

Minutes
Alpine - Western Balkan Rail Freight Corridor
Railway Undertakings & Terminals Advisory Groups Meeting 2024

06.06.2024
10:00 – 14:00 (EEST)

Venue:
Ministry of Construction, Transport, and Infrastructure of the Republic of Serbia
Belgrade
Nemanjina 22-26

Participants:

Present on sight:

1. Helga Steinberger (OBB-I)
2. Saša Jerele (AWB RFC)
3. Tihomir Španić (AWB RFC)
4. Dino Džafo (AWB RFC)
5. Nikolina Ostrman (HŽ-I)
6. Robert Žnidaršič (SŽ-TP)
7. Silva Kristan (SŽ-I)
8. Slavko Ivanda (HŽ-I)
9. Apostol Hristov (NRIC)
10. Beno Fekonja (MoT SI)
11. Josip Lovrić (MoT&I HR)
12. Aleksandar Kostov (PEARL S.M.S.A Pireaus Greece)
13. Damjan Rak (RCC Slovenia)
14. Snežana Živanović (Srbija Kargo)
15. Katarina Marković (Srbija Kargo)
16. Vesna Jakovljević (Srbija Kargo)
17. Nenad Marić (PIMK d.o.o. Serbia)
18. Vesna Rusalić (Eurorail Logistics Serbia)
19. Dejan Bogosavljević (RCC Serbia)
20. Željko Drobnjak (RCC Serbia)
21. Tomica Cerovečki (RCC Croatia)
22. Ivan Šenkiš (RCC Croatia)
23. Bojan Križić (RCC Croatia)
24. Jaka Moneta (RCC Slovenia)
25. Dejan Štimec (RCC Slovenia)
26. Ivan Petković (Kombinovani Prevoz Serbia)
27. Plamen Ivanov (PIMK Serbia)
28. Georgi Apostolov (PIMK Bulgaria)
29. Vasil Lyaskov (PIMK Bulgaria)
30. Maja Stanojević (IŽS)
31. Vlasta Kampoš Jerenec (MoT SI)
32. Apostol Hristov (NRIC Bulgaria)
33. Emeše Lalić Urban (MoT Serbia)
34. Camille Dachicourt (MoT AT)
35. Marko Jeremić (IŽS)
36. Kire Dimanoski (TCT Secretariat)

Present via MS Teams

37. Elizabeth Hochhold (RNE)
38. Admir Henić (HŽ Cargo)
39. Antoaneta Galabova (Bulgaria)
40. Roman Bricelj (SŽ Tovorni Promet SI)
41. Dejan Pokorny
42. Dirk Oelschläger
43. Elena Getova (Bulgaria)
44. Emiliya Hristova
45. Martin Erlinger (Rail Cargo)
46. Global Neologistics
47. Miroslava Stoyanova (Bulgaria)
48. Patrick Ruprecht
49. Thomas Straber
50. Toni Yancheva (Bulgaria)
51. Vasil Vasilev (LTE-BG Bulgaria)
52. ERS – Kristina
53. Ivan
54. Ministry of Infrastructure of the Republic of Serbia

1	Introduction & welcome
	<p>Mrs. Helga Steinberger greeted participants and gave an opening speech on behalf of AWB RFC as the chairperson of the general assembly. She said that developing a functioning network by implementing EU regulations at the same time has definitely been – and will continue to be a challenge. She reflected on the past and said that the Alpine-Western Balkan Rail Freight Corridor has taken another step forward in objective on developing infrastructure that supports efficient, reliable, and sustainable rail freight services. Also said that with new regulations on the horizon, there will be an increased focus on capacity, signalling a shift in the approach to tackle interconnectivity. New European Transport Corridors (ETC) will soon be established and as more countries join, the Corridor will expand, opening new opportunities and connections across borders and to important ports in Southeast Europe. The prospects for the railway industry in the region are therefore very promising. Core challenges for Alpine-Western Balkan RFC remain unchanged:</p> <ul style="list-style-type: none"> • the efficient functioning of AWB RFC depends heavily on the successful collaboration between all the stakeholders involved. • strong need for effective communication and coordination between rail infrastructure managers and railway undertakings. • mastering together the technical and regulatory challenges. <p>Mrs. Steinberger thanked all stakeholders for their support and collaboration. She also said that the Alpine-Western Balkan Rail Freight Corridor continues to play an important role in building a successful European transport network, offering the best possible transport solutions. She addressed participants to use this platform to exchange opinions, to ask questions, and to shape the future of the entire railway industry.</p> <p>Mr. Robert Žnidaršič from SŽ-Tovorni promet and as the spokesperson of AWB RFC RAG also greeted the attendees and first expressed happiness to see so many people involved in this meeting, especially from the RUs. To use all of the advantages of the corridor, IMs and RUs should work together, and if we all work together, we will manage some progress. He also told participants not to hesitate to ask questions during the meeting, and also sad that the presentation from a representative of Rail Cargo Carrier – Slovenia is more than welcome and looking forward to seeing and hearing the presentation from RU's point of view.</p>
2	C-OSS Corridor presentation (Benefits of allocation via C-OSS, PaPs offer 2025, 2026, wish list activities & increasing PaP trains on RFC, PCS & Capacity Broker RNE Applications)
	<p>Mr. Dino Džafu, a member of AWB RFC PMO, also welcomed all participants and held a presentation on several topics from his scope of work. At the beginning of the presentation, he introduced the audience to the concept of Pre-Arranged Train Paths (PaPs) and the conditions that must be met in order for the train path to be PaP.</p> <p>After the introduction point was transferred to the benefits of using C-OSS for capacity allocation. Among other things as the requirement for further better planning which TTR will require, the biggest aspect is one place where RUs or Terminals could arrange train paths among several countries. The C-OSS facilitates cross-border harmonization and coordination of paths; hence the Applicants do not need to talk to many different IMs for an international train run. It furthermore accompanies and steers the whole process from advance planning to path allocation, again making life of the Applicants much easier in terms of running international trains. TTR is basically the next level of advance planning, for which DCM (Digital Capacity Management) will more or less substitute the current RFC methodologies of planning and allocating. Advanced planning is one of the defining elements of</p>

- exchanging of data on trains between SŽ-I and HŽI in written form (Traffic Plan)
- SŽ-I will consider the possibility of electrification of track nr. 10 and changing the purpose of tracks nr. 9, 10, 13 and 14 in border station Dobova.
- Possibility of introduction of certain existing or development of new communication IT tool between IMs and RUs should be considered.

At the end of presentation Mr. Španić presented the number of hand overed trains between HŽ Infrastruktura and SŽ Infrastruktura in the years 2022, 2023 and 2024 by months, and numbers clearly shows significant increase in hand overed trains in 2023 as well in 2024.

The second ongoing project for reducing dwelling times on border stations is: Projects on reducing the dwell time at the borders Tovarnik (HŽI) – Šid (IŽS) and Dimitrovgrad (IŽS) – Dragoman (Kalotina Zapad). Mr. Španić first introduced all with both border crossings. Border crossing Tovarnik (HŽI) – Šid (IŽS) is Schengen border, double-track and electrified line (25 kV, 50 Hz) on the both sides of the border. He emphasized that that border is double point check border which means that each train must stop in both border stations due to the state authorities inspections. Border station Šid is the hand over station for all trains where all railway related activities are done by both RUs and IMs.

The second border crossing as part of the project is Dimitrovgrad (IŽS) – Dragoman (Kalotina Zapad) (NRIC), which is border between EU and non-EU State. It is single-track line on the both sides of the border. Line towards Niš (Serbian side of the border) is not electrified while line towards Sofia is electrified (25 kV, 50 Hz). In contrast to the previously written border crossing, this one is multiple point check border which means that each train must stop in Dimitrovgrad (hand over station for all trains where all railway related activities are done by both RUs and IMs), Kalotina Zapad (Bulgarian Police control) and Dragoman (Customs and other Bulgarian state authorities controls).

After presentation was finished, Mr. Martin Erlinger (Rail Cargo) emphasized that it would be good to put explanation in the minutes why is the need for three-stop policy at the border between Serbia and Bulgaria. The same is explained in the previous paragraph.

Mr. Damjan Rak from Rail Cargo Carrier – Slovenia welcomed the presentation and emphasized his concern about the lack of tracks, as well as the lack of additional tracks for train parking in general on railway network. He addressed the representatives of the ministry about the possibility of building new tracks, which was also requested by the Slovenian IM. He welcomes the opening of additional tracks 9 and 10 in station Dobova, which were used for police inspection during the time when the same tracks are not used by the police. There are great expectations about the construction of additional tracks. His comments and statements on the subject are as follows:

Quoting:

“On RFC 5 was presented that based on analysis done by two IM’s, all delays and additional dwelling time in borders station Hodoš is caused by RU’s. RUs are strongly against such outcome and claiming. We hope that same results will not be presented for border Dobova.

At the same time, we must remind all that SŽ Infrastructure presented their own requests for reducing dwelling times:

1. Additional short side track for all new and yet to come new RU’s locomotives.
2. Additional side tracks for trains
3. Dailly planning with Croatian IM HŽ-Infrastruktura

It is disappointing that after 4 years, RFC announced that maybe at the end of 2024 only daily planning will be established. Even that is under question because of TCR in Croatia. But TCR will be ongoing for several years and

	<p>that should not be the excuse for not having daily planning – that should be the additional reason to implement it instantly.</p> <p>After 4 years there are no plans for additional short side-tracks for locomotives, and nothing about additional tracks for freight trains.</p> <p>Even worst, tracks 13 and 14 which supposed to be electrified and because of that SŽ- I prevented to RUs to bring wagons in station Dobova for repairing in workshop, will not, based on RFC WAP PMO statement, be electrified soon. At least what we expect is to cancel the ban on bringing wagons for Dobova workshop.</p> <p>At least track 9 and 10 could be putted fully in use since Schengen police control is not there anymore and not needed to be without powerlines.</p> <p>We also miss any kind of development agenda and plans from Slovenian Government/Ministry of Infrastructure, on which SŽ Infrastructure is pointing that are in charge for planning infrastructure development and financing it.”</p> <p>End of quote</p> <p>Mr. Španić said that track 9 is electrified, but the current state of electricity is switched off. It is not a problem to turn on the electricity on demand. Track 10 is partially electrified on the side towards Slovenia, and some investment is needed to fully electrify it. The Slovenian police agreed that they will occasionally use tracks 9 and 10, which they will announce earlier, while SŽI can use these tracks regularly. Tracks 13 and 14 are not electrified.</p> <p>Mrs. Vlasta Kamposh Jerenec from MoT SI followed up with the statement that a certain number of projects have been completed. They are currently working on the reconstruction of Ljubljana and Jesenice stations. The Krško station project is also an ongoing activity, and after that, she believes that the Dobova station will be next one.</p> <p>Mr. Vasil Lyaskov, representative from Railway Undertaking PIMK Bulgaria, said that they, as RU, have a huge interest primarily in the border crossing Dimitrovgrad – Dragoman (between Serbia and Bulgaria), and he hopes for the completion of the Project for reducing dwelling times at that border crossing as soon as possible. He emphasized the large construction works carried out in the Dimitrovgrad station and that the timeslot in the execution of the works of 3 days of imprisonment, represents major problems in their work.</p> <p>Mr. Marko Jeremić from Infrastruktura Železnice Srbije said that all these works have been announced. The contractor's request was to re-evaluate the work performance intervals due to a change in the technology of the performance itself. Regarding the timeslots of a few days, they were abolished, and daily closures were introduced according to the agreed schedule and intervals. He also emphasized that it is probably not only the works in the station that affect the work process of RUs, but also the works carried out on the section in Bulgaria from the border crossing to Sofia.</p>
4	<p>Temporary Capacity Restrictions along the AWB RFC - State of Play</p>
	<p>Mr. Tihomir Španić, as member of PMO, held presentation about planned TCRs in all 5 countries of the corridor for TT 2024/2025. He pointed out at the beginning that according to legal basis of TCR (Article 53(2) of the annex VII to the Directive 2012/34/EU and Article 12 of the Regulation EU No. 913/2010 and No. 1316/2013 “Coordination of works”) TCRs are divided into 4 groups: Major impact TCR, High impact TCR, Medium impact TCR and Minor impact TCR.</p> <p>Before describing the TCRs by individual countries, it was generally said that the AWB RFC regularly publishes the Temporary Capacity Restrictions 2 times a year (December and June) on its website https://www.rfc-awb.eu/, as well as on the RNE application Customer Information Platform https://cip.rne.eu/. It was pointed out that IMs are still not using the RNE TCR Tool as they should</p>

A total of 514 TCRs are planned for the years 2024 and 2025, namely:

- Austria 457 TCRs
- Slovenia 31 TCRs
- Croatia 11 TCRs
- Serbia 3 TCRs
- Bulgaria 12 TCRs

This was followed by a review of TCRs with geographical overview:

As a lot of TCRs are planned in Austria, they can be found individually by following the link on the AWB RFC website: [Temporary-Capacity-Restrictions-for-TT-2024-2025-published-28.12.2023..xlsx \(live.com\)](#). All planned TCRs for each individual country can be found on the relevant link.

Specially selected TCRs in Slovenia are:

For 2024

- Krško – the closure of individual tracks 1.7.-31.12.2024
- Litija- the closure of individual tracks 15.4.-15.12.2024
- Trbovlje-the closure of individual tracks 15.4.-15.9.2024
- Ljubljana – the closure of individual tracks 01.01. to 31.12.2024
- Jesenice – the closure of individual tracks 5.2-31.12.2024
- Lj. Šiška-Škofja Loka- total closure 19.8.-1.9.2024
- Dolga Gora-Poljčane- right/left track closed 26.4.-3.11.2024
- Maribor Tezno- the closure of individual tracks 2.11.-29.12.2024

For 2025

- Ljubljana - closure of tracks 01.01.do 30.11.2025
- Krško- closure of tracks 1.1.-30.3.2025
- Sevnica-closure of tracks 7.4.-7.12.2025
- Medvode-Škofja Loka-4.8.-17.8. total closure
- Jesenice- closure of tracks 1.1.-5.10.2025
- Podnart-closure of tracks 6.10.-31.12.2025
- Maribor Tezno- closure of tracks 2.11.-29.12.2025
- State border-Dobova right/left track 8.8.-5.10., 6.10.-8.12.2025
- Laze-Ljubljana Zalog-left track closed 5.7.-17.8.2025

Croatia has 3 main TCRs for the years in question, namely:

- Zagreb ZK (Kustošija) – Zagreb GK; 2022 – 2024; Periodical track and rail renewal
- Dugo Selo – Novska; 2024 – 2029; Periodical; Upgrade, renewal, construction of the second track
- Andrijevci – Garčin and Strizivojna Vrpolje – Andrijevci; 2025

Major projects in Serbia are as follows:

- Niš station 2023 – 2024; Periodical; Railway bypass Niš
- Sicevo – Dimitrovgrad; 2024 – 2026; Periodical; Reconstruction & Electrification of the Niš – Dimitrovgrad railway line

	<p>Bulgaria has the following major TCRs:</p> <ul style="list-style-type: none"> • Dragoman – Voluyak; 10.12.2023.-14.12.2024., 15.12.2024-13.12.2025.; Modernization of the railway infrastructure • Voluyak – Sofia; 10.12.2023.-14.12.2024., 15.12.2024.-13.12.2025.; Modernization of the railway infrastructure • Sofia station; 10.12.2023.-14.12.2024., 15.12.2024.-13.12.2025.; Modernization of the railway infrastructure • Sofia – Septemvri; 15.12.2024.-13.12.2025.; Modernization of the railway infrastructure • Krumovo – Katunitsa; 1.4.-7.4.2024., 1.5.-7.5.2024., 4.6.-10.6.2025.; Works along switches
5	<p>Strategic investments and developments of the Serbian route of the AWB RFC</p>
	<p>Mr. Marko Jeremić, member of the AWB RFC General Assembly and representative of Infrastruktura železnice Srbije held a presentation about all major construction works in Serbia. The presentation started with an overview of the current conditions of the railway network in the Republic of Serbia. The total length of the railway network in the Republic of Serbia is 3.348,1 km, of which single-track lines account for 3.059,4 km, and double-track lines for 288,7 km. The total length of electrified railway lines in the Republic of Serbia is 1.301,9 km, of which single-track lines account for 1.013,2 km, and double-track lines for 288,1 km. The presentation followed with the main objectives for public rail infrastructure in the Republic of Serbia, which are:</p> <ul style="list-style-type: none"> • Increased safety, security, and reliability of the railway system • Modernised double-track electrified line along the entire length of Corridor X through Serbia by the European standards of safety and interoperability (ETCS) • Modernization of regional and local railway lines • Design speed of 160 km/h, respectively 200 km/h, on the sections where it is economically justified • Improved efficiency of main railway nodes (Belgrade, Niš, Novi Sad, Subotica), to increase their capacity • Developed intermodal transport with intermodal terminals in key locations • Implementation of European interoperability standards <p>The presentation continued with a detailed overview of current projects of importance for international railway traffic which are:</p> <ul style="list-style-type: none"> • Reconstruction and modernization of railway line Beograd-Subotica-State Border (Kelebia)-(Budapest); Section III: Novi Sad – Subotica – State Border <ul style="list-style-type: none"> - RECONSTRUCTION AND MODERNISATION OF BELGRADE - NIŠ RAILWAY LINE (243.5 km) - RECONSTRUCTION AND MODERNISATION OF NIŠ – BRESTOVAC SECTION (23.4 km, 120 km/h) - RECONSTRUCTION AND MODERNISATION OF NIŠ - DIMITROVGRAD RAILWAY LINE (86 km, 120 km/h) • Railway station Belgrade Center – Phase 2 <ul style="list-style-type: none"> - The new railway station in Belgrade Centre covers an area of about 5,600 square meters and is designed according to the highest standards for passenger transport. It is located above ten tracks and six platforms and provides the necessary commercial capacities and facilities. The platform part is connected to the station building by elevators, escalators, and conveyors, enabling the passengers to access waiting rooms, ticket offices, and other facilities necessary for the functioning of passenger traffic. • Level crossings <ul style="list-style-type: none"> - Modernization and automation of 35-level crossings is underway. Financing has been provided from the EBRD loan in the amount of EUR 6.9 million. The contract has been signed and the implementation is underway. Two LCs are in the test phase.

	<ul style="list-style-type: none"> - The tender for modernization of 58 level crossings is in the pipeline. The financing is provided by the World Bank loan. - Furthermore, the tender documents for 11 new level crossings and the replacement of light indicators on all automatic level crossings are being prepared (due to the amendments to the Law on Road Traffic Safety). The financing is provided by the World Bank. - The highest level of safety is provided on the high-speed railway line Belgrade - Novi Sad, where grade separation has been performed. <ul style="list-style-type: none"> • Construction of Master Dispatcher Centre in the Republic of Serbia <ul style="list-style-type: none"> - The Master Dispatcher Centre will be the central place for monitoring, controlling, and regulating railway traffic on the entire public railway network of the Republic of Serbia, based on the state-of-the-art technological as well as hardware and software solutions aimed at rationalizing and optimizing the railway traffic control and regulation. <p>The presentation ended with an overview of planned future projects in total length of 806.7 km. Those planned projects are:</p> <p>Reconstruction and modernization of railway line Stara Pazova – Šid – State Border with Croatia (Tovarnik)</p> <p>Reconstruction and modernization of railway line Brestovac – Preševo – State Border with North Macedonia (Tabanovce)</p> <ul style="list-style-type: none"> - Reconstruction and modernization of railway line Pančevo – Vršac – State Border with Romania - Reconstruction and modernization of railway line Stalać – Kraljevo - Reconstruction and modernization of railway line Kraljevo – Rudnica - Reconstruction and modernization of railway line Ruma – Šabac – Loznica – Zvornik – State Border with Bosnia and Herzegovina - Construction of railway line Valjevo - Loznica - Reconstruction and modernization of railway line Batajnica – Ostružnica - Reconstruction and modernization of railway line Lapovo – Kraljevo and Kraljevo - Požega
6	Transport Community general introduction and vision for the future of the railway sector
	<p>Mr. Kire Dimanoski, a representative from the Transport Community Treaty Secretariat held a presentation about their achievements in supporting six Western Balkan countries in connection to the TEN-T network. Having in mind the new revised TEN-T Regulation and establishing new European Transport Corridors (ETCs), these countries will be part of the new Western Balkan–Eastern Mediterranean ETC.</p> <p>The presentation started with the Overview and Main Objectives of Transport Community Permanent Secretariat. It is an international organization in the field of mobility and transport with 33 members participants. Aim of the organisation is integration of transport markets of the six Western Balkan regional partners into the EU. This was achieved through implementation of the EU Transport Acquis and connectivity projects that will improve the connections among all regional partners and with the EU. He also presented a historical overview of strategic goals from 2019 to 2024.</p> <p>A short presentation of policy reforms that need to be performed was also presented. These reforms are:</p> <ul style="list-style-type: none"> • Aligning with the necessary EU legislation • Restructuring of the public rail enterprises • Simplifying border crossing procedures • Improve safety levels throughout the TEN-T Core road and rail network • Reduce accidents with fatalities and serious injuries • Maintenance plans

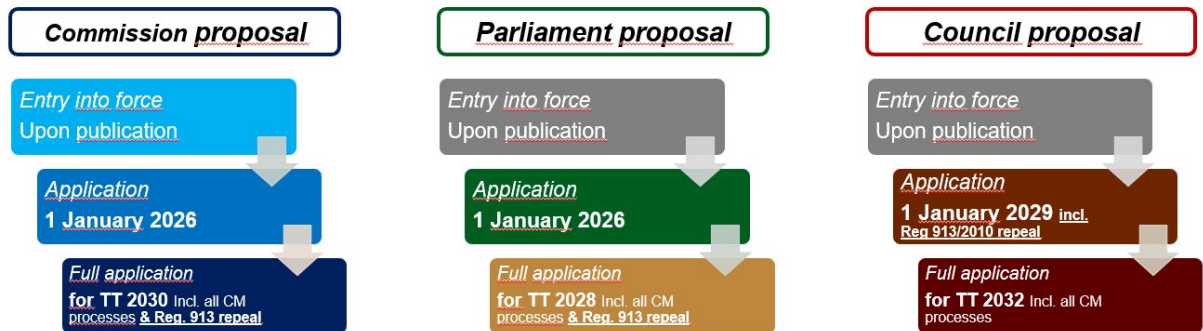
	<p>Actions needed to be done:</p> <ul style="list-style-type: none"> • Regional market opening • Network statement – regular publishing at the domestic level • Establishing a regional Network Statement • Mutual recognition of main rail documents • Implementation of the 4th Railway Package (market and technical pillar) • Adoption of the Multi-Annual maintenance plans • Establishing the electronic register of vehicles • Signing and implementation of all BCAs <p>He also gave insights of Process of Implementation of the Rail Action Plan as well as Rail Action Plan Progress for all involved countries regarding rail market opening, Passenger rights, modernisation of railway infrastructure and interoperability after which followed by overall progress.</p> <p>He also gave an overview of operating Speed 100 km/h and over for 2021/2022/2023 and Forecast 2027, ERTMS forecast. At the end of his presentation, Mr. Dimanoski presented Regional Projects Initiated by TCPS:</p> <ul style="list-style-type: none"> • Level Crossings Safety Improvement • Establishment of Regional Rail Centre of Excellence • Digital Automatic Coupler familiarisation • Re-establishing passenger train connections between capitals
7	<p>Impact of Capacity Regulation on Future Capacity Allocation</p>
	<p>Mrs. Elisabeth Hochhold as representative of RailNetEurope on the impact of the new Regulation on the capacity allocation process.</p> <p>On 12. March 2024 European Parliament Voted on proposed amendments. The Land Transport Working Party currently discussing the EC proposal with a target of a general approach at the Transport Council on 18 June 2024. The trialogue is expected to start after the European Parliament elections.</p> <p>Core topics addressed in draft Regulation:</p> <ul style="list-style-type: none"> • Capacity Management <ul style="list-style-type: none"> - Based on the TTR concept, with some additional elements - Cross-border consistency throughout the process to be ensured - European Framework for capacity mgt to be adopted • Traffic Management <ul style="list-style-type: none"> - Based on the ETMN concept, ICM HB - European Framework for coordination of cross-border traffic, disruption, and crisis management to be adopted • Performance Management <ul style="list-style-type: none"> - Covering infra + rail transport services - New elements inspired by Aviation in EC and EP proposal (e.g. Performance Review Body) - European Framework for Performance Review to be adopted <p>Capacity management (market-driven planning, allocation, and adaption process) manifests in 3 main phases:</p> <ul style="list-style-type: none"> • Strategic capacity planning • Scheduling & Capacity allocation • Adaptation and rescheduling

Iterative planning covering a 5-year horizon, which is in general supported by EP and Council. The council would like to introduce the possibility of making “strategic guidance” binding and a decisive element in the allocation of scarce capacity. EP is keen on strengthening the concept of attribution of scarce capacity by “socio-economic criteria”. The council is rather watering this down.

The new “rolling planning” allocation process implies wider use of capacity framework agreements. The scheduling & Capacity allocation process unifies Multi-network capacity rights for seamless cross-border traffic. The working timetable is to be published as a dynamic document.

Mrs. Hochhold continued explaining Rolling Planning (in EU law) with Basic Features and Timelines. Adaptation and rescheduling by the Commission manifest with changes of capacity after allocation, compensations, and rescheduling in case of disruption and crisis management. Parliament also adds compensations for non-usage cases. DA may be adopted by the EC on procedures and rules on changes to capacity rights after allocation and shall be adopted on compensations, categorization of changes and methodologies, and procedures for cap. rescheduling and management of network disruptions. Council implements “Penalty” instead of “Compensations” in art. 40 (explicit) reference to major changes of capacity rights is removed, but criteria on differentiation of changes are to be established by ENIM (such as the impact of the change, notification time, and alternative capacity option provided). Level of those penalties up to 2x of TAC. IMs and Applicants may define common methods of replacement of cap. rights in case of disruptions. IMs coordination in case of multinet network disruption, according to ENIM guidelines.

Continuing the presentation, Mrs. Hochhold also presented Proposed Timelines for the regulation in question. That timeline can be seen in the following picture:



8

Overview of AWB RFC from the scope of the RU (RCC Slovenia) – Damjan Rak

Finishing the meeting, Mr. Damjan Rak from Rail Cargo Carrier – Slovenia, gave an overview of the Alpine-Western Balkan rail freight Corridor from the scope of the Railway undertaking.

In the beginning, he presented RCC-Slovenia as a member of Rail Cargo Group which operates in 14 countries in Europe, and also gave an overview of 4 RFCs that are going through Slovenia (RFC5, RFC6, RFC10, and RFC11).

After the general presentation, Mr. Rak turned to the work of the corridor. In the beginning, he presented operational points and emphasized 5 points on short distance (border crossings) which represent bottlenecks and challenges as well as points that need to be improved. He also mentioned the axle load category on the whole RFC is D3 or mainly D4. Also, the difference in traction electric power which is: Slovenia – 3 KV, Austria – 15 KV, Croatia – 25 KV, Serbia - 25 KV + NONE, and Bulgaria – 25 KV represent certain difficulties but he also said

that those difficulties can be solved by interoperable locomotives. He also mentioned max train length on the whole corridor which is a big problem for the RUs. Those lengths are Slovenia – 500 m (connection to Koper), Austria – 650 m, Croatia – 550 m, Serbia – 535 m – under reconstruction and Bulgaria – 550 m. Slovenian and Serbian section is an issue and challenge for the RUs as well as for the IMs, and he proposed a drastic solution of building 2. track.

Mr. Rak also gave an overview of border station operations between EU Countries and non-EU countries as well as operations on Schengen and non-Schengen borders. He also mentioned Slovenian infrastructure investments on RFCs going through Slovenia and mentioned construction of the second track Koper – Divača which is opening in 2026. The current number of trains is max 105 trains /24 h and the line is congested and limited length of 500m. After opening expected max 212 trains /24 h.

He also mentioned the need for a complete renovation of station Koper because of the lack of tracks especially the lack of tracks for trains over 500/550m. he also mentioned the problem with upgrading the Ljubljana rail node because no curve to pass beside station Ljubljana. A major impact on freight traffic during and after reconstruction is that there is no turning around trains in Ljubljana.

Positive things about upgrading line Ljubljana – Dobova were said even though it has a major impact on freight traffic during the construction works. Those positive things are:

- stations are in the process of renovation
- no more road/passenger crossing of the tracks on the same level
- higher speed
- better safety
- no road traffic disruptions

The main drawback of this upgrade is that no additional side tracks were built.

Not to be negative, Mr. Rak also gave RUs optimization opportunities, which are:

- Interoperable locomotives (1293 – VECTRON – 3 KV/15 KV/25KV)
- Interoperable loco drivers (Slovenia <>Austria, Slovenia<>Croatia, Croatia<>Serbia)
- Exchange of documents before arrival at the border in electronic files (Hermes H30, SPOT, RAIL CUBE, Electronic Consignment Note (E-FB))
- ATTI system of exchanging trains between different RU 's
- Cooperation with IM 's on daily planning to reduce bottlenecks

IMs optimization opportunities:

- Electrified lines with the same power system
- Train length of 600m
- Building additional tracks on border stations
- Additional side tracks before borders
- Building short tracks for locomotive parking
- Solution with no more Schengen with Serbia as a Part of the EU.

Besides infrastructural actions mentioned above, he proposed an operational action towards IMs:

- Daily planning on border stations (IM+IM+RU)
- On time shared information (IM <> IM <> RU)
- Acceptation trains on border station when next RU is ready (if no track available – but no rejection on entering at all on incoming border!!)

At the end of his presentation, Mr. Rak gave RU 's initiatives regarding cooperation with IM 's and Governments:

Rail Cargo Group – RU's initiatives

Rail Cargo Group
Member of OBB

Cooperation with IM's and Governments

1. *Common strategic cooperation on all RFC following same goals*
 - increase freight traffic on railways
 - following „green deal“
 2. *Presenting market expectations (Sea companies, Port's, Terminals...)*
 - 4 % yearly growth of business
 - reducing traveling times
 - costs refunding when TCR's
 3. *RU's need to reach those targets:*
 - *Infrastructure capacity (train length on lines, stations, ports and terminals)*
 - electric energy price evaluation and accommodation
 - **additional short-time parking tracks on middle stations**
- for respecting EU directives, terminals/borders jams – avoiding bottlenecks**

Rail Cargo Group / Corporate Presentation

June 2024.