	75	50	70	95	90	40	40				
	Adémia (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	145	130									
		Plataform Height (cm)	31	32									
	Vilela - Fornos (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	158	157									
		Plataform Height (cm)	35	37									
	Souselas	Operating Lines	I	II	III	IV	V	VI					
		Useful Lines (m)	276	479	363	294	247	285					
		Electrified Lenght (m)	276	479	363	294	247	285					
		Plataform Lenght (m)	225	232	225	-	-	-					
		Plataform Height (cm)	40	40	50	-	-	-					
	Pampilhosa	Operating Lines	I-N	II-N	III-N	I-B	II-B	III-B	IV-B				
		Useful Lines (m)	583	526	737	289	205	209	502				
		Electrified Lenght (m)	583	526	737	289	205	209	502				
		Plataform Lenght (m)	307	278	307	213	213	213	-				
		Plataform Height (cm)	40	30	50	35	35	35	-				
	Mealhada (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	220	220									
		Plataform Height (cm)	60	60									
	Aguim (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	170	170									
		Plataform Height (cm)	60	60									
	Curia (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	210	210									
		Plataform Height (cm)	50	50									
	Mogofores	Operating Lines	I-A	II	III								
		Useful Lines (m)	1510	682	757								
		Electrified Lenght (m)	1510	682	757								
		Plataform Lenght (m)	197	181	181								
		Plataform Height (cm)	50	50	50								
	Paraimo (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	165	165									
		Plataform Height (cm)	50	50									
	Oliveira do Bairro	Operating Lines	I	II	III								
		Useful Lines (m)	584	705	594								
		Electrified Lenght (m)	584	705	594								
		Plataform Lenght (m)	231	231	231								
		Plataform Height (cm)	50	50	50								

NORTE LINE	Oiã	Operating Lines	I-HA	II-HIA									
		Useful Lines (m)	1232	1088									
		Electrified Lenght (m)	1232	1088									
		Plataform Lenght (m)	192	192									
		Plataform Height (cm)	50	50									
	Quintans (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	190	190									
		Plataform Height (cm)	50	50									
	Aveiro	Operating Lines	I	II	III	IV	V						
		Useful Lines (m)	760	595	440	440	440						
		Electrified Lenght (m)	760	595	440	440	440						
		Plataform Lenght (m)	321	321	321	321	321						
		Plataform Height (cm)	90	90	90	90	90						
	Cacia	Operating Lines	I	II-A	III	III-A	III+III-A						
		Useful Lines (m)	750	510	228	685	1152						
		Electrified Lenght (m)											
		Plataform Lenght (m)	220	-	219	-							
		Plataform Height (cm)	90	-	90	-							
	Canelas (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	165	165									
		Plataform Height (cm)	93	93									
	Salreu (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	148	148									
		Plataform Height (cm)	90	90									
	Estarreja	Operating Lines	I	II	III	I-A	II-A	III-A					
		Useful Lines (m)	453	667	393	585	560	560					
		Electrified Lenght (m)	453	667	393	585	560	560					
		Plataform Lenght (m)	220	220	220	-	-	-					
		Plataform Height (cm)	90	90	90	-	-	-					
	Avanca (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	220	220									
		Plataform Height (cm)	90	90									
	Válega	Operating Lines	I	II									
		Useful Lines (m)	652	652									
		Electrified Lenght (m)	652	652									
		Plataform Lenght (m)	189	173									
		Plataform Height (cm)	70	70									
	Ovar	Operating Lines	I	II	III								
		Useful Lines (m)	467	353	262								
		Electrified Lenght (m)	467	353	262								
		Plataform Lenght (m)	241	154	154								
		Plataform Lenght (m)	70 (em 142 m)	70 (em 141m)	70 (em 141m)								
		Plataform Height (cm)	35 (em 99 m)	35 (em 13 m)	35 (em 13 m)								
	Carvalheira - Maceda (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	140	140									
		Plataform Height (cm)	60	60									
	Cortegaça (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	138	138									
		Plataform Height (cm)	60	60									
	Esmoriz	Operating Lines	I	II	III								
		Useful Lines (m)	495	348	461								
		Electrified Lenght (m)	495	348	461								
		Plataform Lenght (m)	264	284	264								
		Plataform Lenght (m)	70 (em 140 m)	70 (em 140 m)	70 (em 140 m)								
		Plataform Height (cm)	35 (em 124 m)	35 (em 144 m)	35 (em 124 m)								
	Paramos (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	137	137									
		Plataform Height (cm)	68	68									
	Silvalde (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	140	140									
		Plataform Height (cm)	73	73									
	Espinho (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	300	300									
		Plataform Height (cm)	90	90									
	Granja	Operating Lines	I	II	III								
		Useful Lines (m)	546	442	444								
		Electrified Lenght (m)	546	442	444								
		Plataform Lenght (m)	264	267	187								
		Plataform Lenght (m)	70 (em 140 m)	70 (em 140 m)	70 (em 75 m)								
		Plataform Height (cm)	35 (em 124 m)	35 (em 127 m)	35 (em 112 m)								
	Aguda (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	140	140									
		Plataform Height (cm)	63	63									
	Miramar (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	140	140									
		Plataform Height (cm)	68	68									
	Francelos (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	140	140									
		Plataform Height (cm)	63	63									
	Valadares (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	250	137									
		Plataform Height (cm)	68	68									
	Madalena (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	153	147									
		Plataform Height (cm)	63	63									
	Coimbrões (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	136	136									
		Plataform Height (cm)	70	70									
	Gaia	Operating Lines	I	II	III								
		Useful Lines (m)	380	349	392								
		Electrified Lenght (m)	380	349	392								
		Plataform Lenght (m)	311	270	311								
		Plataform Lenght (m)	70 (em 217 m)	70 (em 217 m)	70 (em 217 m)								
		Plataform Height (cm)	35 (em 94 m)	35 (em 53 m)	35 (em 94 m)								
	General Torres	Operating Lines	I	II	III	IV							
		Useful Lines (m)	216	217	216	217							
		Electrified Lenght (m)	216	217	216	217							
		Plataform Lenght (m)	232	235	232	235							
		Plataform Height (cm)	100	100	100	100							

(*) - Station with variable platform heights

TUA LINE	Cachão	Operating Lines	I	II	
		Useful Lines (m)	150	150	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	48,5	48,5	
		Plataform Height (m)	40	40	
	Frechas (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	38		
		Plataform Height (m)	50		
	Latadas (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	38		
		Plataform Height (m)	50		
	Mirandela	Operating Lines	I	II	
		Useful Lines (m)	105	111	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	38	45	
		Plataform Height (m)	40	40	
	Jacques Delors - A (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	31		
		Plataform Height (m)	50		
	São Sebastião - A (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	15		
		Plataform Height (m)	30		
	Jean Monnet	Operating Lines	I	II	
		Useful Lines (m)	68	68	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	25	25	
		Plataform Height (m)	40	40	
	Carvalhais	Operating Lines	I	II	
		Useful Lines (m)	111	27,5	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	31	-	
		Plataform Height (m)	40	-	
VOUGA LINE	Espinho-Vouga	Operating Lines	I	II	
		Useful Lines (m)	136	136	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	75	75	
		Plataform Height (m)	36	36	
	Silvalde-Vouga (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	30		
	Monte de Paramos (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	58		
		Plataform Height (m)	30		
	Lapa (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	52		
		Plataform Height (m)	50		
	Sampaio-Oleiros (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	48		
		Plataform Height (m)	30		
	Paços de Brandão	Operating Lines	I	II	
		Useful Lines (m)	100	100	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	50	67	
		Plataform Height (m)	28	30	
	Rio-Meão (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	47		
		Plataform Height (m)	40		
	São João de Ver (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	40		
	Cavaco (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	47		
		Plataform Height (m)	50		
	Sanfins (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	36		
		Plataform Height (m)	20		
	Vila da Feira	Operating Lines	II	III	
		Useful Lines (m)	105	105	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	45	45	
		Plataform Height (m)	38	38	
	Escapães (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	45		
		Plataform Height (m)	50		
	Arrifana (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	51		
		Plataform Height (m)	50		
	São João da Madeira	Operating Lines	I	II	III
		Useful Lines (m)	150	150	165
		Electrified Lenght (m)	0	0	0
		Plataform Lenght (m)	50	50	50
		Plataform Height (m)	30	30	30
	Faria (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	51		
		Plataform Height (m)	50		
	Couto de Cucujães (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	40		
	Santiago de Riba - Ul (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	50		
	Oliveira de Azeméis	Operating Lines	II	III	
		Useful Lines (m)	145	145	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	37	37	
		Plataform Height (m)	33	33	

VOUGA LINE	Ul (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	40		
	Travanca - Macinhata (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	45		
		Plataform Height (m)	40		
	Figueiredo (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	46		
		Plataform Height (m)	40		
	Pinheiro da Bemposta	Operating Lines	I	II	
		Useful Lines (m)	72	72	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	51	51	
		Plataform Height (m)	33	33	
	Branca (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	34		
		Plataform Height (m)	35		
	Albergaria-a-Nova (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	42		
		Plataform Height (m)	40		
	Urgueiras (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	29		
		Plataform Height (m)	30		
	Albergaria-a-Velha	Operating Lines	I	II	
		Useful Lines (m)	130	130	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	50	50	
		Plataform Height (m)	40	40	
	Sernada do Vouga	Operating Lines	I	II	
		Useful Lines (m)	148	148	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	41	41	
		Plataform Height (m)	53	53	
	Macinhata	Operating Lines	I	II	
		Useful Lines (m)	99	99	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	74	74	
		Plataform Height (m)	40	40	
	Carvalhal da Portela (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	39		
		Plataform Height (m)	40		
	Valongo-Vouga (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	50		
	Aguieira (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	57		
		Plataform Height (m)	45		
	Mourisca do Vouga (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	30		
	Águeda	Operating Lines	I	II	
		Useful Lines (m)	114	114	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	42	42	
		Plataform Height (m)	40	40	
	Oronhe (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	50		
	Casal do Álvaro (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	39		
		Plataform Height (m)	45		
	Cabanões (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	45		
		Plataform Height (m)	40		
	Travassô (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	40		
	Taipa - Requeixo (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	45		
	Eirol	Operating Lines	I	II	
		Useful Lines (m)	121	121	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	42	42	
		Plataform Height (m)	26	26	
	São João de Loure (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	35		
	Eixo	Operating Lines	I	II	
		Useful Lines (m)	101	101	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	46	46	
		Plataform Height (m)	43	43	
	Azurva (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	30		
	Esgueira (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	40		
		Plataform Height (m)	30		
	Aveiro-Vouga	Operating Lines	I	II	
		Useful Lines (m)	116	116	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	86	86	
		Plataform Height (m)	49	49	

VOUGA LINE	Ul (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	40		
	Travanca - Macinhata (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	45		
		Plataform Height (m)	40		
	Figueiredo (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	46		
		Plataform Height (m)	40		
	Pinheiro da Bemposta	Operating Lines	I	II	
		Useful Lines (m)	72	72	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	51	51	
		Plataform Height (m)	33	33	
	Branca (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	34		
		Plataform Height (m)	35		
	Albergaria-a-Nova (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	42		
		Plataform Height (m)	40		
	Urgueiras (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	29		
		Plataform Height (m)	30		
	Albergaria-a-Velha	Operating Lines	I	II	
		Useful Lines (m)	130	130	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	50	50	
		Plataform Height (m)	40	40	
	Sernada do Vouga	Operating Lines	I	II	
		Useful Lines (m)	148	148	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	41	41	
		Plataform Height (m)	53	53	
	Macinhata	Operating Lines	I	II	
		Useful Lines (m)	99	99	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	74	74	
		Plataform Height (m)	40	40	
	Carvalhal da Portela (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	39		
		Plataform Height (m)	40		
	Valongo-Vouga (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	50		
	Aguieira (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	57		
		Plataform Height (m)	45		
	Mourisca do Vouga (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	30		
	Águeda	Operating Lines	I	II	
		Useful Lines (m)	114	114	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	42	42	
		Plataform Height (m)	40	40	
	Oronhe (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	50		
	Casal do Álvaro (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	39		
		Plataform Height (m)	45		
	Cabanões (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	45		
		Plataform Height (m)	40		
	Travassô (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	40		
	Taipa - Requeixo (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	45		
	Eirol	Operating Lines	I	II	
		Useful Lines (m)	121	121	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	42	42	
		Plataform Height (m)	26	26	
	São João de Loure (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	35		
	Eixo	Operating Lines	I	II	
		Useful Lines (m)	101	101	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	46	46	
		Plataform Height (m)	43	43	
	Azurva (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	50		
		Plataform Height (m)	30		
	Esgueira (A)	Operating Lines	I		
		Useful Lines (m)	-		
		Electrified Lenght (m)	-		
		Plataform Lenght (m)	40		
		Plataform Height (m)	30		
	Aveiro-Vouga	Operating Lines	I	II	
		Useful Lines (m)	116	116	
		Electrified Lenght (m)	0	0	
		Plataform Lenght (m)	86	86	
		Plataform Height (m)	49	49	

BEIRA ALTA LINE	Mangualde	Operating Lines (m)	I	II	III	IV	A3+I	IIA+II	IIIA+III				
		Useful Lines (m)	376	372	267	258	845	718	610				
		Electrified Lenght (m)	376	372	267	258	845	718	610				
		Plataform Lenght (m)	335	366	366	-							
		Plataform Heighht (cm)	70	40	40	-							
	Contenças	Operating Lines (m)	I	II									
		Useful Lines (m)	431	431									
		Electrified Lenght (m)	431	431									
		Plataform Lenght (m)	257	225									
		Plataform Heighht (cm)	45	50									
	Abrunhosa (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	103										
		Altura da Plataforma (cm)	72										
	Gouveia	Operating Lines (m)	I	II									
		Useful Lines (m)	319	306									
		Electrified Lenght (m)	319	306									
		Plataform Lenght (m)	203	155									
		Plataform Heighht (cm)	45	35									
	Fornos de Algodres	Operating Lines (m)	I	II									
		Useful Lines (m)	262	211									
		Electrified Lenght (m)	262	211									
		Plataform Lenght (m)	209	209									
		Plataform Heighht (cm)	50	40									
	Muxagata	Operating Lines (m)	I	II									
		Useful Lines (m)	545	545									
		Electrified Lenght (m)	545	545									
		Plataform Lenght (m)	-	-									
		Plataform Heighht (cm)	-	-									
	Celorico da Beira	Operating Lines (m)	I	II									
		Useful Lines (m)	471	435									
		Electrified Lenght (m)	471	435									
		Plataform Lenght (m)	309	242									
		Plataform Heighht (cm)	40	40									
	Baraçal (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	70										
		Altura da Plataforma (cm)	68,5										
	Maçal do Chão (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	82										
		Altura da Plataforma (cm)	68,5										
	Vila Franca das Naves	Operating Lines (m)	I	II									
		Useful Lines (m)	483	349									
		Electrified Lenght (m)	483	349									
		Plataform Lenght (m)	278	342									
		Plataform Heighht (cm)	30	45									
	Pinhel	Operating Lines (m)	I	II									
		Useful Lines (m)	565	565									
		Electrified Lenght (m)	565	565									
		Plataform Lenght (m)	174,5	105									
		Plataform Heighht (cm)	30	40									
	Sobral (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	78										
		Altura da Plataforma (cm)	43,5										
	Guarda	Operating Lines (m)	I	II	III	IV	HA	V	VI				
		Useful Lines (m)	386	636	621	536	710	122	202				
		Electrified Lenght (m)	386	636	621	536	710	122	202				
		Plataform Lenght (m)	400	400	400	-							
		Plataform Heighht (cm)	70	70	70	-							
	Gata (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	75										
		Altura da Plataforma (cm)	46										
	Vila Garcia (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	75										
		Altura da Plataforma (cm)	46										
	Vila Fernando (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	83										
		Altura da Plataforma (cm)	69,5										
	Rochoso (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	56										
		Altura da Plataforma (cm)	57										
	Cerdeira	Operating Lines (m)	I	II									
		Useful Lines (m)	463	427									
		Electrified Lenght (m)	463	427									
		Plataform Lenght (m)	137	109									
		Plataform Heighht (cm)	50	45									
	Miuzela (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	83										
		Altura da Plataforma (cm)	68,5										
	Noémi	Operating Lines (m)	I	II									
		Useful Lines (m)	746	746									
		Electrified Lenght (m)	746	746									
		Plataform Lenght (m)	50	-									
		Plataform Heighht (cm)	46	-									
	Castelo Mendo (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	815										
		Altura da Plataforma (cm)	48										
	Freineda (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	75										
		Altura da Plataforma (cm)	38										
	Aldeia (A)	Linha de Circulação	-										
		Extensão da Plataforma (m)	83,5										
		Altura da Plataforma (cm)	68,5										
	Vilar Formoso	Operating Lines (m)	I	II	III	IV	V						
		Useful Lines (m)	583	483	341	277	211						
		Electrified Lenght (m)	583	483	341	277	211						
		Plataform Lenght (m)	375	317	317	-	-						
		Plataform Heighht (cm)	35	35	25	-	-						
LOUSÃ B.	Coimbra	Operating Lines (m)	I	II	III	IV							
		Useful Lines (m)	229	160	161	169							
		Electrified Lenght (m)	229	160	161	169							
		Plataform Lenght (m)	205	152	-	152							
		Plataform Heighht (cm)	80	84	-	80							

ALFARELOS BRANCH	Reveles (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	140										
		Plataform Height (cm)	80										
	Verride	Operating Lines	I	II	IIA	II+IIA							
		Useful Lines (m)	521	407	94	501							
		Electrified Lenght (m)	521	407	94	501							
		Plataform Lenght (m)	155	155									
		Plataform Height (cm)	60	80									
	Marujal (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	156										
		Plataform Height (cm)	82,5										
	Montemor (A)	Operating Lines	I										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	153										
		Plataform Height (cm)	42										
OESTE LINE	Mira Sintra-Meleças	Operating Lines	I	II	III	IV							
		Useful Lines (m)	315	255	239	330							
		Electrified Lenght (m)	315	256	239	330							
		Plataform Lenght (m)	315	250	234	325							
		Plataform Height (cm)	90	90	90	90							
	Telhal (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	85										
		Plataform Height (cm)	80										
	Sabugo	Operating Lines	I	II									
		Useful Lines (m)	320	320									
		Electrified Lenght (m)	0	0									
		Plataform Lenght (m)	150	150									
		Plataform Height (cm)	25	30									
	Pedra Furada (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	80										
		Plataform Height (cm)	75										
	Mafra	Operating Lines	I	II									
		Useful Lines (m)	272	272									
		Electrified Lenght (m)	0	0									
		Plataform Lenght (m)	110	72									
		Plataform Height (cm)	70	65									
	Alcainça - Moinhos (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	100										
		Plataform Height (cm)	80										
	Malveira	Operating Lines	I	II									
		Useful Lines (m)	387	380									
		Electrified Lenght (m)	0	0									
		Plataform Lenght (m)	154	127									
		Plataform Height (cm)	70	70									
	Jerumelo (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	115										
		Plataform Height (cm)	75										
	Sapataria (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	90										
		Plataform Height (cm)	80										
	Pero Negro	Operating Lines	I	II									
		Useful Lines (m)	297	298									
		Electrified Lenght (m)	0	0									
		Plataform Lenght (m)	121	112									
		Plataform Height (cm)	70	70									
	Zibreira (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	90										
		Plataform Height (cm)	80										
	Feliteira (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	90										
		Plataform Height (cm)	75										
	Dois Portos	Operating Lines	I	II									
		Useful Lines (m)	307	309									
		Electrified Lenght (m)	0	0									
		Plataform Lenght (m)	114	112									
		Plataform Height (cm)	70	70									
	Runa (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	115										
		Plataform Height (cm)	35										
	Torres Vedras	Operating Lines	I	II	III								
		Useful Lines (m)	543	485	389								
		Electrified Lenght (m)	0	0	0								
		Plataform Lenght (m)	149	115	115								
		Plataform Height (cm)	70	70	70								
	Ramalhal	Operating Lines	I	II									
		Useful Lines (m)	531	428									
		Electrified Lenght (m)	0	0									
		Plataform Lenght (m)	120	57									
		Plataform Height (cm)	40	40									
	Outeiro	Operating Lines	I	II									
		Useful Lines (m)	332	332									
		Electrified Lenght (m)	0	0									
		Plataform Lenght (m)	121	108									
		Plataform Height (cm)	35	30									
	Camarão (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	100										
		Plataform Height (cm)	75										

OESTE LINE	Bombarral	Operating Lines	I	II									
		Useful Lines (m)	408	408									
		Electrified Lenght (m)	0	0									
		Plataform Lenght (m)	153	84									
		Plataform Height (cm)	35	50									
	Paúl (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	70										
		Plataform Height (cm)	80										
	São Mamede (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	120										
		Plataform Height (cm)	55										
	Dagorda-Peniche (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	70										
		Plataform Height (cm)	75										
	Óbidos (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	115										
		Plataform Height (cm)	50										
	Caldas da Rainha	Operating Lines	I	II	III								
		Useful Lines (m)	558	558	310								
		Electrified Lenght (m)	0	0	0								
		Plataform Lenght (m)	196	196	196								
		Plataform Height (cm)	45	45	40								
	Campo Serra (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	82										
		Plataform Height (cm)	63,5										
	Bouro (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	120										
		Plataform Height (cm)	50										
	Salir do Porto (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	65										
		Plataform Height (cm)	80										
	S. Martinho do Porto	Operating Lines	I	II	III								
		Useful Lines (m)	498	493	276								
		Electrified Lenght (m)	0	0	0								
		Plataform Lenght (m)	214	209	197								
		Plataform Height (cm)	40	50	45								
	Famalicão da Nazaré (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	50										
		Plataform Height (cm)	70										
	Cela (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	195										
		Plataform Height (cm)	45										
	Valado	Operating Lines	I	II	III								
		Useful Lines (m)	490	486	246								
		Electrified Lenght (m)	0	0	0								
		Plataform Lenght (m)	220	200	200								
		Plataform Height (cm)	40	45	45								
	Fanhais (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	90										
		Plataform Height (cm)	62										
	Pataias	Operating Lines	I	II	III								
		Useful Lines (m)	502	502	416								
		Electrified Lenght (m)	0	0	0								
		Plataform Lenght (m)	220	210	220								
		Plataform Height (cm)	40	45	45								
	Martingança	Operating Lines	I	II	III								
		Useful Lines (m)	479	479	300								
		Electrified Lenght (m)	0	0	0								
		Plataform Lenght (m)	190	182	182								
		Plataform Height (cm)	55	55	55								
	Marinha Grande	Operating Lines	I	II	III								
		Useful Lines (m)	509	509	295								
		Electrified Lenght (m)	0	0	0								
		Plataform Lenght (m)	212	207	207								
		Plataform Height (cm)	35	40	40								
	Leiria	Operating Lines	I	II	III								
		Useful Lines (m)	534	534	427								
		Electrified Lenght (m)	0	0	0								
		Plataform Lenght (m)	206	206	206								
		Plataform Height (cm)	40	40	45								
	Regueira de Pontes (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	103										
		Plataform Height (cm)	40										
	Monte Real	Operating Lines	I	II	III								
		Useful Lines (m)	539	539	402								
		Electrified Lenght (m)	0	0	0								
		Plataform Lenght (m)	146	195	195								
		Plataform Height (cm)	40	45	45								
	Monte Redondo (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	70										
		Plataform Height (cm)	50										
	Guia (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	196										
		Plataform Height (cm)	60										
	Carriço (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	95										
		Plataform Height (cm)	65										
	Louriçal	Operating Lines	I	II									
		Useful Lines (m)	472	472									
		Electrified Lenght (m)	472	472									
		Plataform Lenght (m)	125	137									
		Plataform Height (cm)	40	45									
	Ribeira de Seiça (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	120										
		Plataform Height (cm)	26,5										
	Telhada (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	115										
		Plataform Height (cm)	33,5										
	Bicanho (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	87										
		Plataform Height (cm)	60										
	Amieira	Operating Lines	I	II	III								
		Useful Lines (m)	368	305	160								
		Electrified Lenght (m)	368	305	160								
		Plataform Lenght (m)	114	226	226								
		Plataform Height (cm)	40	45	45								
	Bif. de Lares	Operating Lines	I	II									
		Useful Lines (m)	500	421									
		Electrified Lenght (m)	500	421									
		Plataform Lenght (m)	180	180									
		Plataform Height (cm)	32	32									
	Lares (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	75										
		Plataform Height (cm)	53										
	Fontela	Operating Lines	I	II									
		Useful Lines (m)	270	270									
		Electrified Lenght (m)	270	270									
		Plataform Lenght (m)	193	160									
		Plataform Height (cm)	35	85									
	Fontela-A (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	147										
		Plataform Height (cm)	84										
	Figueira da Foz	Operating Lines	I	II	III	IV	V	VI	VII				
		Useful Lines (m)	323	260	265	295	265	220	217				
		Electrified Lenght (m)	323	260	265	295	265	220	217				
		Plataform Lenght (m)	264	245	215	268	215	-	215				
		Plataform Height (cm)	60	60	60	60	60	-	60				

TOMAR BRANCH	Soudos - Vila Nova (A)	Operating Lines	-					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	200					
		Plataform Height (m)	66					
	Carrascal - Delongo (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	151					
		Plataform Height (m)	76					
	Curvaceiras (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	153					
		Plataform Height (m)	52					
	Santa Cita	Operating Lines	I	II				
		Useful Lines (m)	241	206				
		Electrified Lenght (m)	241	206				
		Plataform Lenght (m)	164	150				
		Plataform Height (m)	50	68,5				
	Carvalhos de Figueiredo (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	150					
		Plataform Height (m)	48					
	Tomar	Operating Lines	I	II	III	IV		
		Useful Lines (m)	207	210	230	215		
		Electrified Lenght (m)	207	210	230	215		
		Plataform Lenght (m)	215	-	215	215		
		Plataform Height (m)	90	-	90	90		
BEIRA BAIXA LINE	Barquinha	Operating Lines	I	II	I+IA	IIA		
		Useful Lines (m)	417	401	507	573		
		Electrified Lenght (m)	417	401	507	573		
		Plataform Lenght (m)	229	229				
		Plataform Height (m)	45	45				
	Tancos (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	123					
		Plataform Height (m)	68					
	Almourol	Operating Lines	I	II				
		Useful Lines (m)	499	502				
		Electrified Lenght (m)	499	502				
		Plataform Lenght (m)	183	183				
		Plataform Height (m)	40	40				
	Praia do Ribatejo	Operating Lines	I	III				
		Useful Lines (m)	487	572				
		Electrified Lenght (m)	487	572				
		Plataform Lenght (m)	246	246				
		Plataform Height (m)	45	45				
	Santa Margarida	Operating Lines	I	II				
		Useful Lines (m)	684	679				
		Electrified Lenght (m)	684	679				
		Plataform Lenght (m)	455	222				
		Plataform Height (m)	45/95	45				
	Tramagal	Operating Lines	I	II				
		Useful Lines (m)	506	523				
		Electrified Lenght (m)	506	523				
		Plataform Lenght (m)	254	254				
		Plataform Height (m)	30	40				
	Abrantes	Operating Lines	I	II	III			
		Useful Lines (m)	508	311	271			
		Electrified Lenght (m)	508	311	271			
		Plataform Lenght (m)	207	207	207			
		Plataform Height (m)	70	70	70			
	Alferrarede	Operating Lines	I	II				
		Useful Lines (m)	507	567				
		Electrified Lenght (m)	507	567				
		Plataform Lenght (m)	199	199				
		Plataform Height (m)	40	45				
	Mouriscas	Operating Lines	I	II				
		Useful Lines (m)	472	466				
		Electrified Lenght (m)	472	466				
		Plataform Lenght (m)	76	209				
		Plataform Height (m)	35	35				
	Mouriscas A	Operating Lines	I-A	II-A				
		Useful Lines (m)	670	684				
		Electrified Lenght (m)	670	684				
		Plataform Lenght (m)	76	209				
		Plataform Height (m)	40	40				
	Alvega - Ortiga (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	199					
		Plataform Height (m)	35					
	Barragem de Belver (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	130					
		Plataform Height (m)	43					
	Belver	Operating Lines	I	II				
		Useful Lines (m)	661	661				
		Electrified Lenght (m)	661	661				
		Plataform Lenght (m)	152	152				
		Plataform Height (m)	70	70				
	B. Amieira-Envendos	Operating Lines	I	II	I-A	II-A		
		Useful Lines (m)	466	466	649	649		
		Electrified Lenght (m)	466	466	649	649		
		Plataform Lenght (m)	150	150	-	-		
		Plataform Height (m)	70	70	-	-		
	Fratel	Operating Lines	I	II				
		Useful Lines (m)	394	394				
		Electrified Lenght (m)	394	394				
		Plataform Lenght (m)	184	184				
		Plataform Height (m)	70	70				
	Ródão	Operating Lines	I	II	III	IV		
		Useful Lines (m)	607	576	302	302		
		Electrified Lenght (m)	607	576	302	302		
		Plataform Lenght (m)	187	201	-	-		
		Plataform Height (m)	90	45				

BEIRA BAIXA LINE	Tojeirinha (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	100					
		Plataform Height (m)	33					
	Sarnadas	Operating Lines	I	II				
		Useful Lines (m)	525	536				
		Electrified Lenght (m)	525	536				
		Plataform Lenght (m)	149	165				
		Plataform Height (m)	65	65				
	Retaxo (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	157					
		Plataform Height (m)	67					
	Benquerenças (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	84					
		Plataform Height (m)	34					
	Castelo Branco	Operating Lines	I	II	III	I+3	II+IIA	
		Useful Lines (m)	489	400	306	640	571	
		Electrified Lenght (m)	489	400	306	640	571	
		Plataform Lenght (m)	236	236	236	-	-	
		Plataform Height (m)	40	70	70	-	-	
	Alcains	Operating Lines	I	II	IIA	II+IIA		
		Useful Lines (m)	177	177	655	590		
		Electrified Lenght (m)	177	177	655	590		
		Plataform Lenght (m)	150	150	-	-		
		Plataform Height (m)	70	70	-	-		
	Lardosa	Operating Lines	I	II				
		Useful Lines (m)	527	446				
		Electrified Lenght (m)	527	446				
		Plataform Lenght (m)	150	150				
		Plataform Height (m)	70	70				
	Soalheira (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	150					
		Plataform Height (m)	35					
	Castelo Novo	Operating Lines	I	IIA	IA	I+IA		
		Useful Lines (m)	287	189	189	605		
		Electrified Lenght (m)	287	189	189	605		
		Plataform Lenght (m)	150	150				
		Plataform Height (m)	70	70				
	Alpedrinha (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	150					
		Plataform Height (m)	35					
	Vale de Prazeres	Operating Lines	I	II				
		Useful Lines (m)	632	632				
		Electrified Lenght (m)	632	632				
		Plataform Lenght (m)	150	150				
		Plataform Height (m)	70	70				
	Fatela - Penamacor (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	172					
		Plataform Height (m)	64,5					
	Alcaide (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	131					
		Plataform Height (m)	72,5					
	Donas (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	140					
		Plataform Height (m)	70					
	Fundão	Operating Lines	I	II				
		Useful Lines (m)	597	597				
		Electrified Lenght (m)	597	597				
		Plataform Lenght (m)	220	220				
		Plataform Height (m)	70	70				
	Alcaria (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	142					
		Plataform Height (m)	72					
	Tortosendo	Operating Lines	I	II				
		Useful Lines (m)	470	468				
		Electrified Lenght (m)	470	468				
		Plataform Lenght (m)	150	150				
		Plataform Height (m)	70	70				
	Covilhã	Operating Lines	I	II	III			
		Useful Lines (m)	488	288	322			
		Electrified Lenght (m)	488	288	322			
		Plataform Lenght (m)	220	220	220			
		Plataform Height (m)	70	70	70			
	Caria (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	100					
		Plataform Height (m)	68,5					
	Belmonte-Manteigas	Operating Lines	I	II				
		Useful Lines (m)	460	494				
		Electrified Lenght (m)	460	494				
		Plataform Lenght (m)	100	100				
		Plataform Height (m)	70	70				
	Maçainhas (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	80					
		Plataform Height (m)	42					
	Benespera (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	51					
		Plataform Height (m)	25					
	Sabugal (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	91					
		Plataform Height (m)	30					
LESTE LINE	Ponte de Sor	Operating Lines	I	II				
		Useful Lines (m)	460	460				
		Electrified Lenght (m)	0	0				
		Plataform Lenght (m)	159	120				
		Plataform Height (m)	45	35				
	Fazenda (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	96					
		Plataform Height (m)	44					
	Torre das Vargens	Operating Lines	I	II	III			
		Useful Lines (m)	355	355	260			
		Electrified Lenght (m)	0	0	0			
		Plataform Lenght (m)	128	153	153			
		Plataform Height (m)	25	40	40			
	Chança (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	60					
		Plataform Height (m)	28					
	Mata (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	100					
		Plataform Height (m)	27					
	Crato (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	93					
		Plataform Height (m)	39					
	Portalegre	Operating Lines	I	II	III			
		Useful Lines (m)	585	585	398			
		Electrified Lenght (m)	0	0	0			
		Plataform Lenght (m)	112	112	112			
		Plataform Height (m)	35	35	35			
	Assumar (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	65					
		Plataform Height (m)	20					
	Arronches (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	84					
		Plataform Height (m)	40					
	Santa Eulália - A (A)	Operating Lines	I					
		Useful Lines (m)	-					
		Electrified Lenght (m)	-					
		Plataform Lenght (m)	54					
		Plataform Height (m)	24					
	Elvas	Operating Lines	I	II				
		Useful Lines (m)	388	325				
		Electrified Lenght (m)	0	0				
		Plataform Lenght (m)	100	100				
		Plataform Height (m)	45	45				

SINTRA LINE	Lisboa-Rossio	Operating Lines	I	II	III	IV	V						
		Useful Lines (m)	85	193	193	194	196						
		Electrified Lenght (m)	85	198	193	194	196						
		Plataform Lenght (m)	134	158	193	194	208						
		Plataform Height (cm)	90	90	90	90	90						
	Campolide	Operating Lines	I	II	III	IV	IIA	II+IIA					
		Useful Lines (m)	206	152	231	220	53	220					
		Electrified Lenght (m)	206	152	231	220	53	220					
		Plataform Lenght (m)		264	247	236							
		Plataform Height (cm)		90	90	90							
	Benfica	Operating Lines	I	II	III	IV							
		Useful Lines (m)	222	215	225	236							
		Electrified Lenght (m)	222	215	225	236							
		Plataform Lenght (m)	221	220	220	220							
		Plataform Height (cm)	90	90	90	90							
	Santa Cruz/Damaia (A)	Operating Lines	I	II	III	IV							
		Useful Lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Lenght (m)	221	221	221	221							
		Plataform Height (cm)	100	100	100	100							
	Reboleira (A)	Operating Lines	I	II	III	IV							
		Useful Lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Lenght (m)	220	220	220	220							
		Plataform Height (cm)	100	100	100	100							
	Amadora	Operating Lines	I	II	III	IV							
		Useful Lines (m)	215	227	210	240							
		Electrified Lenght (m)	215	227	210	240							
		Plataform Lenght (m)	220	220	220	220							
		Plataform Height (cm)	90	90	90	90							
	Queluz - Belas (A)	Operating Lines	I	II	III	IV							
		Useful Lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Lenght (m)	221	221	222	222							
		Plataform Height (cm)	90	90	90	90							
	Monte Abraão	Operating Lines	I	II	III	IV							
		Useful Lines (m)	230	235	225	225							
		Electrified Lenght (m)	230	235	225	225							
		Plataform Lenght (m)	219	219	220	220							
		Plataform Height (cm)	90	90	90	90							
	Massamé - Barcarena (A)	Operating Lines	I	II	III	IV							
		Useful Lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Lenght (m)	225	225	225	225							
		Plataform Height (cm)	90	90	90	90							
	Agualva-Cacém	Operating Lines	I	II	III	IV							
		Useful Lines (m)	321	300	270	247							
		Electrified Lenght (m)	321	300	270	247							
		Plataform Lenght (m)	220	220	220	220							
		Plataform Height (cm)	90	90	90	90							
	Agualva - Cacém (A)	Operating Lines	I	II	III	IV							
		Useful Lines (m)	-	-	-	-							
		Electrified Lenght (m)	-	-	-	-							
		Plataform Lenght (m)	223	223	191	191							
		Plataform Height (cm)	90	90	90	90							
	Mercês	Operating Lines	I	II	III								
		Useful Lines (m)	230	224	230								
		Electrified Lenght (m)	230	224	230								
		Plataform Lenght (m)	221	221	221								
		Plataform Height (cm)	90	90	90								
	Algueirão - Mem Martins (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	223	223									
		Plataform Height (cm)	90	90									
	Algueirão-Parque	Operating Lines	IA	IA+IB	IIA	IIA+IIB							
		Useful Lines (m)	365	1120	280	1005							
		Electrified Lenght (m)	365	1120	280	1005							
		Plataform Lenght (m)	-	-	-	-							
		Plataform Height (cm)	-	-	-								
	Portela de Sintra (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	222	222									
		Plataform Height (cm)	100	100									
	Sintra	Operating Lines	I	II	III	IV							
		Useful Lines (m)	208	194	178	174							
		Electrified Lenght (m)	208	194	178	174							
		Plataform Lenght (m)	221	221	221	-							
		Plataform Height (cm)	90	90	90	-							
CINTURA LINE	Alcântara-Terra	Operating Lines	I	II	III								
		Useful Lines (m)	215	264	291								
		Electrified Lenght (m)											
		Plataform Lenght (m)	100	210	210								
		Plataform Height (cm)	40	90	90								
	Campolide - A (A)	Operating Lines	VI	VII									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	246	287									
		Plataform Height (cm)	90	90									
	Sete Rios	Operating Lines	I-S	II-S	III-S	IV-S							
		Useful Lines (m)	249	322	409	553							
		Electrified Lenght (m)	249	322	409	533							
		Plataform Lenght (m)	239	260	260	239							
		Plataform Height (cm)	90	90	90	90							
	Entrecampos Poente	Operating Lines	V	VI	VII	VIII	IX	X	XI	XII			
		Useful Lines (m)	322	322	304	305	305	305	324	324			
		Electrified Lenght (m)	322	322	304	305	305	305	324	324			
		Plataform Lenght (m)	-	-	-	-	-	-	-	-			
		Plataform Height (cm)	-	-	-	-	-	-	-	-			

CINTURA LINE	Entrecampos	Operating Lines	I	II	III	IV							
		Useful Lines (m)	325	325	320	320							
		Electrified Lenght (m)	325	325	320	320							
		Plataform Lenght (m)	310	310	310	310							
		Plataform Height (cm)	90	90	90	90							
	Roma-Areeiro	Operating Lines	IR	IIR	IIIR	IVR							
		Useful Lines (m)	310	346	356	356							
		Electrified Lenght (m)	310	346	356	356							
		Plataform Lenght (m)	191	234	234	218							
		Plataform Height (cm)	90	90	90	90							
	Chelas (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	114	98									
		Plataform Height (cm)	90	90									
	Marvila (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	111	125									
		Plataform Height (cm)	90	90									
CASCAIS LINE	Cais do Sodré	Operating Lines	1	2	3	4	5	6					
		Useful Lines (m)	287	298	296	287	287	287					
		Electrified Lenght (m)	287	298	296	287	287	287					
		Plataform Lenght (m)	210	220	217	206	206	211					
		Plataform Height (cm)	110	110	110	110	110	110					
	Santos (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	301	204									
		Plataform Height (cm)	90	90									
	Alcântara-Mar	Operating Lines	I	II									
		Useful Lines (m)	228	228									
		Electrified Lenght (m)	228	228									
		Plataform Lenght (m)	217	206									
		Plataform Height (cm)	110	110									
	Belém (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	260	203									
		Plataform Height (cm)	120	120									
	Algés	Operating Lines	I	II	III								
		Useful Lines (m)	261	239	233								
		Electrified Lenght (m)	261	239	233								
		Plataform Lenght (m)	200	200	200								
		Plataform Height (cm)	110	110	110								
	Cruz Quebrada A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	143	143									
		Plataform Height (cm)	120	120									
	Caxias	Operating Lines	I	II									
		Useful Lines (m)	254	265									
		Electrified Lenght (m)	254	265									
		Plataform Lenght (m)	140	140									
		Plataform Height (cm)	110	110									
	Paço de Arcos A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	296	237									
		Plataform Height (cm)	120	120									
	Santo Amaro (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	154	154									
		Plataform Height (cm)	120	120									
	Oeiras	Operating Lines	I	II	III								
		Useful Lines (m)	191	213	170								
		Electrified Lenght (m)	191	213	170								
		Plataform Lenght (m)	142	142	142								
		Plataform Height (cm)	110	110	110								
	Carcavelos	Operating Lines	I	II	III								
		Useful Lines (m)	215	309	254								
		Electrified Lenght (m)	215	309	254								
		Plataform Lenght (m)	201	200	-								
		Plataform Height (cm)	110	110	-								
	Parede (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	198	230									
		Plataform Height (cm)	120	120									
	S. Pedro do Estoril	Operating Lines	I	II	III								
		Useful Lines (m)	293	263	220								
		Electrified Lenght (m)	293	263	220								
		Plataform Lenght (m)	200	200	200								
		Plataform Height (cm)	110	110	110								
	São João do Estoril (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	217	219									
		Plataform Height (cm)	120	120									
	Estoril	Operating Lines	I	II									
		Useful Lines (m)	244	219									
		Electrified Lenght (m)	244	219									
		Plataform Lenght (m)	200	200									
		Plataform Height (cm)	110	110									
	Monte Estoril (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	142	144									
		Plataform Height (cm)	120	120									
	Cascais	Operating Lines	I	II	III	IV	V						
		Useful Lines (m)	87	104	124	124	124						
		Electrified Lenght (m)	87	104	124	124	124						
		Plataform Lenght (m)	106	119	142	142	142						
		Plataform Height (cm)	110	110	110	110	110						

VENDAS NOVAS LINE	Morgado (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	60										
		Plataform Height (m)	55										
	Muge	Operating Lines	I+IA	II									
		Useful Lines (m)	512	512									
		Electrified Lenght (m)	512	512									
		Plataform Lenght (m)	298	230									
		Plataform Height (m)	120	120									
	Marinhais	Operating Lines	I	II									
		Useful Lines (m)	707	707									
		Electrified Lenght (m)	707	707									
		Plataform Lenght (m)	70	50									
		Plataform Height (m)	90	50									
	Desvio (Quil. 19,5)	Operating Lines	I	II									
		Useful Lines (m)	722	722									
		Electrified Lenght (m)	722	722									
		Plataform Lenght (m)	-	-									
		Plataform Height (m)	-	-									
	Agolada	Operating Lines	I	II									
		Useful Lines (m)	518	496									
		Electrified Lenght (m)	518	496									
		Plataform Lenght (m)	54	40									
		Plataform Height (m)	35	30									
	Coruche	Operating Lines	I	II									
		Useful Lines (m)	497	454									
		Electrified Lenght (m)	497	454									
		Plataform Lenght (m)	77	41									
		Plataform Height (m)	80	40									
	Quinta Grande	Operating Lines	I	II									
		Useful Lines (m)	688	688									
		Electrified Lenght (m)	688	688									
		Plataform Lenght (m)	58	40									
		Plataform Height (m)	45	50									
	Salgueirinha	Operating Lines	I	II									
		Useful Lines (m)	500	500									
		Electrified Lenght (m)	500	500									
		Plataform Lenght (m)	-	-									
		Plataform Height (m)	-	-									
	São Torcato	Operating Lines	I	II									
		Useful Lines (m)	653	685									
		Electrified Lenght (m)	653	685									
		Plataform Lenght (m)	45	40									
		Plataform Height (m)	35	30									
	Lavre	Operating Lines	I	II									
		Useful Lines (m)	479	479									
		Electrified Lenght (m)	479	479									
		Plataform Lenght (m)	50	40									
		Plataform Height (m)	30	35									
	Canha	Operating Lines	I	II									
		Useful Lines (m)	693	673									
		Electrified Lenght (m)	693	673									
		Plataform Lenght (m)	50	40									
		Plataform Height (m)	40	30									
	Vidigal	Operating Lines	I	II	III								
		Useful Lines (m)	615	570	507								
		Electrified Lenght (m)	615	570	507								
		Plataform Lenght (m)	49	-									
		Plataform Height (m)	45	-									
ALENTEJO LINE	Barreiro	Operating Lines	I	II	III								
		Useful Lines (m)	213	173	149								
		Electrified Lenght (m)	213	173	149								
		Plataform Lenght (m)	126	123	126								
		Plataform Height (m)	90	90	90								
	Barreiro A (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	115	115									
		Plataform Height (m)	88	88									
	Lavradio	Operating Lines	I	II	III								
		Useful Lines (m)	312	302	312								
		Electrified Lenght (m)	312	302	312								
		Plataform Lenght (m)	115	115	114								
		Plataform Height (m)	90	90	90								
	Baixa da Banheira (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	178	170									
		Plataform Height (m)	88	88									
	Alhos Vedros (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	173	175									
		Plataform Height (m)	88	88									
	Moita	Operating Lines	I	II	III								
		Useful Lines (m)	531	304	304								
		Electrified Lenght (m)	531	304	304								
		Plataform Lenght (m)	169	166	166								
		Plataform Height (m)	90	90	90								
	Penteado (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	171	163									
		Plataform Height (m)	88	88									
	Poceirão	Operating Lines	I	II	III	IA	IIA	II+IIB	IIIA	III+IIIB	IVA		
		Useful Lines (m)	453	134	91	796	796	453	735	635	717		
		Electrified Lenght (m)	453	134	91	796	796	453	735	635	717		
		Plataform Lenght (m)	135	103	103								
		Plataform Height (m)	40	40	40								
	Fernando Pó (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	78										
		Plataform Height (m)	88										

ALENTEJO LINE	Pegões	Operating Lines	I	II									
		Useful Lines (m)	659	530									
		Electrified Lenght (m)	659	530									
		Plataform Lenght (m)	98	26									
		Plataform Height (m)	50	90									
	São João das Craveiras (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	35										
		Plataform Height (m)	88										
	Bombel	Operating Lines	I	II	III								
		Useful Lines (m)	595	503	503								
		Electrified Lenght (m)	595	503	503								
		Plataform Lenght (m)	90	90	90								
		Plataform Height (m)	40	35	40								
	Vendas Novas	Operating Lines	I	II	III	IV	IA	IHA	IB	PI			
		Useful Lines (m)	443	703	775	205	245	703	123	593			
		Electrified Lenght (m)	443	703	775	205	245	703	123	593			
		Plataform Lenght (m)	220	154	-								
		Plataform Height (m)	55-40	40	-								
	Torre da Gadanha	Operating Lines	I	II	III								
		Useful Lines (m)	751	689	466								
		Electrified Lenght (m)	751	689	466								
		Plataform Lenght (m)	170	129	129								
		Plataform Height (m)	55	40	40								
	Casa Branca	Operating Lines	I	II	III	IV	IIIA	IIIHIIA					
		Useful Lines (m)	921	945	514	421	309	945					
		Electrified Lenght (m)	921	945	514	421	309	945					
		Plataform Lenght (m)	220	220	220								
		Plataform Height (m)	70	70	70								
	Alcáçovas (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	80										
		Plataform Height (m)	40										
	Viana (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	120										
		Plataform Height (m)	50										
	Vila Nova da Baronia	Operating Lines	I	II									
		Useful Lines (m)	531	531									
		Electrified Lenght (m)	0	0									
		Plataform Lenght (m)	161	42									
		Plataform Height (m)	35	30									
	Alvito (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	96										
		Plataform Height (m)	50										
	Cuba	Operating Lines	I	II									
		Useful Lines (m)	658	658									
		Electrified Lenght (m)	0	0									
		Plataform Lenght (m)	331	37									
		Plataform Height (m)	50	60									
	Beja	Operating Lines	I	II	III								
		Useful Lines (m)	506	381	339								
		Electrified Lenght (m)	0	0	0								
		Plataform Lenght (m)	223	203	203								
		Plataform Height (m)	65	50	50								
	Ourique	Operating Lines	I	II									
		Useful Lines (m)	265	265									
		Electrified Lenght (m)	265	265									
		Plataform Lenght (m)	114	-									
		Plataform Height (m)	90	-									
	Panóias (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	125										
		Plataform Height (m)	30										

SUL LINE	Alvito A	Operating Lines	I	II	III	IV								
		Useful Lines (m)	320	320	320	320								
		Electrified Lenght (m)	320	320	320	320								
		Plataform Lenght (m)	229	229	229	229								
		Plataform Height (m)	90	90	90	90								
	Pragal	Operating Lines	I	II	III	IV								
		Useful Lines (m)	389	323	323	460								
		Electrified Lenght (m)	389	323	323	460								
		Plataform Lenght (m)	306	226	226	306								
		Plataform Height (m)	90	90	90	90								
	Corroios	Operating Lines	I	II										
		Useful Lines (m)	355	355										
		Electrified Lenght (m)	355	355										
		Plataform Lenght (m)	227	227										
		Plataform Height (m)	90	90										
	Foros de Amora (A)	Operating Lines	I	II										
		Useful Lines (m)	-	-										
		Electrified Lenght (m)	-	-										
		Plataform Lenght (m)	226	226										
		Plataform Height (m)	88	88										
	Fogueteiro	Operating Lines	I	II	III									
		Useful Lines (m)	340	310	335									
		Electrified Lenght (m)	340	310	335									
		Plataform Lenght (m)	232	232	232									
		Plataform Height (m)	90	90	90									
	Coina	Operating Lines	I	II	III	IV								
		Useful Lines (m)	394	270	279	376								
		Electrified Lenght (m)	394	270	279	376								
		Plataform Lenght (m)	251	251	251	251								
		Plataform Height (m)	90	90	90	90								
	Penalva	Operating Lines	I	II										
		Useful Lines (m)	595	595										
		Electrified Lenght (m)	595	595										
		Plataform Lenght (m)	249	249										
		Plataform Height (m)	90	90										
	Pinhal Novo	Operating Lines	I	II	III	IV	V	VI						
		Useful Lines (m)	504	390	301	328	291	321						
		Electrified Lenght (m)	504	390	0	0	291	321						
		Plataform Lenght (m)	300	343			273	300						
		Plataform Height (m)	90	90			90	90						
	Venda do Alcaide (A)	Operating Lines	I	II										
		Useful Lines (m)	-	-										
		Electrified Lenght (m)	-	-										
		Plataform Lenght (m)	250	250										
		Plataform Height (m)	88	88										
	Palmela	Operating Lines	I	II	III	IV	IA	IIA						
		Useful Lines (m)	248	248	262	244	244	244						
		Electrified Lenght (m)	248	248	262	244	244	244						
		Plataform Lenght (m)	-	-										
		Plataform Height (m)	-	-										
	Palmela (A)	Operating Lines	I	II										
		Useful Lines (m)	-	-										
		Electrified Lenght (m)	-	-										
		Plataform Lenght (m)	220	220										
		Plataform Height (m)	88	88										
	Setúbal	Operating Lines	I	II	III	IV								
		Useful Lines (m)	422	248	248	390								
		Electrified Lenght (m)	422	248	248	390								
		Plataform Lenght (m)	323	221	221	322								
		Plataform Height (m)	90	90	90	90								
	Praça do Quebedo (A)	Operating Lines	-											
		Useful Lines (m)	-											
		Electrified Lenght (m)	-											
		Plataform Lenght (m)	111											
		Plataform Height (m)	88											
	Setúbal-Mar	Operating Lines	I(S8/S13)	I(S8/S3)	I-A+D4	D3(S4/S13)	II(S10/S15)	IIA+II	D6(M16/S11)	D5 (S6/S15	III(S10/S7)	III-A	III	
		Useful Lines (m)	1781	567	579	605	1737	583	285	605	507	165	202	
		Electrified Lenght (m)	1781	567	579	605	1737	583	285	605	507	165	202	
		Plataform Lenght (m)	-	-	-	-	-	176/174	-	-	-	176	174	
		Plataform Height (m)	-	-	-	-	-	40	-	-	-	40	40	
	Cachofarra (A)	Operating Lines	-											
		Useful Lines (m)	-											
		Electrified Lenght (m)	-											
		Plataform Lenght (m)	55											
		Plataform Height (m)	30											
	Praias-Sado	Operating Lines	I	II	III	IV								
		Useful Lines (m)	445	349	257	285								
		Electrified Lenght (m)	445	349	257	285								
		Plataform Lenght (m)	151	127	-	-								
		Plataform Height (m)	55	80	-	-								
	Praias-Sado A (A)	Operating Lines	-											
		Useful Lines (m)	-											
		Electrified Lenght (m)	-											
		Plataform Lenght (m)	105											
		Plataform Height (m)	88											
	Vale da Rosa	Operating Lines	I	II										
		Useful Lines (m)	596	633										
		Electrified Lenght (m)	596	633										
		Plataform Lenght (m)	-	-	-									
		Plataform Height (m)	-	-	-									
	Mourisca-Sado (A)	Operating Lines	-											
		Useful Lines (m)	-											
		Electrified Lenght (m)	-											
		Plataform Lenght (m)	60											
		Plataform Height (m)	45											
	Águas de Moura	Operating Lines	I	II	III									
		Useful Lines (m)	575	575	730									
		Electrified Lenght (m)	575	575	730									
		Plataform Lenght (m)	-	-	-									
		Plataform Height (m)	-	-	-									
	Pinheiro	Operating Lines	I	II	III									
		Useful Lines (m)	744	644	775									
		Electrified Lenght (m)	744	644	775									
		Plataform Lenght (m)	-	-	-									
		Plataform Height (m)	-	-	-									

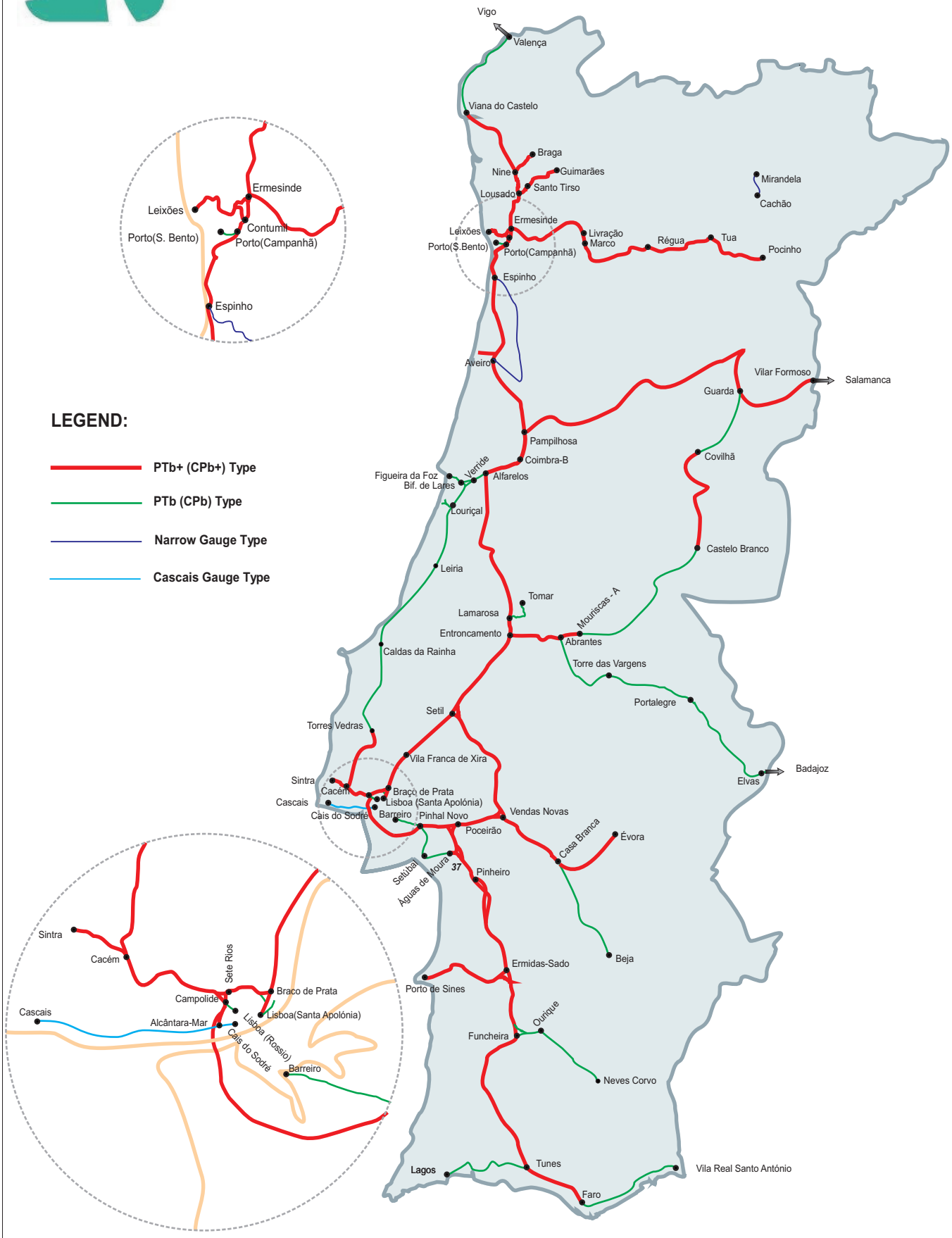
SUL LINE	Monte Novo-Palma	Operating Lines	I	II									
		Useful Lines (m)	536	536									
		Electrified Lenght (m)	536	536									
		Plataform Lenght (m)	62	50									
		Plataform Height (m)	40	40									
	Alcácer do Sal	Operating Lines	I	II									
		Useful Lines (m)	580	618									
		Electrified Lenght (m)	580	618									
		Plataform Lenght (m)	127	120									
		Plataform Height (m)	55	50									
	Vale do Guizo	Operating Lines	I	II									
		Useful Lines (m)	491	491									
		Electrified Lenght (m)	491	491									
		Plataform Lenght (m)	78	78									
		Plataform Height (m)	45	40									
	Somincor	Operating Lines	I										
		Useful Lines (m)	302										
		Electrified Lenght (m)	302										
		Plataform Lenght (m)	-	-									
		Plataform Height (m)	-	-									
	Grândola Norte	Operating Lines	I	II	IIA	II+IIA							
		Useful Lines (m)	727	690	260	1110							
		Electrified Lenght (m)	727	690	260	1110							
		Plataform Lenght (m)	-	-	-	-							
		Plataform Height (m)											
	Grândola	Operating Lines	I	II	III	IIA	II+IIA						
		Useful Lines (m)	715	306	348	394	715						
		Electrified Lenght (m)	715	306	348	394	715						
		Plataform Lenght (m)	210	210	210								
		Plataform Height (m)	85	85	85								
	Canal-Caveira	Operating Lines	I	II									
		Useful Lines (m)	401	401									
		Electrified Lenght (m)	401	401									
		Plataform Lenght (m)	70	-									
		Plataform Height (m)	70	-									
	Azinheira dos Barros	Operating Lines	I	II									
		Useful Lines (m)	750	750									
		Electrified Lenght (m)	750	750									
		Plataform Lenght (m)	-	-									
		Plataform Height (m)	-	-									
	Azinheira dos Barros (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	70										
		Plataform Height (m)	70										
	Lousal	Operating Lines	I	II									
		Useful Lines (m)	405	405									
		Electrified Lenght (m)	405	405									
		Plataform Lenght (m)	70	68									
		Plataform Height (m)	70	70									
	Ermidas - Sado	Operating Lines	I	II	III	IV							
		Useful Lines (m)	668	603	605	605							
		Electrified Lenght (m)	668	603	605	605							
		Plataform Lenght (m)	140	-	-	212							
		Plataform Height (m)	35	-	-	70							
	Alvalade (A)	Operating Lines	I	II									
		Useful Lines (m)	-	-									
		Electrified Lenght (m)	-	-									
		Plataform Lenght (m)	70	70									
		Plataform Height (m)	70	70									
	Funcheira	Operating Lines	I	II	III								
		Useful Lines (m)	551	392	308								
		Electrified Lenght (m)	551	392	308								
		Plataform Lenght (m)	196	212	212								
		Plataform Height (m)	40	80	80								
	Amoreiras-Odemira	Operating Lines	I	II									
		Useful Lines (m)	609	609									
		Electrified Lenght (m)	609	609									
		Plataform Lenght (m)	120	87									
		Plataform Height (m)	60	60									
	Luzianes	Operating Lines	I	II									
		Useful Lines (m)	288	288									
		Electrified Lenght (m)	288	288									
		Plataform Lenght (m)	99	77									
		Plataform Height (m)	30	50									
	Sta. Clara-Sabóia	Operating Lines	I	II									
		Useful Lines (m)	491	472									
		Electrified Lenght (m)	491	472									
		Plataform Lenght (m)	134	87									
		Plataform Height (m)	30	50									
	Pereiras (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenght (m)	-										
		Plataform Lenght (m)	99										
		Plataform Height (m)	60										
	São Marcos	Operating Lines	I	II									
		Useful Lines (m)	447	410									
		Electrified Lenght (m)	447	410									
		Plataform Lenght (m)	119	87									
		Plataform Height (m)	35	60									
	Messines-Alte	Operating Lines	I	II									
		Useful Lines (m)	552	552									
		Electrified Lenght (m)	552	552									
		Plataform Lenght (m)	148	248									
		Plataform Height (m)	90	90									

ÉVORA LINE	Monte das Flores	Operating Lines	I	II										
		Useful Lines (m)	738	746										
		Electrified Lenghts (m)	738	746										
		Plataform Lenghts (m)	35	-										
		Plataform Height (cm)	70	-										
	Évora	Operating Lines	I	II	III									
		Useful Lines (m)	859	362	362									
		Electrified Lenghts (m)	859	362	362									
		Plataform Lenghts (m)	220	220	220									
		Plataform Height (cm)	70	70	70									
SINES LINE	São Bartolomeu da Serra	Operating Lines	I	II										
		Useful Lines (m)	620	620										
		Electrified Lenghts (m)	620	620										
		Plataform Lenghts (m)	60	-										
		Plataform Height (cm)	35	-										
	Raquete	Operating Lines	I	II	III	IV								
		Useful Lines (m)	782	718	768	768								
		Electrified Lenghts (m)	782	718	768	768								
		Plataform Lenghts (m)	-	-	-									
		Plataform Height (cm)	-	-	-									
	Porto de Sines	Operating Lines	I	II	III	IV								
		Useful Lines (m)	641	593	612	659								
		Electrified Lenghts (m)	641	593	612	659								
		Plataform Lenghts (m)	-	-	-	-	-							
		Plataform Height (cm)	-	-	-	-	-							
ALGARVE LINE	Lagos	Operating Lines	I	II	III									
		Useful Lines (m)	220	220	220									
		Electrified Lenghts (m)	0	0	0									
		Plataform Lenghts (m)	172	172	172									
		Plataform Height (cm)	90	75	90									
	Meia Praia (A)	Operating Lines	-											
		Useful Lines (m)	-											
		Electrified Lenghts (m)	-											
		Plataform Lenghts (m)	85											
		Plataform Height (cm)	40											
	Mexilh. Grande	Operating Lines	I	II										
		Useful Lines (m)	218	218										
		Electrified Lenghts (m)	0	0										
		Plataform Lenghts (m)	174	111										
		Plataform Height (cm)	50	75										
	Portimão	Operating Lines	I	II										
		Useful Lines (m)	352	352										
		Electrified Lenghts (m)	0	0										
		Plataform Lenghts (m)	110	110										
		Plataform Height (cm)	68,5	68,5										
	Ferragudo (A)	Operating Lines	-											
		Useful Lines (m)	-											
		Electrified Lenghts (m)	-											
		Plataform Lenghts (m)	85											
		Plataform Height (cm)	40											
	Estômbar-Lagoa	Operating Lines	I	II										
		Useful Lines (m)	140	140										
		Electrified Lenghts (m)	0	0										
		Plataform Lenghts (m)	169	169										
		Plataform Height (cm)	50	50										
	Silves	Operating Lines	I	II										
		Useful Lines (m)	203	203										
		Electrified Lenghts (m)	0	0										
		Plataform Lenghts (m)	110	110										
		Plataform Height (cm)	68,5	68,5										
	Poço Barreto (A)	Operating Lines	-											
		Useful Lines (m)	-											
		Electrified Lenghts (m)	-											
		Plataform Lenghts (m)	85											
		Plataform Height (cm)	40											
	Alcantarilha	Operating Lines	I	II										
		Useful Lines (m)	240	240										
		Electrified Lenghts (m)	0	0										
		Plataform Lenghts (m)	178	105										
		Plataform Height (cm)	40	40										
	Algoz (A)	Operating Lines	-											
		Useful Lines (m)	-											
		Electrified Lenghts (m)	-											
		Plataform Lenghts (m)	103											
		Plataform Height (cm)	40											
	Tunes	Operating Lines	I	II	III	IV	V							
		Useful Lines (m)	247	247	380	398	185							
		Electrified Lenghts (m)	247	247	380	398	185							
		Plataform Lenghts (m)	300	300	300	-	90							
		Plataform Height (cm)	90	90	90	-	65							
	Albufeira - Ferreiras	Operating Lines	I	II										
		Useful Lines (m)	460	460										
		Electrified Lenghts (m)	460	460										
		Plataform Lenghts (m)	301	301										
		Plataform Height (cm)	90	90										
	Patã (A)	Operating Lines	-											
		Useful Lines (m)	-											
		Electrified Lenghts (m)	-											
		Plataform Lenghts (m)	52											
		Plataform Height (cm)	40											
	Boliqueime	Operating Lines	I	II										
		Useful Lines (m)	407	407										
		Electrified Lenghts (m)	407	407										
		Plataform Lenghts (m)	186	82										
		Plataform Height (cm)	50	50										
	Vale de Judeu (A)	Operating Lines	-											
		Useful Lines (m)	-											
		Electrified Lenghts (m)	-											
		Plataform Lenghts (m)	40											
		Plataform Height (cm)	30											
	Loulé	Operating Lines	HA	II	III	IV								
		Useful Lines (m)	510	385	407	230								
		Electrified Lenghts (m)	510	385	407	230								
		Plataform Lenghts (m)	178	319	319	-								
		Plataform Height (cm)	90	90	90	-								

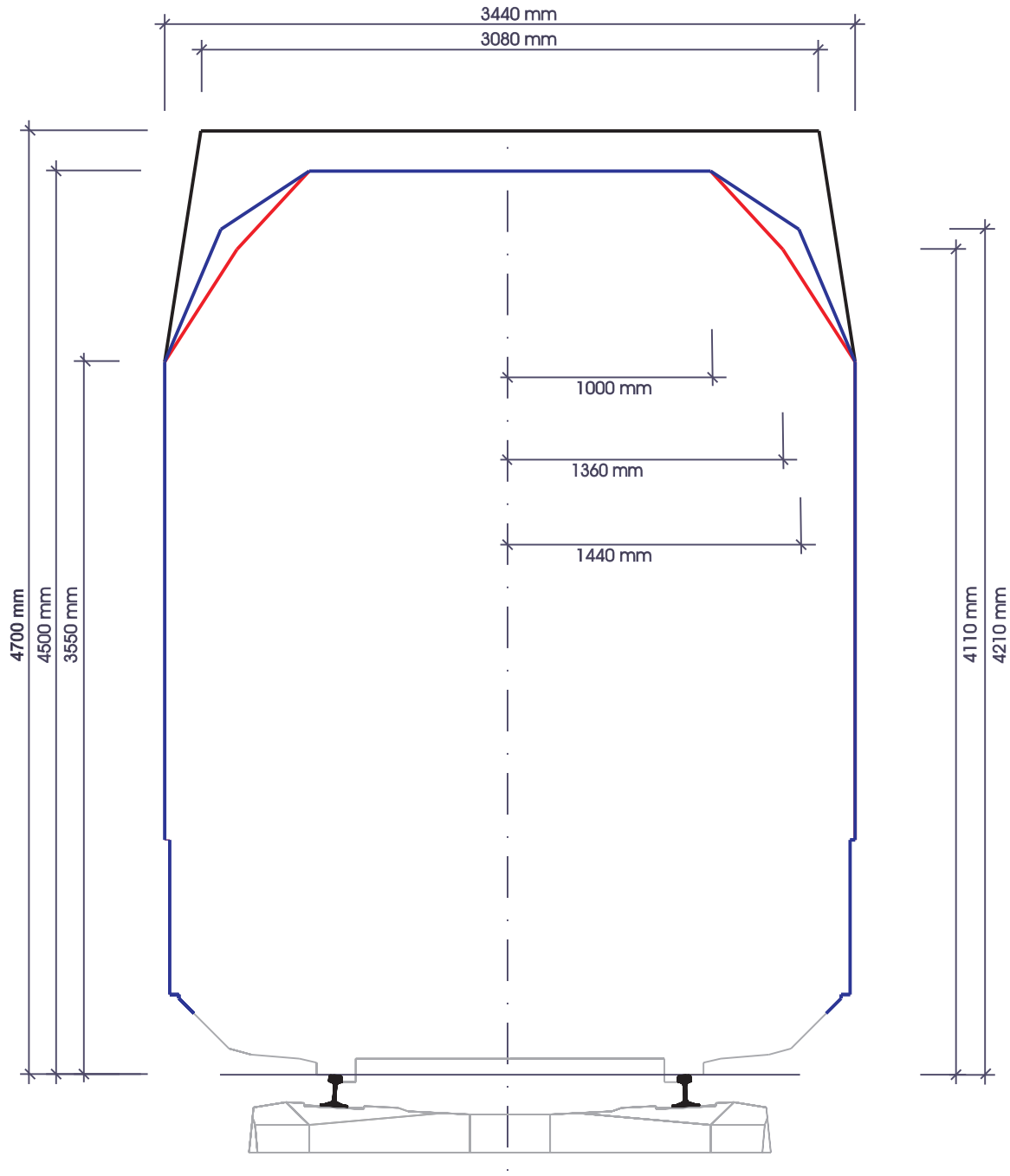
ALGARVE LINE	Almancil (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenghts (m)	100										
		Plataform Height (cm)	30										
	Parque Das Cidades	Operating Lines	I	II									
		Useful Lines (m)	401	401									
		Electrified Lenghts (m)	401	401									
		Plataform Lenghts (m)	151	151									
		Plataform Height (cm)	90	90									
	Bom João (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenghts (m)	101										
		Plataform Height (cm)	50										
	Faro	Operating Lines	I	II	III	IV	V	VI	VII	VIII			
		Useful Lines (m)	388	268	228	333	285	285	135	135			
		Electrified Lenghts (m)	388	268	228	333	285	285	135	135			
		Plataform Lenghts (m)	328	194	327	288	288	288	-	-			
		Plataform Height (cm)	90	90	90	90	90	90	-	-			
	Olhão	Operating Lines	I	II	III								
		Useful Lines (m)	185	134	140								
		Electrified Lenghts (m)	0	0	0								
		Plataform Lenghts (m)	110	110	110								
		Plataform Height (cm)	68,5	68,5	68,5								
	Fuseta A (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenghts (m)	80										
		Plataform Height (cm)	68,5										
	Fuseta	Operating Lines	I	II									
		Useful Lines (m)	134	134									
		Electrified Lenghts (m)	0	0									
		Plataform Lenghts (m)	110	110									
		Plataform Height (cm)	68,5	68,5									
	Livramento (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenghts (m)	98										
		Plataform Height (cm)	45										
	Luz (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenghts (m)	58										
		Plataform Height (cm)	68,5										
	Tavira (*)	Operating Lines	I	II									
		Useful Lines (m)	171	204									
		Electrified Lenghts (m)	0	0									
		Plataform Lenghts (m)	87	100									
		Plataform Height (cm)	68,5 (em 58m)	68,5									
		Plataform Height (cm)	45 (em 29m)										
	Porta Nova (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenghts (m)	75										
		Plataform Height (cm)	40										
	Conceição (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenghts (m)	118										
		Plataform Height (cm)	40										
	Cacela	Operating Lines	I	II									
		Useful Lines (m)	205	205									
		Electrified Lenghts (m)	0	0									
		Plataform Lenghts (m)	110	110									
		Plataform Height (cm)	68,5	68,5									
	Castro Marim (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenghts (m)	32										
		Plataform Height (cm)	40										
	Monte Gordo (A)	Operating Lines	-										
		Useful Lines (m)	-										
		Electrified Lenghts (m)	-										
		Plataform Lenghts (m)	102										
		Plataform Height (cm)	25										
	V. R. Sto. António	Operating Lines	I	II	III								
		Useful Lines (m)	276	352	314								
		Electrified Lenghts (m)	0	0	0								
		Plataform Lenghts (m)	110	110	110								
		Plataform Height (cm)	68,5	68,5	68,5								

(*) - Station with variable platform heights

Loading Gauges



Loading Gauges Types



LEGEND:

- Loading Gauge PT c
- Loading Gauge PT b (CPb)
- Loading Gauge PT b+ (CPb+)

Ref. No EN 15273: 2013: E

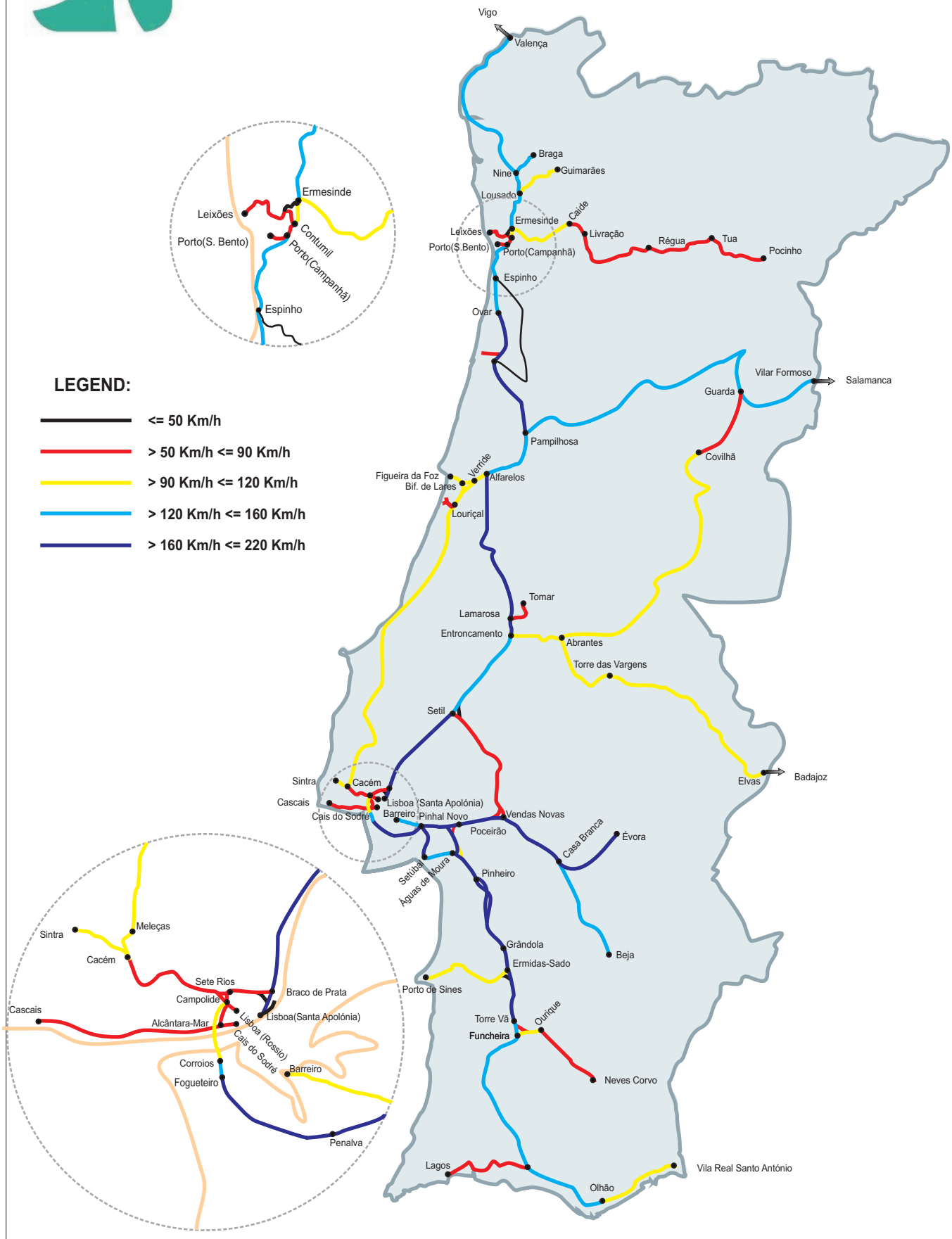
Maximum Loads

Classification of Wide Gauge Lines according to UIC sheet 700-0

LEGEND:

Classification	T/axle	T/m
D4	22,5	8
D3	22,5	7,2
D2	22,5	6,4
C4	20	8
C3	20	7,2
C2	20	6,4
B2	18	6,4
B1	18	5
A	16	5

Highest speed levels



Annex 3.3.2.5 – Maximum Freight Train Lengths

The permissible length of trains is based on calculation of the usable length of the lines of the stations, the traffic of each line and other particularities of operation.

According to the procedures followed when scheduling the train-paths, for each track, the following maximum lengths for freight trains were defined:

Basic length: length of the train to which the infrastructure offers conditions for crossing in any rail station;

Maximum length: It's the length compatible with the infrastructure's capacity;

Exceptional length: It's a length that can reach 750m, but which can only be set for occasional traffic under exceptional conditions;

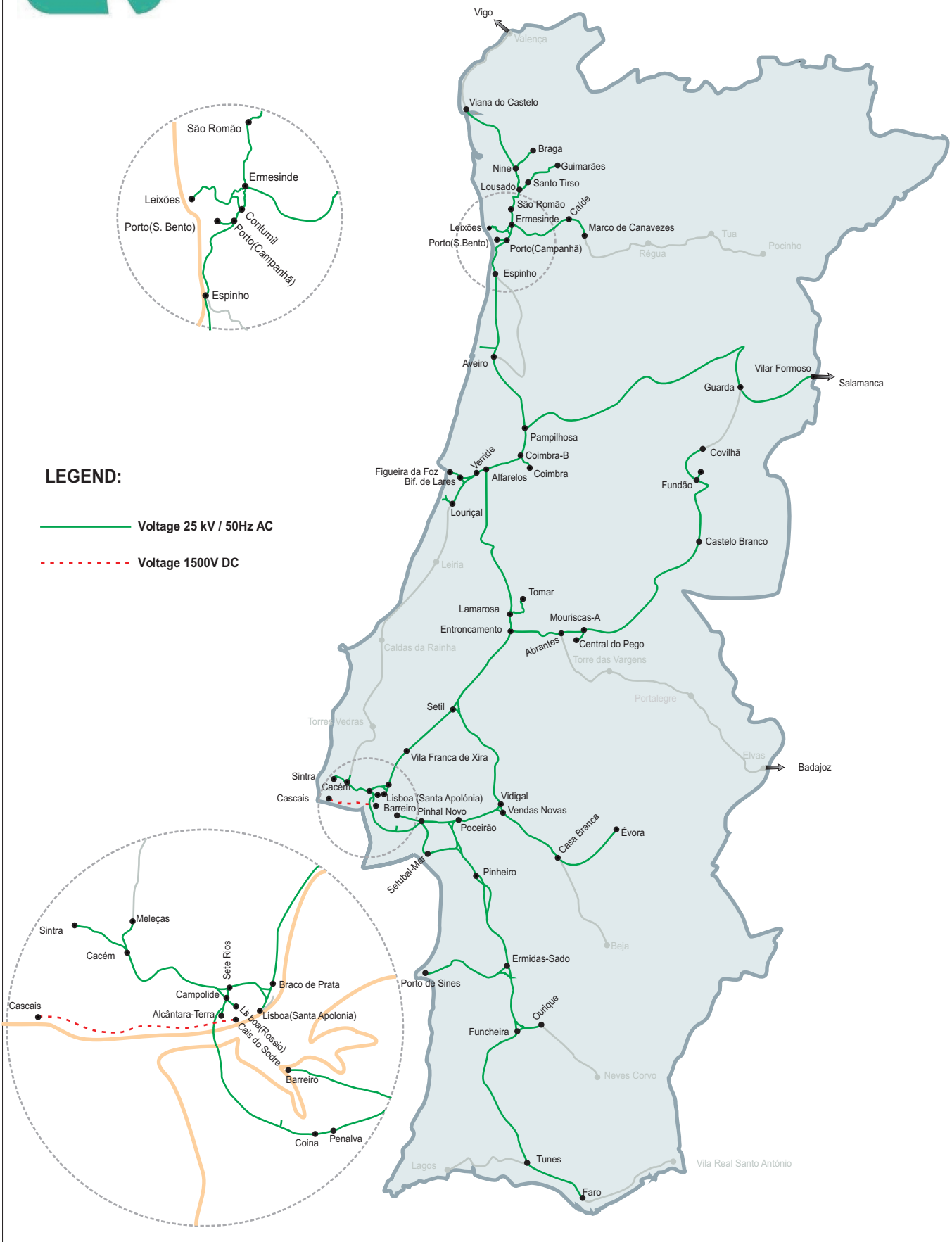
IP may authorize exceptionally requests for train-path for trains exceeding the "maximum length", depending on the Line or track and scheduled traffic. Train-path requests for trains with exceptional length must be submitted at least 30 days before the required date.

MAXIMUM FREIGHT TRAIN LENGTHS			
Path	**Track**	**Length**	
		Basic (m)	**Maximum (m)**
Minho Line	Porto Campanhã - Nine	210	520
	Nine - V. Castelo		405
	V. Castelo - Valença		300
Braga Branch	Nine - Tadim	415	520
Leixões Line	Contumil - Leixões	355	550
Douro Line	Ermesinde - Caíde	216	520
	Caíde - Pocinho		335
Norte Line	Lisbon Sª Apolónia - Entroncamento	340	550
	Entroncamento - Pombal		630
	Pombal - Pampilhosa		500
	Pampilhosa - Cacia		680
	Cacia - Porto Campanhã		450
Beira Alta Line	Pampilhosa - Vilar Formoso	260	515
Alfarelos Branch	Lares - Alfarelos Bifurcation	450	500
Oeste Line	Agualva - Cacém - Torres Vedras	295	385
	Torres Vedras - Fig. da Foz		500
Beira Baixa Line	Entroncamento - Abrantes	390	570
	Abrantes - Fundão		525
	Fundão - Covilhã		480
Leste Line	Abrantes - Elvas	355	385
Sintra Line	Campolide - Agualva - Cacém	230	330

MAXIMUM FREIGHT TRAIN LENGTHS			
Path	Track	Length	
		Basic (m)	Maximum (m)
Cintura Line	Braço de Prata – Ponte de Santana	305	550
	Ponte Santana - Alcântara Terra		315
Vendas Novas Line	Setil - Vendas Novas	475	605
Alentejo Line	Barreiro - Pinhal Novo	210	310
	Pinhal Novo - Poceirão		630
	Poceirão - Vendas Novas		595
	Vendas Novas - Casa Branca		750
	Casa Branca - Beja		505
Sul Line	Campolide - Pinheiro	260	630
	Pinheiro - Ermidas-Sado	400	615
	Ermidas-Sado - Tunes	285	490
Sines Line	Ermidas Sado - Porto de Sines	620	620
Évora Line	Casa Branca - Évora	745	750
Algarve Line	Tunes - Faro	395	395
	Faro - Vlª Real Stº António	130	200

Note: the above lengths do not take into account the characteristics of the freight terminals and/or private sidings.

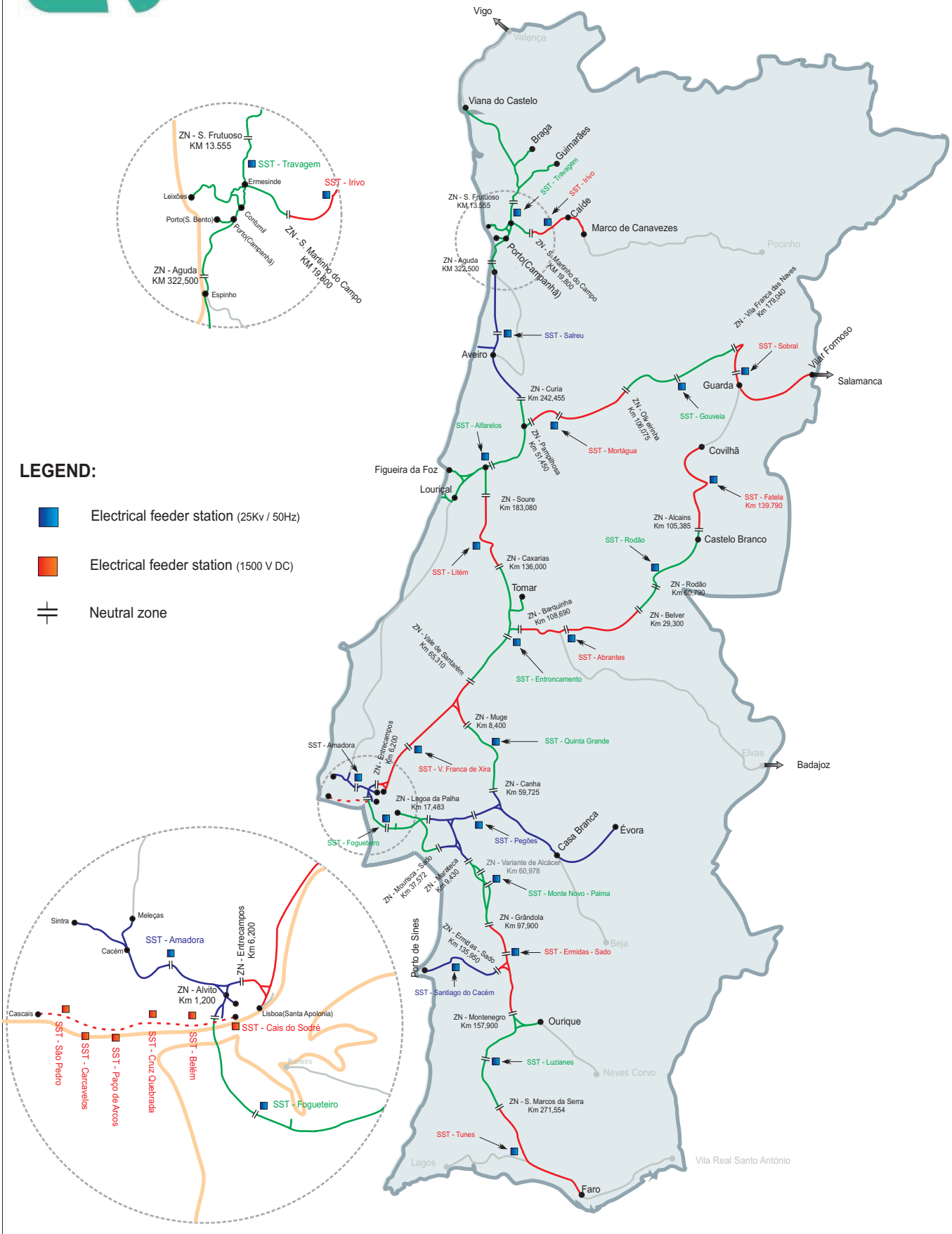
Electrified Lines



Network Statement 2019

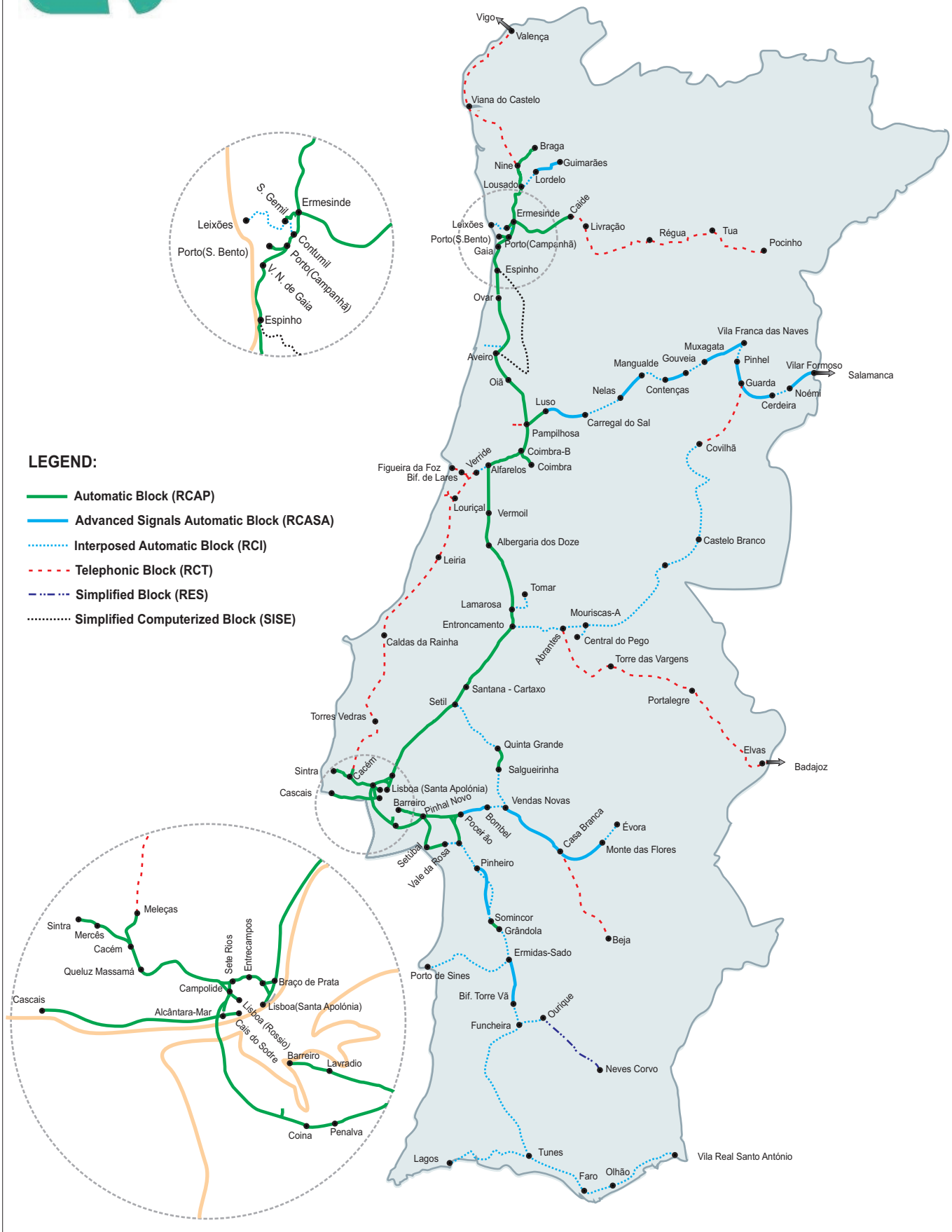
Note: Route section: Bombel - Casa Branca - Évora with power limitation available (exclusive to passenger trains).

Electrical feeder stations

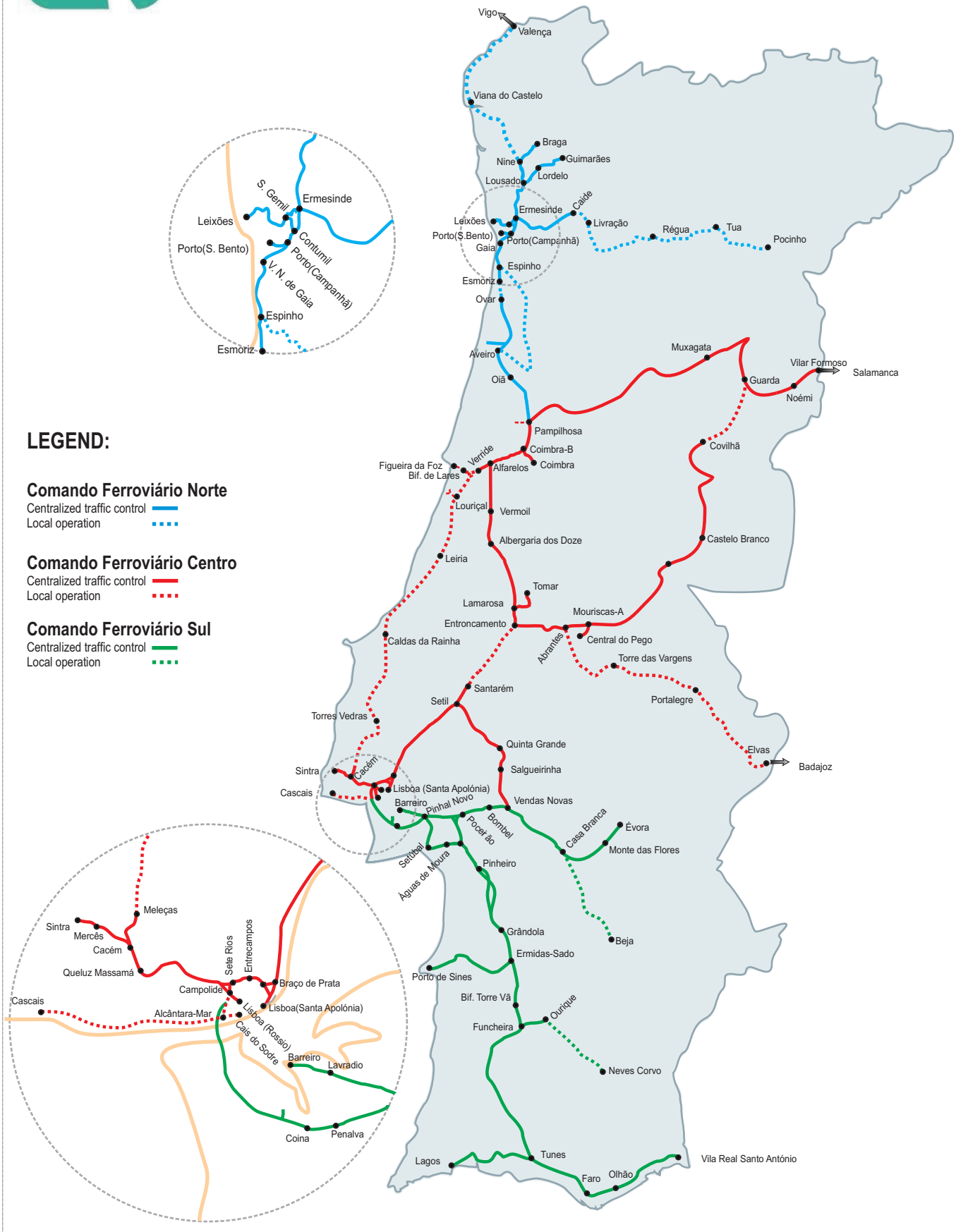


Note: Route section: Bombel - Casa Branca - Évora with power limitation available (exclusive to passenger trains).

Traffic Control Systems



Traffic Command and Control



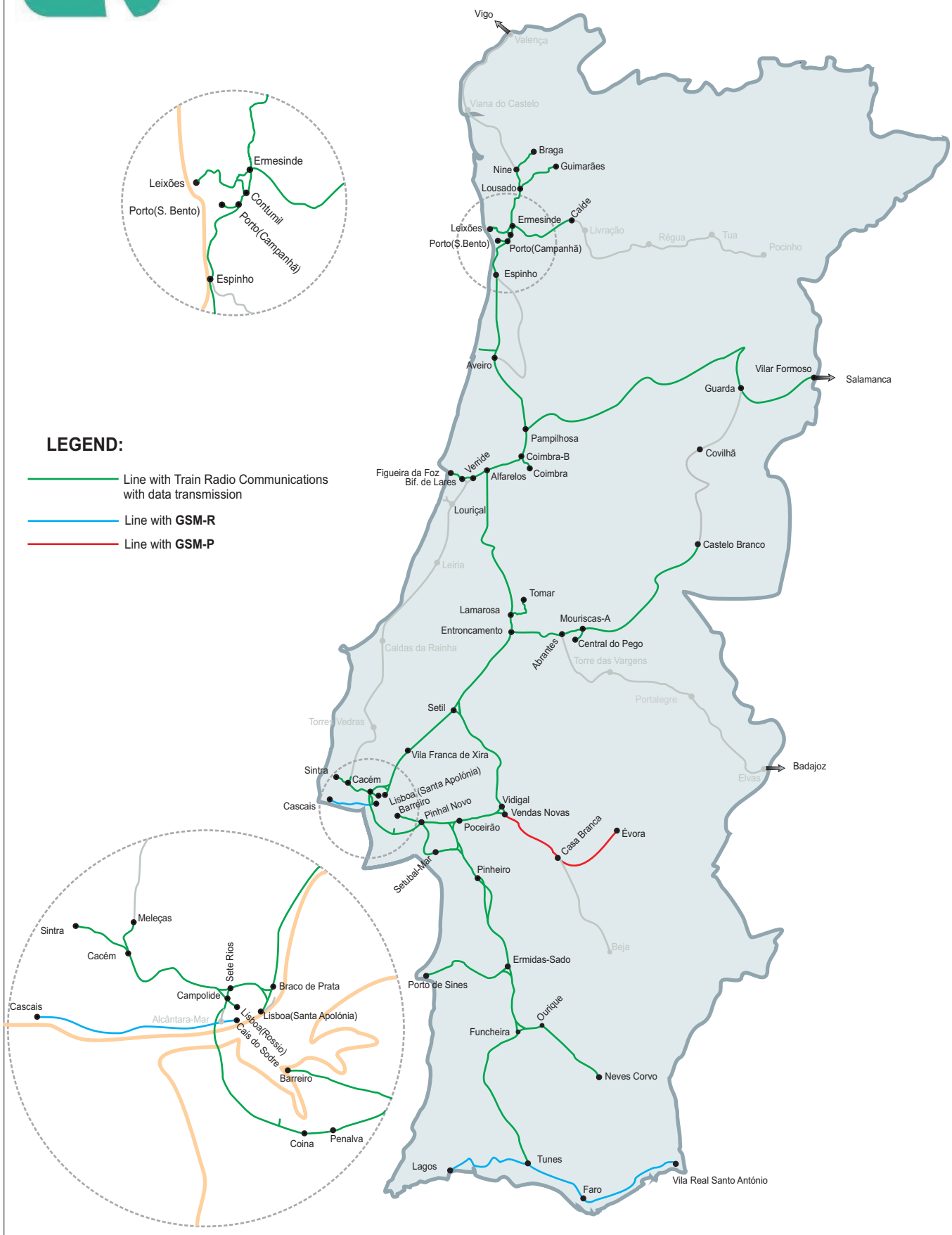
LEGEND:

Comando Ferroviário Norte
Centralized traffic control
Local operation

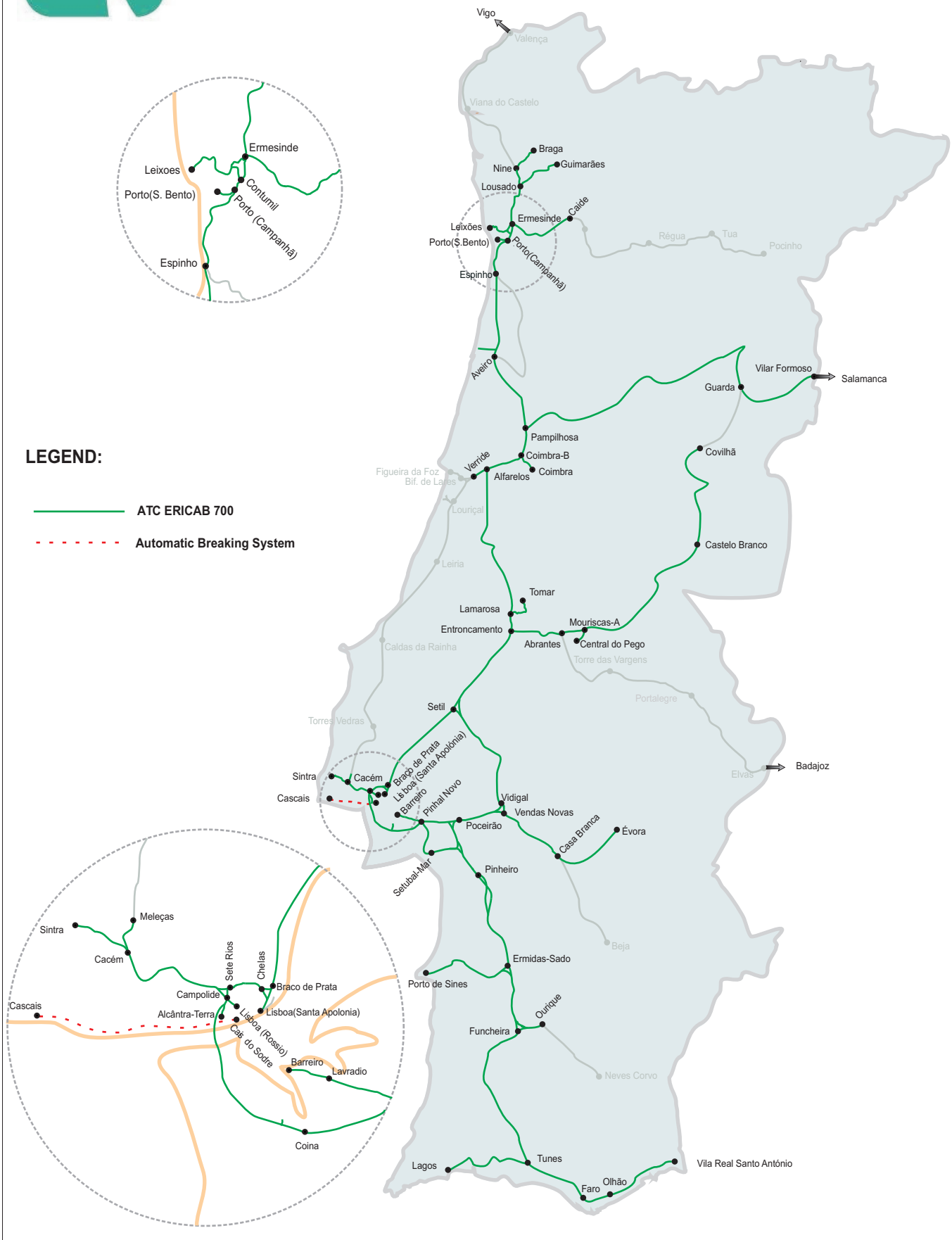
Comando Ferroviário Centro
Centralized traffic control
Local operation

Comando Ferroviário Sul
Centralized traffic control
Local operation

Train Radio Communications



Automatic Train Control (ATC)

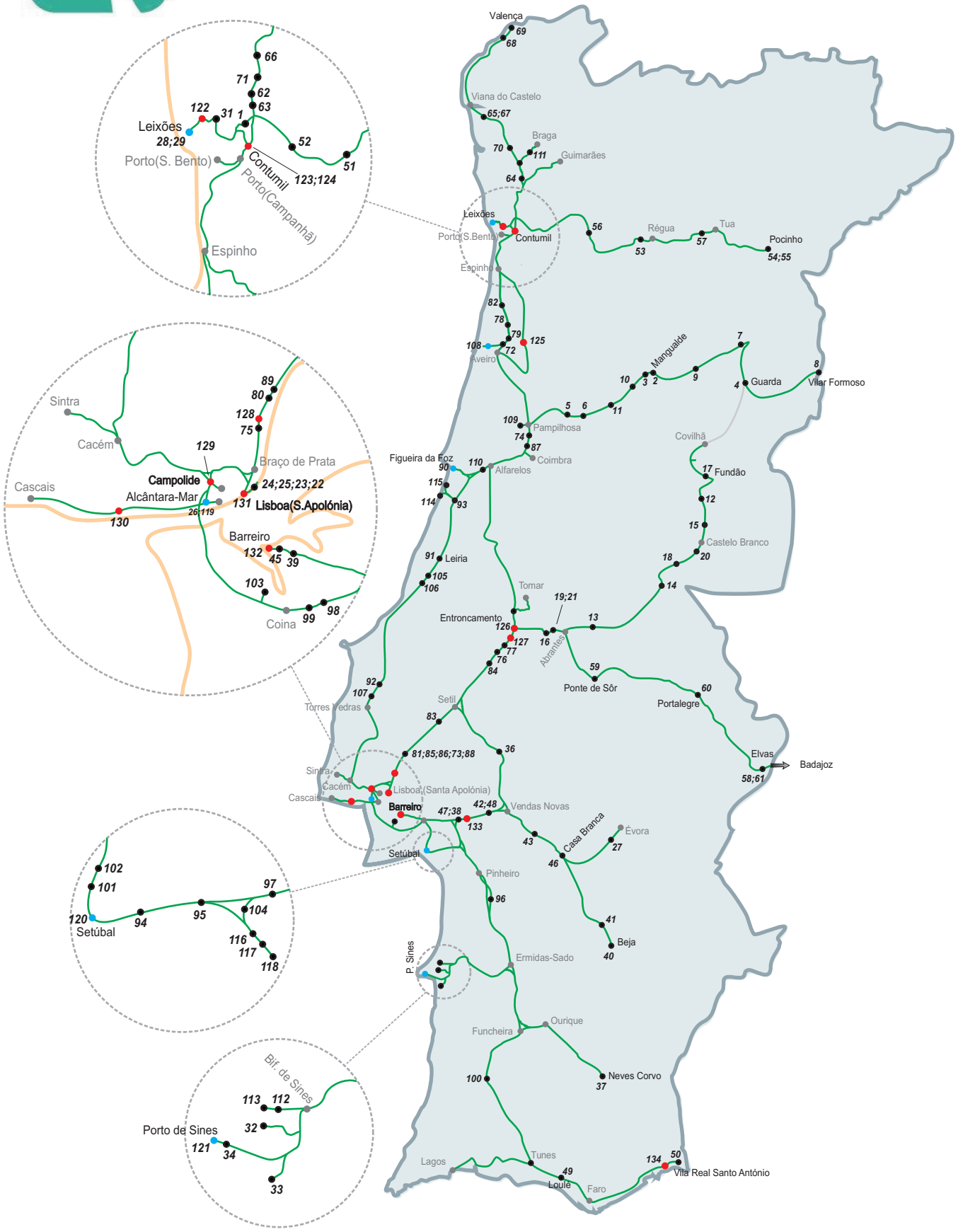


LEGEND:

ATC ERICAB 700

Automatic Breaking System

Service Facilities



(1) Line section Covilhã-Guarda temporarily closed in 2019

Annex 3.6 B – Services Facilities

No.	Designation	Reference Line	pk	Management Entity
1	Lidador	Concordância de São Gemil	2,51	CEOV-Companhia Extração de Óleos Vegetais, Lda.
2	Estação de Mangualde	Linha da Beira Alta	128,51	IP
3	SIAF (Ramal Mangualde)	Linha da Beira Alta	125,90	Sonae Indústria
4	Estação da Guarda	Linha da Beira Alta	206,34	IP
5	Estação de Mortágua	Linha da Beira Alta	73,55	IP
6	Estação de Santa Comba Dão	Linha da Beira Alta	85,47	IP
7	Estação de Vila Franca das Naves	Linha da Beira Alta	181,83	IP
8	Estação de Vilar Formoso	Linha da Beira Alta	251,98	IP
9	Ramal Fornos de Algodres	Linha da Beira Alta	152,46	IP
10	Madibéria - (Ramal Nelas)	Linha da Beira Alta	120,06	Luso Finsa- Industria e Comércio de Madeiras, SA
11	Ramal Somafel	Linha da Beira Alta	102,94	Somafel
12	Estação de Castelo Novo	Linha da Beira Baixa	124,34	IP
13	Ramal do Pego	Linha da Beira Baixa	15,50	Tejo Energia
14	Portucel - (Ramal Ródão)	Linha da Beira Baixa	63,89	Celtejo
15	Lusitana - (Ramal Alcains)	Linha da Beira Baixa	106,65	IP
16	Pulp - (Ramal Caima)	Linha da Beira Baixa	119,20	Altri
17	Terminal de Mercadorias Fundão	Linha da Beira Baixa	149,51	IP
18	Estação de Sarnadas	Linha da Beira Baixa	79,73	IP
19	Estação do Tramagal	Linha da Beira Baixa	129,50	IP
20	Patrimat - (Ramal Sarnadas)	Linha da Beira Baixa	86,87	Patrimart
21	Somapre - (Ramal Tramagal)	Linha da Beira Baixa	129,11	Satepor - Consolis
22	Silopor	Linha da Matinha	2.94	Silopor
23	Armazém 21	Linha da Matinha	2,51	TMB-Terminal Multiusos do Beato
24	Terminal de Contentores de Santa Apolónia	Linha da Matinha	0.78	TSA-Terminal de Stª Apolónia
25	Sotagus	Linha da Matinha	1,22	Sotagus
26	Liscont*	Cascais Line	3,17	Terminal de Contentores de Alcantara
27	Pedreira do Sul - Monte das Flores	Linha de Évora	111,07	Tecnovia
28	Portos de Leixões	Leixões Line	19,84	APDL
29	Terminal de Mercadorias de Leixões	Leixões Line	20,98	IP
31	Petroquímica - (Ramal Leça do Balio)	Leixões Line	14,80	Petibol
32	Asfaltos - (Ramal da Petrogal)	Linha de Sines	171,31	Galp Energia
33	EDP/ Cinzas	Linha de Sines	174,71	EDP
34	Terminal XXI	Linha de Sines	177,91	APS
35	Raquete	Linha de Sines	170,05	IP
36	DAI - (Ramal Quinta Grande)	Linha de Vendas Novas	36,61	DAI-Sociedade de Desenvolvimento Agro-industrial
37	Somincor Neves Corvo	Linha do Alentejo	206,00	Somincor

No.	Designation	Reference Line	pk	Management Entity
38	Estação do Poceirão	Linha do Alentejo	30,41	IP
39	Quimigal - (Ramal Barreiro)	Linha do Alentejo	2,11	Nova AP Fábrica Nitrato de Amónio de Portugal
40	Estação de Beja	Linha do Alentejo	153,94	IP
41	Estação de Cuba	Linha do Alentejo	137,19	IP
42	Estação de Pegões	Linha do Alentejo	41,89	IP
43	Estação de Torre da Gadanha	Linha do Alentejo	75,22	IP
45	Terra - (Ramal Barreiro)	Linha do Alentejo	1,22	IP
46	Railways	Linha do Alentejo	90,60	Ferrovias-Grupo Mota Engil
47	Maltibérica	Linha do Alentejo	29,53	Maltibérica
48	Neopul - (Ramal Pegões)	Linha do Alentejo	41,05	Neopul
49	Terminal de Loulé	Linha do Algarve	323,93	IP
50	Estação de Vila Real de Santo António	Linha do Algarve	395,98	IP
51	Terminal de Mercadorias de Irivo	Linha do Douro	32,18	Agremor
52	Terminal S. Martinho do Campo (SPC)	Linha do Douro	19,35	SPC
53	Estação de Godim	Linha do Douro	101,82	IP
54	Estação do Pocinho	Linha do Douro	171,52	IP
55	Quimigal - (Ramal Pocinho)	Linha do Douro	171,98	ADP Fertilizantes
56	Estação de Marco de Canaveses	Linha do Douro	59,95	IP
57	Estação de Pinhão	Linha do Douro	126,83	IP
58	Estação de Elvas	Linha do Leste	264,90	Transitex
59	Estação de Ponte de Sôr	Linha do Leste	163,24	IP
60	Estação de Portalegre	Linha do Leste	216,56	IP
61	Celeiros - (Ramal Elvas)	Linha do Leste	264,99	IP
62	Siderurgia Nacional - (Ramal Leandro)	Linha do Minho	12,11	SN Maia – Siderurgia nacional SA
63	Cimpor - (Ramal Leandro)	Linha do Minho	10,88	Cimpor
64	Lousoareias	Linha do Minho	27,08	Lousoareias-Materiais de Construção, Lda.
65	Portucel - (Ramal Darque)	Linha do Minho	76,34	Soporcel
66	Secil Trofa – (Ramal Colpor)	Linha do Minho	19,84	Secil
67	Terminal de Mercadorias de Darque	Linha do Minho	76,78	Cimpor
68	Estação de São Pedro da Torre	Linha do Minho	125,51	IP
69	Estação de Valença	Linha do Minho	129,77	IP
70	Quimigal - (Ramal Barcelos)	Linha do Minho	51,61	ADP Fertilizantes
71	Ucanorte	Linha do Minho	12,96	Ucanorte XXI-União Agricola do Norte, CRL
72	Plataforma de Cacia	Linha do Norte	275,47	APA
73	Alhandra - (Ramal Cimpor)	Linha do Norte	25,17	Cimpor
74	Cimpor - (Ramal Souselas)	Linha do Norte	225,18	Cimpor
75	IP - (Complexo de Mercadorias da Bobadela)	Linha do Norte	12,14	IP
	SPC - (Complexo de Mercadorias da Bobadela)	Linha do Norte	12,14	SPC

No.	Designation	Reference Line	pk	Management Entity
75	Conteparque - (Complexo Terminal de Mercadorias da Bobadela)	Linha do Norte	12,14	Conteparque
	Alcont - (Complexo de Mercadorias da Bobadela)	Linha do Norte	12,14	Alcont
76	Terminal de Mercadorias da MSC	Linha do Norte	104,56	MSC
77	Terminal Vale do Tejo (TVT)	Linha do Norte	106,15	TVT
78	Amoníaco - (Ramal Estarreja)	Linha do Norte	290,62	CUF - Quimicos Industriais
79	Portucel - (Ramal Cacia)	Linha do Norte	279,09	Portucel
80	Nitratos	Linha do Norte	20,51	ADP Fertilizantes
81	Iberol 3	Linha do Norte	25,59	Iberol - Sociedade Ibérica de Biocombustiveis e Oleaginosas
82	Estação de Ovar	Linha do Norte	300,78	IP
83	Ramal da Azambuja	Linha do Norte	42,39	IP
84	EPAC - (Ramal de Vale de Figueira)	Linha do Norte	84,21	IP
85	Iberol 1	Linha do Norte	25,13	Iberol
86	Ramal Macol	Linha do Norte	24,90	Macol - Macedo e Coelho, SGPS
87	Moacir	Linha do Norte	220,54	Cerealis
88	Moagem	Linha do Norte	24,64	Moagens Associadas
89	TER-TIR	Linha do Norte	20,84	TERTIR, Concessões Portuárias
90	Porto da Figueira da Foz	Linha do Oeste		APFF
91	Estação de Leiria	Linha do Oeste	160,69	IP
92	Estação do Outeiro	Linha do Oeste	78,17	IP
93	Estação do Louriçal	Linha do Oeste	191,80	IP
94	Auto* - (Ramal Porto de Setúbal)	Linha do Sul	31,34	APSS
95	Somincor - (Ramal Praias do Sado)	Linha do Sul	32,96	Somincor
96	Vale do Guizo - (Ramal Somincor)	Linha do Sul	92,09	Somincor
97	Vale da Rosa - (Ramal Renault)	Linha do Sul	35,25	IP
98	Autoeuropa	Linha do Sul	27,85	Volkswagen
99	Palmetal	Linha do Sul	27,37	Palmetal
100	Estação de Santa Clara Sabóia	Linha do Sul	254,77	IP
101	Megaço - (Ramal Palmela)	Linha do Sul	22,95	Megaço-Produtos Siderúrgicos
102	Slem - (Ramal Palmela)	Linha do Sul	22,18	SLEM-Sociedade Luso Espanhola de Metais
103	Siderurgia Nacional - Seixal	Linha do Sul	22,60	SN Seixal – Siderurgia nacional SA
104	Ramal Praias do Sado Concordância*	Linha do Sul	33,56	IP
105	Secil - (Ramal Maceira)	Linha Oeste	144,80	Secil
106	Secil - (Ramal Pataias)	Linha Oeste	139,08	Secil
107	Valouro - (Ramal Ramalhal)	Linha Oeste	71,19	Valouro
108	Porto de Aveiro*	Plataforma de Cacia/Linha do Norte	274,87	APA
109	Valouro - (Ramal Pampilhosa)	Ramal da Figueira da Foz	48,87	Valouro

No.	Designation	Reference Line	pk	Management Entity
110	Terminal TMI	Ramal de Alfarelos	220,72	TMI
111	Terminal de Mercadorias de Tadim	Ramal de Braga	48,11	Agremor
112	Metalsines	Ramal de Sines	170,98	Metalsines
113	Petroquímica	Ramal de Sines	171,31	Artplant PTA
114	Ramal Celbi	Ramal do Louriçal	5,51	Grupo Altri, SA
115	Ramal Soporcel	Ramal do Louriçal	5,51	Soporcel
116	EDP - (Ramal Praias Sado)	Ramal Sado - Sapec	33,79	EDP
117	Terminal SPC Setúbal	Ramal Sado - Sapec	34,26	SPC
118	Portucel - (Ramal Praias Sado)	Ramal Sado - Sapec	34,26	Portucel
119	Porto de Lisbon	Linha de Cascais/Linha da Matinha		APL
120	Porto de Setúbal	Linha do Sul		APSS
121	Porto de Sines	Linha de Sines		APS
122	Parque Oficinal Norte - Guifões	Leixões Line	16,21	EMEF - Empresa de Manutenção de Equipamento Ferroviário
123	Parque Oficinal Norte - Contumil	Linha do Minho	2,24	EMEF - Empresa de Manutenção de Equipamento Ferroviário
124	Unidade de Manutenção de Alta velocidade	Linha Minho/Douro	3,10	EMEF - Empresa de Manutenção de Equipamento Ferroviário
125	Parque Oficinal Norte - Sernada	Vouga Line	61,65	EMEF - Empresa de Manutenção de Equipamento Ferroviário
126	Parque Oficinal Centro - Entroncamento	Linha do Norte	106,30	EMEF - Empresa de Manutenção de Equipamento Ferroviário
127	Oficina TVT	Linha do Norte	106,14	GMF - Gestión de Maquinaria Ferroviaria
128	Oficina Bobadela	Linha do Norte	12,14	GMF - Gestión de Maquinaria Ferroviaria
129	Parque Oficinal Sul - Campolide	Linha de Sintra	2,90	EMEF - Empresa de Manutenção de Equipamento Ferroviário
130	Parque Oficinal Sul - Oeiras	Cascais Line	16,30	EMEF - Empresa de Manutenção de Equipamento Ferroviário
131	Parque Oficinal Sul - Santa Apolónia	Linha do Norte	1,20	EMEF - Empresa de Manutenção de Equipamento Ferroviário
132	Parque Oficinal Sul - Barreiro	Linha do Alentejo	0,60	EMEF - Empresa de Manutenção de Equipamento Ferroviário
133	Parque Oficinal Sul -Poceirão	Linha do Alentejo	31,00	EMEF - Empresa de Manutenção de Equipamento Ferroviário
134	Parque Oficinal Sul -Vila Real de Santo António	Linha do Algarve	395,00	EMEF - Empresa de Manutenção de Equipamento Ferroviário

Annex 3.7 – Network Upgrading

According to the infrastructure investment Plan (railroad 2020) founded on PETI 3 +) The investments in railway infrastructure are shown in the table below:

Enterprise	Description	Expected calendar
South International Corridor - Sines / Setúbal / Lisbon - Caia	It is aimed at reinforcing the railway connection to the port of Sines with a view to increasing appeal thereof, as a point of entry to Europe, particularly to the Iberian Peninsula, broadening their hinterland and coordinating itself with other links to the ports of Lisbon and Setúbal. The purpose of executing this international railway connection includes providing a more efficient solution for rail freight transport, both between a departure point and a final destination as well as part of an intermodal logistics chain, so as to promote the national economy's competitiveness. It will also promote mobility of people between the regions of Alentejo and Lisbon and Vale do Tejo and consolidate the territory's external connectivity. The project comprises the construction of a new Évora / Caia section, as well as the modernization of existing sections, in a corridor that will ensure railway interoperability conditions at national, Iberian and European levels.	Work to be completed in 2021.
South International Corridor - Porto Setúbal + Praias do Sado	The project is aimed at reinforcing the railway connection to the Port of Setúbal and existing branches, in order to facilitate an effective rail freight transport, thus promoting the Portuguese economy's competitiveness. The project includes the removal of constraints in the area of the Praias do Sado station and in the connections to the branches and to Porto, electrification of the reception /dispatch marshalling yard of the lines of Porto, the construction of required lines, and the electrification of the private Branch of Somincor in Praias do Sado.	Work to be completed in 2020.
South International Corridor - Line of Vendas Novas	The project aims at the conclusion of the Connection Sines-Setúbal-Lisbon / Évora / Elvas-Caia / Madrid. It includes altering the station layouts for crossing of 750m trains, LC removal, and implementation of RCT + TP definitive measures.	Work to be completed in 2020.
South International Corridor - Line of Alentejo	Modernization of the Poceirão-Bombel section on the Alentejo Line, and the Águas de Moura South Bifurcation aims at removing capacity constraints and enhancing operating conditions, in a context of improved safety conditions and enhanced viability of the railway system. Its main objective is to enable the crossing of trains with a service length of 750 m in the stations of Pegões and Bombel, as well as to create a new Technical Station in the Águas de Moura-South Bifurcation.	Work to be completed in 2020.

Enterprise	Description	Expected calendar
North International Corridor – Leixões Line	The project comprises interventions to optimize the Leixões line, to ensure the crossing of 750 m trains.	Work to be completed in 2021.
North International Corridor – Beira Alta Line	The project is aimed at reinforcing the railway connection between the north and central areas of Portugal and Europe, in order to facilitate an effective rail freight transport, thus promoting the Portuguese economy's competitiveness. Works will be carried out for the following purposes: • To ensure railway corridor interoperability at national, Iberian, and European level; • To remove constraints on the infrastructure of the Beira Alta line; • To allow the movement of freight trains with a length of 750 m.	. Work to be completed in 2021.
North International Corridor - Beira Baixa Line	The conclusion of the project for upgrading the Beira Baixa Line will enable the completion of the grid and network redundancy, contributing to relieve congestion on the North Line and Beira Alta Line and enabling alternative channels to international freight traffic from Lisbon's metropolitan area and Portugal's south region, thus significantly increasing the capacity of connection to the border of Vilar Formoso. The project includes electrification and installation of signalling, speed control and telecommunications and the construction of the connection to the Beira Alta Line.	Work to be concluded in 2019.
North/South Corridor - Minho Line	The purpose of the work is to enhance the mobility of people and goods in the Portuguese Greater Porto and Alto Minho area, and between these regions and the Spanish region of Galicia. This intervention encompasses modernizing the track section Nine/Valença of Minho Line of about 92 km in length, including its electrification, installation of electronic signalling, telecommunications and speed control systems, and removal of level crossings, as well as construction work in stations to allow the intersection of 750-meter long freight trains.	Works in the track section Nine/Valença, to be finished in 2019.

Annex 4.2.3.1 - Format of Path Allocation Requests

Date of Request:_____

Reference: _____

Railway Undertaking: _____

Type of request: _____

Type of rolling stock: _____

Serial Number: _____

Number of units per series: _____

Type of speed: _____

Towed weight: _____

Frequency: _____

Stop	Departure time	Commercial stopping time	Technical stopping time	Transfer	Observations
From					
...					
...					
To					

Annex 4.5.2 A – Main Planned Engineering Works

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	IMPROVEMENT IN:	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	Start	End				Start	Conclusion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Minho	Viana do Castelo	Valença Fronteira	81.653	131.449	Electrification and rehabilitation of the Viana do Castelo/ Valença section	Safety and Operation	Modernisation	3rd Q 2018	2nd Q 2020	30 10	800 100	10 12	660	5 (wk) 11 (we)	
	Caminha	Vila Nova de Cerveira	104.829	105.054	Anti-corrosion protection for Steel Bridges - Phase 1 - Coura Bridge	Safety and Operation	Maintenance	1st Q 2019	4th Q 2019	30	225	8	40	4	
Douro	Caíde	Marco de Canaveses	46.000	59.954	Electrification + FTR of the Caíde / Marco section and rehabilitation of Caíde and Gaviarra tunnels.	Safety and Operation	Modernisation	3rd Q 2018	1st Q 2019	60 30 60 60 30 60	1000 1000 1000 450 450 450	1 6 1 1 2 1	215	6 (wk) 7.5 (we) (*)	(*) 180-day shut-down between Caíde and Marco de Canaveses stations.
	Vargelas	Pocinho	155.865	169.830	Stabilisation of 3 excavation slopes	Safety	Renovation	3rd Q 2019	3rd Q 2020	30	200+200	14	300	6	
Norte	Lisboa Santa Apolónia	Lisboa Oriente	2.040	3.900	Improvement of track superstructure and infrastructure	Operation	Renovation	2nd Q 2019	4th Q 2019	30	800	9	270	6 (wk) 7.5 (Sat) 8 (Sun)	
	Setil	Entroncamento	56.400	106.302	Installation of signalling equipment (Vale de Santarém - Entroncamento)	Safety and Operation	Modernisation	4th Q 2018	4th Q 2019				261 52 52	4 (wk) 6 (Sat) 6 (Sun)	
	Santana Cartaxo Resguardo	Santarém	70.007	74.100	Installation of signalling equipment (Vale de Santarém - Entroncamento)	Safety and Operation	Modernisation	4th Q 2018	4th Q 2019				1	4 general inter.	
	Santarém	Vale de Figueira	75.035	83.510	Installation of signalling equipment (Vale de Santarém - Entroncamento)	Safety and Operation	Modernisation	4th Q 2018	4th Q 2019				1	4 general inter.	
	Vale de Figueira	Mato Miranda	84.757	93.926	Installation of signalling equipment (Vale de Santarém - Entroncamento)	Safety and Operation	Modernisation	4th Q 2018	4th Q 2019				1	4 general inter.	
	Mato Miranda	Riachos - Torres Novas - Golegã	94.292	101.825	Installation of signalling equipment (Vale de Santarém - Entroncamento)	Safety and Operation	Modernisation	4th Q 2018	4th Q 2019				1	4 general inter.	
	Riachos - Torres Novas - Golegã	Entroncamento	102.465	104.929	Installation of signalling equipment (Vale de Santarém - Entroncamento)	Safety and Operation	Modernisation	4th Q 2018	4th Q 2019				1	4 general inter.	

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	IMPROVEMENT IN:	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	Start	End				Start	Conclusion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Norte	Albergaria dos Doze	Alfarelos	147.051	198.900	Retrofitting the existing system into a Traction Current Return and Protective Earthing system (TCR+PE)	Safety and Operation	Renovation	1st Q 2019	4th Q 2019	80	200	12	300	4	
	Caxarias	Albergaria dos Doze	147.100	147.400	Stabilisation of excavation slopes (LS+RS)	Safety and Operation	Renovation	2nd Q 2019	4th Q 2019	80	300	6	270	4 (wk) 3.5 general inter. (we)	
	Soure	Vila Nova de Anços	188.316	188.440	Anti-corrosion protection for Steel Bridges - Phase 4 - Mocate Bridge	Safety and Operation	Maintenance	2nd Q 2019	4th Q 2019	30	124	4	5	4	Not conducted at same time as Seiça Bridge
	Alfarelos	Pampilhosa	201.800	229.300	Stabilisation of slopes T1, T2 and T4 to T7.	Safety	Renovation	4th Q 2018	2nd Q 2019	30	3x100	7	210	4 5	
	Souselas	Mealhada Norte	230.932	230.958	Replacement of Railroad Switch 6II of Pampilhosa	Safety and Operation	Renovation	3rd Q 2019	3rd Q 2019				10 1	4 (wk) 8 (we)	Inter. Line 2-Beira Cdt in Beira Lines
	Souselas	Mealhada Norte	231.024	231.060	Replacement of Railroad Switch 10-I of Pampilhosa	Safety and Operation	Renovation	3rd Q 2019	3rd Q 2019				10 1	4 (wk) 8 (we)	Inter. Line 1-Beira Cdt in Beira Lines
	Pampilhosa	Pampilhosa	231.059	231.096	Retrofitting from 14/14A DSS to SSS at Pampilhosa station	Safety and Operation	Renovation	3rd Q 2019	3rd Q 2019				10 1	4 (wk) 8 (we)	Inter. Line 4-Beira and R1 Cdt in Beira Lines
	Pampilhosa	Válega	232.500	296.700	Replacement of UT and DT single-block sleepers - Phase 1	Safety and Operation	Maintenance	1st Q 2019	2nd Q 2019	30 80	180 1000	6	132	5	
	Estarreja	Válega	290.649	290.697	Anti-corrosion protection for Steel Bridges - Phase 4 - Samouqueiro Bridge 2nd	Safety and Operation	Maintenance	2nd Q 2019	4th Q 2019	60	48	2	5	4	Norte Line Steel Bridges - max. 2 simultaneous work fronts
	Válega	Esmoriz	296.973	311.900	Installation of signalling equipment (Ovar - Gaia)	Safety and Operation	Modernisation	4th Q 2019	3rd Q 2020				4 160	4 general int. (we) 5 (wk)	Interruption periods do not coincide with Espinho / Gaia section FTR
	Válega	Ovar	300.229	300.291	Anti-corrosion protection for Steel Bridges - Phase 4 - Madria Bridge	Safety and Operation	Maintenance	2nd Q 2019	4th Q 2019	60	62	2	25	4	Norte Line Steel Bridges - max. 2 simultaneous work fronts
	Ovar	Gaia	300.776	332.239	Installation of signalling equipment (Ovar - Gaia)	Safety and Operation	Modernisation	3rd Q 2019	3rd Q 2019				5 1	4 general inter. (we) 12 general inter. (we)	Signalling Commissioning
	Esmoriz	Porto Campanhã	311.900	336.079	Installation of signalling equipment (Ovar - Gaia)	Safety and Operation	Modernisation	4th Q 2017	3rd Q 2019				4 180	4 general int. (we) 5 (wk)	

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	IMPROVEMENT IN:	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	Start	End				Start	Conclusion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Norte	Espinho	Gaia	318.700	332.780	Espinho / Gaia section FTR	Safety and Operation	Renovation	3rd Q 2019	4th Q 2020	30 80 80 30	100 500 1000 100	2x5=10 3x5=15 6 3	730	6 (wk) 5 general inter. (we)	
	Granja	Gaia	331.750	331.850	Handling superficial erosion of slopes	Safety and Operation	Renovation	2nd Q 2019	3rd Q 2019	60	100	3			DT
Beira Alta	Fornos de Algodres	Muxagata	153.900	154.000	Heavy-duty mechanical removal	Safety and Operation	Renovation	3rd Q 2019	4th Q 2019	30	100	1	2	8 (we)	
	Guarda	Cerdeira	206.900	209.325	Construction of Beiras Connection and Guarda layout change	Operation	Modernisation	1st Q 2019	4th Q 2019	30 80	300 1000	3	20 3	8 (wk) 13 (we)	
	Guarda	Cerdeira	209.425	223.537	Guarda - Cerdeira section FTR	Operation	Modernisation	2nd Q 2019	2nd Q 2020	30 80	300 1000	11	330	8 (wk) 13 (we)	
Oeste	Mira Sintra - Meleças	Torres Vedras	20.320	63.500	Electrification and modernisation of the Meleças / Torres Vedras section	Operation	Modernisation	4th Q 2019	4th Q 2021	30 80 30 30 30 30	100 1000 100 100 100 100	10 12 10 10 10 10	365 20	8 (wk) 14 (we)	
Ramal de Tomar	Lamarosa	Tomar	2.156	6.275	Replacement of WS with DCS and shift from SR to LWR - Phases 1 and 2	Operation	Renovation	2nd Q 2019	4th Q 2019	30	648	6	180	6 (wk) 6 (Sat) 6.5 (Sun)	
Beira Baixa	Entroncamento	Abrantes	107.000	135.000	Installation of Traction Current Return and Protective Earthing system (TCR+PE)	Safety and Operation	Modernisation	1st Q 2019	1st Q 2020	60	150	12	210	4	
	Praia do Ribatejo	Santa Margarida	118.611	119.109	Strengthening of pillars P4 and P5 of the Praia Bridge	Safety	Renovation	2nd Q 2019	2nd Q 2020	10 30	520 520	2 10	4	6	
	Abrantes	Mouriscas-A	0.000	16.500	Installation of Traction Current Return and Protective Earthing system (TCR+PE)	Safety and Operation	Modernisation	1st Q 2019	1st Q 2020	60	150	12	90	4	-

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	IMPROVEMENT IN:	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	Start	End				Start	Conclusion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Beira Baixa	Belver	Fratel	28.030	53.420	Full Track Renewal: shift from WS to DCS - Phase 2	Operation	Renovation	1st Q 2019	3rd Q 2019	30	700	3	90	6	
	Belver	Sarnadas	35.520	69.000	Slope stabilisation	Safety	Renovation	2nd Q 2018	4th Q 2019	30	100	2	60	6 (wk) 8 (we)	
	Covilhã	Guarda	165.194	211.694	Modernisation of the Beira Baixa Line - Covilhã - Guarda section	Operation	Modernisation	1st Q 2018	2nd Q 2019				30	7	Covilhã Station
Leste	Elvas	Elvas Fronteira	264.896	275.611	Full Track Renewal (FTR)	Safety and Operation	Modernisation	2nd Q 2018	1st Q 2019	10 30 30 10	50 1000 150 80	4 4 15 0.5	240 104 5	10 (wk) 20 (we) 24 (we)	
Cintura	Roma - Areeiro	Braço de Prata	8.020	10.380	Replacement of WS with CS and shift from SR to LWR at TT Chelas - B. Prata section	Operation	Renovation	2nd Q 2018	1st Q 2019	30	1000	9	270	5.5 (wk) 8 (we)	
Cascais	Carcavelos	Cascais	20.000	25.450	Replacement of corroded poles in mounting structure	Safety and Operation	Renovation	2nd Q 2019	1st Q 2020				300	5 (wk) 4 general inter. (we)	
Sul	Alvito	Pragal	2.300	5.500	25 de Abril Bridge - Repair and conservation works	Safety and Operation	Maintenance	4th Q 2018	4th Q 2020	60	150	20	400 80 80	2.5 one track + 2.5 general inter. (wk) 3.5 one track + 3.5 general inter. (Sat) 2.5 one track + 4.5 general inter. (Sun)	

LINE	SECTION		KILOMETRE		ACTION DESIGNATION	IMPROVEMENT IN:	TYPE OF WORKS	ESTIMATED		SPEED LIMITATION			SCHEDULED INTERRUPTIONS		ADDITIONAL INFORMATION
	Station Start	Station End	Start	End				Start	Conclusion	Value (km/h)	Length (m)	Duration (months)	No. of days	Hours per day	
Sul	Vale do Guizo	Vale do Guizo	87.456	88.162	Replacement of WS with CS and shift from SR to LWR at Vale do Guizo station	Operation	Maintenance	3rd Q 2019	4th Q 2019	30	700	3			LV in Line 2
	Ermidas - Sado	Bifurcação de Torre Vã	139.993	149.760	Maintenance of overhead line infrastructure	Safety and Operation	Maintenance	3rd Q 2019	4th Q 2019				30	4 general inter. (we)	
	Ermidas - Sado	Bifurcação de Torre Vã	139.993	149.760	Maintenance of overhead line infrastructure	Safety and Operation	Maintenance	3rd Q 2019	4th Q 2019				30	4 general inter.	
	Amoreiras-Odemira	Santa Clara-Sabóia	236.710	242.830	Stabilisation of 6 slopes	Safety	Renovation	3rd Q 2018	4th Q 2019	40	200	12			
	Santa Clara-Sabóia	São Marcos	262.800	263.200	Stabilisation of embankment slope	Safety	Renovation	4th Q 2018	4th Q 2019	30	400	10			
	São Marcos	Messines-Alte	282.400	286.000	Normalisation of Ribeira pk 282.286	Safety and Operation	Renovation	2nd Q 2019	4th Q 2020	60	200	7 (2019) + 7 (2020)			
	Messines-Alte	Tunes	301.600	301.600	Execution of FB at pk 301.600 (Sul L.), for suppression of LCs at pk 302.145 (Algarve L.) and 301.619 (Sul L.).	Safety	Modernisation	2nd Q 2019	1st Q 2020	30	100	3	2	6 general inter. (we)	
Algarve	Tunes	Lagos	301.889	347.210	Electrification of the Tunes / Lagos section	Operation	Modernisation	4th Q 2019	4th Q 2021	30 10	300 100	2 2	690 15	7 (wk) 11 (we)	
	Faro	Vila Real de Sto António	340.008	396.050	Electrification of the Faro / V. R. S.to António section	Operation	Modernisation	4th Q 2019	4th Q 2021	30 10	300 100	2 2	690 15	6.5 (wk) 11 (we)	

Annex 4.5.2.B - Additional Margins

ADDITIONAL MARGINS The additional margin is applied to all trains which cross the section with ongoing works or parts of it				
Line/ Branch	Section	Type of work	Up trains (min)	Down trains (min)
Minho Line	Viana do Castelo Valença	Electrification and rehabilitation	3	3
	Caminha V. Nova da Cerveira	Corrosion protection of metal bridges	1	1
Douro Line	Régua Pocinho	Works on slopes	2	2
Norte Line	Lisboa Sta. Apolónia Lisboa Oriente	Track rehabilitation	2	2
	Pampilhosa Válega	Replacement of sleepers	4	4
	Esmoriz Gaia	Track rehabilitation and uneven passages	9	9
Beira Alta Line	Guarda Vilar Formoso	Modernization o	5	5
Tomar Branch	Lamarosa Tomar	Track rehabilitation	1.5	1.5
Beira Baixa Line	Praia do Ribatejo Alferrarede	Bridges intervention	2	2
	Belver Sarnadas	Works on slopes	2	2
Sul Line	Amoreiras-Odemira Messines-Alte	Slope and water line intervation	2	2

Annex 5.3.1.1 – Provision of operational facilities at stations

Line	Station	Typology	Support room	Ticket office
Alentejo	Barreiro	B	X	X
	Barreiro - A	C		
	Lavradio	C		
	Baixa da Banheira	C		
	Alhos Vedros	C		
	Moita	C		
	Penteado	C		
	Poceirão	D		
	Pegões	D		
	S. João das Craveiras	D		
	Vendas Novas	D		
	Casa Branca	D		
	V N Baronia	D		
	Cuba	C		
	Beja	C	X	X
Algarve	Algoz	C		
	Alcantarilha	D		
	Silves	C		X
	Estombar	D		
	Portimão	C		X
	Mexilh Gr	D		
	Lagos	C		X
	Faro	B	X	X
	Tunes	C	X	X
	Albufeira	C	X	X
	Boliqueime	D		
	Loulé	C		X
	Parque das Cidades	D		
	Bom João	C		
	Olhão	C		X
	Fuseta - A	C		X
	Fuseta	C		X
	Tavira	C	X	X
	Cacela	C		
	Vila Real de Sto. António	C		X
Beira Alta	Mortágua	C		
	Santa Comba Dão	C	X	X
	Carregal do Sal	C		
	Oliveirinha-Cabanas	D		
	Canas - Felgueira	D		
	Nelas	C	X	X
	Mangualde	C	X	X
	Contenças	D		
	Gouveia	D		
	Fornos de Algodres	D		
	Celorico da Beira	C	X	X
	V Fr Naves	C		
	Guarda	C	X	X
	Cerdeira	D		
	Vilar Formoso	C	X	X
Beira Baixa	Barquinha	D		
	Almourol	D		
	Praia Ribatejo	D		

Line	Station	Typology	Support room	Ticket office
Beira Baixa	Santa Margarida	D		
	Tramagal	D		
	Abrantes	C	X	X
	Alferrarede	D		
	Mouriscas-A	D		
	Belver	D		
	Barca Amieira	D		
	Fratel	D		
	Vila Velha de Ródão	C		
	Sarnadas	D		
	Castelo Branco	C	X	X
	Alcains	D		
	Lardosa	D		
	Cast Novo	D		
	V Prazeres	D		
	Fundão	C	X	X
	Tortosendo	D		
	Covilhã	C	X	X
Cascais	Cais do Sodré	A	X	X
	Santos	B		X
	Alcântara - Mar	B		
	Belém	B	X	X
	Algés	B	X	X
	Cruz Quebrada	C	X	X
	Caxias	B	X	X
	Paço de Arcos	B	X	X
	Santo Amaro	B	X	X
	Oeiras	B		X
	Carcavelos	B	X	X
	Parede	B	X	X
	S. Pedro do Estoril	B	X	X
	S. João do Estoril	B	X	X
	Estoril	B	X	X
	Monte Estoril	C		X
	Cascais	A	X	X
Cintura	Alcântara - Terra	B		
	Sete Rios	A	X	X
	Campolide - A	B		
	Entrecampos	A	X	X
	Roma - Areeiro	B	X	X
	Marvila	C		
Douro	Suzão	C		
	Valongo	C		
	Terronhas	C		
	Recarei-Sobreira	C	X	X
	Parada	C		
	Cête	B		
	Irivo	C		
	Paredes	B		
	Penafiel	B	X	X
	Meinedo	C		
	Caíde	C		X
	Vila Meã	D		

Line	Station	Typology	Support room	Ticket office
	Livração	C		
	Marco Canavezes	C		
Douro	Juncal	D		
	Mosteirô	C		X
	Aregos	D		
	Ermida	C		X
	Rede	D		
	Godim	D		
	Régua	B	X	X
	Covelinhas	D		
	Pinhão	C		X
	Tua	C		X
	Vargelas	D		
	Pocinho	C	X	X
Évora	Évora	C		X
Guimarães	Guimarães	B	X	X
	Santo Tirso	C	X	
	Caniços	C		
	Vila das Aves	C		
	Giesteira	C		
	Lordelo	C		
	Vizela	C		
Leste	Ponte Sor	D		
	T Vargens	D		
	Portalegre	D		
Minho	Porto - São Bento	A	X	X
	Porto - Campanhã	A	X	X
	Contumil	C		
	Rio Tinto	C		
	Aguas Santas	C		
	Ermesinde	B		X
	Leandro	D		
	São Frutuoso	C		
	São Romão	C		
	Trofa	B	X	X
	Lousado	C		
	Esmeriz	C		
	Vila Nova de Famalicão	B	X	X
	Nine	B	X	X
	Barcelos	C		X
	Tamel	C		
	Barroselas	C		
	Darque	D		
	Viana do Castelo	B	X	X
	Ãncora-Pr	C		
	Caminha	C		
	Valença	C		X
	Vila Nova de Cerveira	C		
	S Pedro Tor	D		
Norte	Lisboa-Sta. Apolónia	A	X	X
	Braço de Prata	B		
	Lisboa - Oriente	A	X	X
	Moscavide	B		

Line	Station	Typology	Support room	Ticket office
	Sacavém	C		
	Bobadela	C		
	Santa Iria	C		
	Póvoa	B	X	X
Norte	Alverca	B	X	X
	Alhandra	B	X	X
	Vila Franca de Xira	A	X	X
	Castanheira do Ribatejo	C	X	
	Carregado	C		
	Vila Nova da Rainha	C		
	Espadanal da Azambuja	C		
	Azambuja	B	X	X
	Setil	C		
	Reguengo	C		
	Vale de Santarém	C		
	Santarém	B		X
	Vale de Figueira	D		
	Mato Miranda	D		
	Riachos	C	X	X
	Entroncamento	B	X	
	Entroncamento-Edf Bilheteiras	B		X
	Lamarosa	C		
	Fátima	C	X	X
	Caxarias	C	X	X
	Albergaria dos Doze	D		
	Vermoil	D		
	Pombal	C	X	X
	Soure	C		
	V. Nova Anços	D		
	Alfarelos	C	X	X
	Formoselha	C		
	Pereira	C		
	Amial	C		
	Taveiro	D		
	Bencanta	C		
	Coimbra - B	B	X	X
	Souselas	C	X	
	Pampilhosa	C	X	X
	Mealhada	C	X	X
	Curia	C		
	Mogofores	C		
	Paraimo	C		
	Oliv Bair	C		
	Oiã	C		
	Aveiro	A	X	X
	Cacia	C		
	Salreu	C		
	Estarreja	C	X	X
	Avanca	C		
	Válega	C		
	Ovar	B		
	Carvalheira - Maceda	C		
	Cortegaça	C		

Line	Station	Typology	Support room	Ticket office
	Esmoriz	C		
	Paramos	C		
	Silvalde	C		
	Espinho	A	X	X
	Granja	C		
	Aguda	C		
Norte	Miramar	C		
	Francelos	C		
	Valadares	C		
	Madalena	C		
	Coimbrões	C		
	Vila Nova de Gaia	B	X	X
	General Torres	C		
Oeste	Mira Sintra-Meleças	C	X	X
	Sabugo	D		
	Mafra	D		
	Malveira	C		
	Pero Negro	C		
	Dois Portos	D		
	Torres Vedras	C	X	X
	Ramalhal	D		
	Outeiro	D		
	Bombarral	C	X	X
	Caldas Rainha	C	X	
	S Martinho Porto	C		
	Valado	C		
	Pataias	D		
	Martingança	D		
	Marinha Grande	D		
	Leiria	C	X	X
	Mte Real	D		
	Louriçal	D	X	
	Bif Lares	C		
	Fontela	D		
	Figueira da Foz	B	X	X
Alfarelos Branch	Montemor	C		
	Verride	C		
	Reveles	C		
Tomar Branch	Santa Cita	D		
	Tomar	C	X	X
Lousã Branch	Coimbra	B		
Braga Branch	Couto de Cambeses	C		
	Arentim	D		
	Ruílhe	C		
	Tadim	C		
	Braga	B	X	X
Sintra	Lisboa - Rossio	A	X	X
	Campolide	B	X	X
	Benfica	B	X	X
	Santa Cruz - Damaia	B	X	X
	Amadora	A	X	X
	Reboleira	B	X	X
	Queluz - Belas	B		X

Line	Station	Typology	Support room	Ticket office
	Monte Abraão	B	X	X
	Massamá - Barcarena	B	X	X
	Agualva - Cacém	A	X	X
	Rio de Mouro	B	X	X
	Mercês	B	X	X
	Algueirão - Mem Martins	B	X	X
	Portela de Sintra	B	X	X
	Sintra	B	X	X
Sul	Pinhal Novo	B	X	X
	Venda do Alcaide	C		
	Palmela - A	C		
	Setúbal	B	X	X
	Praça do Quebedo	C	X	X
	Praias - Sado - A	C		
	Grândola	C		
	Ermidas - Sado	D		
	Funcheira	C		
	Santa Clara - Sabóia	D		
	Messines - Alte	D		
Tua	Cachão	D		
	Mirandela	C		
Vouga	Espinho Vouga	C		
	Paços Brandão	C		
	Vila Feira	D		
	S. João da Madeira	C		
	Oliv Azeméis	C		
	Sernada Vouga	D		
	Eixo	D		
	Eirol	D		
	Águeda	C		
	Macinhata	D		

Annex 5.3.1.2 – IP Freight Terminals

Terminals	Typology	Insertion Line	Services provided by IP	Contract	Address	Telephone	email	Link
Bobadela	Intermodal freight terminal / Customs	Norte Line	Services provided are those included in the Access Regulation and Fee of Intermodal Transport Units available at http://www.infraestruturasdeportugal.pt/rede/ferroviaria/terminais-de-mercadorias	Carlos Lameira	Rua Estação de Mercadorias, 2695-038 Bobadela	211028812	tm.bobadela@infraestruturasdeportugal.pt	http://www.infraestruturasdeportugal.pt/rede/ferroviaria/terminais-de-mercadorias
Leixões	Intermodal freight terminal / Customs	Leixões Line	Services provided are those included in the Access Regulation and Fee of Intermodal Transport Units available at http://www.infraestruturasdeportugal.pt/rede/ferroviaria/terminais-de-mercadorias	Paula Rocha	Av. Eng. Duarte Pacheco, 4450-110 Matosinhos	221052978	tm.leixoes@infraestruturasdeportugal.pt	http://www.infraestruturasdeportugal.pt/rede/ferroviaria/terminais-de-mercadorias
Poceirão	Freight Terminal	Alentejo Line	Availability of services subject to prior analysis.	Carlos Lameira	Largo da Estação do Poceirão, 2965-308 Poceirão	212879784	carlos.lameira@infraestruturasdeportugal.pt	Not applicable
Vale da Rosa	Freight Terminal	Sul Line	Availability of services subject to prior analysis.	João Silva	Pinhal Novo - Águas de Moura Bifurcation	212879434	joao.rsilva@infraestruturasdeportugal.pt	Not applicable
Fundão	Freight Terminal	Beira Baixa Line	Availability of services subject to prior analysis.	Paula Rocha	Estação do Fundão, Linha da Beira Baixa, pk 147,300	221052978	paula.rocha@infraestruturasdeportugal.pt	Not applicable
Mangualde	Freight Terminal	Beira Alta Line	Availability of services subject to prior analysis.	Paula Rocha	Estação de Mangualde, Linha da Beira Alta, PK128,500	221052978	paula.rocha@infraestruturasdeportugal.pt	Not applicable
Guarda	Freight Terminal	Linha da Beira Alta	Availability of services subject to prior analysis.	Paula Rocha	Estação da Guarda, Linha da Beira Alta PK 206,300	221052978	paula.rocha@infraestruturasdeportugal.pt	Not applicable
Darque	Freight Terminal	Minho Line	Availability of services subject to prior analysis.	Paula Rocha	Estação de Darque, Linha do Minho, PK76,800	221052978	paula.rocha@infraestruturasdeportugal.pt	Not applicable
Leiria	Freight Terminal	Oeste Line	Availability of services subject to prior analysis.	Carlos Lameira	Largo da Estação, 2425-625 Leiria	212879784	carlos.lameira@infraestruturasdeportugal.pt	Not applicable
Praias do Sado	Freight Terminal	Sul Line	Availability of services subject to prior analysis	Carlos Lameira	Estação de Praias do Sado - Rua Principal 2910-857 Setúbal	212879784	carlos.lameira@infraestruturasdeportugal.pt	Not applicable

Annex 5.5.2 – Provision of commercial nature information

Region	Line / Branch	Station / Halt	Information to the public									
			Sound Information				Tele-indication					Obs.
			Local	Remote		Place of operation	Local		Remote		Place of operation	
			Speaker phone	Speaker phone	Automatic.		Manual	Automatic	Automatic			
			Local microphone	Seletive Sound	Local unit of sound			Temporized	Follow-up	Temporized		
NORTE	Minho Line	Porto S. Bento			X	CCO Porto			X		CCO Porto	
		Porto Campanhã			X	CCO Porto			X		CCO Porto	
		Contumil			X	CCO Porto			X		CCO Porto	
		Rio Tinto			X	CCO Porto			X		CCO Porto	
		Águas Santas			X	CCO Porto			X		CCO Porto	
		Palmilheira			X	CCO Porto			X		CCO Porto	
		Ermesinde			X	CCO Porto			X		CCO Porto	
		Travagem			X	CCO Porto			X		CCO Porto	
		Leandro			X	CCO Porto			X		CCO Porto	
		São Frutuoso			X	CCO Porto			X		CCO Porto	
		São Romão			X	CCO Porto			X		CCO Porto	
		Portela			X	CCO Porto			X		CCO Porto	
		Trofa			X	CCO Porto			X		CCO Porto	
		Lousado			X	CCO Porto			X		CCO Porto	
		Esmeriz			X	CCO Porto			X		CCO Porto	
		Barrimau			X	CCO Porto			X		CCO Porto	
		Famalicão			X	CCO Porto			X		CCO Porto	
		Mouquim			X	CCO Porto			X		CCO Porto	
		Louro			X	CCO Porto			X		CCO Porto	
		Nine			X	CCO Porto			X		CCO Porto	
		Barcelos	X			Circ. office.						When staffed
		Barroselas	X			Circ. office.						When staffed
		Viana do Castelo	X			Circ. office.						When staffed
		Caminha	X			Circ. office						When staffed
		Valença	X			Circ. office.						
	Braga Branch	Couto Cambeses			X	CCO Porto			X		CCO Porto	
		Arentim			X	CCO Porto			X		CCO Porto	
		Ruílhe			X	CCO Porto			X		CCO Porto	
		Tadim			X	CCO Porto			X		CCO Porto	
		Aveleda			X	CCO Porto			X		CCO Porto	
		Mazagão			X	CCO Porto			X		CCO Porto	
		Ferreiros			X	CCO Porto			X		CCO Porto	
		Braga			X	CCO Porto			X		CCO Porto	
	Douro Line	Cabêda			X	CCO Porto			X		CCO Porto	
		Suzão			X	CCO Porto			X		CCO Porto	
		Valongo			X	CCO Porto			X		CCO Porto	
NORTE	Douro Line	São Martinho do Campo			X	CCO Porto			X		CCO Porto	
		Terronhas			X	CCO Porto			X		CCO Porto	
		Trancoso			X	CCO Porto			X		CCO Porto	
		Recarei - Sobreira			X	CCO Porto			X		CCO Porto	
		Parada			X	CCO Porto			X		CCO Porto	
		Cête			X	CCO Porto			X		CCO Porto	
NORTE	Douro Line	Irivo			X	CCO Porto			X		CCO Porto	
		Oleiros			X	CCO Porto			X		CCO Porto	
		Paredes			X	CCO Porto			X		CCO Porto	
		Penafiel			X	CCO Porto			X		CCO Porto	
		Bustelo			X	CCO Porto			X		CCO Porto	
		Meinedo			X	CCO Porto			X		CCO Porto	
		Caíde			X	CCO Porto			X		CCO Porto	
		Livração	X			Circ. office						When staffed
		Marco de Canaveses	X			Circ. office						When staffed
		Mosteirô	X			Circ. office						When staffed
		Ermida	X			Circ. officeo						When staffed
		Régua	X			Circ. office						When staffed

Region	Line / Branch	Station / Halt	Information to the public									
			Sound Information				Tele-indication					Obs.
			Local	Remote		Place of operation	Local		Remote		Place of operation	
			Speaker phone	Speaker phone	Automatic.		Manual	Automatic	Automatic			
			Local microphone	Seletive Sound	Local unit of sound			Temporized	Follow-up	Temporized		
NORTE	Douro Line	Pinhão	X			Circ. office						When staffed
		Tua	X			Circ. office						When staffed
		Pocinho	X			Circ. office						
CENTRO	Norte Line	Lisboa Santa Apolónia			X	CCO Lisboa				X	CCO Lisboa	
		Braço de Prata			X	CCO Lisboa			X		CCO Lisboa	
		Lisboa Oriente			X	CCO Lisboa			X		CCO Lisboa	
		Moscavide			X	CCO Lisboa			X		CCO Lisboa	
		Sacavém			X	CCO Lisboa			X		CCO Lisboa	
		Bobadela			X	CCO Lisboa			X		CCO Lisboa	
		Santa Iria			X	CCO Lisboa			X		CCO Lisboa	
		Póvoa			X	CCO Lisboa			X		CCO Lisboa	
		Alverca			X	CCO Lisboa			X		CCO Lisboa	
		Alhandra			X	CCO Lisboa			X		CCO Lisboa	
		Vila Franca de Xira			X	CCO Lisboa			X		CCO Lisboa	
		Castanheira do Ribatejo			X	CCO Lisboa			X		CCO Lisboa	
		Carregado			X	CCO Lisboa			X		CCO Lisboa	
		Vila Nova da Raínha			X	CCO Lisboa			X		CCO Lisboa	
		Espadanal da Azambuja			X	CCO Lisboa			X		CCO Lisboa	
		Azambuja			X	CCO Lisboa			X		CCO Lisboa	
		Virtudes			X	CCO Lisboa			X		CCO Lisboa	
		Reguengo - Vale da Pedra			X	CCO Lisboa			X		CCO Lisboa	
		Setil			X	CCO Lisboa			X		CCO Lisboa	
		Santana Cartaxo			X	CCO Lisboa			X		CCO Lisboa	
		Vale de Santarém			X	CCO Lisboa						
		Santarém	X			Telephone office						
		Entroncamento	X			Signaling cabinet						
		Lamarosa			X	CCO Lisboa			X		CCO Lisboa	
		Paialvo			X	CCO Lisboa						
		Fungalvaz			X	CCO Lisboa						
		Chão de Maçãs-Fátima			X	CCO Lisboa			X		CCO Lisboa	
		Seiça-Ourém			X	CCO Lisboa						
		Caxarias			X	CCO Lisboa			X		CCO Lisboa	
		Albergaria dos Doze			X	CCO Lisboa						
CENTRO		Litém			X	CCO Lisboa						
		Vermoil			X	CCO Lisboa						
		Pombal			X	CCO Lisboa			X		CCO Lisboa	
		Pelariga			X	CCO Lisboa						
NORTE		Simões			X	CCO Lisboa						
		Soure			X	CCO Lisboa						
		Vila Nova de Ancos			X	CCO Lisboa						
		Alfarelos			X	CCO Lisboa						
		Formoselha / Santo Varão			X	CCO Lisboa						
		Pereira			X	CCO Lisboa						
		Amial			X	CCO Lisboa						
		Vila Pouca do Campo			X	CCO Lisboa						
		Taveiro			X	CCO Lisboa						
		Casais			X	CCO Lisboa						
		Espadaneira			X	CCO Lisboa						
		Bencanta			X	CCO Lisboa						
		Coimbra B			X	CCO Lisboa			X		CCO Lisboa	
		Adémia			X	CCO Lisboa						
		Vilela - Fornos			X	CCO Lisboa						
		Souselas			X	CCO Lisboa						
		Pampilhosa	X			Signaling cabineti						
		Mealhada			X	CCO Porto			X		CCO Porto	
		Aguim			X	CCO Porto						

Region	Line / Branch	Station / Halt	Information to the public									
			Sound Information				Tele-indication					
			Local	Remote		Place of operation	Local		Remote		Place of operation	Obs.
			Speaker phone	Speaker phone	Automatic.		Manual	Automatic	Automatic			
			Local microphone	Seletive Sound	Local unit of sound			Temporized	Follow-up	Temporized		
NORTE	Norte Line	Curia			X	CCO Porto						
		Mogofores			X	CCO Porto						
		Paraimo			X	CCO Porto						
		Oliveira do Bairro			X	CCO Porto						
		Oiã			X	CCO Porto						
		Quintans			X	CCO Porto						
		Aveiro			X	CCO Porto			X		CCO Porto	
		Cacia			X	CCO Porto			X		CCO Porto	
		Canelas			X	CCO Porto			X		CCO Porto	
		Salreu			X	CCO Porto						
		Estarreja			X	CCO Porto			X		CCO Porto	
		Avanca			X	CCO Porto			X		CCO Porto	
		Válega			X	CCO Porto						
		Ovar	X			Circ. office						
		Esmoriz	X			Circ. office						When staffed
		Espinho								X	CCO Porto	
		Granja	X			Circ. office						When staffed
		Gaia	X			Signaling cabinet						
		General Torres			X	CCO Porto			X		CCO Porto	
	Guimarães Line	Santo Tirso			X	CCO Porto			X		CCO Porto	
		Caniços			X	CCO Porto			X		CCO Porto	
		Vila das Aves			X	CCO Porto			X		CCO Porto	
NORTE	Guimarães Line	Giesteira			X	CCO Porto			X		CCO Porto	
		Lordelo			X	CCO Porto			X		CCO Porto	
		Cuca			X	CCO Porto			X		CCO Porto	
		Pereirinhas			X	CCO Porto			X		CCO Porto	
		Vizela			X	CCO Porto			X		CCO Porto	
		Nespereira			X	CCO Porto			X		CCO Porto	
		Covas			X	CCO Porto			X		CCO Porto	
		Guimarães			X	CCO Porto			X		CCO Porto	
	Vouga L.	Aveiro - Vouga			X	CCO Porto						
CENTRO	Beira Alta Line	Luso - Buçaco			X	CCO Lisboa						
		Mortágua			X	CCO Lisboa			X		CCO Lisboa	
		St.ª Comba Dão			X	CCO Lisboa			X		CCO Lisboa	
		Carregal do Sal			X	CCO Lisboa			X		CCO Lisboa	
		Oliveirinha - Cabanas			X	CCO Lisboa						
		Canas - Felgueira			X	CCO Lisboa						
	Beira Alta Line	Nelas			X	CCO Lisboa			X		CCO Lisboa	
		Mangualde			X	CCO Lisboa			X		CCO Lisboa	
		Nortetenças			X	CCO Lisboa						
		Gouveia			X	CCO Lisboa						
		Fornos de Algodores			X	CCO Lisboa			X		CCO Lisboa	
		Celorico da Beira			X	CCO Lisboa			X		CCO Lisboa	
	Beira Alta Line	Vila Franca das Naves			X	CCO Lisboa			X		CCO Lisboa	
		Guarda			X	CCO Lisboa			X		CCO Lisboa	
		Cerdeira			X	CCO Lisboa						
		Vilar Formoso			X	CCO Lisboa						
	Lousã B.	Coimbra			X	CCO Lisboa			X		CCO Lisboa	
	Alfarelos B.	Verride	X			Circ. office						
	Oeste Line	Mira Sintra - Meleças			X	CCO Lisboa			X		CCO Lisboa	
		Mafra	X			Circ. office						When staffed
		Malveira	X			Circ. office						When staffed
		Dois Portos	X			Circ. office						When staffed
		Torres Vedras	X			Circ. office						When staffed
		Bombarral	X			Circ. office						When staffed
		Caldas da Rainha	X			Circ. office						

Region	Line / Branch	Station / Halt	Information to the public									
			Sound Information				Tele-indication					
			Local	Remote			Local		Remote			
			Speaker phone	Speaker phone	Automatic.	Place of operation	Manual	Automatic	Automatic		Place of operation	Obs.
			Local microphone	Seletive Sound	Local unit of sound			Temporized	Follow-up	Temporized		
CENTRO	Oeste Line	Pataias	X			Circ. office						When staffed
		Leiria	X			Circ. office						When staffed
		Bifurcação de Lares	X			Circ. office						When staffed
		Figueira da Foz	X			Circ. office						
	Tomar Branch	Soudos - Vila Nova			X	CCO Lisboa						
		Carrascal-Delongo			X	CCO Lisboa						
		Curvaceiras			X	CCO Lisboa						
		St.ª Cita			X	CCO Lisboa						
		Carvalhos de Figueiredo			X	CCO Lisboa						
		Tomar			X	CCO Lisboa			X		CCO Lisboa	
	Beira Baixa Line	Barquinha			X	CCO Lisboa						
		Almourol			X	CCO Lisboa						
CENTRO	Baixa Lin	Praia do Ribatejo			X	CCO Lisboa						
		Santa Margarida			X	CCO Lisboa						
		Tramagal			X	CCO Lisboa						
		Abrantes			X	CCO Lisboa			X		CCO Lisboa	
		Alferrarede			X	CCO Lisboa			X		CCO Lisboa	
		Mouriscas-A			X	CCO Lisboa						
	Beira Baixa Line	Belver			X	CCO Lisboa						
		Barca da Amieira -			X	CCO Lisboa						
		Fratel			X	CCO Lisboa						
		Ródão			X	CCO Lisboa			X		CCO Lisboa	
		Sarnadas			X	CCO Lisboa						
		Castelo Branco			X	CCO Lisboa			X		CCO Lisboa	
		Fundão			X	CCO Lisboa			X		CCO Lisboa	
		Covilhã			X	CCO Lisboa			X		CCO Lisboa	
	Sintra Line	Lisboa Rossio			X	CCO Lisboa			X		CCO Lisboa	
		Campolide			X	CCO Lisboa			X		CCO Lisboa	
		Benfica			X	CCO Lisboa			X		CCO Lisboa	
		Santa Cruz/Damaia			X	CCO Lisboa			X		CCO Lisboa	
		Reboleira			X	CCO Lisboa			X		CCO Lisboa	
		Amadora			X	CCO Lisboa			X		CCO Lisboa	
		Queluz-Belas			X	CCO Lisboa			X		CCO Lisboa	
		Monte Abraão			X	CCO Lisboa			X		CCO Lisboa	
		Massamá-Barcarena			X	CCO Lisboa			X		CCO Lisboa	
		Agualva-Cacém			X	CCO Lisboa			X		CCO Lisboa	
		Rio de Mouro			X	CCO Lisboa			X		CCO Lisboa	
		Mercês			X	CCO Lisboa			X		CCO Lisboa	
		Algueirão-Mem Martins			X	CCO Lisboa			X		CCO Lisboa	
		Portela de Sintra			X	CCO Lisboa			X		CCO Lisboa	
		Sintra			X	CCO Lisboa			X		CCO Lisboa	
	Cintura Line	Alcântara-Terra			X	CCO Lisboa				X	CCO Lisboa	
		Campolide-A			X	CCO Lisboa			X		CCO Lisboa	
		Sete Rios			X	CCO Lisboa			X		CCO Lisboa	
		Entrecampos - Poente			X	CCO Lisboa			X		CCO Lisboa	
		Entrecampos			X	CCO Lisboa			X		CCO Lisboa	
		Roma - Areeiro			X	CCO Lisboa			X		CCO Lisboa	
		Braço de Prata (Norte)			X	CCO Lisboa			X		CCO Lisboa	
	Cascais Line a)	Cais do Sodré			X	Circ. office		X			Circ. office.	also Lx CCO
		Oeiras	X			Circ. office						
		Carcavelos				When staffed						
		Cascais			X	Circ. office		X			Circ. office	* also Lx CCO
	Sul Line	Campolide A (Cintura)			X	CCO Lisboa			X		CCO Lisboa	
SUL		Pragal			X	CCO Lisboa			X		CCO Lisboa	
		Corroios			X	CCO Lisboa			X		CCO Lisboa	
		Foros de Amora			X	CCO Lisboa			X		CCO Lisboa	

Region	Line / Branch	Station / Halt	Information to the public									
			Sound Information				Tele-indication					
			Local	Remote		Place of operation	Local		Remote		Place of operation	Obs.
			Speaker phone	Speaker phone	Automatic.		Manual	Automatic	Automatic			
			Local microphone	Seletive Sound	Local unit of sound			Temporized	Follow-up	Temporized		
SUL	Sul Line	Fogueteiro			X	CCO Lisboa			X		CCO Lisboa	
		Coina			X	CCO Lisboa			X		CCO Lisboa	
		Penalva			X	CCO Lisboa			X		CCO Lisboa	
		Pinhal Novo			X	CCO Lisboa			X		CCO Lisboa	
		Venda do Alcaide			X	CCO Lisboa			X		CCO Lisboa	
		Palmela			X	CCO Lisboa			X		CCO Lisboa	
		Setúbal			X	CCO Lisboa			X		CCO Lisboa	
		Praça do Quebedo			X	CCO Lisboa			X		CCO Lisboa	
		Grândola		X		CCO Setúbal						
		Ermidas Sado		X		CCO Setúbal						
		Funcheira		X		CCO Setúbal						
		Amoreiras - Odemira		X		CCO Setúbal						
		Luzianes		X		CCO Setúbal						
		St.ª Clara - Sabóia		X		CCO Setúbal						
		S. Marcos		X		CCO Setúbal						
		Messines - Alte		X		CCO Setúbal						
	Alentejo Line	Barreiro			X	CCO Lisboa			X		CCO Lisboa	
		Barreiro-A			X	CCO Lisboa			X		CCO Lisboa	
		Lavradio			X	CCO Lisboa			X		CCO Lisboa	
		Baixa da Banheira			X	CCO Lisboa			X		CCO Lisboa	
		Alhos Vedros			X	CCO Lisboa			X		CCO Lisboa	
		Moita			X	CCO Lisboa			X		CCO Lisboa	
		Penteado			X	CCO Lisboa			X		CCO Lisboa	
		Pinhal Novo (Sul)			X	CCO Lisboa			X		CCO Lisboa	
		Poceirão		X		CCO Setúbal						
		Vendas Novas		X		CCO Setúbal						
		Casa Branca	X			Circ. office						Also Setúbal CCO
		Beja	X			Circ. office						
	Évora L.	Évora		X		CCO Setúbal						
	Algarve Line	Lagos		X		CCO Set. (Faro)						
		Portimão		X		CCO Set. (Faro)						
		Tunes		X		CCO Set. (Faro)						
		Albufeira - Ferreiras		X		CCO Set. (Faro)						
		Boliqueime		X		CCO Set. (Faro)						
		Loulé		X		CCO Set. (Faro)						
		Parque das Cidades		X		CCO Set. (Faro)						
		Faro		X		CCO Set. (Faro)						
		Bom João		X		CCO Set. (Faro)						
		Olhão		X		CCO Set. (Faro)						
		Tavira		X		CCO Set. (Faro)						
		Vila Real de St.º António		X		CCO Set. (Faro)						

Annex 6.2 - Rules for the calculation of minimum access package tariffs

1. Regulations

Decree-Law 95/2015, from mai 29th, appointed the public service management of the national rail network to IP and its right to charge tariffs for the use of the infrastructure.

IP undertakes three main activities within the scope of managing the infrastructure: maintenance management, traffic command, control and safety management and the management of the rail infrastructure capacity.

The conditions regarding the rail transport service and the management of the infrastructure are contained in Decree-Law No. 217/2015.

2. General Guidelines for tariff calculation

The tariffs for the Minimum Access Package cover the right of access, the right to make train path reservations and the right to run trains on the rail infrastructures, including all the services described in point 5.2 of this statement.

In the first year of each Regulatory Timeframe the base tariffs for Minimum Access Package services are calculated bearing in mind the direct costs attributable to providing rail transport service over the infrastructure in question. To this end, the reference year for calculating the costs at current prices and useable capacity is the last finished year.

In the second and third years of each Regulatory Timeframe, the basic tariffs relating to Minimum Access Package , defined for the first year are updated based on the introduction of a benchmark of stability, which limits its growth to 90% of the value of the annual inflation

3. Fee calculation formula

The fee due for the provision of the Minimum Access Package associated with the use of a train path is set as follows:

$$TSE = \sum_{i=1}^{n} T_i \times CK_i$$

Where:

TSE – Fee to charge for the provision of the Minimum Access Package during the use of a train path by a train set.
i – Section being operated
Ti – Basic Fee for each section under operation, according to the type of service and type of traction used.
CKi – Distance effectively covered by one train set in each section under operation.

3.1. Tariff calculation formula

The calculation to set Minimum Access Package tariffs is as follows:

$$T_i = C_0 \times C_1 \times C_2 \times C_3 \times C_4 \times C_5 \times C_6$$

Ti – Tariff of Section i
C0 – Tariff Base Component
C1 – Traffic Control Component
C2 – Electrical Facilities Component
C3 – Section Operational Value Component
C4 – Safety and Telecom Facilities Component
C5 – Station Buildings and Associated Costs Component
C6 – Type of Service Component

Components C1 to C5 are calculated using the following formula:

$$Ci = [Wi / (W0 * CU + \Sigma Wj)] + 1$$

for i = 1 to 5, j= 1 to i, and where:

Wi – Cost directly attributable for component i in the last finished year
W0 – Tariff base component, set by law at 0.762 €/TK
CU – Useable capacity in last finished year

The costs that are directly attributable to each of the components are described in point 4 in this annex.

The useable capacity is assessed using the value calculated for the theoretical capacity by applying correction factors that take into account market conditions and operating conditions.

Component C6 is set at 1.0.

The parameters of each tariff component to adjust them to the characteristics of each section and service are set so their weighted average for the capacity that is used is equal to the value of Components C1 a C6.

The following table shows the parameters applied to the constant tariffs in this Network Statement.

Tariff Components		Directly attributable costs	Attribution parameters
Tariff base	Co		
Traffic Control	C1	Traffic Control Stations Local Command Posts Central Command Posts Central Telecommand Post Capacity Management	Centralised Command Non- Centralised Command
Electrical Facilities	C2	Catenary Catenary pylons Transformer stations Substation	Not-electrified Network Electrified Network
Section Operational Value	C3	Track that includes Normal track Points Embankments and Fencing Viaducts and bridges Tunnels	NTA<7.000 7.000 < NTA > 15.000 15.000 < NTA > 35.000 NTA > 35.000 NTA= No. Trains per Annum
Safety and Telecom facilities	C4	Signalling System Convel Telecommunications Level Crossing guards Stations-Manning level crossings	Telephone Block or RES Automatic Block
Stations	C5	Stations-Platforms and Accesses Stations-Information and security	Freight Urban and Suburban Regional and Inter-regional Long distance and International routes
Type of service	C6	-	Freight Urban and Suburban Regional and Inter-regional Long distance and International routes

4. Directly attributable costs

The direct costs that are attributed are related with the upkeep and maintenance of the infrastructure and the equipment and facilities used to provide the services, staff, facilities, security, cleaning, water and electricity, equipment systems and telecommunications.

Concerning all costs considered, there is a direct link between these and the provision of the following services:

a) handling of requests for railway infrastructure capacity;
b) the right to utilise capacity which is granted, including availability under contingency and promptness of rail relief;
c) use of the railway infrastructure, including track points and junctions;
d) train control including signalling, regulation, dispatching and the communication and provision of information on train movement;
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.

As regards the costs that are directly attributable to the use of the track, points and junctions, IP only considers those that arise directly from activities destined to guarantee the management and supervision of the track and bridges and tunnels, the maintenance and upkeep of the track includes the track itself, points, walls and fences, the maintenance of bridges and tunnels, including aqueducts.

As regards the costs that are directly attributable to traffic control, IP only considers those that arise directly from activities to maintain an upkeep control systems such as signalling, CONVEL and train to ground radio and traffic control, particularly regarding resources in the central traffic control post, the other control posts and in the parts of the stations used to this effect.

As regards costs that are directly attributable to providing information to the railway undertakings, these include costs regarding the information needed for the service, for which the capacity was granted, and does not include information regarding traffic command or commercial information provided to the railway undertakings and passengers in the stations, such as:

- Signs in the common part of the station;
- Timetables and announcements with arrival and departure information and platform numbers;

As regards costs that are directly attributable to the use of equipment and infrastructures to provide, transform and distribute electric energy for traction, IP only considers those arising directly from the command, management and supervision of the substations, catenary, catenary and transformer pylons, the management and supervision of their maintenance and upkeep and the maintenance and upkeep itself.

As regards costs that are directly attributable to railway assistance, IP only considers those that arise directly from assuring the contingency and promptness regime.

Regarding costs directly attributable to service provision in passenger stations, are only considered those that directly emerge from management and supervision activities related to their maintenance and conservation. Thus, the following are included:

- Platforms and their access ways, including covers, elevators, and escalators;
- Safety of the above facilities, including video surveillance equipment.

Annex 6.3.4 – Labour costs

Category	Price/hour [€]
Shunting Operator	**22,32**
Circulation Operator	**23,84**
Circulation Controller	**27,93**
Circulation Supervisor	**39,55**
Infrastructure Operator	**22,40**
Head of Infrastructure	**25,34**
Infrastructure Supervisor	**35,13**
Management Assistant	**22,85**
Expert	**31,18**
Junior Technician	**32,13**
Technician	**47,17**
Expert Technician	**64,12**
Senior Technician	**75,61**

VAT will be added to these values.

Annex 6.3.4.1 - Methodology for calculating the monthly traction power consumption by the RUs

The following abbreviations are used in this annex:

SST – Traction substation
FEE – Electrical power supplier to the IP's traction substations

1. Scope and general rules

This annex sets down the general principles under which IP grants the RUs access to the means under its management for receiving electrical traction power or ensures its delivery.

Electrical traction energy means all the electrical energy that is supplied to the rolling stock regardless of whether it is used for traction purposes or ancillary purposes such as lighting, heating or others.

In relation to the supply ensured by IP, rules for the calculation of the costs for each RU are presented.

IP cannot be held responsible for any cut in traction power supply when the failure was caused by third parties, including other RUs, programmed maintenance operations or force majeure.

Whenever a supplier or distributor is responsible for an interruption or cut in traction power, the compensation due and paid to IP will be credited to the RUs proportionally to their consumption from the affected substation.

2. Acquisition of electric traction power from IP

The list of power supply contracts, given the situation on the date of edition of this Statement, is as follows:

Substation	Contract Ownership
Irivo	IP
Fogueteiro	IP
Monte Novo - Palma	IP
Ermidas - Sado	IP
Santiago do Cacém	IP
Luzianes	IP
Tunes	IP
Ródão	IP
Fatela	IP
Travagem	CP
Salreu	CP
Alfarelos	CP
Litém	CP
Entroncamento	CP
Sobral	CP
Gouveia	CP
Mortágua	CP
Abrantes	CP
Vila Franca de Xira	CP
Amadora	CP
Quinta Grande	CP
Pegões	CP
Cais do Sodré	CP
Belém	CP
Cruz Quebrada	CP
Paço de Arcos	CP
Carcavelos	CP
São Pedro	CP

3. Acquisition of electric traction power from third parties

3.1. Acquisition to IP

If RUs show interest, IP may supply electric power for traction purposes, upon written request of these RUs with specific acceptance of all rules of the Network Statement on that matter.

Even when an agreement is reached as regards electric traction power, IP is not liable if, under the law or other mandatory compliance instrument, there is supervening impossibility to comply fully or partially with the agreement, in which case the agreement shall be terminated or reduced in accordance with the law, without prejudice to the implementation of the general principles of force majeure.

3.2. Acquisition to third parties

If an RU shows interest in getting the ownership of SST contracts, a written agreement must be concluded between RUs present in the sections supplied by the corresponding substations and IP, for the purposes of transfer of contract.

If agreement among RUs cannot be reached, the contract under discussion will be held by IP.

The appearance of a new RU in a section which is already under operation will require a new agreement on the ownership of the contract for electric power supply.

4. Access to the electrical facilities

IP will grant RUs access to the means under its management so they can obtain from third parties the electrical traction power they need for their activities.

5. Administrative and negotiation services

5.1. Administrative services typology

There are three levels of administrative services depending on the kind of electric traction substation:

Type A Services - Data Checking: in substations where there is a single Operator or when all Operators agree among themselves on a consumption distribution key (this service is only provided when requested);

Type B Services - Data Checking, Consumption Distribution, and Invoicing: in substations whose energy acquisition agreement is concluded by IP, and where there is no agreement among Operators in the application of a consumption distribution key (this service is always acquired by Operators using electric traction in the sections covered by the substation, since IP necessarily has to carry out those operations);

Type C Services - Data Checking, Consumption Distribution, and Invoicing: in substations whose energy acquisition agreement is entered into by an Operator, and where there is no agreement among Operators in the application of a consumption distribution key (this service is always acquired by Operators using electric traction in the sections covered by the substation, since IP necessarily has to carry out those operations).

In accordance with the above, the following table summarizes the logic of the administrative services to be contracted by Operators to IP, and the calculation method to be considered in each case.

Substation Energy Agreement Holder	Single Operator or Total Agreement Among Operators	No agreement between operators	Partial agreement between Operators
IP	**Type A Service** Application of the Distribution Key	**Type B Service** Application of the methodology described in Item 7	**Type B Service** Application of the methodology described in Item 7 + Distribution Key
Operator	**Type A Service** Application of the Distribution Key	**Type C Service** Application of the methodology described in Item 7	**Type C Service** Application of the methodology described in Item 7 + Distribution Key

The list of substations, considering the situation at the time of publication of this Directory, is the following:

Substation Energy Agreement Holder	Type A Services	Type B Services	Type C Services
IP	Irivo; Monte Novo-Palma; Ermidas do Sado; Santiago do Cacém; Luzianes; Tunes; Ródão; Fatela.	Fogueteiro	-
Operator	Entroncamento; Abrantes; Litém; Alfarelos; Salreu; Travagem; Mortágua; Gouveia; Sobral; Quinta Grande; Pegões; Cais do Sodré; Belém; Cruz Quebrada; Paço de Arcos; Carcavelos; S. Pedro.	-	Amadora; Vila Franca de Xira

Any context changes that lead to the review of the 3 above-mentioned typologies will be communicated in writing by IP to the Operators.

5.2. Administrative Tariffs

The following monthly tariffs for these services, taking into account the total current costs, are:

Type A – 152 euros, and by Operator;

Type B – 228 euros, and by Operator;

Type C – 304 euros, and by Operator.

VAT will be added to these values.

6. Meters and data provision

6.1. Meter features

RUs must install and maintain properly agreed upon meters on their trains including:

a) Active Power Meter for Absorbed Traction;
b) Active Power Meter for Returned Traction;
c) Distance Meter measuring kilometres.

If the meters allow for the readings to be taken remotely, they must save the data during at least 1 month with readings every 15 minutes.

6.2. Communication of data

At substations where no agreements exist between RUs, these must inform IP on which traction units with electric traction are used in the grid with the meters mentioned in point 6.1 and which are not equipped. This list must be sent to IP whenever changes occur.

RUs must also report to IP, until the last working day of each month, regarding the previous month:

a) Concerning each set of motive power equipped with the meters mentioned in point 6.1, record by the end of the last day of each month:
   - Of kilometres covered;
   - Of active energy used (kWh);
   - Of active energy supplied (kWh).

b) As for the traction units without meters or with meters which have not been checked, the estimated specific consumption;

c) For the separation of consumptions per substation:
   - Monthly list of all trains which run in the csv format, composed of the following data:
     - Train number;
     - Date;
     - Identification of the number(s) of electric traction unit(s) used;
     - For freight trains, the gross ton-kilometre hauled (TKBR).

At substations where no agreements exist between RUs, these must send to IP, on a monthly basis, the copies of energy invoices of the substations in which they are contract holders.

IP and the RUs are entitled to check data on electric power and its collection at any time.

IP will provide RUs with:

a) the copies of energy invoices of the substations in which they hold contracts, on a monthly basis.
b) the result of the calculation of consumption distribution and costs, on a monthly basis.

7. Consumption Distribution Process

7.1. Substations with use by a single operator

In these substations the entire bill of the energy trader is passed on to the sole operator using electric traction.

7.2. Substations with agreement between all operators

In substations for which there is an agreement between all operators for the distribution of traction power, and for which a distribution key has been established - to be supplied by the operators -, IP will apply that allocation key to all invoices owned by it, on a monthly basis.

Any billing adjustments made subsequently between operators are unrelated to IP.

The distribution key shall be changed and communicated to IP whenever the intervening operators consider that there are significant billing discrepancies.

7.3. Substations without agreement between all operators

In substations where there is no agreement between all operators, the following procedure shall be adopted:

- Every month IP identifies all the electric circulations performed by each operator, by time period (HV, HSV, HP, HC), considering their schedule."
- •Every month operators send to IP, until the last day of the month following the billing period, information on the actual traction of trains made, as well as the average consumption of each series of electric motor material;
- •IP calculates the costs / consumptions for each substation, for each operator, considering the train movement in the area covered by the substation; the tariff by time period (HV, HSV, HP, HC), and the information sent by operators;

- IP performs the allocation of invoice costs for each substation by the various operators, according to the calculations described in the previous paragraphs.

Exceptionally and temporarily, in the substations of Fogueteiro, Amadora, and Vila Franca de Xira, the current Fertagus consumption accounting process will be maintained, based on actual energy measurements, while the remaining consumptions by CP and Medway shall be distributed according to the distribution matrix provided by these operators.

8. Payment

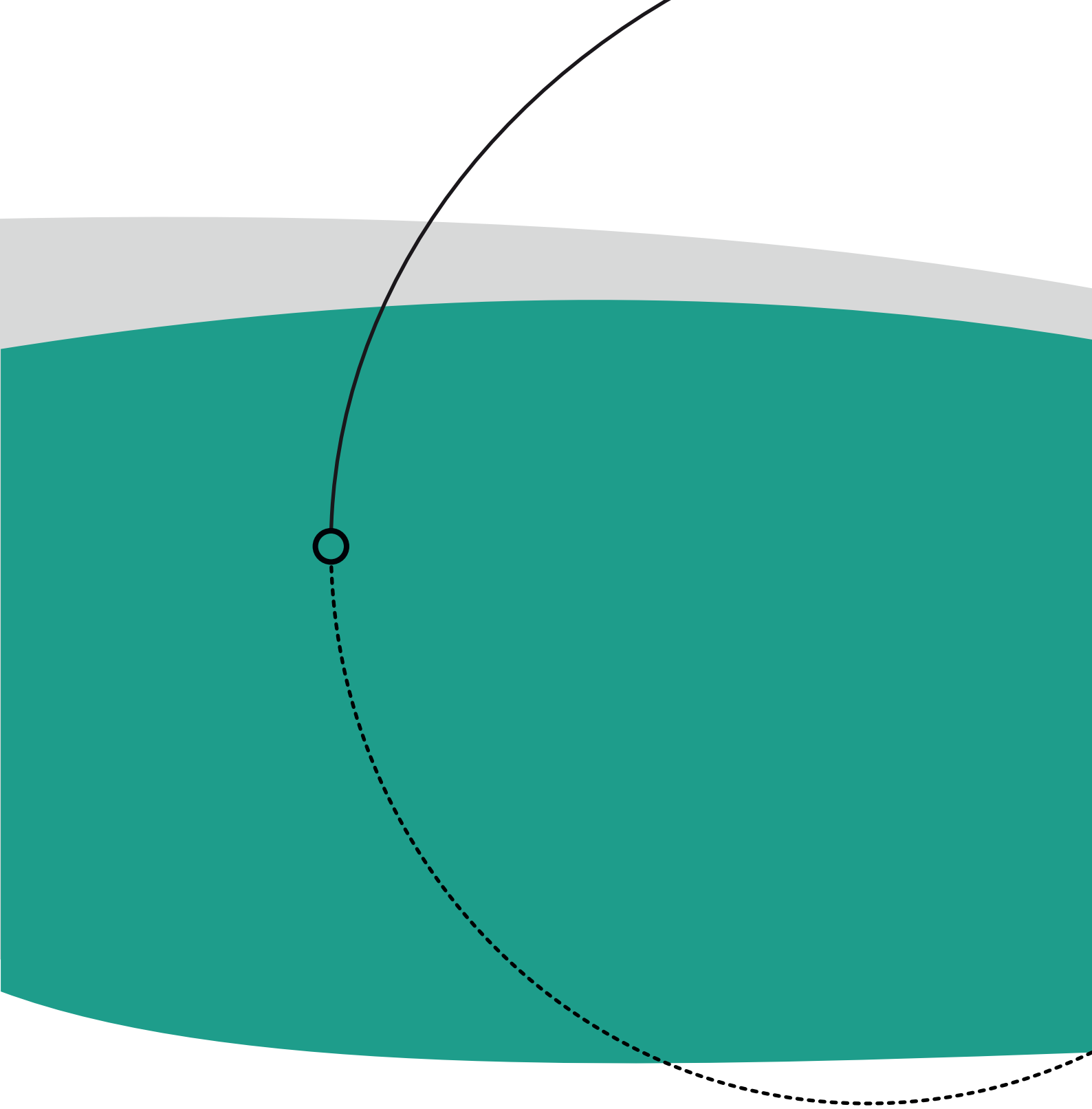
8.1. Payment of Administrative services

Administrative services will be ensured upon payment defined in point 5 above.

8.2. Payment of electric power consumption for traction

RUs must send monthly to IP the amount they owe for the electric traction energy consumed each month so it can make the respective payment.

The amount the RUs must send each month corresponds to the average monthly amount for the previous 6 months plus or minus the amount corresponding to the difference between the real consumption and the amount invoiced in the previous month.



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