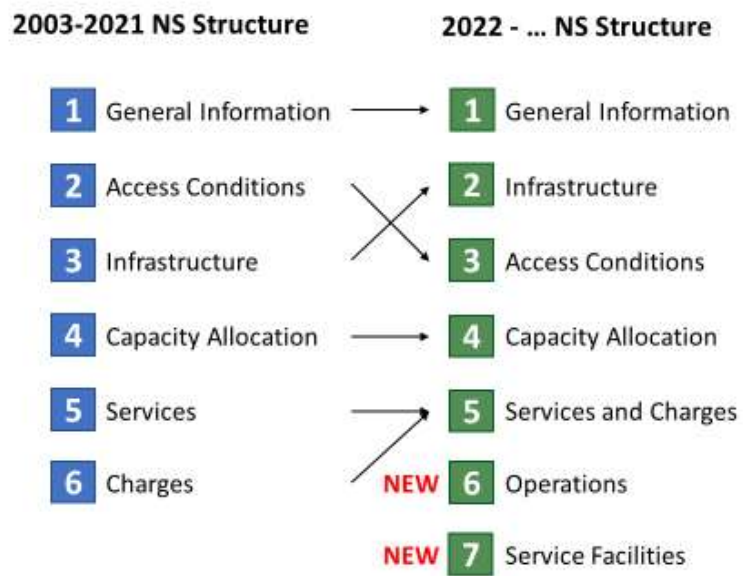


Old and New Network Statement Structure Correlation Charts



NS 2022	NS 2021
1. GENERAL INFORMATION	1. GENERAL INFORMATION
1.1. Introduction	1.1. Introduction
1.2. Purpose of the Network Statement	1.2. Objectives
1.3. Legal Aspects	/
1.3.1. Legal Framework	1.3. Legal Framework
1.3.2. Legal Status and Liability	1.4.1. General Remarks 1.4.2. Liability
1.3.3. Appeals Procedure	1.4.3. Proces of Legal Protection
1.4. Structure of the Network Statement	1.5. Structure of Network Statement
1.5. Validity Period, Updating and Publishing	/
1.5.1. Validity Period	1.6.1. Validity Period
1.5.2. Updating	1.6.2. Updating Process
1.5.3. Publishing	1.7. Publishing
1.6. Contacts	1.8. Contacts
1.7. Cooperation Between European IMs/ABs	/
1.7.1. Rail Freight Corridors	1.9. Rail Freight Corridors
1.7.2. RailNetEurope	1.10. RailNetEurope – International Cooperation Between Infrastructure Managers
1.7.3. Other International Cooperation	X
2. INFRASTRUCTURE	3. INFRASTRUCTURE
2.1. Introduction	3.1. Introduction
2.2. Extent of Network	3.2. Extent of Network
2.2.1. Limits	3.2.1. Limits
2.2.2. Connecting Railway Networks	3.2.2. Connected Railway Networks
2.3. Network Description	3.3. Network Description
2.3.1. Track Typologies	3.3.1.1. Track Typologies
2.3.2. Track Gauges	3.3.1.2. Track Gauges
2.3.3. Stations and Nodes	3.3.1.3. Stations and Nodes
2.3.4. Loading Gauge	3.3.2.1. Loading and Construction Gauge
2.3.5. Weight Limits	3.3.2.2. Weight Limits
2.3.6. Line Gradients	3.3.2.3. Line Gradient
2.3.7. Maximum Line Speed	3.3.2.4. Line Speeds
2.3.8. Maximum Train Lengths	3.3.2.5. Maximum Train Lengths
2.3.9. Power Supply	3.3.2.6. Power Supply
2.3.10. Signalling Systems	3.3.3.1. Signalling Systems
2.3.11. Traffic Control Systems	3.3.3.2. Traffic Control Systems
2.3.12. Communication Systems	3.3.3.3. Communication Systems
2.3.13. Train Control Systems	3.3.3.4. ATC Systems
2.4. Traffic Restrictions	3.4. Traffic Restrictions
2.4.1. Specialized Infrastructure	3.4.1. Specialised Infrastructure
2.4.2. Environmental Restrictions	3.4.2. Enviromental Restrictions
2.4.3. Dangerous Goods	3.4.3. Dangerous Goods
2.4.4. Tunnel Restrictions	3.4.4. Tunnel Restrictions
2.4.5. Bridge Restrictions	3.4.5. Bridge Restrictions
2.4.6. Restrictions Due to Wind	3.4.6. Restrictions Due to Wind

2.4.7. Restrictions Relating to Fixed Installations for Electric Traction Power Supply	3.4.7. Restrictions Relating to Fixed Installations for Electric Traction Power Supply
2.4.8. Restrictions Due to Snow	3.4.8. Restrictions Due to Snow
2.4.9. Restrictions of usage of more locomotives next to each other	3.4.9. Restrictions of usage of more locomotives next to each other
2.4.10. Restrictions on the railway infrastructure in connection with pushing of a train	3.4.10. Restrictions on the railway infrastructure in connection with pushing of a train
2.5. Availability of the Infrastructure	3.5. Availability of the Infrastructure
2.6. Infrastructure Development	3.8. Infrastructure Development
3. ACCESS CONDITIONS	2. ACCESS CONDITIONS
3.1. Introduction	2.1. Introduction
3.2. General Access Requirements	2.2. General Access Requirements
3.2.1. Conditions for Applying for Capacity	2.2.1. Conditions for applying for infrastructure capacity
3.2.2. Conditions for Access to the Railway Infrastructure	2.2.2. Conditions for access to the railway infrastructure
3.2.3. Licences	2.2.3. Licences
3.2.4. Safety Certificate	2.2.4. Safety Certificate
3.2.5. Insurance	2.2.5. Cover of Liabilities - insurance
3.3. Contractual Arrangements	/
3.3.1. Framework Agreement	2.3.3. Framework Agreement
3.3.2. Contracts with RUs	2.3.1. Contracts
3.3.3. Contracts with non-RU Applicants	2.3.2. Contracts with non-RU applicants
3.3.4. General Terms and Conditions	X
3.4. Specific Access Requirements	/
3.4.1. Rolling Stock Acceptance	2.7. Rolling stock Acceptance Process Guidelines
3.4.2. Staff Acceptance	2.8. Staff Acceptance Process Guidelines
3.4.3. Exceptional Consignments	2.5. Exceptional Transports
3.4.4. Dangerous Goods	2.6. Dangerous Goods
3.4.5. Test Trains and Other Special Trains	X
4. CAPACITY ALLOCATION	4. CAPACITY ALLOCATION
4.1. Introduction	4.1. Introduction
4.2. General Description of the Process	4.2. Description of the Process 1.10.2. RNE Tools
4.3. Reserving Capacity for Temporary Capacity Restrictions	/
4.3.1. General Principles	4.5. Allocation of Capacity for Maintenance, Renewal and Enhancements
4.3.2. Deadlines and Information Provided to Applicants	4.5. Allocation of Capacity for Maintenance, Renewal and Enhancements
4.4. Impacts of Framework Agreements	4.4.3. Impacts of Framework Agreements
4.5. Path Allocation Process	/
4.5.1. Annual Timetable Path Requests	4.4. Allocation Process 4.3.1. Schedule for Working Timetable
4.5.2. Late Annual Timetable Path Requests	4.4. Allocation Process
4.5.3. Ad-Hoc Path Requests	4.3.2. Schedule for Ad Hoc Requests
4.5.4. Coordination Process	4.4.1. Coordination Process
4.5.5. Dispute Resolution Process	X

4.6. Congested Infrastructure	4.4.2. Congested Infrastructure; Definition, Priority Criteria and Process
4.7. Exceptional Transport and Dangerous Goods	4.7. Exceptional Transport and Dangerous Goods
4.8. Rules After Path Allocation	X
4.8.1. Rules for Path Modification	X
4.8.2. Rules for Path Alteration	X
4.8.3. Non-Usage Rules	4.6.1. Non-usage of allocated train path
4.8.4. Rules for Cancellation	X
4.9. Redesign of the International Timetabling Process (TTR)	X
4.9.1. Objectives of TTR	X
5. SERVICES AND CHARGES	5. SERVICES
5.1. Introduction	5.1. Introduction
5.2. Charging Principles	6. CHARGES 6.1. Charging Principles
5.3. Minimum Access Package and Charges	5.2. Minimum Access Package 5.2.2. The Right to Utilise Capacity Which is Granted 6.3.1. Minimum Access Package
5.4. Additional Services and Charges	5.4. Additional Services 6.3.4. Additional Services
5.4.1. Traction Current	5.4.1. Traction Current 6.3.4.1. Supply of Traction Current
5.4.2. Preheating and Preliminary Air-Conditioning of Passenger Trains	5.4.2. Preheating and Preliminary Air-Conditioning of Passenger Trains
5.4.3. Services for Exceptional Transports and Dangerous Goods	5.4.3. Services for Exceptional Transports and Dangerous Goods 6.3.4.2. Exceptional Consignments
5.5. Ancillary Services and Charges	5.5. Ancillary Services 5.5.1. Access to Telecommunication Network 5.5.2. Provision of Supplementary Information 5.5.3. Technical Inspection of Rolling Stock 5.5.4. Heavy Maintenance Services Supplied in Maintenance Facilities Dedicated to High-speed Trains or to Other Types of Rolling Stock Requiring Specific Facilities 6.3.5. Ancillary Services
5.6. Financial Penalties and Incentives	X
5.6.1. Penalties for Path Modification	X
5.6.2. Penalties for Path Alteration	X
5.6.3. Penalties for Non-usage	6.4.1. Non-Usage/Cancellation Charges
5.6.4. Penalties for Path Cancellation	4.6.2. Cancellation Rules
5.6.5. Incentives / Discounts	6.4.3. ERTMS Discounts
5.7. Performance Scheme	6.5. Performance Scheme
5.8. Changes to Charges	6.6. Changes to Charges
5.9. Billing Arrangements	6.7. Billing Arrangements
6. OPERATIONS	X
6.1. Introduction	2.4. Operational Rules
6.2. Operational Rules	1.3. Legal Framework

	2.4. Operational Rules
6.3. Operational Measures	/
6.3.1. Principles	X
6.3.2. Operation Regulation	X
6.3.3. Disturbances	4.8. Special Measures to be Taken in the Event of Disturbance 4.8.1. Principles 4.8.2. Operational Rules 4.8.4. Unforeseen Problems
6.4. Tools for Train Information and Monitoring	1.10.2. RNE Tools
7. SERVICE FACILITIES	X
7.1. Introduction	3.6. Service Facilities
7.2. Service Facility Overview	3.7. Service Facilities not Managed by HŽ Infrastruktura
7.3. Service Facilities Managed by the IM	5.3. Access to Services Facilities and Supply of Services
7.3.1. Common provisions	5.3. Access to Services Facilities and Supply of Services 6.3.2. Track Access to Services Facilities
7.3.1.1. Access Conditions	X
7.3.1.2. Capacity Allocation	4.9. Allocation of Capacity for Service Facilities
7.3.2. Passenger Stations	/
7.3.2.1. General Information	X
7.3.2.2. Services	5.3.1.1. Passenger Stations and Stops
7.3.2.3. Service Facility Description	3.6.1. Passenger Stations and Stops
7.3.2.4. Charges	6.3.3.1.1. Passenger Stations and Stops
7.3.2.5. Access Conditions	X
7.3.2.6. Capacity Allocation	4.9. Allocation of Capacity for Service Facilities
7.3.3. Freight Terminals	/
7.3.3.1. General Information	3.6.2. Freight Terminals 5.3.1.6. Other Technical Facilities, Including Cleaning and Washing Facilities
7.3.3.2. Services	5.3.2.2.2. Service of weighing of railway vehicles
7.3.3.3. Service Facility Description	3.6.10. Platforms for Loading and Unloading of Goods
7.3.3.4. Charges	6.3.3.1.3. Wagon Scales
7.3.3.5. Access Conditions	X
7.3.3.6. Capacity Allocation	4.9. Allocation of Capacity for Service Facilities
7.3.4. Marshalling Yards and Train Formation Facilities, including Shunting Facilities	/
7.3.4.1. General Information	3.6.3. Marshalling Yards and Train Formation Tracks, Including Shunting Tracks
7.3.4.2. Services	/
7.3.4.2.1. Shunting	5.3.2.1. Shunting

7.3.4.2.1.1. Assembling and Disassembling of Train	5.3.2.1.1. Assembling and Disassembling of Train
7.3.4.2.1.2. Coupling and Uncoupling of the locomotive	5.3.2.1.2. Coupling and Uncoupling the Locomotive
7.3.4.2.1.3. Changing of Train Composition	5.3.2.1.3. Changing of Train Composition
7.3.4.2.1.4. Shunting for Weighing of Wagons	5.3.2.1.4. Shunting for Weighing of Wagons
7.3.4.2.1.5. Other Shunting Services	5.3.2.1.5. Other Shunting Services
7.3.4.3. Service Facility Description	3.6.3. Marshalling Yards and Train Formation Tracks, Including Shunting Tracks
7.3.4.4. Charges	6.3.3.2. Services Provided in Service Facilities
7.3.4.5. Access Conditions	X
7.3.4.6. Capacity Allocation	X
7.3.5. Storage Sidings	/
7.3.5.1. General Information	3.6.4. Storage Sidings
7.3.5.2. Services	5.3.1.4. Storage Sidings
7.3.5.3. Service Facility Description	X
7.3.5.4. Charges	6.3.3.1.2. Storage Sidings
7.3.5.5. Access Conditions	X
7.3.5.6. Capacity Allocation	5.3.1.4. Storage Sidings
7.3.6. Maintenance Facilities	3.6.5. Maintenance Facilities 5.3.1.5. Maintenance Facilities
7.3.7. Other Technical Facilities, Including Cleaning and Washing Facilities	/
7.3.7.1. Facilities for Cleaning and Washing of Passenger Wagons and EMUs/DMUs	3.6.6. Other Technical Facilities, Including Cleaning and Washing Facilities 5.3.1.6. Other Technical Facilities, Including Cleaning and Washing Facilities
7.3.7.2. Facilities for Cleaning and Washing of Rail Freight Vehicles	3.6.6. Other Technical Facilities, Including Cleaning and Washing Facilities 5.3.1.6. Other Technical Facilities, Including Cleaning and Washing Facilities 6.3.3.1.4. Facilities for cleaning and washing of rail freight vehicles
7.3.7.3. Tracks for the Performance of Customs Activities	5.3.1.6. Other Technical Facilities, Including Cleaning and Washing Facilities
7.3.8. Maritime and Inland Port Facilities	3.6.7. Maritime and Inland Port Facilities 5.3.1.7. Maritime and Inland Port Facilities
7.3.9. Relief Facilities	3.6.8. Relief Facilities 5.3.1.8. Relief Facilities
7.3.10. Refuelling Facilities	3.6.9. Refuelling Facilities 5.3.1.9. Refuelling Facilities

NS 2021	NS 2022
1. GENERAL INFORMATION	1. GENERAL INFORMATION
1.1. Introduction	1.1. Introduction
1.2. Objectives	1.2. Purpose of the Network Statement
1.3. Legal Framework	1.3.1. Legal Framework
1.4. Legal Status	/
1.4.1. General Remarks	1.3.2. Legal Status and Liability
1.4.2. Liability	1.3.2. Legal Status and Liability
1.4.3. Proces of Legal Protection	1.3.3. Appeals Procedure
1.5. Structure of Network Statement	1.4. Structure of the Network Statement
1.6. Validity and Updating Process	/
1.6.1. Validity Period	1.5.1. Validity Period
1.6.2. Updating Process	1.5.2. Updating
1.7. Publishing	1.5.3. Publishing
1.8. Contacts	1.6. Contacts
1.9. Rail Freight Corridors	1.7.1. Rail Freight Corridors
1.10. RailNetEurope – International Cooperation Between Infrastructure Managers	1.7.2. RailNetEurope
1.10.1. One Stop Shop (OSS)	X
1.10.2. RNE Tools	4.2. General Description of the Process 6.4. Tools for Train Information and Monitoring
2. ACCESS CONDITIONS	3. ACCESS CONDITIONS
2.1. Introduction	3.1. Introduction
2.2. General Access Requirements	3.2. General Access Requirements
2.2.1. Conditions for applying for infrastructure capacity	3.2.1. Conditions for Applying for Capacity
2.2.2. Conditions for access to the railway infrastructure	3.2.2. Conditions for Access to the Railway Infrastructure
2.2.3. Licences	3.2.3. Licences
2.2.4. Safety Certificate	3.2.4. Safety Certificate
2.2.5. Cover of Liabilities - insurance	3.2.5. Insurance
2.3. General Business/Commercial Conditions	/
2.3.1. Contracts	3.3.2. Contracts with RUs
2.3.2. Contracts with non-RU applicants	3.3.3. Contracts with non-RU Applicants
2.3.3. Framework Agreement	3.3.1. Framework Agreement
2.4. Operational Rules	6. OPERATIONS
2.5. Exceptional Transports	3.4.3. Exceptional Consignments
2.6. Dangerous Goods	3.4.4. Dangerous Goods
2.7. Rolling Stock Acceptance Process Guidelines	3.4.1. Rolling Stock Acceptance
2.8. Staff Acceptance Process	3.4.2. Staff Acceptance
3. INFRASTRUCTURE	2. INFRASTRUCTURE
3.1. Introduction	2.1. Introduction
3.2. Extent of Network	2.2. Extent of Network
3.2.1. Limits	2.2.1. Limits
3.2.2. Connected Railway Networks	2.2.2. Connecting Railway Networks 7.3.8. Maritime and Inland Port Facilities
3.2.3. Further Information	X

3.3. Network Description	2.3. Network Description
3.3.1. Geographic Identification	/
3.3.1.1. Track Typologies	2.3.1. Track Typologies
3.3.1.2. Track Gauges	2.3.2. Track Gauges
3.3.1.3. Stations and Nodes	2.3.3. Stations and Nodes
3.3.2. Capabilities	/
3.3.2.1. Loading and Construction Gauge	2.3.4. Loading Gauge
3.3.2.2. Weight Limits	2.3.5. Weight Limits
3.3.2.3. Line Gradient	2.3.6. Line Gradients
3.3.2.4. Line Speeds	2.3.7. Maximum Line Speed
3.3.2.5. Maximum Train Lengths	2.3.8. Maximum Train Lengths
3.3.2.6. Power Supply	2.3.9. Power Supply
3.3.3. Traffic Control and Communication Systems	X
3.3.3.1. Signalling Systems	2.3.10. Signalling Systems
3.3.3.2. Traffic Control Systems	2.3.11. Traffic Control Systems
3.3.3.3. Communication Systems	2.3.12. Communication Systems
3.3.3.4. ATC Systems	2.3.13. Train Control Systems
3.4. Traffic Restrictions	2.4. Traffic Restrictions
3.4.1. Specialised Infrastructure	2.4.1. Specialized Infrastructure
3.4.2. Environmental Restrictions	2.4.2. Environmental Restrictions
3.4.3. Dangerous Goods	2.4.3. Dangerous Goods
3.4.4. Tunnel Restrictions	2.4.4. Tunnel Restrictions
3.4.5. Bridge Restrictions	2.4.5. Bridge Restrictions
3.4.6. Restrictions Due to Wind	2.4.6. Restrictions Due to Wind
3.4.7. Restrictions Relating to Fixed Installations for Electric Traction Power Supply	2.4.7. Restrictions Relating to Fixed Installations for Electric Traction Power Supply
3.4.8. Restrictions Due to Snow	2.4.8. Restrictions Due to Snow
3.4.9. Restrictions of usage of more locomotives next to each other	2.4.9. Restrictions of usage of more locomotives next to each other
3.4.10. Restrictions on the railway infrastructure in connection with pushing of a train	2.4.10. Restrictions on the railway infrastructure in connection with pushing of a train
3.5. Availability of the Infrastructure	2.5. Availability of the Infrastructure
3.6. Service Facilities	7.1. Introduction
3.6.1. Passenger Stations and Stops	7.3.2.1. General Information
3.6.2. Freight Terminals	7.3.3.1. General Information
3.6.3. Marshalling Yards and Train Formation Tracks, Including Shunting Tracks	7.3.4.1. General Information
3.6.4. Storage Sidings	7.3.5.1. General Information
3.6.5. Maintenance Facilities	7.3.6. Maintenance Facilities
3.6.6. Other Technical Facilities, Including Cleaning and Washing Facilities	7.3.2.3. Service Facility Description
	7.3.3.3. Service Facility Description
3.6.7. Maritime and Inland Port Facilities	7.3.7.1. Facilities for Cleaning and Washing of Passenger Wagons and EMUs/DMUs
	7.3.7.2. Facilities for Cleaning and Washing of Rail Freight Vehicles
3.6.8. Relief Facilities	7.3.8. Maritime and Inland Port Facilities
3.6.9. Refuelling Facilities	7.3.9. Relief Facilities
	7.3.10. Refuelling Facilities

3.6.10. Platforms for Loading and Unloading of Goods	7.3.3.3. Service Facility Description
3.7. Service Facilities not Managed by HŽ Infrastruktura	7.2. Service Facility Overview
3.8. Infrastructure Development	2.6. Infrastructure Development
4. CAPACITY ALLOCATION	4. CAPACITY ALLOCATION
4.1. Introduction	4.1. Introduction
4.2. Description of the Process	4.2. General Description of the Process
4.3. Schedule for Path Requests and Allocation Process	/
4.3.1. Schedule for Working Timetable	4.5.1. Annual Timetable Path Requests
4.3.2. Schedule for Ad Hoc Requests	4.5.2. Late Annual Timetable Path Requests
4.4. Allocation Process	4.5.3. Ad-Hoc Path Requests
4.4.1. Coordination Process	4.5.1. Annual Timetable Path Requests
4.4.2. Congested Infrastructure; Definition, Priority Criteria and Process	4.5.4. Coordination Process
4.4.3. Impact of Framework Agreements	4.6. Congested Infrastructure
4.5. Allocation of Capacity for Maintenance, Renewal and Enhancements	4.4. Impacts of Framework Agreements
4.6. Non-usage / Cancellation Rules	4.3.1. General Principles
4.6.1. Non-usage of allocated train path	4.3.2. Deadlines and Information Provided to Applicants
4.6.2. Cancellation Rules	/
4.7. Exceptional Transport and Dangerous goods	4.8.3. Non-Usage Rules
4.8. Special Measures to be Taken in the Event of Disturbance	5.6.4. Penalties for Path Cancellation
4.8.1. Principles	4.7. Exceptional Transport and Dangerous Goods
4.8.2. Operational Rules	6.3.3. Disturbances
4.8.3. Foreseen Problems	6.3.3. Disturbances
4.8.4. Unforeseen Problems	6.3.3. Disturbances
4.9. Allocation of Capacity for Service Facilities	7.3.1.2. Capacity Allocation
5. SERVICES	5. SERVICES AND CHARGES
5.1. Introduction	5.1. Introduction
5.2. Minimum Access Package	5.3. Minimum Access Package and Charges
5.2.1. Handling of Requests for allocation of Infrastructure Capacity	X
5.2.2. The Right to Utilise Capacity Which Is Granted	5.3. Minimum Access Package and Charges
5.2.3. Use of Running Track, Track Points and Junctions	X
5.2.4. Train Control Including Signalling, Regulation, Dispatching and the Communication and Provision of Information on Train Movement	X
5.2.5. Use of Electrical Supply Equipment for Traction Current, where available	X

5.2.6. All Other Information to Implement or Operate the Service for Which Required Capacity Has Been Granted	X
5.3. Access to Services Facilities and Supply of Services	7.3. Service Facilities Managed by the IM
5.3.1. Use of Service Facilities	/
5.3.1.1. Passenger Stations and Stops	7.3.2.2. Services
5.3.1.2. Freight Terminals	7.3.3.1. General Information
5.3.1.3. Marshalling Yards and Train Formation Tracks, Including Shunting Tracks	7.3.4.1. General Information
5.3.1.4. Storage Sidings	7.3.5.2. Services 7.3.5.6. Capacity Allocation
5.3.1.5. Maintenance Facilities	7.3.6. Maintenance Facilities
5.3.1.6. Other Technical Facilities, Including Cleaning and Washing Facilities	7.3.7. Other Technical Facilities, Including Cleaning and Washing Facilities
5.3.1.7. Maritime and Inland Port Facilities	7.3.8. Maritime and Inland Port Facilities
5.3.1.8. Relief Facilities	7.3.9. Relief Facilities
5.3.1.9. Refuelling Facilities	7.3.10. Refuelling Facilities
5.3.2. Supply of Services in Service Facilities	/
5.3.2.1. Shunting	7.3.4.2.1. Shunting
5.3.2.1.1. Assembling and Disassembling of Train	7.3.4.2.1.1. Assembling and Disassembling of Train
5.3.2.1.2. Coupling and Uncoupling the Locomotive	7.3.4.2.1.2. Coupling and Uncoupling of the locomotive
5.3.2.1.3. Changing of Train Composition	7.3.4.2.1.3. Changing of Train Composition
5.3.2.1.4. Shunting for Weighing of Wagons	7.3.4.2.1.4. Shunting for Weighing of Wagons
5.3.2.1.5. Other Shunting Services	7.3.4.2.1.5. Other Shunting Services
5.3.2.2. Other Services	/
5.3.2.2.1. Brake Test	X
5.3.2.2.2. Service of weighing of railway vehicles	7.3.3.2. Services
5.3.2.2.3. Water Supply	X
5.3.2.2.4. Toilet Waste Handling	X
5.3.2.2.5. Supply of Diesel Fuel	7.3.10. Refuelling Facilities
5.4. Additional Services	5.4. Additional Services and Charges
5.4.1. Traction Current	5.4.1. Traction Current
5.4.2. Preheating and Preliminary Air-Conditioning of Passenger Trains	5.4.2. Preheating and Preliminary Air-Conditioning of Passenger Trains
5.4.3. Services for exceptional transports and dangerous goods	5.4.3. Services for Exceptional Transports and Dangerous Goods
5.5. Ancillary Services	5.5. Ancillary Services and Charges
5.5.1. Access to Telecommunication Network	5.5. Ancillary Services and Charges
5.5.2. Provision of Supplementary Information	5.5. Ancillary Services and Charges
5.5.3. Technical Inspection of Rolling Stock	X
5.5.4. Heavy Maintenance Services Supplied in Maintenance Facilities Dedicated to High-speed Trains or to Other Types of Rolling Stock Requiring Specific Facilities	X

6. CHARGES	5.1. Introduction
	5.2. Charging Principles
6.1. Charging Principles	5.2. Charging Principles
6.2. Charging System	X
6.3. Tariffs	/
6.3.1. Minimum Access Package	5.3. Minimum Access Package and Charges
6.3.2. Track Access to Services Facilities	7.3.1. Common provisions
6.3.3. Use of Service Facilities and Supply of Basic Services in Service Facilities	/
6.3.3.1. Use of Service Facilities	X
6.3.3.1.1. Passenger Stations and Stops	7.3.2.4. Charges
6.3.3.1.2. Storage Sidings	7.3.5.4. Charges
6.3.3.1.3. Wagon Scales	7.3.3.4. Charges
6.3.3.1.4. Facilities for cleaning and washing of rail freight vehicles	7.3.7.2. Facilities for Cleaning and Washing of Rail Freight Vehicles
6.3.3.2. Services Provided in Service Facilities	7.3.4.4. Charges
6.3.4. Additional Services	5.4. Additional Services and Charges
6.3.4.1. Supply of Traction Current	5.4.1. Traction Current
6.3.4.2. Exceptional Consignments	5.4.3. Services for Exceptional Transports and Dangerous Goods
6.3.5. Ancillary Services	5.5. Ancillary Services and Charges
6.4. Financial Penalties and Incentives	5.6. Financijske posljedice i poticaji
6.4.1. Non-Usage/Cancellation Charges	5.6.3. Penalties for Non-usage 5.6.4. Penalties for Path Cancellation
6.4.2. Reduction Fee for Framework Agreements	4.4. Impacts of Framework Agreements
6.4.3. ERTMS Discounts	5.6.5. Incentives / Discounts
6.5. Performance Scheme	5.7. Performance Scheme
6.6. Changes to Charges	5.8. Changes to Charges
6.7. Billing Arrangements	5.9. Billing Arrangements