Änderungen:

Revision 01 – Valid from 06/05/2025	

Railway Network Terms of Use

for

Freight terminal Graz Süd/Werndorf

valid for the timetable year 2026

The RNTU in hand apply to the access to the railway infrastructure made available by Steiermärkische Landesbahnen (StLB) in their role as railway infrastructure undertakings and to the associated use of other services of StLB by railway undertakings (hereinafter referred to as RU for short) for the performance of their railway transportation services.

The RNTU in hand are valid for one timetable period and are divided up as follows:

1. Introduction

1.1 Legal Basis

The RNTU constitute the instrument fixed on the basis of Community Law by Article 27 of Directive 2012/34/EU for fixing anti-discriminatory access conditions for the RU. The legal basis of the RNTU is § 59, EisbG.

1.2 Scope of Application / Period of Validity

The RNTU in hand apply to the freight terminal Graz Süd/Werndorf. Pursuant to § 54a, Section 3, EisbG [Austrian Railway Act] the lines Gleisdorf – Weiz, Peggau – Übelbach and Feldbach – Bad Gleichenberg are except from the RNTU.

The parameters contained in the RNTU are based on the infrastructure status as of February 2021 and are updated on an ongoing basis. As a matter of principle, the conditions of access and use are geared to the timetable year 2026 – from 14 December 2025 to 12 December 2026.

1.3 Legal Information

The RNTU were prepared with the utmost care and are updated on an ongoing basis. They constitute a comprehensive offer of the fundamentals and general conditions for access to the railway infrastructure and the other services for the RUs. The use of the railway infrastructure itself is based on an infrastructure usage agreement which the RU concludes with the allocation body.

StLB strives to update the information on this website on an ongoing basis. StLB accepts no responsibility for the correctness, completeness and currentness of this information or system failures due to files or formats that were not created error-free. StLB accepts no liability for direct or indirect damage caused by access to the website or its use.

1.4 Complaint, Disputes and Handling of Conflicts

If the request for the allocation of railway capacity or for the granting of the minimum access package is rejected by the allocation body (SCHIG) or an agreement on a request for the granting of the minimum access package is not reached within one month from receipt of the request by the allocation body; if an agreement on a request for the granting of the minimum access package in connection with a request for the allocation of railway infrastructure capacity not to be considered during the preparation of the network timetable is not reached within five working days from receipt of the request by the allocation body (SCHIG); if an agreement on a request for the allocation of railway infrastructure capacity to be considered during the preparation of the network timetable is not reached within one month after the time limit for the filing of a statement concerning the network timetable draft has passed, in the event of the execution of coordination proceedings within ten working days after their completion, and on a request for the allocation of railway infrastructure capacity not to be considered during the preparation of the network timetable within five working days from receipt of the request by the allocation body, or if the railway infrastructure capacity concerned by the request was allocated to another party entitled to railway infrastructure capacity.

The complaint has to be filed in writing.

Optionally, the complaint has to comprise an application for the allocation of the requested railway infrastructure capacity including a description of the substantial content of the agreement striven for or the deed striven for or an application for the granting of the minimum access package including a description of the substantial content of the agreement striven for.

1.5 Contact StLB & Operator of Service Facilities

The contact for more detailed information about the network access and the allocation body for the allocation of railway infrastructure capacity is Steiermärkische Landesbahnen, infrastructure division. This authority is available from Monday to Friday in the period from 8.00 a.m. to 3.00 p.m. (on workdays):

Steiermärkische Landesbahnen, infrastructure division
Eggenberger Straße 20
8020 Graz
Phone: +43 316 812581
Fax: +43 316 812581-81
Email: office@stlb.at

Outside the office hours, inquiries can be recorded on tape.

1.6 Allocation Body

The following body is responsible for the allocation of railway capacity:

Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (hereinafter referred to as SCHIG for short)
Abt. Förderungen und Register (FRE)
Jakov-Lind-Straße 2, Stiege 2, 4. OG
1020 Vienna
Peter Bogner-Paczelt
Phone: +43 1 812 73 43 - 4205
Fax: +43 1 812 73 43 – 1700
Email: schig.fre@schig.com
www.schig.com

SCHIG is available from Monday to Friday in the period from 9.30 a.m. to 3.30 p.m. (on workdays). Outside the office hours, inquiries can be recorded on tape.

2. Access to the StLB Railway Network

2.1 The following have access to the Railway Infrastructure of StLB

2.1.1. Parties Entitled to Railway Infrastructure Capacity (pursuant to § 57a, EisbG)

1. Parties entitled to access

2. International groups of railway undertakings, other natural and legal persons, such as public authorities in the scope of Directive (EC) no. 1370/2007, forwarders, carriers and combined traffic undertakings with a public or private sector interest in the acquisition of railway infrastructure capacity.

2.1.2 Parties Entitled to Access (pursuant to § 57, EisbG)

1. Railway undertakings with place of business in a member state of the European Union or in a state that is a party to the Convention on the European Economic Area for the Performance of transportation of passengers;

2. RUs with place of business in a member state of the European Union, in a state that is a party to the Convention on the European Economic Area or in the Swiss Confederation for the Performance of Railway Traffic Services in Freight Traffic;

2.2 Requirements for the Exercising of Access Rights

The following is necessary for the exercising of access rights by parties entitled to access:

1. Proof of a valid transportation permit or license as RU for the respective transportation services;
2. The safety certificate;

3. Proof of the valid coverage of the third-party liability insurance by the insurance or equivalent precautions;
4. Conclusion of an infrastructure usage agreement;
5. The allocation of railway infrastructure capacity by way of the allocation of train paths to parties entitled to railway infrastructure capacity.

2.3 Transportation Permit, Transportation License

A transportation permit authorises natural persons with place of residence in Austria and corporations or corporate bodies under public law with place of business in Austria to the performance of railway transportation services on the railway infrastructure of a railway infrastructure undertaking. The requirements for the obtaining of a transportation permit as specified in §§ 15 et seqq., EisbG.

More detailed information about the obtaining of a transportation permit is also made available on the homepage of the Austrian Federal Ministry of Transportation, Innovation and Technology.

If the permit for the performing of railway transportation services is not there just because of a transportation permit, a transportation license for the performance of passenger transportation services in urban and suburban traffic and of freight transportation in regional, urban and suburban traffic is required. The requirements for the obtaining of a transportation license are specified in §§ 16 et seqq., EisbG.

2.4 Safety Certificate

For the sake of traffic safety, RUs have to dispose of a valid safety certificate pursuant to § 37, EisbG for the performance of transportation services on the networked secondary railway lines operated by STBL. It fixes the safety requirements to be fulfilled for the lines concerned by the access. The granting of the safety certificate confirms that a RU is able to fulfil the safety requirements applicable to the access.

Obligations of the RU during the period of validity of the safety certificate: All major changes of the facts recorded in the safety certificate have to be reported without being requested to do so. Upon the request of StLB, proof of the fact that the requirements for the safety certificate are fulfilled has to be shown at any time. If the necessary evidence can no longer be provided, access to the railway infrastructure is no longer permitted.

More detailed information for the filing of an application for the granting of the safety certificate part A and a safety certificate part B is made available on the homepage of the Austrian Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology can be accessed with the following link:
https://www.bmk.gv.at/themen/eisenbahn/sicherheit/leitfaden_bescheinigung.html
The application for the issuance of a safety certificate has to be filed with:
Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie
Sektion IV/E3 – Oberste Eisenbahnbehörde
Radetzkystraße 2
A – 1030 Vienna.
E-Mail: e3@bmk.gv.at

2.5 Insurance Conditions

For the insurance conditions, refer to the GTC. It is pointed out expressly that the validity of the third-party liability insurance for Austria must be recognisable or that proof of it must be shown.

2.6. Requirements for Parties Entitled to Railway Infrastructure Capacity pursuant to §57a, Subsection 2, EisbG

Parties entitled to Railway Infrastructure Capacity pursuant to § 57a, Subsection 2, EisbG will be referred to as non-railway undertakings (NRU) below.

When filing its request for the allocation of railway infrastructure capacity at the latest, the NRU has to show proof of its private- or public-sector interest in the acquisition of railway infrastructure capacity. Otherwise the request for railway infrastructure capacity will be rejected.

The use of the railway infrastructure capacity allocated to the NRU has to be done by an RU, SCHIG mbH and StLB, respectively, have to be notified of this RU:

- 30 days before the first service day of the allocated railway infrastructure capacity at the latest,
- at least upon filing of the request at any rate insofar as the time period until the first day of service of the allocated railway infrastructure capacity is less than 30 days.

2.7 Infrastructure Usage Agreement / Railway Infrastructure Capacity Agreement / General Terms and Conditions

The General Terms and Conditions for the Infrastructure Usage Agreement (GTC) are an integral part of the agreements and published in the annex to the RNTU on the Internet.

If all requirements pursuant to Sections 2.1 to 2.4 are fulfilled and the application filed by the applicant for railway infrastructure capacity for the allocation of railway infrastructure capacity can be approved, an infrastructure usage agreement (sample see Annex A) or railway infrastructure capacity agreement is concluded afterwards. This agreement fixes the general contents of the cooperation of Steiermärkische Landesbahnen, infrastructure division, and the RU and is concluded by SCHIG on behalf and for the account of StLB with the applicant for railway infrastructure capacity.

Annexes and integral part of the Agreement are, for example, the RNTU, the General Terms and Conditions (GTC) - enclosed as Annex B - and the Railway Infrastructure Capacity Agreement which contains the details of the allocated railway infrastructure capacity and any other services that may have been offered.

2.8 Agreement on the Access to Service Facilities and the Granting of Services

If an RU was granted access to service facilities and services, the operator of the service facilities has to conclude a written agreement with the RU.

2.9 Appointment of Railway Supervisory Bodies

The RU has to appoint railway supervisory bodies pursuant to § 30, EisbG. Sworn railway supervisory bodies are authorised to supervise the conduct of persons vis-à-vis railway facilities and railway vehicles for the purpose of maintaining safety and order of operation and transportation on the railway. In their area of competence, railway supervisory bodies are authorised to issue directives to anyone.

2.10 RID Goods

In national and international rail traffic, the provisions of the regulations concerning the International Carriage of Dangerous Goods by Rail (RID) apply to the transportation of hazardous goods by rail. In addition, the Austrian Law on the Transportation of Dangerous Goods - in particular Section 5 – and the provisions of the UIC leaflet IRS 40 471-3 have to be observed.

2.11 Environmental Protection

When using the railway infrastructure of StLB, the applicable Austrian Environmental laws (noise, emission, waste management acts, etc.) have to be observed. In the event of effects that are hazardous to the environment (contamination or other threat to the environment) or if these are imminent, the RU has to notify StLB (infrastructure division) notwithstanding other statutory reporting obligations and the alerting of agencies of the public security service, fire service, etc.

2.12 Compatibility of Railway Vehicles

After the licensing of vehicles by the BMVIT *[Austrian Federal Ministry of Transport, Innovation and Technology]* and also if no license from the BMVIT is required pursuant to the Railway Act, proof of the compatibility of the vehicles with the infrastructure of StLB has to be shown. To access the network to the interchange point at terminal Graz, proof of access to the network of infrastructure of the ÖBB is sufficient.

2.13 Staff

The BMVIT is responsible for the recognition of foreign qualifications and the definition of supplementary Austrian qualifications of engine drivers. For all staff members who fulfil operational functions on the network of StLB, the qualification, examination and further training are realised according to the instructions of StLB. Furthermore, a use of these staff members requires operational experience in the event of safety-relevant work pursuant to § 62, Austrian Occupational Health and Safety Act. A change or recognition of qualifications always requires the consent of StLB. If employees fail to fulfil any of the requirements mentioned above, they must not be used in operating functions on the network of StLB.

3. The StLB Railway Network Infrastructure Register

3.1 Organisational Structure of StLB
3.2 Technical Description of the StLB Railway Network
3.3 List of Operating Regulations and Timetable Documents

3.1 Organisational Structure of StLB

The company Steiermärkische Landesbahnen is an enterprise of the province of Styria.

3.2 Technical Description of the StLB Railway Network

https://www.schig.com/register/infrastrukturregister

We explicitly point out that the terminal is under construction and being expanded. The infrastructure register is up to date as of February 2025 and will be updated over the course of 2025.

3.2.1 Freight Terminal Graz Süd/Werndorf

Interchange Point (km 0.0 to km 1.367)

General Data:

Classification of the line	Main line railway
Line priority	A-network
Form of traction	Electric (15kV 16 2/3 Hz) or diesel
Operating hours of traffic scheduling	See Section 5 Mon – Fri 6.00 a.m. – 6:30 p.m.

Information About Physical Structures:

Track gauge	1435 mm
Number of main lines	1
Length of line operated	1.367 km
Minimum radius between curves	190 m
Allowed cant deficiency	Acc. to HL guidelines
Allowed lateral acceleration	0.85 m/sec^2
Maximum slope	2.48 ‰
Maximum ramp gradient (gradient due to cant)	No cant of the track present
Graduated transition of humps and valleys	Acc. to HL guidelines
Standard structure gauge on straight and curved track	Acc. to HL guidelines
Axle load and load per metre	Line class D4

Wheel profile	UIC standard profiles
Distance between centres of lines	Acc. to HL guidelines
Maximum sea level	322 m
Minimum structure clearance	Acc. to HL guidelines
Minimum clearance between centres of lines	Acc. to HL guidelines
Equivalent taper	
Track bed quality	Not relevant
Canting of the rail	
Points and crossings	
Track bed stability	
Traffic impact on structures	
Maximum pressure variations in tunnels	Not required – no tunnel
Crosswind	
Electric characteristics	
Noise and vibrations	
Platforms	Not required – no PT
Access/Penetration	
Existence of precautions for the evacuation of passengers and train staff from the train outside the platform	Not required – no PT
Existence and position of holding sidings that are in line with the TSI infrastructure of the high-speed railway system	
Existence and position of stationary systems for the maintenance of trains which are in line with the TSI vehicles of the high-speed railway system	
Maintenance plan	CCG maintenance instruction BBS
Rail fastening systems	
Sleepers and crossing timbers	Timber, concrete
Water filling connection	Not available

Information About Operations Process

Operator	Steiermärkische Landesbahnen
Operations process	Freight traffic, V3-operation
Transition of vehicles from the network of ÖBB to the terminal and vice versa	Transition of wagons from the network of CCG to the network of ÖBB and vice versa takes place using the existing infrastructure in the interchange point (the junction points are outdoors at km 225.773 of the line Wien-Spielfeld/Straß)
Permissible line speed	60 km/h
Maximum train length	635 m
Maximum train weight	Ri 1: 2750 t Ri 2: 3000 t
Minimum braked weight percentage	6 %
Required braked weight percentage	70 %
Locking braked weight percentage	2 %
Emergency brake override	No

Composition of trains	pushed or pulled trains
Min. staff on board the trains:	0:0 running; 1:0 running

Information About Signalling and Telecommunication Systems:

Signalling system	Entry signal and exit signal at Kalsdorf station. Entry signal and exit signal at interchange point
Technical safety systems for level crossings	No
Continuous automatic train-running control	No
Intermittent train-running control	Yes
Automatic vigilance device (Tfz equipment)	Yes
Train radio system	C-channel
Shunting radio equipment	Yes (trunked radio)
Communication systems	In-house CCG telephone network with connection to ÖBB station Kalsdorf
Railway safety installation and/or railway safety equipment	Shunting signals in the interchange point

Information About Power Conducting Systems:

Power system	Alternating current 16 2/3 Hz
Overhead line voltage	15 kV
Design of the contact wire Minimum contact line height Maximum contact line height	Standard ÖBB design Acc. to HL guidelines Acc. to HL guidelines
Profile of pantograph	according to ÖBB and/or DB standard
Blind current and harmonics	No restrictions for vehicles which are also approved for the ÖBB network
Energy recovery option	Yes
Maximum allowed power consumption per power car	No restrictions for vehicles which are also approved for the ÖBB network
Voltage and frequency	16 2/3 Hz, 15 kV
Maximum line speed	40 km/h
Maximum power consumption of the trains	Is in line with the feeding connecting ÖBB contact line network (Wien-Spielfeld/Straß)
Power/Current limitation on board required: yes or no	
Sections where regenerative braking on DC lines is allowed	---
Standard contact wire height	According to ÖBB sets of regulations
Wind velocity for operation without limitations	According to ÖBB sets of regulations
Curve of mean contact force (AC, C, C1, C2; DC 1,5kv, DC 3,0 kv)	According to ÖBB sets of regulations
Distance between pantographs	According to ÖBB sets of regulations
Maximum contact wire temperature at standstill, only direct current system	---

Phase separation sections: Type of neutral sections used, information about operation	---
System separation sections: Type of neutral sections used Operational data: Information about operation	---
Coordination of electric protection – automatic re-closing (yes/no)	Yes
Limitations for allowed maximum current	No
Special cases taken into consideration	---
Other deviations from the TSI requirements	---

Terminal Area (km 0.983 to km 3.022)

General Data:

Form of traction	Diesel
Operating hours of traffic scheduling	See Section 5 Mon – Fri 6.00 a.m. – 6:30 p.m.

Information About Physical Structures:

Track gauge	1435 mm
Length of line operated	2.039 km
Minimum radius between curves	175 m
Allowed cant deficiency	HL guidelines
Allowed lateral acceleration	0.85 m/sec^2
Maximum slope	Gl 911 5.0 ‰ Gl 962 and 963 24 ‰
Maximum ramp gradient (gradient due to cant)	No cant of the track present
Graduated transition of humps and valleys	HL guidelines
Standard structure gauge on straight and curved track	HL guidelines
Axle load and load per metre	Line class D4
Wheel profile	UIC standard profiles
Distance between centres of lines	HL guidelines
Maximum sea level	319 m
Minimum structure clearance	Acc. to HL guidelines
Minimum clearance between centres of lines	Acc. to HL guidelines
Equivalent taper	
Track bed quality	Not relevant
Canting of the rail	
Points and crossings	
Track bed stability	
Traffic impact on structures	
Maximum pressure variations in tunnels	Not required – no tunnel
Crosswind	
Electric characteristics	

Noise and vibrations	
Platforms	Not required – no PT
Access/Penetration	
Existence of precautions for the evacuation of passengers and train staff from the train outside the platform	Not required – no PT
Existence and position of holding sidings that are in line with the TSI infrastructure of the high-speed railway system	
Existence and position of stationary systems for the maintenance of trains which are in line with the TSI vehicles of the high-speed railway system	
Maintenance plan	CCG maintenance instruction BBS
Rail fastening systems	
Sleepers and crossing timbers	Timber, concrete
Water filling connection	Not available

Information About Operations Process

Operator	Steiermärkische Landesbahnen
Operations process	Freight traffic, only shunting runs possible
Permissible line speed	40 km/h
Maximum length of the shunting elements	700 m

Information About Signalling and Telecommunication Systems:

Signalling system	None
Technical safety systems for level crossings	No
Continuous automatic train-running control	No
Intermittent train-running control	No
Automatic vigilance device	Yes
Train radio system	No
Shunting radio equipment	In-house CCG radio system
Communication systems	In-house CCG telephone network
Railway safety installation and/or railway safety equipment	Shunting signal box with points electrically operated on site

Miscellaneous

Transshipment facilities for the KLV zone	5 gantry cranes, 45 t,
Power supply with industrial power	380 V, 50 Hz, 32 A

3.3 List of Operating Regulations and Timetable Documents

Pursuant to RW 38.02.06. Kalsdorf - Kalsdorf Terminal (Interchange Point Terminal Graz Süd) - Terminal Graz Süd/Werndorf the regulations of ÖBB apply in the area Kalsdorf-Terminal (Interchange Point Terminal Graz Süd).

The following regulations apply in the Terminal

Regulation	Name	
StLB-Regelwerke		
Betriebliche Dienstvorschriften		
V 26 StLB	DV V 26 StLB – Unfallvorschrift StLB	
ZSB Zusatzbestimmungen zur Signal- und Betriebsvorschrift		
ZSB 7 (StLB)	ZSB 7 - Betrieb mit funkferngesteuerten Triebfahrzeugen	
ZSB 9 (StLB)	ZSB 9 - Einführung Lichtsignal Weichenlage- und Ordnungsmelder (WLM)	
Betriebliche Dienstanweisungen		
DA StLB	Dienstanweisungen StLB (gesamtes Netz)	
	Dienstanweisungen StLB Streckenbezogen (lokaler Geltungsbereich)	
Betriebsstellenbeschreibungen (inkl. Anlagen)		
Bsb	Betriebsstellenbeschreibung Terminal Graz Süd	

Alle, bzw. weitere in den nationalen Sicherheitsvorschriften genannte Normen, Regelwerke, Dienstanweisungen, Dienstbehelfe, sind über Hinweise/Verweise in diesen nationalen Sicherheitsvorschriften mitgültig, ebenso Bestimmungen für nationale Grenzen (ÖBB-Regelwerke) RW 38.02.XX.

Regelwerke der ÖBB-Infrastruktur AG *Übersetzungstabelle ÖBB-CCG siehe Bsb Terminal Graz Süd*		
30.02.	Signalbuch	
30.01. V3	Betriebsvorschrift V3	
30.03. ZSB	30.03.09.	ZSB 9 - Freihalten der Bahnbreite
	30.03.12.	ZSB 12 - Sicherheitseinrichtungen
	30.03.14.	ZSB 14 - Verwendung von Hemmschuhen
	30.03.15.	ZSB 15 - Kommunikationsmethodik
	30.03.16.	ZSB 16 - Streckenkenntnis / Ortskenntnis
	30.03.20.	ZSB 20 - Rollende Landstraße (ROLA), Niederflurgüterzüge und Niederflur-güterwagen
	30.03.24.	ZSB 24 - Selbstrettung
	30.03.31.01	ZSB 31 - Netzzugangsrelevante Bestimmungen für den technisch sicheren Einsatz von Fahrzeugen auf dem Netz der ÖBB-Infrastruktur AG
	30.03.32.	ZSB 32 - Dienst auf Triebfahrzeugen
	30.03.36.	ZSB 36 - Elektrische Zugheizung
30.04. 30.05.	Dienstanweisungen (siehe Bsb Terminal Graz Süd)	
31.03. DV M26	Bremsvorschrift M26	

12.01.	Elektrobetriebsvorschrift DV EL 52
38.02.	38.02.06. Kalsdorf - Kalsdorf Terminal (Übergabebahnhof) - Terminal Graz- Süd/Werndorf
90.01. ÖBB 40	Schriftliche Betriebsanweisung Arbeitnehmerschutz

Transition to ÖBB Lines

The regulations of ÖBB apply to the transition to ÖBB lines.

Legal Framework

List of the legal framework for access to the freight terminal Graz Süd/Werndorf.

Verzeichnis der internationalen und nationalen gesetzlichen Rahmenbedingungen		
Shortcut	Title	Remark
EisbG	Eisenbahngesetz 1957	
EisbBBV	Eisenbahnbau- und -betriebsverordnung	
EisbAV	Eisenbahn-ArbeitnehmerInnenschutzverordnung	
EisbBFG	Eisenbahn-Beförderungs- und Fahrgastrechtegesetz	
EisbEPV	Eisenbahn-Eignungs- und Prüfungsverordnung	
EisbSV	Eisenbahnschutzvorschriften	
AVV	Allgemeiner Vertrag über die Verwendung von Güterwagen	
RID	Übereinkommen über die Übergabe von RID-Gütern im internationalen Verkehr	
TSI OPE	Technische Spezifikationen für die Interoperabilität zum Teilsystem „Verkehrsbetrieb und Verkehrssteuerung“	

The current version is available at https://www.ris.bka.gv.at/ and https://eur-lex.europa.eu/homepage.html?locale=de.

4. Allocation of Railway Infrastructure Capacity

4.1 General

The allocation body decides on the allocation of railway infrastructure capacity in an anti-discriminatory manner considering the applicable legal regulations of the Railway Act as amended from time to time.

Pursuant to § 62, Section 3, Railway Act, the performing of the tasks connected with the function of an allocation body by a railway infrastructure undertaking which is not independent of railway undertakings legally, organisationally and regarding its decisions is inadmissible for networked railways. Such a railway infrastructure undertaking has to assign all tasks connected with the function of an allocation body either to Schieneninfrastruktur-Dienstleistungsgesellschaft mbH or to another suited company and/or a suitable agency, but only to the two last mentioned ones if these are independent of railway undertakings legally, organisationally and regarding its decisions and perform no railway transportation services themselves, by way of a written agreement, which then have to perform these tasks as allocation body instead of the railway infrastructure undertaking on their own authority; the agreement must contain no provision that would impair a law-compliant performance of the tasks connected with the function of an allocation body or would make it impossible.

Pursuant to § 63, Section 1, EisbG, the allocation body has to perform the allocation of railway infrastructure capacity to parties entitled to railway infrastructure capacity under appropriate, non-discriminatory and transparent conditions according to the principles of equal treatment and a use of the railway infrastructure that is as efficient as possible.

The allocation body undertakes to comply with the allocation principles of § 63 EisbG in the best possible way.

The allocation of railway infrastructure capacity and the granting of the minimum access package have to be carried out, with the exception of § 70a, Section 4, EisbG, in the form of a written agreement which has to contain all transparent and non-discriminatory conditions in connection with the access to the railway infrastructure and the granting of the minimum access package with a view to the administrative, technical and financial arrangements. For the railway infrastructure capacity on the lines for which StLB does not fulfil the function of an allocation body itself, SCHIG has to conclude agreements with the parties entitled to railway infrastructure capacity on behalf and for the account of StLB.

4.2 Train Path Ordering

4.2.1 Procedure

The party entitled to railway infrastructure capacity addresses its order for railway infrastructure capacity to the allocation body in charge pursuant to Section 1.3 in writing. An order for railway infrastructure capacity has to be placed with the order forms contained in the Annex (Annex C) and has to comprise the following information:

- Traffic relation
- Time (location, stops, service days)
- Train weight, length
- Power car
- Speed (v/max)
- Braking options
- Special factors (e.g. vehicle manipulations, exclusions, staff replacement, KLV profiles, RID, special loads etc.)

Any missing information has to be passed on by the RU upon request by StLB within three working days at the latest, otherwise the order for railway infrastructure capacity will be deemed not placed in time.

4.3 Ordering Terms

The following ordering terms apply:

For the annual timetable (start in the middle of December of each year)
Main ordering date for railway infrastructure capacity: 15 August 2025
First follow-up order: 19 September 2025 (dealt with on the basis of remaining capacity)

For traffic during the year (putting in circulation based on traffic advice)

- Order date two months before running insofar as possible.
- As standard, two weeks before running at the latest insofar as possible
- In special exceptional cases, up to one working day before running.

The date specified in each case is the end of the respective term.
Orders for railway infrastructure capacity that are received complete and in time by the allocation body constitute the basis for the network timetable preparation (annual timetable preparation).

4.4 Allocation of Railway Infrastructure Capacity

4.4.1 Phase I – Main Ordering Phase

The term for the making of requests by parties entitled to railway infrastructure capacity for the allocation of railway infrastructure capacity to be included in the network timetable ends on 15 August – see ordering terms.
The allocation body will grant all requests from parties entitled to railway infrastructure capacity for the allocation of railway infrastructure capacity as far as that is possible.

Priorities for the allocation of railway infrastructure capacity
The party entitled to railway infrastructure capacity notifies the allocation body pursuant to § 65, Section 5, EisbG about filing its request for the allocation of railway infrastructure capacity for or the purpose of

the railway transportation of passengers on railways mentioned in § 57c, Section 1, EisbG at least 18 months before the network timetable will become effective.

The allocation body prioritises special railway transportation services in the cases defined in § 65c, Section 3, EisbG, in the network timetable preparation procedure. The following priority rule applies:

1. Request for the allocation of railway infrastructure capacity fixed pursuant to § 63, Section 2
2. Request for the allocation of railway infrastructure capacity for the fulfilment of public-sector obligations in passenger traffic in the peak-traffic hours
3. Request for the allocation of railway infrastructure capacity based on the order of the social benefit of the railway traffic services on which they are based; a higher social benefit has to be attributed to freight traffic services, in particular cross-border freight traffic services, than to passenger traffic services

The peak-traffic hours (on workdays) pursuant to § 65 c, Section 3, EisbG, are:

Mon – Fri 05.00 - 09.00 a.m.
01.00 - 07.00 p.m.
Sat 05.00 - 09.00 a.m.

4.4.2 Phase II – Coordination Procedure

If different requests of parties entitled to access for the allocation of railway infrastructure capacity which would have to be considered for the preparation of the network timetable prove to be incompatible during the preparation of the network timetable, the allocation body will endeavour pursuant to § 65b, Section 1, EisbG, to reach a mutual agreement by coordinating the requests of the parties entitled to railway infrastructure capacity for the allocation of railway infrastructure capacity and by carrying on negotiations with the parties entitled to railway infrastructure capacity.

4.4.3 Phase III – Hearing

SCHIG mbH as the allocation body will hear all parties entitled to railway infrastructure capacity that requested or non-committally inquired for the allocation of railway infrastructure capacity and third parties which want to comment on any effects of the network timetable on their ability to make use of railway transportation services in the respective network timetable period in connection with the draft for the network timetable and grant them a period of one month to make their statements.

4.4.4 Phase IV - Coordination 2

In the cases in which requests of parties entitled to railway infrastructure capacity for the allocation of railway infrastructure capacity which would have to be considered for the preparation of the network timetable and which cannot be granted in an adequate scope after coordination of the requested railway infrastructure capacity upon consultation of the requesting party entitled to access, SCHIG as the allocation body will declare the respective railway infrastructure overloaded without delay. This declaration will also be made if it is foreseeable that the capacity of the railway infrastructure will not be sufficient in the near future.

4.4.5 Phase V – Dispute Settlement

Pursuant to § 65b, Section 3, EisbG, the allocation body established a dispute settlement system for the purpose of the fast settlement of disputes between parties entitled to railway infrastructure capacity with

a view to the allocation of requested railway infrastructure capacity, which ensures decisions on disputes within ten working days.

4.4.6 Phase VI – "Overloaded Railway Infrastructure"

If requests for the allocation of railway infrastructure capacity result in a "declaration of overloaded railway infrastructure", the following procedure has to be followed for this railway infrastructure capacity and the following priority criteria will be applied:
If the dispute settlement system results in no solution of the railway infrastructure capacity conflict, SCHIG as allocation body will decide finally based on the prioritisation rules pursuant to § 65c, Section 3, EisbG. At the same time, the allocation body declares the respective railway infrastructure section overloaded pursuant to § 65c, Section 1, EisbG. This will also be done if it is to be foreseen that the capacity of the railway infrastructure will not be sufficient in the near future.

The rejection of a request of parties entitled to railway infrastructure capacity for the allocation of railway infrastructure capacity will be made in writing by the allocation body, specifying the reasons for that.

4.4.7 Dates for the Allocation of Railway Infrastructure Capacity for the Timetable Year 2026

The timetable year 2026 is from 14 December 2025 to 12 December 2026
Network timetable preparation by SCHIG: 19 September 2025
The date specified in each case is the end of the respective term.
The network timetable will become effective on 14 December 2025.

Allocation of railway infrastructure capacity for traffic "during the year" (ad-hoc traffic)

The prioritisation of requests for the allocation of railway infrastructure capacity is carried out for traffics that concern the valid timetable based on the "first come – first serve" principle, i.e. requests that were submitted earlier will be chosen over ones that are submitted later. The date of the postmark or the fax shall be relevant.

Putting into circulation based on traffic advice:
- In the event of train path ordering two months early, about three weeks before start of traffic,
- otherwise as quickly as possible, within five working days at any rate,
- in special exceptional cases, up to one workday before service.

4.5 Construction Management Planning

On its railway infrastructure, StLB performs all the work or measures in connection with the provisioning and the development of the railway infrastructure (investments, maintenance work, inspection work, checks, etc.) in accordance with the applicable guidelines and regulations.

About work that is scheduled a longer period of time ahead which results in major disruptions of the operations process and in particular require measures (such as rail replacement services) on the part of the infrastructure user, StLB will always inform the RU six months in advance, at the latest, however, two months before the start of the work or the measures.

StLB will inform the RU about all other kinds of work or measures as early as possible after having become aware of the requirement.

Unless special reasons are given, StLB will always carry out all the work in such a way as to minimise the effects on the railway transportation services of the RU.

4.6 Use of Railway Infrastructure

A shared use of railway infrastructure is possible according to § 53a Section 1 EisbG.

5. Usage Fee

(valid for the timetable year 2026)

We explicitly point out that the terminal is under construction and being expanded, which will increase the range of services and additional offerings at the terminal. These will be published in updates to the current SNNB as they become available.

5.1 Freight Terminal Graz Süd/Werndorf
5.2 Permission Cards

5.1 Freight Terminal Graz Süd/Werndorf:

5.1.1 Services acc. to § 58b Abs 1 EisbG - Services
5.1.2 Services acc. to § 58b Abs 2 EisbG – Additional Services
5.1.4 Services acc. to § 58b Abs 3 EisbG - Ancillary Services

StLB allows railway undertakings (RUs) the use of the railway infrastructure of the freight terminal Graz Süd/Werndorf within the scope of availability for the performing of the railway transportation services.

5.1.1 Services acc. to § 58b, Section 1, EisbG – Services

A usage fee has to be paid for access to the railway infrastructure of the freight terminal Graz Süd/Werndorf. It applies during the scheduled operating hours specified below, consists of the following parts and is calculated (excl. of VAT) as follows:

Services	Fee	
Use of the tracks and points in the terminal	Per 2-axle wagon and direction Per 4-axle wagon and direction Per wagon with more than 4 axles and direction	€ 6.93 € 11.43 € 15.77
Train control including use of facilities for signal-ling, security and communication per train run including power car (charging per entry and exit, not for internal shunting runs)	Per train running incl. power car	€ 77.39
Use of supply installations for traction current		
Information that is required for the performance or operation of the railway transportation service for which the railway infrastructure capacity was allocated.		
Joint use of the holding sidings for wagon	Day 0-7 From Day 8	€ 0,00 € 3.32
Joint use of the holding sidings for power cars, per day (> 24 hours)	Per power car and day	€ 26.60
Use of the contact line systems	Per train running + per working power car	€ 9.43
Use of the not calibrated filling station	Per refuelling process	€ 30.67

Requirement for the use of the filling station is the conclusion of a contractual agreement regarding refuelling times, invoicing, rules for use, etc. For this reason, the StLB management in Graz has to be contacted in good time (at least five weeks) before the first fuelling.	
Workshop staff (depending on availability)	https://www.steiermarkbahn.at/wp-content/uploads/2022/12/werkstaetten-imagefolder.pdf
Repairing of wagons (depending on capacity)	Charging according to AVV
Joint use of the workshop slidings for wagons per day	From handover to the workshop until 7 days after completion € 0,00 From 8 days after completion € 3,32
Joint use of the workshop slidings for power cars per day	From handover to the workshop until 7 days after completion € 0,00 From 8 days after completion € 26,60
WTU wagentechnische Untersuchung (depending on availability)	On demand
Terminal services For more information and the GTC, refer to the following homepage http://www.stlb.at/terminal-graz-sued/ Requirement for the performance of these services is the conclusion of a contractual agreement. For this reason, the regional operating headquarters of the terminal Graz Süd are to be contacted in good time before the requested service performance (http://www.stlb.at/terminal-graz-sued/).	

Scheduled operating hours: http://www.stlb.at/terminal-graz-sued/.

Infrastructure services performed outside the scheduled operating hours will be invoiced based on actual expenditure. See Section 5.1.3.

5.1.1.1 Use of Installations and Services Comprised by Services acc. to § 58b, Section 1, EisbG:

- Processing of requests of RUs entitled to access for the allocation of railway infrastructure capacity and shunting runs
- Use of tracks and points according to train path agreement
- Train control including signalling and the connected transmission of information and use of the telecommunication systems provided for the operations process
- Supervision of the contractually agreed transportation services
- Administrative assistance with malfunctions in the operations process including allocation of any alternative train paths.

- Infrastructure services performed outside the scheduled operating hours will be invoiced based on actual expenditure.

5.1.1.2 Services Not Comprised in the Services acc. to § 58b, Section 1, EisbG (Infrastructure usage fee for third-party railway undertakings)

- Provision of official instructions
- Provisions from the interchange point to the terminal and back and shunting in the terminal itself
- Labelling, placing under seal, fixing of plates on the vehicles
- Supply of coaches with water and electricity ("highway on wheels")
- Inspection of the loading state (load properly secured, compliance with the loading gauge)
- Preparation of freight documents
- Carrying out of trainings
- Carrying out of loading, unloading and transshipment activities
- Energy supplies
- Assistance in the event of extraordinary events
- Cleaning and maintenance of vehicles
- Other services (e.g. provision of rooms for people to stay or spend the night in, for the execution of commercial agendas, etc.)

5.1.2 Services acc. to § 58b, Section 2, EisbG – Additional Services

Services	Fee
Performing of shunting operation and wagon provision	Cranage (first lifting) swap body, freight container, container € 41.00 Cranage (first lifting) road semi-trailer € 43.50 Shunting service interchange point-terminal (way in and way out) per running € 486.96 Shunting hour (per removal or addition of a wagon or a wagon group, at least two shunting quarter-hours will be invoiced) per hour € 243.48 Shunting into the workshop https://www.steiermarkbahn.at/wp-content/uploads/2022/12/werkstaetten-imagefolder.pdf Preparation of conductor's report € 64.64 Surcharge outside the shunting opening hours workdays +50% of the costs for shunting Surcharge outside the shunting opening hours Sundays and public holidays +100% of the costs for shunting

In the event of trains cancelled within 0-14 days	€ 243.48 per train running (way in and way out)

5.2 Permit Cards:

Permit cards have to be applied for people who have to enter non-public railway land on a non-regular basis. Pursuant to § 4, Railway Safety Regulation (EisbSV), permit cards may only be issued for persons who have demonstrably completed the required training for the entering of danger zones.

Free permit cards will be issued for:

- Companies that require permit cards for the performing of contractual services with StLB and dispose of no permits.
- Bodies of other infrastructure operators.
- Retainers of federally, state- or municipally owned enterprises if their official activity extends to non-public railway facilities.
- Persons whose entering of non publicly accessible railway installations is in the interest of StLB.
- Permit cards in return for payment have to be purchased for persons who are not entitled to receive free permit cards.

Services	**Fee**	
Permit card for entering railway land not accessible to the general public per person	Per permit card	€ 113.87
Accompanying person (control office) for the entering of danger zones	Per hour	€ 113.87

Annexes

Annex A 1
Model Infrastructure Usage Agreement for Networked Lines
Annex A 2
Track allocation contract
Annex B
General Terms and Conditions for the Infrastructure Usage Agreement (GTC)
Annex C
Sample Train Path Order Form
Annex D
Track position