

Annex to the Network Statement by SBB Infrastructure, BLS Netz AG, SOB Infrastruktur, Sensetalbahn AG und Hafenbahn Schweiz AG

## Derivation of Order Attributes

### Amendments

Version	Date	Amendment
1.0	10.12.2021	Publication by transferring existing content from the Network Statements.

### Train category / train type

- According to FDV R 300.1 4.2 and AB FDV I-30111 [1.4](#) 1 (train categories) and in conjunction with the type of traffic and service
- In addition, the following criteria for the train category per traffic type must also be met:

Traffic type: passenger transport Train category: empty equipment train	Traffic type: freight transport Train category: freight train
Criterion: composition consists of: <ul style="list-style-type: none"> <li>• Mostly (= length in metres) P coaches or</li> <li>• Vintage passenger or freight rolling stock of no commercial use. Definition according to <a href="#">FOT Directive</a> "Approval of vintage railway vehicles"</li> </ul>	Criterion: composition consists of: <ul style="list-style-type: none"> <li>• Mostly (= length in metres) freight wagons and/or is carrying dangerous goods and/or is carrying exceptional consignments</li> </ul>

### Maximum permissible clearance gauge

- According to AB FDV I-30111 [5.1](#) 4.8.9 (General map route code for HP profiles or SIM profiles)
- According to AB FDV I-30111 [5.1](#) 4.9.3 (General map EBV O2 profile (e.g. double-decker vehicles))

### Maximum permissible route class

- According to AB FDV I-30111 [5.1](#) 4.2 (route classes)

### Operating period (operational, movement or pre-arranged days, operating period)

- Difference between regular-service trains and special trains: see above under regular-service trains
- Point 4.2.7.3 applies to train movements with variant operating periods

### Details of the train route

Infrastructure or ordering and planning limits according to factsheets [www.OneStopShop.ch](http://www.OneStopShop.ch) > Train paths

### Catalogued train path number

- as per train path catalogue

## Composition / formation

- Type of control: directly controlled / indirectly controlled
  - According to AB FDV I-30111 5.1 2 (Controlling trains)
  
- Operating mode: traction unit(s) diesel or electrical operation
  
- Sequence (traction unit(s) and towed load incl. journey type and vehicle types)
  - According to FDV R 300.5 1.3 and AB FDV I-30111 5.1 3 (location of traction units within the train composition)
  - According to FDV R 300.5 1.4 and AB FDV I-30111 5.1 4 (location of the hauled load within the train composition)
  
- Permissible profile and load dimensions
  - According to AB FDV I-30111 5.1 4.3 (load dimensions)
  - According to AB FDV I-30111 5.1 4.8 (route code (HP profiles or SIM profiles))
  - According to AB FDV I-30111 5.1 4.9 (EBV O2 profile (e.g. doubledecker vehicles))
  - Point 4.2.7.3 applies to train movements with variant profiles and load dimensions
  
- Maximum train weight
  - Maximum towing hook and normal load (or increased normal load) per traction unit(s) according to FDV R 300.5 1.5 or the RU's operating rules in relation to the relevant gradient according to I-30131 RADN
  - Maximum wheelset and metre load AB FDV I-30111 5.1 4.2 (route classes)
  - Point 4.2.7.3 applies to train movements with variant profiles and load dimensions
  
- Maximum train length including traction unit(s)
  - According to FDV R 300.5 3.7.2 (maximum speed and maximum permissible length of trains)
  - According to AB FDV I-30111 5.1 6.1 (length restriction for passenger trains)
  - According to AB FDV I-30111 5.1 6.2 (length restriction for freight trains)
  - Point 4.2.7.3 applies to train movements with variant maximum train lengths
  
- Train series and brake sequences
  - According to AB FDV I-30111 5.3 4 (train series and maximum speed) in relation to I-30131 RADN. Point 4.2.7.3 applies to train movements with variant train series and brake sequences

- Speeds:

Minimum speeds $V_{min}$	Maximum speed $V_{max}$
<p>All regular-service trains of train series and with brake sequences which, in respect of the relevant speeds according to I-30131 RADN, must travel at a speed of less than 80 km/h on certain route sections</p> <p>These include:</p> <ul style="list-style-type: none"> <li>All regular-service trains which, for technical reasons, cannot/should not travel at <math>V_{min}</math> 80km/h</li> <li>The minimum speed for regular-service trains is 80km/h. Point 4.2.7.3. applies to regular-service trains travelling at a <math>V_{min}</math> of &lt; 80 km/h.</li> </ul> <p>Exceptions are:</p> <ul style="list-style-type: none"> <li>Regional tractor trains and train movements for infrastructure maintenance tasks (incl. measuring and test runs)</li> </ul>	<ul style="list-style-type: none"> <li>According to FDV R 300.5 3.7.2 (maximum speed and maximum permissible length of trains)</li> <li>Point 4.2.7.3 applies to train movements at excessive speeds</li> <li>According to AB FDV I-30111 <span style="border: 1px solid black; padding: 0 2px;">5.3</span> 4 (train series and maximum speed) in respect of the relevant maximum speed according to I-30131 RADN</li> <li>According to FDV R 300.5 3.7.3 (additional restrictions)</li> </ul>