ŽELEZNICE SLOVENSKEJ REPUBLIKY

NETWORK STATEMENT

FOR TIMETABLE 2024/2025

Approved by Director General of Železnice Slovenskej republiky
Ref. no. 38019/2023/O410

Effective since 10 December 2023

Contents

ANNEXES

1.A.	List of used definitions
1.3.1.	European Union railway transport legislation
2.3.	Scheme of railway infrastructure managed by ŽSR
2.3.3.A	- List of TP category for passenger transport
2.3.3.B	- List of TP category for freight transport
2.3.4.	Vehicle static profile and table of half-width of the loading dimension
2.5.	List of closed railway lines over a period of closure of traffic
3.3.1.	Framework agreement - template
3.3.2.	Contract for access to the railway infrastructure – template
3.3.3.	Contract for infrastructure capacity allocation – template
4.2.1.	Acceptance of railway undertaking authorization by the applicant
4.2.A.	Train path order to annual timetable – template
4.2.B.	Ad hoc train path order – template
4.5.A.	Working schedule for timetable planning process and Schedule for the timetable amendments
4.5.B.	Infrastructure capacity
4.9.	TTR for Smart Capacity Management
4.10.	Capacity Allocation Principles for the RFCs
5.2.B	Measure No. 2/2018 of the Transport Authority of 17 September 2018 determining the payment for access to railway infrastructure and service facilities
5.3.	Category of railway lines for charging purposes
5.4.2.	List of railway stations with provision of train pre-heating
5.7.	The Agreement on common measures to ensure the quality of traffic on railway infrastructure - template
6.1.A	The simplified technical procedures of operations for freight trains
6.1.B	List of railway stations where the simplified technical procedures of operations for freight trains do not apply
6.2.A	Application to the IM for granting a derogation from B1 level of language proficiency for train drivers (template)
6.2.B	Conditions of Železnice Slovenskej republiky for granting a derogation from B1 level of language proficiency for train drivers
6.2.C	Conditions for evaluating of applications to the IM for granting a derogation from B1 level of language proficiency for train drivers
7.3.2.3.	List of traffic points with rental spaces intended for ticketing services
7.3.2.5.A	Contract on the use of location for ticketing services – template
7.3.2.5.B	General terms and conditions for the use of location for ticketing services
7.3.4.	Provision of shunting operations and technical office services

NOTE OF AMENDMENTS

Amendment No.	Effective since	Number/Chapter title	Note (Amendment Description)

The present Network Statement contains definitions presented in Annex 1.A.

RailNetEurope (RNE) has developed the glossary of terms related to the Network Statements in English language available on the RNE website: http://www.rne.eu/organisation/network-statements/.

List of abbreviations

ABs	Allocation Bodies
AC	alternating current
APL	application
AT	Austria
AVV/ RIV	Agreement on reciprocal use of freight wagons in international traffic
BOZP	Occupational Health and Safety
CER	The Community of European Railway and Infrastructure Companies
CID	Corridor Information Document
CIS	Charging Information System
CLaO	Logistics and Procurement Centre
C-OSS	Corridor - One Stop Shop
CNA	Capacity Need Announcement
CZ	Czech Republic
DB	Traffic point
DC	Direct current
ECMT	European Capacity Management Tool
EK	European Commission
EN	European Standard
ERA	EU Agency for Railways
ERTMS	European Rail Traffic Management System
ES	European Community
ETCS	European Train Control System
EÚ	European Union
FTE	Forum Train Europe
GSM-R	Global System for Mobile Communications – Railway
GR	Directorate General
GVD	Train timetable
Gysev Zrt.	Győr-Sopron-Ebenfurti Vasút Zrt.
HKV	Motive power unit
HU	Hungary
ICM	International Contingency Management
IČN	Hazard Identification Number (former Keler Code)
IM	Infrastructure Manager
IT	Information technologies
KV	Rolling stock
MÁV Zrt	Hungarian State Railways
MDV SR	Ministry of Transport and Construction of the Slovak Republic
MV SR	Ministry of Interior of the Slovak Republic
NG / BG	Normal gauge / Broad gauge
NR SR	National Council of the Slovak Republic
OR	Regional Directorate
OSS	One Stop Shop
OSŽD	Organisation for Co-operation between Railways (OSJD - Organizacja dlja sotrudničestva železnych dorog)
OŽ	Cog railway
ÖBB Infrastruktur AG	Austrian Railways
PAP	Pre-arranged paths
PCS	Path Coordination System
PPGW	Terms of use of freight wagons
PIS	Operational information system
PKP-PLK	Polish State Railways

PL	Poland
PS	Border station
PPPW	Terms of use of passenger wagons
PRIME	Platform of Rail Infrastructure Managers in Europe
RFC	Rail Freight Corridors in accordance with the Regulation 913/2010 and its amendments
RFP	Rail facilities portal
RIC	Agreement on the exchange and use of coaches in international *traffic*
RID	Regulations Concerning the International *Transport* of Dangerous Goods by *Rail*
RNE	RailNetEurope
SF	Service Facilities
SMGS	Contract for international carriage of goods by rail
SR	Slovak Republic
SŽ (CZ)	Czech railway infrastructure administration
STN	Slovak technical standard
ŠRT	Broad-gauge railway line
TA	Transport Authority
TBS	Technical-safety test
TCR	Temporary Capacity Restrictions
TIS	Train Information System
TEN-T	Trans-European Transport Network
TEŽ	Tatra Electric Railway
TREŽ	Trenčín Electric Railway
TS	Track machines
TTP	Track conditions table
TTR	Timetabling and Capacity Redesign TTR
UIC	International Union of Railways
TSI TAF/TAP	Technical Specification for Interoperability relating to Telematics Applications for Freight/Passenger Services
URMIZA	Central management of exceptional consignments
UA	Ukraine
UZ	Ukrainian Railways (Ukrzaliznyca)
VKM	Refers to a registered rolling stock keeper registered in the National register of railway vehicles. It is the full name or abbreviation of rolling stock keeper. VKM is inscribed on each rolling stock close to European number of a rolling stock.
VNVK	Common loading and unloading track
Zmluva o PŽI	Contract for access to the railway infrastructure
ŽI	Railway infrastructure
ŽSR	Železnice Slovenskej republiky
ŽST	Railway station

1. GENERAL INFORMATION

1.1. INTRODUCTION

Železnice Slovenskej republiky has published the present Network Statement in accordance with the Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area, as amended by later regulations (hereinafter referred to as the "Directive 2012/34/EU ")and the Act of the National Council of the Slovak Republic No. 513/2009 Coll. on Railroads and on amendments of some acts (hereinafter referred to as the "Act on Railroads") and directly effective provisions of European Union law.

Železnice Slovenskej republiky (hereinafter referred to as "ŽSR") was established in accordance with the Act of the National Council of the Slovak Republic No. 258/1993 Coll. of 30 September 1993 on Železnice Slovenskej republiky as amended by later regulations, and has a special legal status.

Core activities of ŽSR in relation to applicants for infrastructure capacity and to railway undertakings shall comprise:

a) management and operation of the railway infrastructure,
b) allocation of infrastructure capacity,
c) provision of services to railway undertakings by means of:
    - minimum access package,
    - track access including access to service facilities (if any),
    - services in service facilities
    - negotiated additional services,
    - negotiated ancillary services,
d) establishment and operation of railway, telecommunication and radio networks,
e) construction, repair and maintenance of railway lines,
f) other business activities as incorporated into the Business Register,
g) levying charges for access to the railway infrastructure.

Organizational structure of ŽSR Directorate General and ŽSR is available on the ŽSR website www.zsr.sk in the section "About us".

1.2. OBJECTIVE

The Network Statement's objective is to inform Applicants for railway infrastructure capacity and other interested parties with the conditions of access to the individual railway lines in operation and on the conditions of access to the service facilities connected to the railway network of the infrastructure manager and the provision of services in these facilities pursuant to Section 37 of the Act on Railroads; and about railway infrastructure managed by ŽSR.

The Network Statement presents also the services:

- that are provided on the railway infrastructure managed by ŽSR on the date of publication of this document, with information regarding where they are accessible, the conditions that apply for gaining access to the services, and what charges for provided services apply,
- provided by other service providers on the basis of requirement of those service providers and information which they require to publish.

1.3. LEGAL ASPECTS

General legislative conditions for the operation of railway infrastructure, the operation of transport on railway infrastructure and the rights and obligations of natural and legal entities related to these activities are stipulated in the legislative regulations.

1.3.1. Legal framework

International regulations

The list of European legislation related to the subject of the Network statement:

Safety

Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety.

Capacity allocation

Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area, as amended.

Corridor network

Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight.

Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014

Commission Implementing Decision (EU) 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the 'Amber' rail freight corridor

Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU.

TSI

Operation and control
Commission Decision 2012/757/EU of 14 November 2012 concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system in the European Union and amending Decision 2007/756/EC, as amended.

- Note: Expiration date:
  15/06/2021 partial expiry see Article 5 of Commission Implementing Regulation (EU) 2019/773;
  15/06/2024 expires in full; Repealed by Commission Implementing Regulation (EU) 2019/773.

Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU.

Current texts of European rail transport legislation and information about them can be found at http://eur-lex.europa.eu and in Annex 1.3.1.

National regulations

- Act of the National Council of the Slovak Republic No. 513/2009 Coll. on Railroads and on amendment and completion of certain acts as amended by later regulations (hereinafter "Act on Railroads"),

- Act of the National Council of the Slovak Republic No. 514/2009 Coll. on the Transport on Railroads as amended by later regulations (hereinafter “Act on the Transport on Railroads”),
- Act of the National Council of the Slovak Republic No. 258/1993 Coll. on Železnice Slovenskej republiky as amended by later regulations,
- Decree of the Ministry of Transport, Posts and Telecommunications of the Slovak Republic No. 351/2010 on the Transport Order of Railroads as amended by later regulations,
- Measure of the Railway Regulatory Authority No. 1/2017 of 8 February 2017 on the regulatory framework for laying down charges for the access to railway infrastructure,
- Measure of the Railway Regulatory Authority No. 2/2018 of 7 September 2018 setting the charges for the access to railway infrastructure and service facilities.

The current legislation of the Slovak Republic on railroads and transport on the railroads and information about them can be found at the website www.slov-lex.sk and at the website of the Transport Authority www.nsat.sk in the section "Legislation of the Slovak Republic and the EU/ Legislation on railroads and traffic on the railroads".

Internal regulations of infrastructure manager

Regulations of ŽSR lay down the rules for organization and provision of railway operation and are presented in Annex 1 of the “Contract for access to the railway infrastructure”.

More information is available on the ŽSR website www.zsr.sk in the section “Railway Infrastructure/Legislation/ŽSR Regulations“.

1.3.2. Legal Status and Liability

The Network Statement is based on the legislative regulations of the Slovak Republic and on transposed EU directives provisions.

Comments, suggestion and requests regarding the Network Statement can be addressed to the Traffic Management Department of ŽSR Directorate General.

ŽSR shall be responsible for the information provided within this Network Statement.

The timeliness and content of information on service facilities of other entities and on services provided in those facilities shall be the responsibility of an operator of such facilities.

1.3.3. Appeals procedure

The regulatory body shall be obliged to deal with appeals and complaints at unfair and discriminatory decision-making and activity of infrastructure manager (hereinafter referred to as the “IM”) or service facility operator relating to:

a) the railway network statement and criteria contained within it,
b) the allocation process in provision of the infrastructure capacity,
c) the access to the railway infrastructure and to railway services provided therein,
d) the apply of charging scheme for use of the railway infrastructure, service facilities and railway services provided therein,
e) organization of railway transport,
f) planning the renewal and the maintenance of railway infrastructure,
g) fulfilment of obligations pursuant to Article 34 section 5, section 6 letter a) and d), paragraphs 7 to 11 and Article 34 and the Act on Railroads.

Appeals and complaints may be submitted by any applicant for an access to railway infrastructure or by other person if it believes that it has been unfairly treated, discriminated or is in any other way aggrieved. The regulatory body shall be entitled to initiate proceedings also on its own initiative.
If no real alternative is available and all requests for service facility capacity cannot be satisfied, the applicant may submit a complaint to the regulatory body to investigate it. The regulatory body shall be entitled to initiate proceedings also on its own initiative.
The applicant for access to service facility in accordance with Annex 13 part B, second point of the Act on Railroads and for provision of services in this facility may file a complaint to the regulatory body, in case there is no real alternative and it is not possible to satisfy all applications for this service facility capacity.

The regulatory body must decide on any complaints and take action to remedy the situation within a maximum period of six weeks from the day of initiation of proceeding. If additional documents have been required in proceeding, the deadline shall lapse from the day of additional documents delivery. The remedy shall mean an imposition of obligation to refrain from unfair and discriminatory behaviour and to remove an illegal status.

In the event of appeals against a refusal to allocate infrastructure capacity, or against the terms of an offer of IM capacity, the regulatory body shall either confirm that no modification of the IM´s decision is required, or it shall require modification of that decision in accordance with an instruction specified by the regulatory body along with it.

In case of a complaint concerning access to services facilities and the supply of services in this facility, subject that complaint is justified following its review, the regulatory body decides on the appropriate measures to ensure that an appropriate part of the capacity was provided to the applicant.

1.4. STRUCTURE OF NETWORK STATEMENT

The structure and the content of the “Network Statement" takes into account the relevant requirements of Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area, as amended and follows the Network Statement Common Structure and Implementation Guide, adopted by European Infrastructure Managers belonging to RailNetEurope. The goal of the Common Structure and Implementation Guide is that all applicants and interested parties can find the same information at the same place in each “Network Statement”.

This Network Statement is structured into seven chapters constituting the main body of the document and further details are presented in the annexes:

- Section 1 provides general information about the “Network Statement” and contacts.
- Section 2 describes the main technical and functional characteristics of the railway network managed by ŽSR.
- Section 3 defines the legal requirements and access conditions to the railway network managed by ŽSR.
- Section 4 sets the procedure for train paths allocation.
- Section 5 gives an overview of the services provided by ŽSR, as well as the charges for these services. The incentive schemes are also described in this section.
- Section 6 describes the traffic management procedures, including the procedures to be followed in the event of incidents.
- Section 7 provides an overview of the service facilities connected to the railway network managed by ŽSR.

1.5. VALIDITY AND UPDATING PROCESS

1.5.1. Validity Period

The Network Statement shall be effective from 10 December 2023 whereas the information contained herein shall be applicable during the validity period of the Timetable 2024/2025,, i.e. from 15 December 2024 to 13 December 2025.

1.5.2. Updating Process

The Network Statement shall be kept up to date and modified as necessary. Present publication with already incorporated amendments (amendment will be recorded in the note of amendments and amendments shall be marked with a vertical line on the outer edge) will be published on the ŽSR website www.zsr.sk.

The RUs and applicants shall be informed of any change in the Network Statement via electronic mail.

1.5.3. Publishing

The Network Statement is available in Slovak and English version on the ŽSR website: www.zsr.sk in section "Railway Undertakings/Infrastructure". In case of ambiguity, the Slovak version is decisive. The Network Statement shall be provided by ŽSR on request to the RU free of charge and sent via electronic mail.

References to Network Statements of RNE members are available on the website: http://www.rne.eu/organisation/rne-network-members/.

ŽSR also publishes the content of its „Network Statement" on the portal „Network and Corridor Information (NCI)". Access to the NCI is free of charge and without user registration using the following link: http://nci.rne.eu/.

1.6. CONTACTS

Ministry of Transport of the Slovak Republic

PSO contract on provision of passenger transport, Contract on the operation of railway infrastructure	Ministry of Transport Námestie slobody 6 P.O.BOX 100 810 05 Bratislava Slovakia	Tel.: +421-2 5949 4111 E-mail: info@mindop.sk

Transport Authority

Licenses and safety certification	Transport Authority Letisko M.R.Štefánika 823 05 Bratislava Slovakia	Tel.: +421-2-48 777 402 Fax: +421-2-43 420 331 E-mail: info@nsat.sk

ŽSR-DG – Traffic Management Department
Contracts preparation and negotiation

Contract on access to the rail infrastructure, Contract on capacity allocation	Železnice Slovenskej republiky Directorate General Traffic Management Department Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-5785 E-mail: GRO410@zsr.sk

Paths allocation for the Timetable

Passenger transport	Železnice Slovenskej republiky Directorate General Traffic Management Department Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-7142/7115 E-mail: GRO410@zsr.sk
Freight transport		Tel.: +421-2-2029-3025/7143 E-mail: GRO410@zsr.sk

Information for railway undertakings - OSS Office

ŽSR OSS	Železnice Slovenskej republiky Directorate General Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-2552 e-mail: oss@zsr.sk

Processing of ad-hoc train paths orders – OSS Office

Passenger transport	Železnice Slovenskej republiky Directorate General Traffic Management Department Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-7145, 3064 E-mail: mimos@zsr.sk
Freight transport		Tel.: +421-2-2029-2552 E-mail: oss@zsr.sk

Elaboration of the Network Statement and its amendments

	Železnice Slovenskej republiky Directorate General Traffic Management Department Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-3024 E-mail: GRO410@zsr.sk

Invoicing documents and appeals against charges for access to the railway infrastructure

Invoicing for access to the railway infrastructure, Claims for access fees.	Železnice Slovenskej republiky Directorate General Traffic Management Department Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-2885, 7206 E-mail: GRO410@zsr.sk

Rail operation traffic management and processing of OSS applications

Passenger and Freight Transport	Železnice Slovenskej republiky Directorate General Traffic Management Department Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-7130, 7155 E-mail: ustredny.dispecer@zsr.sk, hlavny.dispecer@zsr.sk

Negotiation of extraordinary consignments

Negotiating transports: exceptional consignment, military transport and radioactive material.	Železnice Slovenskej republiky Directorate General Traffic Management Department Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-5620, 7117 E-mail: URMIZA@zsr.sk; GRO410@zsr.sk

Transport quality analysis

Agreement on common measures for ensuring quality operation on railroad	Železnice Slovenskej republiky Directorate General Traffic Management Department Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-7468 E-mail: GRO410@zsr.sk

Access to PIS application

	Železnice Slovenskej republiky Directorate General Traffic Management Department Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-5737 E-mail: GRO410@zsr.sk

ŽSR-DG – Safety and Inspection Department

Investigation of the causes of accidents and other incidents in railway operation, Investigation of work accidents, fires, leakages of hazardous substances, Control activities, Emergency plan	Železnice Slovenskej republiky Directorate General Safety and Inspection Department Klemensova 8 813 61 Bratislava	Tel.: +421-2-2029-7613 e-mail: GRO440@zsr.sk

ŽSR-DG – Project Management Office (PMO)

Information on timetable redesign process (TTR)

	Železnice Slovenskej republiky Directorate General Project Management Office Klemensova 8 813 61 Bratislava	Tel.: +421-2-2029-5071 e-mail: GRO180@zsr.sk

ŽSR-DG – Expertise Department

Information on access of railway vehicles to the railway infrastructure

	Železnice Slovenskej republiky Directorate General Department of Expertise Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-7744 E-mail: GRO230@zsr.sk

ŽSR-DG – CCS and Electrical Engineering Department

Information on communication systems between train driver and traffic management personnel

	Železnice Slovenskej republiky Directorate General Department of CCS and Electrical Engineering Klemensova 8 813 61 Bratislava Slovakia	Tel.: +421-2-2029-2539, 7422 E-mail: GRO460@zsr.sk

ŽSR – Logistics and Procurement Centre

Contact point for ordering ŽSR regulations

	Železnice Slovenskej republiky Logistics and Procurement Centre Bratislava Klemensova 8 813 61 Bratislava Slovakia	Fax: + 421-2-2029 7131 Tel.: +421-2-2029-7094 E-mail: CLaO.sekretariat@zsr.sk

ŽSR – Property Management Centre
Rental of ŽSR property

Rental of buildings, technical facilities in railway stations, storehouses, storage sites, ramps...	Železnice Slovenskej republiky Property Management Centre Holekova 6 811 04 Bratislava 1 Slovakia	Tel.: +421-2-2029-7785 E-mail: SM.BA@zsr.sk

ŽSR – Power Engineering Centre
Electricuty trading and distribution

Contract on centralized electricity supply, Contract on connection to ŽSR distribution network	Železnice Slovenskej republiky Railway Power Engineering Centre Klemensova 8 813 61 Bratislava Slovakia	Fax: + 421-2-2029 7456 Tel.: +421-2-2029-7445 E-mail: zsrze@zsr.sk

ŽSR – Railway Telecommunications
Telecommunication and informatics services

	Železnice Slovenskej republiky Railway Telecommunications Kováčska 3 832 06 Bratislava Slovakia	Tel.: +421-2-2029-2142 E-mail: zt@zsr.sk

ŽSR – Regional Directorates
Operation and traffic management

Contract for the contact of railroads. Operating instructions for railway stations. Operative traffic management.	Regional Directorate Trnava Bratislavská 2/A 917 02 Trnava Slovakia	Tel.: +421-33-229-4266, 5067, 5064 E-mail: ORTT.sekretariat@zsr.sk
		Tel.: +421-33-229-4266, 5068, 5069 E-mail: ORTT.sekretariat@zsr.sk
		Tel.: +421-33-229-4266, 5515, 5536 E-mail: ORTT.sekretariat@zsr.sk
	Regional Directorate Košice Kasárenské nám. 11 041 50 Košice Slovakia	Tel.: +421-55-229-4004, 5124 E-mail: ORKE.sekretariat@zsr.sk
		Tel.: +421-55-229-4004, 5121 E-mail: ORKE.sekretariat@zsr.sk
		Tel.: +421-55-229-4004, 5110 E-mail: ORKE.sekretariat@zsr.sk
	Regional Directorate Zvolen M.R.Štefánika 295/2 960 01 Zvolen Slovakia	Tel.: +421-45-229-4002, 4263 E-mail: ORZV.sekretariat@zsr.sk
		Tel.: +421-45-229-4002, 4260 E-mail: ORZV.sekretariat@zsr.sk
		Tel.: +421-45-229-4002, 4210 E-mail: ORZV.sekretariat@zsr.sk
	Regional Directorate Žilina 1.mája 34 010 01 Žilina Slovakia	Tel.: +421-41-229-5112, 2535 E-mail: ORZA.sekretariat@zsr.sk
		Tel.: +421-41-229-5112, 2355 E-mail: ORZA.sekretariat@zsr.sk
		Tel.: +421-41-229-5112, 2504 E-mail: ORZA.sekretariat@zsr.sk

The list of OSS contact points in other Member States is made available on both, the RNE website: http://www.rne.eu/organisation/oss-c-oss/ and ŽSR website: www.zsr.sk in the section “Railways infrastructure/Marketing/One Stop Shop/OSS contact details“.

1.7. Cooperation Between European IMs/ABs

1.7.1. Rail Freight Corridors

In 2010 the European Parliament and the Council laid down the rules for the establishment of a European railway network for competitive rail freight, consisting of international freight corridors (hereinafter referred to as “RFC”) in order to meet the following goals:

- strengthening co-operation between IMs/ABs on key aspects such as the allocation of paths, deployment of interoperable systems and infrastructure development,
- finding the right balance between freight and passenger traffic along the RFCs, giving adequate capacity for freight in line with market needs and ensuring that common punctuality targets for freight trains are met,
- promoting intermodality between rail and other transport modes by integrating terminals into the corridor management process.

Detailed description of RFCs with ŽSR membership is available on websites of rail freight corridors:

- RFC “Baltic-Adriatic“ – www.rfc-baltic-adriatic.eu
- RFC “Orient/East Mediterranean“ – www.rfc-orient-eastmed.eu
- RFC “Rhine-Danube“ – http://rfc-rhine-danube.eu/
- RFC “Amber“ – www.rfc-amber.eu/.

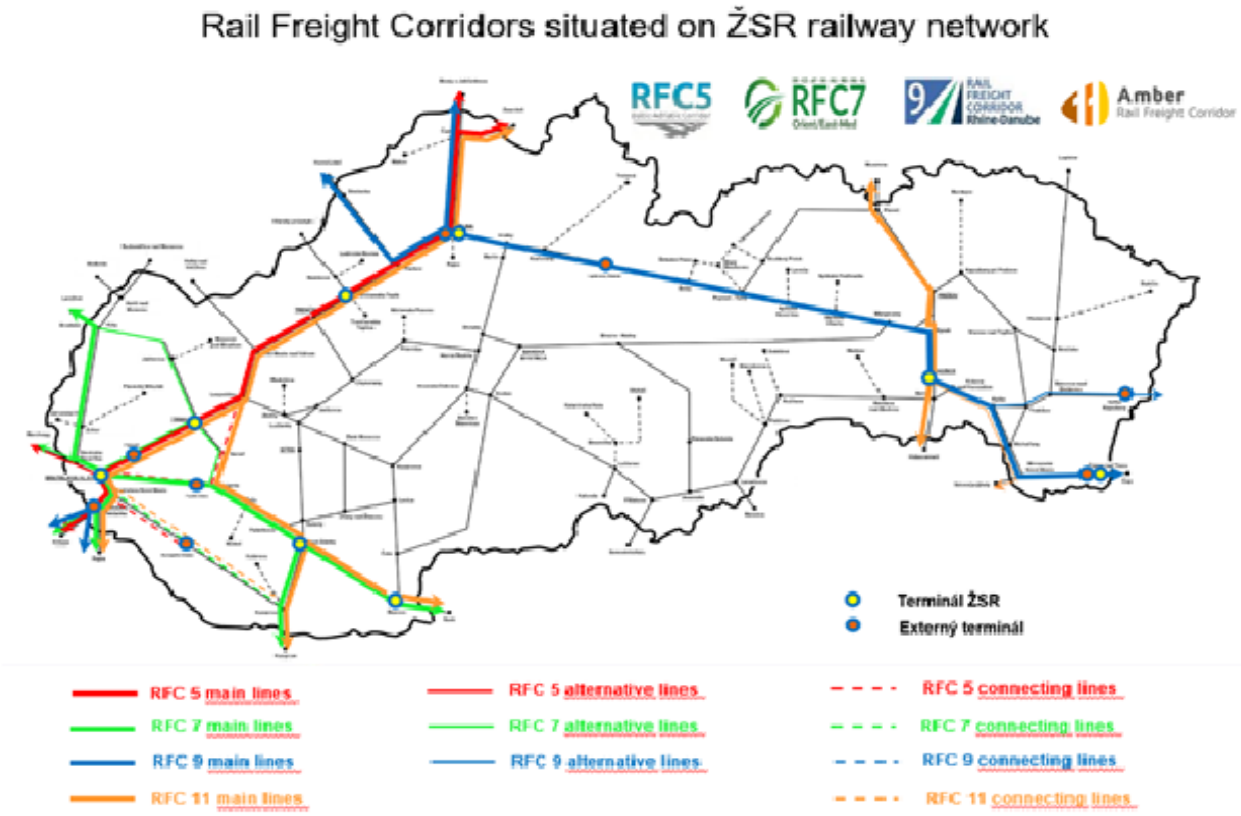

Fig. 1 Rail Freight Corridors identification on the railway infrastructure managed by ŽSR

In order to achieve these objectives, the European Union has established eleven international rail freight corridors within its rail network.

A general description of each RFC is given in Fig. 1. (more information is available in the Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU).

Fig. 1. List of Rail Freight Corridors

Rail Freight Corridor	**Member States**	**Main lines**	**Start of operation**	**Corridor website**
Rhine-Alpine	NL, BE, DE, IT	Zeebrugge–Antwerpen/Amsterdam/Vlissingen /Rotterdam– Duisburg–[Basel]–Milano– Genova	10 November 2013	*www.rfc-rhine-alpine.eu*
North Sea - Mediterranean	NL, BE, LU, FR, UK	Glasgow/Edinburgh /Southampton /Felixstowe – London /Dunkerque / Lille /Liège /Paris /Amsterdam – Rotterdam–Zeebrugge /Antwerpen–Luxembourg–Metz–Dijon–Lyon/[Basel]– Marseille	10 November 2013	*www.rfc-northsea-med.eu*
Scandinavian - Mediterranean	SE, DK, DE, AT, IT	Stockholm/[Oslo] /Trelleborg – Malmö–København– Hamburg–Innsbruck–Verona–La Spezia /Livorno /Ancona /Taranto /Augusta / Palermo	10 November 2015	*www.scanmedfreight.eu*
Atlantic	PT, ES, FR, DE	Sines–Lisbon/Leixões — Madrid–Medina del Campo/ Bilbao/San Sebastian–Irun–Bordeaux–Paris/Le Havre/Metz – Strasbourg /Mannheim Sines–Elvas/Algeciras	10 November 2013	www.rfc-atlantic.eu
Baltic-Adriatic	PL, CZ, SK, AT, IT, SI	Swinoujscie /Gdynia–Katowice–Ostrava/Žilina–Bratislava/ Wien/Klagenfurt–Udine–Venezia/ Trieste/ /Bologna/Ravenna Graz–Maribor–Ljubljana–Koper/Trieste	10 November 2015	www.rfc-baltic-adriatic.eu
Mediterranean	ES, FR, IT, SI, HU, HR	Almería–Valencia/Algeciras/Madrid–Zaragoza/Barcelona– Marseille–Lyon–Turin–Milan–Verona–Padova/Venezia–Trieste/Koper–Ljubljana–Budapest Ljubljana /Rijeka –Zagreb – Budapest–Zahony (Hungarian-Ukrainian border)	10 November 2013	www.rfc-mediterranean.eu
Orient – East-Med	CZ, AT, SK, HU, RO, BG, EL, DE	— București – Constanța Bremerhaven /Wilhelmshaven /Rostock /Hamburg – Praha–Vienna/Bratislava–Budapest — Vidin–Sofia–Burgas /Svilengrad (Bulgarian-Turkish border)/ Promachonas–Thessaloniki–Athína–Patras	10 November 2013	www.rfc-orient-eastmed.eu

North Sea - Baltic	DE, NL, BE, PL, LT, LV (*), EE (*)	Wilhelmshaven /Bremerhaven/Hamburg / Amsterdam /Rotterdam/Antwerpen–Aachen/Berlin–Warsaw–Terespol (Polish-Belarussian border)/Kaunas–Riga–Tallinn	10 November 2015	www.rfc-northsea-baltic.eu
Rhine - Danube	FR, DE, AT, SK, HU, RO, CZ	Strasbourg–Mannheim–Frankfurt–Nürnberg–Wels Strasbourg–Stuttgart–München–Salzburg–Wels–Wien–Bratislava–Budapest–Arad–Brașov/Craiova–București–Constanța Čierna nad Tisou (Slovak-Ukrainian border)–Košice–Žilina–Horní Lideč–Praha–München/Nürnberg	by 10 November 2020	http://rfc-rhine-danube.eu/
Alpine-Western Balkan	AT, HR, SI, BG, RS	Salzburg – Villach – Ljubljana -/ Wels / Linz – Graz – Maribor – Zagreb – Vinkovci / Vukovar – Beograd – Sofia Svilengrad (Bulgarian-Turkish border)	March 2020	https://www.rfc-awb.eu
Amber	SI, HU, SK, PL	Koper — Ljubljana –/Zalaszentiván — Sopron/Csorna –/(Hungarian-Serbian border) — Kelebia — Budapest –/– Komárom — Leopoldov/Rajka — Bratislava — Žilina — Katowice/Kraków — Warszawa/Łuków — Terespol — (Polish-Belarusian border)	January 2019	https://rfc-amber.eu/

Corridor Information Document (CID)
Information on the terms and conditions of the use of rail freight corridors should be drawn up, published and regularly updated for each Rail Freight Corridor.

Based on the common structure developed by RailNetEurope (RNE), the Corridor Information Document shall be published on websites of respective corridors and also at RNE website: www.rne.eu/rail-freight-corridors/.

1.7.2. ŽSR membership in international organizations

RailNetEurope was created in January 2004. As a non-profit making association of Railway Infrastructure Managers and Allocation Bodies (IMs/ABs), it is dedicated to facilitating International Traffic on the European Rail Infrastructure. RNE facilitates the development of international rail business through harmonized international business processes in the form of templates, manuals and guidelines as well as IT tools.

More information on cooperation among RNE members is available on the RNE website:
https://rne.eu/

In addition to RNE and RFC corridors, ŽSR are members of the following international organizations and groupings: UIC, CER, OSJD, PRIME, HIT RAIL, V4. ŽSR also cooperates with Pan-European Corridors, FTE, EU Agency for Railways, UNECE – TER (OSN – EHK – TER).

2. INFRASTRUCTURE

2.1. INTRODUCTION

The purpose of this chapter is to provide information about the railway infrastructure managed by ŽSR and on the terminals, sidings and service facilities connected to railway network managed by ŽSR, in particular the description and characteristics of railway lines and other railway infrastructure installations. As the extent of the useful information is large, it is not possible to mention all the information in this section.
Detailed information are available on the ŽSR website www.zsr.sk in the section "Railway Infrastructure/Marketing/Network Statement/Railway Infrastructure Interactive Maps".

Due to detailed specification of information on the track sections, the links to Track condition tables are referred to in individual subchapters of Chapter 3 and are available on the ŽSR website www.zsr.sk in the section "Railway Infrastructure/Marketing/Track condition tables".

Given the fact that individual track characteristics may change, especially following traffic closures, the information provided in this chapter shall have mainly information purpose.

2.2. EXTENT OF NETWORK

2.2.1. Limits

Technical description of the railway network managed by ŽSR is referred to into this chapter and presented in the application ŽSR Info Map. The data shall be consistent with the Register of Railway Infrastructure that is made available on website of the Transport Authority http://drahy.nsat.sk/interoperabilita-zeleznicnych-drah/pevne-subsystemy/register-zeleznicnej-infrastruktury/ and the European Union Agency for Railways https://rinf.era.europa.eu/rinf.

2.2.2. Connected Railway Networks

Fig. 2: List of the border crossings with neighbouring IMs

No.	Border Crossing - ŽSR	Border Crossing - Connected	IM (state)
1	Kúty	Lanžhot	Správa železnic (CZ)
2	Holíč nad Moravou	Hodonín	Správa železnic (CZ)
3	Skalica na Slovensku	Sudoměřice nad Moravou	Správa železnic (CZ)
4	Vrbovce	Velká nad Veličkou	Správa železnic (CZ)
5	Horné Srnie	Vlársky průsmyk	Správa železnic (CZ)
6	Lúky pod Makytou	Horní Lideč	Správa železnic (CZ)
7	Čadca	Mosty u Jablunkova	Správa železnic (CZ)
8	Skalité	Zwardoń	PKP-PLK (PL)
9	Plaveč	Muszyna	PKP-PLK (PL)
10	Medzilaborce	Łupków	PKP-PLK (PL)
11	Maťovce	Užgorod	UZ (UA)
12	Čierna nad Tisou	Čop	UZ (UA)
13	Slovenské Nové Mesto	Sátoraljaújhely	MÁV Zrt (HU)
14	Čaňa	Hidasnémeti	MÁV Zrt (HU)
15	Lenartovce	Bánréve	MÁV Zrt (HU)
16	Fiľakovo	Somoskőújfalu	MÁV Zrt (HU)
17	Štúrovo	Szob	MÁV Zrt (HU)
18	Komárno	Komárom	MÁV Zrt (HU)
19	Rusovce	Rajka	GySEV (HU)
20	Lučenec	Ipolytarnóc (*)	MAV Zrt (HU)
21	Malé Straciny	Nógrádszakál (*)	MÁV Zrt (HU)
22	Bratislava-Petržalka	Kittsee	ÖBB Infrastruktur AG (AT)
23	Devínska Nová Ves	Marchegg	ÖBB Infrastruktur AG (AT)

Note:

- (*) The marked crossings are only for peage traffic (provided by through trains, which must start and end on the territory of the Slovak Republic) until the time of validity of the Cross-Border Transport Agreement. If the EU legislation which does not differentiate between the crossing and the classic crossing will be followed cross-border regime and therefore the nature of the traffic of the above crossings may change during the timetable change. The authorisation for cross-border transport (other than crossing traffic) may be made by by means of the dispatching apparatus.
- With regard to the application of the procedures set out in the Commission Implementing Regulation 2019/773 on a technical specification for interoperability relating to the operation and management subsystem 2.1 "(OPE TSI) are border posts identical to the border stations of ŽSR listed in Tab. 2.

Description of railway networks of neighbouring countries is indicated in Network Statements of the neighbouring IMs.

2.3. NETWORK DESCRIPTION

Railway lines managed by ŽSR are marked with the numbers starting from 101 to 130 (pursuant to the timetable information instruments). Within one track, or one numerical designation, there may be included more track sections which are not directly connected to each other (described in Fig. 3).
A scheme of the network of lines under the administration of ŽSR is presented in Annex 2.3.

Fig. 3: List of ŽSR railway lines

Track	Track section	Track	Track section
101	**A** Čop (UA) - Čierna nad Tisou – Košice **B** Čop (UA) – Čierna nad Tisou ŠRT **C** Sátoraljaújhely HU – Slovenské Nové Mesto **D** Barca St 1 – (koľ.101) - Košice nákl.stanica – Košice **E** Barca St 1 – (koľ.102) - Košice	**102**	**A** Užgorod (UA) – Maťovce ŠRT – Haniska pri Košiciach ŠRT
103	**A** Łupków (PL) – Medzilaborce – Michaľany **B** Trebišov – Výh. Slivník **C** Michalianska spojka	**104**	**A** Maťovce – Bánovce nad Ondavou **B** Stakčín – Humenné **C** Vranov nad Topľou – Trebišov **D** Bardejov – Kapušany pri Prešove **E** Bánovecká spojka
105	**A** Košice – Kraľovany	**106**	**A** Kraľovany – Žilina – Púchov **B** Potok odb. – (koľaj 1A1) - Žilina-Teplička – (koľaj 1C2) – Výh. Váh **C** Varín – (koľaj 1C1/1D1) – Žilina-Teplička – (koľaj 1D2) – Výh. Váh **D** Žilina – Čadca – Mosty u Jablunkova (CZ) **E** Budatínska spojka **F** Púchov – Lúky pod Makytou – Horní Lideč (CZ) **G** Žilina-Teplička – (koľaj 1D22) – Výh. Váh – (koľaj 1B2) – Žilina-Teplička odch. sk. – (koľaj 1A2) – Žilina
107	**A** Muzsyna (PL) – Plaveč – Kysak **B** Orlovská spojka **C** Kysacká spojka **D** Strážske – Prešov	**109**	**A** Košice – Plešivec **B** Hidasnémeti (HU) – Čaňa – Barca **C** Krásna nad Hornádom – Barca St. 4
110	**A** Margecany – Červená Skala **B** Spišské Podhradie – Spišské Vlachy **C** Levoča – Spišská Nová Ves	**111**	**A** Dobšiná – Rožňava **B** Plešivec – Slavošovce **C** Plešivec – Muráň **D** Medzev – Moldava nad Bodvou

112	**A** Plaveč – Poprad-Tatry **B** Odb. Spišská Belá – Spišská Belá **C** Studený Potok – Tatranská Lomnica **D** Poprad-Tatry – Štrbské Pleso (TEŽ) **E** Tatranská Lomnica (TEŽ) – Starý Smokovec (TEŽ) **F** Štrbské Pleso Štrba OŽ (OŽ)	**113**	**A** Trstená – Kraľovany
114	**A** Žilina – Rajec **B** Čadca – Skalité – Zwardoń (PL) **C** Čadca – Makov	**115**	**A** Plešivec – Zvolen os.st. **B** Výh Urbánka – Fiľakovo St3 **C** Bánréve (HU) - Lenartovce **D** Somoskőújfalú (HU) - Fiľakovo
116	**A** Červená Skala – Banská Bystrica **B** Jesenské –Brezno-Halny – Brezno **C** Hronec – Chvatimech	**117**	**A** Utekáč – Lučenec **B** Breznička – Katarínska Huta **C** Lučenec – Veľký Krtíš
118	**A** Zvolen os. st. – Hronská Dúbrava – Vrútky **B** Priekopská spojka **C** Zvolenská spojka **D** Zvolen os.st. – Banská Bystrica - Odb Dolná Štubňa	**119**	**A** Zvolen osobná stanica – Šahy **B** Šahy – Čata **C** Levice – Štúrovo
120	**A** Szob (HU) – Štúrovo – Bratislava hl.st. **B** Komárom (HU) – Komárno – Nové Zámky	**121**	**A** Hronská Dúbrava – Palárikovo **B** Banská Štiavnica – Hronská Dúbrava
122	**A** Horná Štubňa – Prievidza **B** Chrenovecká spojka **C** Nitrianske Pravno - Nové Zámky **D** Jelšovce – Zbehy	**123**	**A** Kozárovce – Dražovce rampa **B** Topoľčianky nákl. – Úľany nad Žitavou **C** Zbehy – Radošina* **D** Lužianky TIP – Leopoldov
124	**A** Komárno–Bratislava-Nové Mesto **B** Komárno – Kolárovo **C** Neded – Šaľa	**125**	**A** Púchov – Bratislava hlavná stanica
126	**A** Bratislava hl.st. – Kúty – Lanžhot (CZ) **B** Devínska Nová Ves – Marchegg (AT) **C** Plavecký Mikuláš – Záhorská Ves *	**127**	**A** Bratislava-Vajnory – Bratislava východ (odch.sk.Juh) – Odb Vinohrady **B** Bratislava-Vajnory (12. koľaj) – Bratislava východ (odch. sk. Sever) – Bratislava-Rača **C** Bratislava východ (odch.sk.Juh) – Bratislava predmestie – Bratislava-Nové Mesto – Bratislava ÚNS – Bratislava-Petržalka – Rusovce – Rajka (HU) **D** Bratislava-Petržalka – Kittsee (AT) **E** Odb Močiar – Bratislava predmestie **F** Odb Močiar – Odb Vinohrady **G** Bratislava-Nové Mesto–Bratislava hlavná stanica
128	**A** Leopoldov – Galanta **B** Sereď – Trnava **C** Trnava – Kúty **D** Brezová pod Bradlom – Jablonica *	**129**	**A** Nové Mesto nad Váhom – Vrbovce – Velká nad Veličkou (CZ) **B** Kúty – Skalica na Slovensku – Sudoměřice nad Moravou (CZ) **C** Hodonín (CZ) – Holíč nad Moravou **D** Čachtická spojka **E** Piešťany – Vrbové
130	**A** Trenčín – Chynorany **B** Trenčianska Teplá – Horné Sŕnie – Vlárský průsmyk (CZ) **C** Nemšová – Lednické Rovne		

	D Trenčianske Teplice - Trenčianska Teplá ÚRT (TREŽ) – special railroad

*Note: ** - Lines on which it is possible to conclude a track lease contract for operation non-motorised rail transport by railcars between ŽSR and the railcar operator. At line 126 C, these are the sections Zohor – Záhorská Ves and Plavecké Podhradie – Plavecký Mikuláš, in km 30.313 – 32.500.

2.3.1. Track Typologies

The railway lines managed by ŽSR comprise the main and the secondary lines and special lines in terms of the Act on Railroads and this classification is published on the Ministry website www.mindop.sk in the section "Ministry/Transport/Railway transport/State railway administration department/List of main and secondary lines".

Further track classification by its technical characteristics is presented in the following subchapters and through the application ŽSR Info Map.

2.3.2. Track Gauges

Track nominal gauge is 1,435 mm (95.91 % of the tracks) on railway network managed by ŽSR.

Other track gauges:

Broad-gauge:

1,520 mm line sections:	Haniska pri Košiciach ŠRT – Maťovce ŠRT – Uzhorod PSP (UZ) Výh UZ km 271.0 ŠRT - Čierna nad Tisou ŠRT

Narrow-gauge:

1,000 mm line sections:	Poprad-Tatry - Starý Smokovec - Štrbské Pleso (TEŽ) Starý Smokovec - Tatranská Lomnica (TEŽ) Štrba - Štrbské Pleso (OZ)
760 mm line section:	Trenčianska Teplá – Trenčianske Teplice (TREŽ)

2.3.3. Traffic points

Position of traffic points over the railway network and its kilometrical distances are provided in track condition tables.

List of traffic points for rail passenger transport on ŽSR network for the purposes of charging the access to passenger stations provided to the Railway Undertakings operating rail passenger transport is presented in Annex 2.3.3.A.

Traffic points for freight trains are considered marshalling yards, train formation facilities and freight terminals in the ownership or administration of ŽSR, which are divided into categories. List of traffic points for freight trains on the ŽSR network for the purposes of charging the track access to passenger stations provided to the Railway Undertakings in freight stations is presented in Annex 2.3.3.B.

Information on technical facilities, number and length of station tracks and platforms in traffic points are referred to in the application ŽSR Info Map.

2.3.4. Loading Gauge

Track clearance ensures spatial transitivity of the railroad and is determined by dimensional parameters for location of buildings and equipment in relation to the track for provision of safe clearness for railway vehicles with respective profile. At ŽSR the Enhanced static profile G2 has been defined as the basic

rolling stock profile, to which matches the corresponding Track gauge Pz. This profile is also defined by the IM as the loading gauge (NMŽSR).

Loading gauge defines the space, which cannot be exceeded by any part of the rolling stock or the freight being carried. Loading gauges effective for individual tracks are listed in Track condition tables and in the regulation ŽSR Z 6 – "Track clearance of ŽSR railway lines".

Vehicle static profile / Loading gauge – ŽSR (G2/NMŽSR) and table of half-width of the loading dimension are presented in Annex 2.3.4.

The clearance with regard to combined transport (P/C codes) and information on railway line categories by vehicle profile clearance are presented in the application ŽSR Info Map in track condition tables and Regulation ŽSR Z 6 - "Track clearance of ŽSR railway lines".

2.3.5. Weight Limits

Railway lines managed by ŽSR are classified into vertical loading categories according to their loading capacity corresponding to the weight categories of model schemes for railway vehicles in accordance with EN 15 528 and document "Track classification – Relevant carrying capacities".

Fig. 4: Categories of vertical track loading capacity according to EN 15 528 and document "Track classification – Relevant carrying capacities".

Category of vertical track loading capacity	Maximum axle load	Max. weight per 1 m of rail length inducted by rolling stock
A	P = 16 t	p = 5,0 t/m
B1	P = 18 t	p = 5,0 t/m
B2	P = 18 t	p = 6,4 t/m
C2	P = 20 t	p = 6,4 t/m
C3	P = 20 t	p = 7,2 t/m
C4	P = 20 t	p = 8,0 t/m
D2	P = 22,5 t	p = 6,4 t/m
D3	P = 22,5 t	p = 7,2 t/m
D4	P = 22,5 t	p = 8,0 t/m
E4	P = 25 t	p = 8,0 t/m
E5	P = 25 t	p = 8,8 t/m
Broad-gaugerailway line	P = 24.5 t	p = 9 t/m

Categories of vertical track loading capacity are presented in the application ŽSR Info Map and in track condition tables.

2.3.6. Line Gradients

More detailed information on the gradient conditions of individual tracks and track sections is provided in the track conditions tables and in the application ŽSR Info Map.

2.3.7. Line Speeds

More detailed information on line speeds is provided in the track conditions tables and in the application ŽSR Info Map.

2.3.8. Maximum train lengths

Length of passenger trains is limited by the length of platforms. Data on platforms length and height of their boarding edges at individual traffic points are presented in the application ŽSR Info Map .

More detailed information on the maximum train length at individual track sections can be found in the track conditions tables, in the application ŽSR Info Map .

2.3.9. Power supply

Railway lines managed by ŽSR are divided into electrified and non-electrified and the extent is distinguished in different colour in the application ŽSR Info Map.

Electrified lines are further divided by traction systems as shown in the table:

Fig. 5: Traction systems

Traction system	*Railway lines*
Direct current (600 V)	Trenčianska Teplá – Trenčianske Teplice (TREŽ)
Direct current (1,5 kV)	Poprad-Tatry – Starý Smokovec – Štrbské Pleso (TEŽ)
	Starý Smokovec – Tatranská Lomnica (TEŽ)
	Štrba – Štrbské Pleso (OZ)
Direct current (3 kV)	state border UA/SR - Čierna nad T. – Košice – Žilina – (outside) –
	Púchov (outside) – Lúky pod Makytou – state border SR/CZ
	state border UA/SR - ŠRT Maťovce – Haniska pri Košiciach ŠRT
	Maťovce – Bánovce nad Ondavou – Michaľany
	Trebišov – Výh.Slivník
	state border PL/SR – Plaveč – Prešov -– Kysak
	Košice – Haniska pri Košiciach
	state border HU/SR – Čaňa – Barca
	Čadca – Skalité state border SR/PL
	Vrútky – Martin
	Výh UZ km 271,0 ŠRT - Čierna nad Tisou ŠRT
Alternating current, single-phase (25 kV 50Hz)	Banská Bystrica – Zvolen – Hronská Dúbrava – Šurany – Nové Zámky
	Šurany – Palárikovo
	Nové Zámky – Komárno – state border SR/HU
	state border HU/SR Rusovce – Bratislava
	state border HU/SR - Štúrovo – Bratislava – Kúty – state border SR/CZ
	Bratislava node
	Žilina – Púchov – Trenčín – Trnava – Bratislava hl. st.
	Leopoldov – Galanta
	Sereď – Trnava – Kúty
	Kúty – Holíč nad Moravou - state border SR/CZ
	Žilina – Čadca – štátna hranica SR/CZ
	Žilina Node
Alternating current, single-phase (15 kV 16.7 Hz)	Bratislava-Petržalka – state border SR/AT

Recuperation on all electrified line sections is not permitted on the Railway lines managed by ŽSR. Sections with recuperation allowed and forbidden are marked with signals for electrical operation in accordance with the ŽSR Z1 regulation, resp. specified in the track conditions table (TTP). Locomotives for all control modes (manual control, automatic control) and braking (electrodynamic brake, locomotive brake, train brake or other), must be able to operate without recuperation of electrical energy into the overhead contact line on each traction system, due to prevention of unwanted recuperation. If it is not

possible to switch off recuperation when using any of the steering or braking modes, locomotive must not use this mode on sections with recuperation disabled.

The maximum permitted traction currents sampled per train for each section of electrified lines as well as other important parameters related to electric traction are published in the Register of Infrastructure of the EU Agency for Railways (https://rinf.era.europa.eu/rinf).

Tab.6: Basic parameters of the Collector - Overhead Contact Line interface

Parameter	**Traction system alernating: 25 kV, 15 kV**	**Traction system unidirectional: 3 kV, 1,5 kV**
Material of collector skids	pure carbon	pure carbon, carbon with a copper content of max. 40 %
Collector head lengths	1 950 mm; Modernized: 1 950 mm, 1 600 mm; 15 kV: 1 950 mm, 1 600 mm	1950 mm; Modernized: 1 950 mm, 1 600 mm; Broad-gauge: 2000/2260 mm
Collector head width	650 mm	650 mm
Collector clamping force (maximum)	Fm=0.00047*v^2+90	3kV: Fm=0,00097*v^2+110; 1,5kV: Fm=0,00097*v^2+140
Number and spacing of collectors *)	2/12/80; 2/15/120; 2/35/160	3kV: 4/12/80; 2/15/120; 2/20/160; 3kV (ŠRT): 8/12/80; 1,5kV:TEŽ: 2/9/80
Maximum overhead wire height	6 200 mm	6 200 mm; Broad-gauge: 6 800 mm
Normal overhead wire height	5 500 mm	5 500 mm Broad-gauge: 6 000 mm;
Minimum overhead wire height	5 000 mm	4 950 mm; Broad-gauge: 5 250 mm
Sections of separate phases	according to STN EN 50367 ed. 2	N/A
Maximum permissible standing current per collector	80 A	3 kV: 200 A; 1,5 kV: 300 A

*) Permitted number of collectors / min. distance (m) / Speed (km/hod)

Other data in addition to Fig. 6: The basic parameters of pantograph - overhead contact line interface in Contract on the access to railway infrastructure for the pantograph are specified by EN STN 50367.

2.3.10. Signalling Systems

Information on signalling systems can be found in the printed timetables and track conditions tables (Table 1).

2.3.11. Traffic Control Systems

Information on the traffic control systems are presented in the following documents:

- level crossing interlocking systems – in the track conditions tables,
- track interlocking systems and station interlocking systems – in Track conditions tables and in the application ŽSR Info Map.
- indicators of firing of bearings, indicators of wheel flats, indicators of hot rims and indicators of hot brakes are presented in the track conditions tables, in the application ŽSR Info Map.

2.3.12. Communication Systems

Information on the train radio system on the individual railway line sections is provided in track conditions tables (Table 2) and in the application ŽSR Info Map.

Driver's cab shall **obligatory** contain on-board (vehicle) radio equipment ensuring communication with the employee controlling traffic on the lines with remote controlled safety installation:

- Nové Mesto nad Váhom – Myjava,
- Plaveč – Kysak (sections: Plaveč – Prešov, Výh Ličartovce zast. – Kysak),
- Trnava – Kúty,
- Bratislava-Nové Mesto - Podunajské Biskupice – Komárno,
- Bratislava-Rača (outside) – Žilina.

A temporary exemption from the compulsory equipment of the driver's station may be granted by the Transport Department of ŽSR Directorate General with a designation:

- the conditions of communication with the transport manager
- the maximum period of validity of the exemption.

Railway line equipped with a trackside radio equipment without mandatory fitting of rolling stock with mobile (on-board) radio equipment:

- Zohor – Rohožník – Plavecký Mikuláš
- Nemšová – Lednické Rovne
- Levice – Čata – Štúrovo, Čata – Šahy
- Úľany nad Žitavou – Vráble – Zlaté Moravce
- Kozárovce – Zlaté Moravce – Lužianky
- Brezno – Tisovec – Rimavská Sobota
- Lučenec – Poltár – Utekáč
- Breznička – Katarínska Huta

Mandatory equipment of train driver cabin with GSM-R mobile radio terminals for access to the railway infrastructure for communication between the train driver, and the employee controlling traffic through digital radio system GSM-R:

- state border AT/SK – Devínska Nová Ves – Bratislava hlavná stanica (main station) – Senec – Nové Zámky,
- Bratislava node,
- Bratislava – Žilina – Čadca – state border SK/CZ,
- Varín – Košice – Čierna nad Tisou.

Local analogue radio systems in the traffic point to ensure station shunting operations and shunting operations with handling trains remain active.

Detailed information can be provided by ŽSR DG - Department of CCS and Electrical Engineering.

2.3.13. Train Control Systems

Information on train interlocking system at relevant track sections is provided in the track conditions tables (Table 1) and in the application ŽSR Info Map. In connection with deployment of interoperability along railway lines, ETCS (European Train Control System) is rolled out on upgraded track sections in accordance with applicable EU and national legislation.

ETCS complemented with the radio-communication GSM-R system is part of the European Rail Traffic Management System (ERTMS).

Railway lines managed by ŽSR equipped with ETCS:

- Bratislava - Rača (outside)
- Žilina (outside) (ETCS L1)
- Žilina (outside) – Čadca (ETCS L2)

Railway lines managed by ŽSR planned to be equipped with ETCS are presented in Chapter 2.6.

2.4. TRAFFIC RESTRICTIONS

2.4.1. Specialised Infrastructure

ŽSR has designated no railway infrastructure for specified types of traffic.

2.4.2. Environmental Restrictions

No specific restrictions.

2.4.3. Dangerous Goods

No specific restrictions.

2.4.4. Tunnel Restrictions

Information about tunnel restrictions are provided in the Track conditions tables in Table 5 – Data on track vehicle clearance profile and places where side clearance gauge cannot be maintained, intermodal transport profile - codification and in Table 7 – Provisions of local importance: Part G. Tunnels – Information on safety features.

2.4.5. Bridge Restrictions

Information about bridge restrictions are provided in the track condition tables in Table 4 – Track clearance in terms of railway vehicles carrying capacity: Column 4 – Places and conditions of restriction or permit for exceptional clearance of railway vehicles and motive power units.

2.5. AVAILABILITY OF THE INFRASTRUCTURE

Transport on railway lines managed by ŽSR is usually operating continuously.

ŽSR has elaborated strategic long-term and medium-term railway infrastructure investment development plans. These investment plans are then incorporated into plans of temporary capacity restrictions, which is published on the ŽSR website. List of temporary capacity restrictions on railway lines included in railway freight corridors of which ŽSR is a member are also published on the websites of of the individual corridors (referred to in subchapter 4.3.1) and in the RNE information tool for publication and coordination of TCRs.

ŽSR specifies the plans in the annual plan for temporary capacity restrictions, which is the basis for the subsequent formation of monthly plans for temporary capacity restrictions. ŽSR consults monthly plans for temporary capacity restrictions with stakeholders. Within the consultations, RUs shall submit a proposal to adjust the train paths concerned.

RU shall be informed about disruption of traffic on the railway line section due to the planned temporary capacity restriction in accordance with the conditions of capacity and operating restrictions (described in chapters 4.3) in order to negotiate with the infrastructure manager an alternative solution to the allocated capacity.

Scheduled operational restraints

ŽSR shall be entitled to change the form of railway infrastructure operation or restrain railway infrastructure operation or its part:

- during a time when the traffic on the railroad is not performed,
- for a time necessary to maintain or repair the railroad or to renew its operation after an accident or extraordinary event,
- at a request of other subjects.

Organisational units of ŽSR administrating the railway infrastructure are obliged to ensure repairs and maintenance of the railway infrastructure installations primarily within appropriate train pauses and without restraining railway services or with the least possible impact on the railway services.

Scheduled temporary limitation to functionality of railway infrastructure installations managed by ŽSR, which restrains movement of railway vehicles on the railway infrastructure or the way of providing for their movement, is called a scheduled closure. In terms of the provisions of ŽSR Regulation DP 4 „Closure activities of Železnice Slovenskej republiky“, this is a duly scheduled, prepared and authorized modification to the way of operational utilisation of railway infrastructure installation carried out according to pre-arranged closure documentation.

ŽSR has published “Guidelines for charging the closure of operational capacity on ŽSR network” under which other subject should order closure or restriction of operational infrastructure capacity. The guidelines are made available on the ŽSR website: www.zsr.sk in the section “Railway undertakings/Infrastructure/General Information

The planned closure of the railway infrastructure installation shall only be carried out in accordance with the current regulations of ŽSR and the applicable legislation of the Slovak Republic

Closure of transport operation

Closure of transport operation can be introduced during a time when the traffic on the railroad is not performed or even it can be performed under limited occupancy of traffic control centres. Closure of transport operation is a condition when traffic control centres during a given time period performs transport operation in limited extent or not at all although trains are running. Traffic control centre may not be occupied by a traffic employee during that time. ŽSR interrupts closure of transport operation at the request filed pursuant to subchapter 4.5, letter B.

To order an interruption to closure of transport operation for transportation of extraordinary consignments, ŽSR developed "Guidelines for the provision of selected additional services to railway undertakings and other subjects using the railway infrastructure managed by ŽSR”. The guidelines are available on ŽSR website: www.zsr.sk in the section "Railway undertakings/Other services/Extraordinary consignments”. Railway lines where the transport on certain days and hours is not operating are provided in Annex 2.5.

2.6. INFRASTRUCTURE DEVELOPMENT

List of railway projects with five years perspective and beyond is published on the ŽSR website www.zsr.sk in the section “Railway Undertakings/Railway infrastructure modernization” and in the ŽSR Business Plan.

3. ACCESS CONDITIONS TO RAILWAY INFRASTRUCTURE

3.1. INTRODUCTION

Chapter 2 of present Network Statement describes the conditions under which ŽSR grants railway undertakings´ access to the railway infrastructure. These conditions also concern parts of rail freight corridors on the railway network managed by ŽSR.

3.2. GENERAL ACCESS REQUIREMENTS

ŽSR shall be obliged to ensure the access to the railway infrastructure within entire network operated by him, to any railway undertaking under the following conditions:

a) the entity is in possession of a valid license to provide the transport services issued by a licensing Member State's authority,
b) the entity is in possession of a valid safety certificate,
c) the entity has concluded insurance liability contract for damages caused by operation of railway transport during the entire period of operation of railway transport,
d) the entity has concluded the contract for access to the railway infrastructure with ŽSR,
e) the entity has concluded the contract with ŽSR-Railway Power Engineering Centre in case the RU intends to provide transport service using vehicles of electric traction, and requests the supply of traction current in accordance with the operating rules of the distribution system operator for Železnice Slovenskej republiky, or will use electric pre-heating equipment for the purposes of rolling stock heating/air-conditioning,
f) the technological procedures for departing and/or terminating trains in respective railway stations has been negotiated with the respective ŽSR Regional Directorates,
g) the train path has been allocated or the entity provides transport services for an applicant to whom the infrastructure capacity has been allocated.

Conditions for submitting a request to obtain a licence, safety certificate and their content are defined by the Act on Railroads, the Act on Transport on Railroads and the Decree on transport order on railroads.

The regulatory authority may, at the request of persons specified in a separate regulation, restrict the access of railway undertakings to railway services provided by ŽSR between the starting point and the destination point of the train on the territory of the Slovak Republic if this part of the railway infrastructure or alternative route is covered by a contract on transport services and the exercise of the right of access would jeopardize the economic equilibrium of the contract in question.
ŽSR shall not allow access to the railway infrastructure to an applicant who has not complied with the notification obligation pursuant to Article 40 section 4, first sentence of the Act on Railroads.

3.2.1 Conditions for requests for allocation of infrastructure capacity

The applications for allocation of infrastructure capacity can be submitted by the applicant.
Applications shall be submitted to ŽSR and in case of an application for pre-arranged paths and reserve capacity earmarked for relevant RFCs shall be submitted to relevant Corridor OSS.

ŽSR shall allocate infrastructure capacity either for the period of validity of several Timetables in the form of a Framework Agreement (see chapter 3.3.1), or for the period of validity of a Timetable - in this case the infrastructure capacity is identical to the train path and the conditions for allocating infrastructure capacity are identical to the conditions for allocating the train path (see chapter 4.5). At the same time, during the Timetable 2024/2025, the TTR project will be piloted (see Chapter 4.9), which will allow (among other things) the allocation of infrastructure capacity by combining a train path for the period of validity of a single Timetable as well as infrastructure capacity for the period of several Timetables - the so-called rolling planning. The train path will be allocated to the applicant who has concluded a contract:

a) on access to the railway infrastructure (for RUs which intends to provide transport services on allocated train path) or
b) on infrastructure capacity allocation (for applicants who are non-RUs).

The entity intending to apply for a train path shall have concluded a relevant agreement.

Forms of applications, types of train paths, order methods, priorities of order processing and time schedule are presented in Chapter 4.

Conditions for capacity allocation on different RFCs are indicated in relevant corridor information documents.

Any trading with allocated infrastructure capacity among its recipients shall be prohibited and shall lead to exclusion of a recipient from the further allocation. Allocated infrastructure capacity cannot be transferred by the recipient to another person. Recipient who is not RU, shall enable, in conducting its business activity, to use of an allocated capacity by the RU. Such use shall not be considered as a transfer and trading of allocated infrastructure capacity.

3.2.2 Conditions for the access to railway infrastructure

The RUs which complies with the conditions laid down in the Act on the Transport on Railroads can operate railway transport on the railway network managed by ŽSR.

3.2.3 Licenses

One of the basic documents that the RU needs in order to provide transport services on railroad shall be **the license** issued by the Licensing Authority of any Member State.

Conditions for granting a licence in the Slovak Republic shall be governed by the Act on the Transport on Railroads.

The license in the Slovak Republic shall be issued, withdrawn and the fulfilment of the requirement herein shall be checked by the Transport Authority.

Detailed information is available on the Authority website: www.nsat.sk (http://drahy.nsat.sk/povolenia-a-licencie-na-zeleznicnych-drahach/)

3.2.4 Safety certificate

The RU shall be in possession of a safety certificate, not later than on date of the start of provision of transport service on railway infrastructure operated under the licence. The safety certificate shall be issued by the Transport Authority or the European Union Agency for Railways.

Detailed information about issuance of safety certificate by the Transport Authority is available at the Transport Authority website: www.nsat.sk (http://drahy.nsat.sk/bezpecnost-na-zeleznicnych-specialnych-a-lanovych-drahach/bezpecnostne-osvedcenia/).

Information on individual safety certificates is published on the ERA website.

https://www.era.europa.eu/applicants/applications-single-safety-certificates_en

3.2.5 Insurance

The requirements relating to insurance is met provided that the applicant demonstrates to the licensing authority its liabilities in the event of accidents, in particular in respect of passengers and their luggage, carried load and mail as well as the third parties. The insurance must cover the whole period during which transport services are provided under the licence.

3.3. CONTRACTUAL ARRANGEMENTS

3.3.1 Framework agreement

Železnice Slovenskej republiky as the infrastructure manager offer the possibility to conclude framework agreements with applicants for the Timetable 2024/2025 and other timetables. These framework agreements will be used for reserving infrastructure capacity on railway lines managed by ŽSR.

The provisions of the framework agreement must not exclude other applicants from the use of the railway infrastructure and should at the same time allow for changes or limitations to the contractual conditions to be made from time to time in order to make better use of the capacity of the railway infrastructure.

A framework agreement shall normally be concluded for a period of five years, renewable for the same period as that for which it was concluded. The infrastructure manager may, at the proposal of the applicant, conclude a framework agreement for a longer or shorter period. However, the conclusion of a framework agreement for a longer period than five years must be justified by the existence of commercial contracts, the specific investments made or the risks foreseen.

Template Framework agreement is presented in Annex 3.3.1 and is subject to amendments in case of changes to legislation and in other justified cases.

3.3.2 Contract on the access to railway infrastructure

Contract on the access to railway infrastructure is an agreement concluded between ŽSR and the Railway undertaking, containing requirements and conditions regarding the access to the railway infrastructure managed by ŽSR.

ŽSR shall be obliged to conclude the contract for access to the railway infrastructure with the RU under non-discriminatory terms. Conditions for access to the railway infrastructure shall be agreed within the Contract on access to the railway infrastructure on fair and non-discriminatory basis in accordance with rules for infrastructure capacity allocation in terms of the Act on Railroads, with safety authorization of ŽSR and the conditions stipulated in this Network Statement.

Standard format for contract between ŽSR and the Railway Undertaking:

Article I: Subject of the contract
Article II: Duration of the contract
Article III: Conditions of access to railway infrastructure
Article IV: Price terms
Article V: Payment conditions
Article VI: Obligations of Railway Undertaking
Article VII: Obligations of Infrastructure Manager
Article VIII: Joint Convention
Article IX: Compensation
Article X: Means of contractual relationship termination
Article XI: Transitional and final provisions

Annex 1: Rules and guidance of Infrastructure Manager applicable to Railway Undertaking
Annex 2: Investigation of causes of accidents and extraordinary incidents in railway operation
Annex 3: Inspection activities, conditions for access to railway pathway administered by ŽSR
Annex 4: Occupational Safety and Health
Annex 5: Transport of extraordinary consignments
Annex 6: Operational traffic management and temporary capacity restrictions
Annex 7: Rescue measures system
Annex 8: Simplified technological procedures for freight trains

Template Contract on access to the railway infrastructure is presented in Annex 3.3.2 and is subject to amendments in case of changes to legislation and in other justified cases.

The RU who intends to use the services provided by ŽSR shall be obliged to conclude separate contracts on provision of requested services. Services provided by ŽSR are presented in Chapter 5.

3.3.3 Contracts on infrastructure capacity allocation

Contract for infrastructure capacity allocation is an agreement concluded between ŽSR and the Applicant who is non-RU for capacity allocation in the form of a train path.

The contract shall govern specific rights and obligations of ŽSR and the Applicant relating to allocated infrastructure capacity and specify the date by which the applicant shall designate the RU to use of an allocated capacity. The designated RU shall have concluded the Contract on access to the railway infrastructure.

Standard format for contract between ŽSR and the Applicant, which is not a railway undertaking:

Article I: *Subject of the contract*
Article II: *Duration of the contract*
Article III: *Obligations of the Applicant*
Article IV: *Obligations of Infrastructure Manager*
Article V: *Charging scheme*
Article VI: *Price terms*
Article VII: *Joint Convention*
Article VIII: *Final provisions*

Annex 1 *List of allocated train paths for Timetable 20XX / 20XX*

Template Contract on infrastructure capacity allocation is presented in Annex 3.3.3. and is subject to amendments in case of changes to legislation and in other justified cases.

3.3.4 General terms and conditions

ŽSR sets the access conditions to railway infrastructure in the relevant agreements in accordance with the legislation of the EU and the Slovak Republic, but they do not apply the document "European Standard Contract of use of railway infrastructure (EGTC-I)".

3.4. Specific Access Requirements

3.4.1 Rolling Stock Acceptance

The RU shall operate railway vehicles in terms of applicable legislation of the Slovak Republic and the European Union.

Rolling stock units and traction engines must be marked with VKM and other appropriate information in accordance with applicable legislation.

ŽSR Regulation D 2/81 – “Transport of company types-vehicles” comprises only track engines owned by ŽSR.

The following railway vehicles can be operated on the railway lines managed by ŽSR:

1. with authorisation for placement in service issued by the authorising entity;
2. for which an authorisation for placing in service was issued before 19 July 2008 in track section from a state border to a first border crossing station;
3. which are operated in accordance with the AVV/RIV and RIC agreements;
4. from non-member states of the Community which are operated in accordance with the PPPW and PPGW agreements,
5. authorised for placing in service in other Member State and to which additional authorization for placing in service was issued by the Authority.

Procedures for placing in service of railway vehicles are published on the Authority website: www.nsat.sk, in the section “Rail transport/Railway interoperability”.

3.4.2 Staff Acceptance

Each RU shall be responsible for ensuring that all its employees comply with the requirements laid down by the relevant legislation and decrees of the Ministry and EU legislation.

Acquisition, maintenance and verification of professional competence of railway undertaking employees in the Slovak Republic is carried out in accordance with the Act on Railroads and the Act on Transport on Railroads by educational establishments authorised by the Ministry of Transport and Construction of the Slovak Republic, which issue documents of professional competence (§ 32 of the Act on Railroads and § 30 of the Act on Transport on Railroads). In the conditions of ŽSR, the acquisition, maintenance and verification of the professional competence of employees is regulated by the ŽSR Regulation Z 3 “Professional competence at ŽSR”.

Medical and psychological fitness of the RU staff in the Slovak Republic shall be verified by the legal person authorized by the Ministry (Article 33 of the Act on Railroads and Article 32 of the Act on the Transport on Railroads).

The RU can conclude a contract on specific health care (orders volumes) with medical facilities authorized by the Ministry.

The list of legal persons authorized to assess medical and psychological fitness is published on the Ministry website www.mindop.sk, in the section “Ministry/Transport/Railway transport/ State Railway Administration Department/List of authorised legal entities”.

The person driving a railway vehicle shall be required to have provable knowledge of track conditions, as well as the local conditions in the stations where transport operation is to be carried out.

The RU shall be responsible for training its employees, validity of professional examinations, knowledge of track conditions and local conditions in the stations located on the network managed by ŽSR in compliance with applicable national and EU legislation.

3.4.3 Exceptional transport

The RU involved in transport of exceptional consignments shall follow provisions of IRS 50502 “Exceptional consignments - Regulations concerning the preparation and management of exceptional consignments” and the ŽSR Regulation Z 7 “Exceptional consignments“ and Z 1 ”Railway operating rules”, which concerns negotiating applications for consent for transport of exceptional consignment and setting conditions for its transportation. The RU shall address “Applications for consent on exceptional consignment transportation” to Department of Traffic Management of ŽSR - Directorate General electronically via the "Web Form", which is located at the ŽSR website: www.zsr.sk in the section "Railway undertakings/Other Services/Extraordinary consignments". The electronic application fully replaces the “Applications for consent on exceptional consignment transportation” in pdf, xls or doc format.

Pri doprave mimoriadnych zásielok sa železničný podnik riadi ustanoveniami štruktúrovaného rámca IRS 50502 „Mimoriadne zásielky – Nariadenia pre prípravu a prerokovanie mimoriadnych zásielok“ a predpisov ŽSR Z 7 „Mimoriadne zásielky“ ďalej len „Z 7“) a Z 1 „Pravidlá železničnej prevádzky, ktoré sa zaoberajú spracovaním žiadosti o súhlas na dopravu mimoriadnej zásielky a stanovením podmienok jej dopravy. Železničný podnik zasiela „Žiadosť o súhlas na dopravu mimoriadnej zásielky“ na Odbor dopravy GR ŽSR prednostne elektronicky prostredníctvom „Web formulára“, ktorý je umiestnený na webovom sídle ŽSR: www.zsr.sk v časti „Dopravcovia/Iné služby/Mimoriadne zásielky“ (https://aplikacie.zsr.sk/MizaFormular/).

A consignment is considered to be exceptional if its external dimensions, its weight or its properties give rise to particular operational difficulties for ŽSR. Transportation of coupled broad-gauge wagons on railway lines managed by ŽSR shall be performed under valid rules for transport of exceptional consignments (except wagons designated MC and MC-02). Such consignments can be transported only under special technical, technological and operational conditions set out by ŽSR - Directorate General.

Additional services related to transport of exceptional consignments shall be charged on the basis of "Guidelines for the provision of selected additional services to the RUs and other entities using the

railway infrastructure managed by ŽSR". The guidelines can be consulted on the ŽSR website www.zsr.sk in the section "Railway undertakings/Other services/Exceptional consignments".

3.4.4 Dangerous goods

Any RU involved in the transport of dangerous goods, i.e. goods that may, due to their characteristics cause explosion, fire or damage to wagons, railway installations or other objects as well as injuries, intoxication, burns or other risks to health, shall be obliged to adhere to relevant legislation of the Slovak Republic and the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) or Annex 2 of the Agreement on the International Goods Transport by Rail (SMGS).

The RU is obliged to label wagons loaded with dangerous consignments and provide required information in the train inventory. In case of doubts on composition of the train, staff of ŽSR shall be entitled to require the RU to submit accompanying documents. The RU shall be obliged to submit the requested accompanying documents immediately. If on the grounds of submitted documents it will be found that train comprises unlabelled wagon with dangerous goods or relevant information is not on dangerous goods is not contained in the train inventory (delivered by the RU), the RU shall be obliged to label the wagon or update the train inventory (indicate the relevant additional data for relevant wagons) otherwise the train shall not be dispatched.

In case of transport of dangerous goods and in accordance with RID, the RU shall be obliged to present ŽSR documentation on such transported goods, in particular: name of the goods in terms of Harmonised Commodity Code (NHM), UN-Code, Hazard Identification Number (IČN), transported quantity, position and number of wagons in the train.
Procedures in case of accidents or exceptional events related to the transport of dangerous goods are regulated by Annex 7 of the Contract on the access to railway infrastructure - Annex 7.

3.4.5 Test trains and other special trains

Test runs and technical and safety tests of railway vehicles shall be governed by conditions set out in ŽSR Regulation Z1 and ŽSR Regulation Z8 “Rules for the operation of rolling stock” (hereinafter referred to as “Z 8“), ŽSR VM 1 “Operational activities of ŽSR employees with rolling stock” (hereinafter referred to as “VM 1“) and in Table 6 of respective working timetable.

In case the RU requires carry out test runs or technical and safety tests of railway vehicles at a speed higher that the line speed limit and it is possible to allocate appropriate train paths from annual timetable, such request will be processed by dispatching office of ŽSR. The RU is requested to send such train path application through IS PIS (Path order tool).

In case the RU requires carry out test runs or technical and safety tests of railway vehicles:

- at a speed higher that the line speed limit,
- at a speed not higher that the line speed limit, but with special requirements (e.g. notable exceeding of driving times),
- development of a specific timetable,
- for which, given the train parameters there is no appropriate train path in the annual timetable
- in a line section not listed in the table section of Annex 6 of ŽSR Regulation DP 3 “Operational Traffic Management at ŽSR”,

then such requirements can be implemented only under a “route dispatch order” issued by Traffic Management Department of ŽSR Directorate General, which will contain all conditions for performance of such test runs or technical and safety tests of railway vehicles.

The RU is obliged to request Traffic Management Department of ŽSR - Directorate General through PIS VDS PT to issue a “route dispatch” with special timetable at latest 5 working days before initiation of test runs or technical and safety tests of railway vehicles.

4. INFRASTRUCTURE CAPACITY ALLOCATION

The texts in respective subchapters will change depending on the TAF/TAP TSI implementation.

4.1. INTRODUCTION

In accordance with Article 34(6)(a) of the Act on Railroads, ŽSR shall be obliged in addition to the basic obligations of the railroad operator to allocate infrastructure capacity in a fair and non-discriminatory manner to applicants until all infrastructure capacity has been used. ŽSR shall allocate infrastructure capacity in the form of a train path for for the timetable validity period.

In order to meet the requirements of COMMISSION REGULATION (EU) No. 1305/2014 of 11 December 2014 and COMMISSION REGULATION (EU) No. 454/2011 of 5 May 2011 concerning technical interoperability in freight and passenger transport, ŽSR will proceed to interoperable communication and implementation of TAF/TAP TSI processes during 2024. The introduction of interoperable communication according to the TAF/TAP TSI will be prepared and consulted with the entities concerned from 2022.

4.2. GENERAL DESCRIPTION OF PROCESS

Infrastructure capacity allocation shall be conducted on non-discriminatory basis under priority rules presented in Chapter 4.4.

The Traffic Management Department of ŽSR DG (contact in chapter 1.6) is responsible for applications processing and subsequent infrastructure capacity allocation.

On lines incorporated into Rail Freight Corridors (RFC) located on the rail network managed by ŽSR, those of pre-arranged paths (PaP) and RFC reserve capacity paths, infrastructure capacity may be allocated also by the Corridor OSS (C-OSS). Conditions and procedures for allocating infrastructure capacity by C-OSS are published by each corridor in their Corridor Information Document (CID) and Framework for capacity allocation. Additional information is provided on the website of each RFC (see Chapter 1.7.1.) and general procedures are given in Annex 4.10.

Applications for infrastructure capacity allocation shall comply with the following requirements:

- Specified time schedule,
- Specified form and manner.

Forms and methods for infrastructure capacity allocation requests

ŽSR shall allocate infrastructure capacity for single timetable validity period or for a period of more timetables.

Infrastructure capacity for a timetable validity period is allocated on the basis of train paths. Infrastructure capacity for a period of more timetables shall be allocated by ŽSR in the form of framework agreements (Chapter 3.3.1)

Requests for train paths can be made in one of the following manners:

1) in the prescribed manner via the RNE's European electronic coordination system "PCS",
2) in the prescribed manner via the KIS information system, via the orders module or
3) by data communication with the CIS in the prescribed TSI data standard.

Option 1 is recommended for international train routes in cooperation between several railway undertakings.
Option 2 is recommended for national train paths.

If an applicant submits two or more identical applications, he/she will be asked to withdraw one of them immediately. If he does not withdraw the request and does not provide a viable explanation, the

Infrastructure Manager shall convene a coordination meeting with the applicant to clarify these requirements.

If an applicant submits two or more identical applications in two different forms, both through the RNE PCS coordination system and through the KIS, he will be asked to withdraw one of them immediately. In case he does not withdraw the request and does not provide a feasible explanation, the Infrastructure Manager shall convene a coordination meeting with the applicant in order to clarify these requirements. Until one of the requests is withdrawn or clarified, the infrastructure manager shall only process the request submitted via the RNE PCS European Electronic Coordination System.

In case of application by data communication with the CIS, the applicant will have to accept the set data standards of the TSI as well as the national parameters of the infrastructure manager. For data communication a separate contract will be signed with the applicant in accordance with the DP2 regulation.

Depending on the time of application and the nature of the application, an applicant may apply for the allocation of infrastructure capacity in the following offered products:

Long-term products:

Product abbreviation	Description.
RZ	A duly submitted request for the allocation of infrastructure capacity in the annual timetable.
NZ	Late request for allocation of infrastructure capacity in the annual timetable.
DZ	Long term request Requested date of journey: + 20 working days from order to end of timetable.
OI	Request for allocation of infrastructure capacity for journeys due to infrastructure constraints for long-term products (RZ, NZ, DZ) Requested date of journey: from the current day to the end of the timetable. Must include the restriction/ROV number *
SR	Request for a study for the annual timetable.

Short-term products:

Product abbreviation	Description.
N5	Ad hoc over 5 days. Required travel date: from 5 working days to the end of the timetable.
P5	Ad hoc under 5 days. requested travel date: from the current day (inclusive) up to 5 working days.
OV	Special trains. ad hoc request requiring special timetable (test runs, technical safety tests, running above line speed, unapproved HKVs, VDS, etc. Requested run date: from the current day (from the start of the timetable) to the end of the timetable.
OM	Request for ad hoc allocation of infrastructure capacity for journeys due to limitations of the ŽSR infrastructure (if the RU has ordered product N5, P5, ZT, OV) Requested date of journey: from the current day to the end of the timetable. Must include the restriction number / ROV *
ID	Request for ad hoc allocation of infrastructure capacity for journeys for other reasons on the side of ŽSR. Requested journey date: from the current day to the end of the timetable.
ZT	The DCP was created on the basis of the composition of routes with allocated infrastructure capacity.
SA	Request a study for the current timetable.

A detailed description of the products is given in the ŽSR regulation DP2 "Operational Information System".

General principles:

- *Definition of a corridor train*. The path of a corridor train is allocated by the international corridor OSS to a specific railway undertaking and the provisions of EC Regulation 913/2010 apply to the running of a freight train:
  - if the train adheres to its scheduled time set out in the timetable, the route shall not be adjusted as far as possible,
  - the route cannot be cancelled by ŽSR less than 2 months before the train is scheduled to run, except in cases of force majeure, including urgent and unforeseen safety-critical work, or if the railway undertaking does not agree to the cancellation,
    All corridor train paths are designated as Nex train type in the timetable tools.
- Any international train paths shall be harmonized and approved with concerned neighbouring IMs and the Applicants. In case of changes in international paths (also abroad) a new path harmonization is necessary.

- Prior to applying for a **train service on-request** the applicant shall activate such a path through IS PIS (simplified path order application). Activation date and potential changes of parameters shall be approved by all concerned parties.
- Shall a train path is allocated to an applicant that is not a RU with concluded valid contract for access to the railway infrastructure with respective IMs, such applicant is obliged to notify in writing not later than 30 days prior to train ride in accordance with template presented in Annex 4.2.1, a business firm of the RU which will be enabled to use the train path. Intended RU must have entered into the Contract for access to the railway infrastructure with respective IM/IMs.
- Shall an application for infrastructure capacity not fulfil required terms, or is factually inaccurate, the IM shall be entitled to reject it in written (sufficiently by e-mail). The applicant is then required to modify the application in order to meet the prescribed requirements and factually accurate. Accordingly adjusted application shall be deemed duly filed.

PCS is an international path request coordination system for Railway Undertakings (RUs) and other applicants, Infrastructure Managers (IMs,) Allocation Bodies (ABs) and Rail Freight Corridors (RFCs). The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Furthermore, PCS is the only tool for publishing the binding PaP and Reserve Capacity offer and for managing international path requests on RFCs.

Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu.

More information can be found on http://pcs.rne.eu.

4.3. RESERVING INFRASTRUCTURE CAPACITY FOR TEMPORARY INFRASTRUCTURE CAPACITY RESTRICTIONS

4.3.1 General principles

Requests for infrastructure capacity for the purpose of performing the planned maintenance shall be submitted in the same dates and in the same manner as the requests for train path allocation. The capacity for performing of planned maintenance and renewal is taken into account when capacity is allocated to the applicants.
In case of unscheduled reconstructions, renewal and maintenance works, ŽSR shall inform interested parties on non-availability of capacity at the earliest convenience.
ŽSR informs railway undertakings about traffic restrictions on the ŽSR website.
https://www.zsr.sk/dopravcovia/vyluky/ and on the websites of respective RFCs:
https://www.rfc5.it/tcrs-temporary-capacity-restrictions/ ;
http://www.rfc7.eu/track_possessions ;
http://rfc-rhine-danube.eu/corridor-capacity-restrictions/ ;
https://rfc-amber.eu/contents/read/capacity_restrictions .

4.3.2 Deadlines and Information provided to applicants

Information on temporary infrastructure capacity restrictions is available on the ŽSR website: www.zsr.sk in the section “Railway Undertakings/Temporary Capacity Restrictions/“, and railway undertakings also have access to this information via the PIS application.

4.4. IMPACT OF FRAMEWORK AGREEMENTS

The request for the conclusion of a framework agreement must be submitted by the applicant at the latest X – 18 before the validity of the timetable from which it requests the reservation of infrastructure capacity.

For the period of validity of these "Network Statement", ŽSR does not register any concluded Framework Agreements.

4.5. CAPACITY ALLOCATION PROCESS

ŽSR shall allocate the infrastructure capacity on a non-discriminatory basis and proceed in such a manner that any of the applicants is preferred.
Within the process of planning and coordination ŽSR may prioritize specific applications for transport services only if the rail infrastructure is congested.

Annual Timetable planning process

The capacity will be allocated by ŽSR in compliance with Schedule for preparation of Timetable 2022/2023 (Annex 4.5.A). **ŽSR reserves the right to retain minimum 10 % of capacity of relevant railway line** for the purpose of allocating infrastructure capacity to additional train path requests**.**

Information on the available free capacity is at the disposal of all potential applicants for the specific capacity during the timetable validity period (Annex 4.5.B). For detailed information about line capacity please contact Traffic Management Department of ŽSR Directorate General (refer to contact details in Chapter 1.6.).

Applicant submits infrastructure capacity request in the form of train paths, which should be incorporated into the annual timetable pursuant to deadlines hereunder.
Žiadosť o pridelenie kapacity infraštruktúry formou vlakových trás, ktoré majú byť zapracované do CP 2025/2026, podáva žiadateľ podľa nižšie uvedených termínov.

A) For a new annual Timetable

Fig. 7: Deadlines for requesting the allocation of infrastructure capacity to the timetable

Annual Timetable 2025/2026			
	Activity	Deadline	Liable entity
Requests to annual timetable within deadline (RZ product)	Train path order	Second decade of April 2025	RU
	Preparation and publication of draft timetable for passenger services	Second half of May 2025	ŽSR
	Publication of draft international timetable for passenger services	Second half of May 2025	ŽSR
	Publication of draft international timetable for freight services	June 2025	ŽSR
	Deadline for RUs objections for freight services	End of first decade of July 2025	RU
	Deadline for RUs objections for passenger services	End of first decade of July 2025	RU
Late requests (NZ product)	Applications received from	The day following train path order deadline - April 2025	RU
	Applications received until	until October 2025	RU
Validity of annual timetable from		14 December 2025	
Validity of annual timetable until		12 December 2026	

Detailed timetable planning process is provided in Annex 4.5.A.

B) For current/applicable timetable

Changes to an existing timetable may be made by the RU in the form of one of the short-term products described in Chapter 4.2. In order to inform the travelling public about changes to the timetable, a specific date for the change may also be set, in agreement with the applicant, by which the applicant will order the changes concerning the travelling public.

- For ad-hoc train paths
  - at the latest *30 days* prior the departure time from the station of origin for reserve capacity paths of RFCs. Exceptions can be agreed with individual RFCs individually. These exceptions will be published on the individual RFC pages.

C) For changes of parameters of allocated paths KIS information system functionality is used - change of parameters before activation. Other changes to the assigned routes are made by changing the request.

Validity of ordered train paths

Validity of ordered train paths shall be defined in the ŽSR Regulation DP 2 “Operational information system”:

- 24 hours - Trains, for which RU has not requested a call off, and which departure from departure traffic point on ŽSR network has not been realized within 24 hours from scheduled departure shall be automatically called off within the PIS system.
- 24 hours - Shall a train is standstill in intermediate traffic point for more than 24 hours (from the arrival to that traffic point), the IS PIS shall automatically terminate the train. A train may be standstill only in intermediate traffic point, not in departure, neither in terminate traffic point.

The date and time of registration in the information system shall be deemed to be the date and time of receipt of the request for allocation of infrastructure capacity.

4.5.1 Requests to annual timetable

Infrastructure capacity requests for a period of annual timetable are processed in the form of train paths.

Train paths applications of the RUs and other applicants are processed according to the time schedule (refer to Chapter 4.3., Part A).

General conditions relating to the processing applications of the RUs:

- Train routes shall be granted following the arrangement of paths in accordance with the capacity limits of the railway network managed by ŽSR in accordance with ŽSR Regulation DP8 – “Establishment of timetable tools”.
- Timetable preparation is required to comply with applicable technical procedures of works in railway stations, as well as the procedures agreed between ŽSR and the applicants.
- In case no technological procedures for operations are developed for the RU on defined technological processing times of the train in the railway station, ŽSR plans standard track occupancy of 120 minutes for both departing and terminating trains. In case of insufficient capacity of station tracks, ŽSR can determine shorter technology times upon agreement with the RU and following development of technological procedures for operations for specific trains.
- Following a final draft timetable is prepared (paths of timetable - according to the time schedule), the applicant shall confirm consent with his timetable within 10 days. If the applicant fails to confirm acceptance and also if there is request of another applicant for the same capacity, ŽSR may allocate the infrastructure capacity to this other applicant. In this case the original applicant loses offered infrastructure capacity. Upon confirmation of acceptance of the train timetable, the infrastructure capacity shall be deemed to be allocated.
- The maximum number of changes of train timetable in passenger transport about which ŽSR shall inform free of charge is three. If the applicant requests more than three changes during the valid timetable for one train, the additional costs of ŽSR related to informing passengers about the changed train will be borne by the applicant.

4.5.2 Late requests to annual timetable

Train paths requests to the annual timetable and its scheduled amendments delivered after deadlines set out in work schedule for timetable preparation process (refer to Chapter 4.5., Part A) are processed (train paths allocation) in order of request delivery (governed by the rule of "first come, first served basis').

4.5.3 Requests for ad-hoc paths

Ad-hoc train paths shall be allocated in order of time of receipt of the application (governed by the rule of "first come, first served basis'). In the case the requests are delivered at the same time, ŽSR shall apply the following priority rules.

1. transport services under public service obligation.
2. passenger transport services,
3. freight transport services,
4. other transport services.

General conditions for the processing of applications from railway undertakings for ad hoc train paths:

The aplicant must confirm acceptance of the ad hoc timetable without undue delay, at the latest 6 hours before the train is due to run. If the applicant does not confirm the ad hoc train timetable submitted, the infrastructure capacity will not be allocated to him. If the applicant does not confirm his agreement and at the same time another applicant has applied for the same infrastructure capacity, ŽSR may allocate the requested infrastructure capacity to this other applicant. In this case, the original applicant will lose the offered infrastructure capacity. For ad hoc trains, the applicant may choose to accept the offered infrastructure capacity in advance. For ad hoc trains (selected products under 5 days), the applicant must agree in advance to the infrastructure capacity offered. Once acceptance of the timetable has been confirmed, the infrastructure capacity shall be deemed to be allocated.

4.5.4 Coordination process

In case time conflict occurs in the course of processing demands of more RUs or other applicants (i.e. requirements for the same time position of regular/irregular train on the same track section) ŽSR develops train paths proposals so as to best meet the needs of all applicants.

ŽSR will facilitate a meeting with respective applicants to resolve any conflicts. This meeting is based on the fact that within a reasonable time, free of charge and in written or electronic form the following information will be provided:

a) train paths required by all other applicants in the same sections,
b) train paths provisionally allocated to all other applicants in the same section
c) alternative train paths proposed in the same sections,
d) clear definition of criteria for infrastructure capacity allocation process.

This information in accordance with respecting commercial confidentiality shall be provided without disclosing the identity of other applicants, unless applicants concerned have agreed with such disclosure.

Within coordination process, ŽSR shall have the right to propose infrastructure capacity that differs, within reasonable limits, from the infrastructure capacity, which has been requested. At this proposal, ŽSR shall proceed in accordance with following principles:

- Requests for train paths for the annual timetable and its planned changes delivered within deadlines specified in timetable planning process.
- Requirements delivered before the deadline set out in timetable planning process shall always have priority over orders received after the final deadline. For the requests delivered prior to the deadline, ŽSR shall apply the following priority rules.
  1. transport services under public service obligation,
  2. agreed international train paths on the trans-European rail network for passenger services not covered by point 1,
  3. agreed international train paths on the trans-European rail freight network,
  4. international passenger transport services not covered by point 1 or 2,
  5. international haulage services which do not fall under point 3,
  6. other transport services.

In line with abovementioned principles, ŽSR shall propose to the Applicant with priority a train path in accordance with the parameters of the application, the other Applicants will be proposed train paths with parameters that differs as little as possible from their requests (i.e. alternative train paths).

4.5.5 Dispute resolution process

In case the applicant does not agree with performed coordination of requests, they notify their disapproval in writing to ŽSR within three days after delivery of proposal for capacity allocation: disapproval shall be justified. In case the applicant will claim or disagree with proposed or allocated infrastructure capacity, ŽSR shall put forward a resolution on such claim or disapproval within 10 working days after delivery of the applicant's disapproval.

In case the applicant does not agree with the decision of ŽSR or procedures of ŽSR´s infrastructure capacity allocation process, they have the right to lodge a complaint to the Transport Authority.
The Transport Authority shall either confirm that no modification in ŽSR´s decision and procedures is required, or recognize the legitimacy of a complaint and issue an order to remedy.

In the event of a complaint by an applicant to the regulatory body in relation to international rail freight transport or in proceedings on the regulatory body's own initiative, that regulatory body shall before taking a decision, cooperate with the regulatory authorities of all other Member States through which the international train path for the freight train concerned passes. Agreements concluded (in English) involving the regulatory authority of the Slovak Republic (TA) are published on the Transport Authority website:http://drahy.nsat.sk/regulacia-na-zeleznicnych-drahach/koridory-medzinarodnej-nakladnej-dopravy/regulacia-dohody-o-spolupraci/.

4.6. CONGESTED RAILWAY INFRASTRUCTURE

Congested infrastructure shall mean a section of a railway network managed by ŽSR for which demand or infrastructure capacity cannot be fully satisfied during certain periods or period of the day, even after negotiation with applicants and coordination pursuant Chapter 4.5.4 of the different requests for infrastructure capacity. The same applies also to railway lines or their sections on which it can be foreseen will suffer from insufficient capacity in the near future. When such situation occurs, ŽSR shall immediately declare a disputed railway network section managed by ŽSR for certain period or period of the day to be congested railway infrastructure (publish on the ŽSR website www.zsr.sk in the section “Railway Infrastructure/Marketing /Information for RUs/Announcements”). At the same time it shall carry out a capacity analysis; this shall not apply unless infrastructure capacity enhancement plan is already being implemented.

The purpose of capacity analysis is to determine the restrictions on infrastructure capacity, which prevent requests for capacity from being adequately met, and to propose method of enabling it. The capacity analysis result shall be the identification of the reasons for the railway infrastructure congestion and what measures might be taken in the short and medium term to ease the congestion.

A capacity analysis shall be completed within six months after declaring the railway infrastructure as congested.

Within six months of the completion of a capacity analysis, ŽSR shall be obliged in cooperation with the congested infrastructure users to produce a capacity enhancement plan.

When the railway infrastructure is congested, ŽSR is entitled to apply the following priority rules:

a) on the main railway lines in the following order:

1. transport services in the public interest implemented by a systemic or tactical distribution of routes,
2. agreed international train paths for passenger services operated in the public interest,
3. other agreed international train paths for passenger services,
4. agreed international train paths for freight,
5. transport services in the public interest not covered by the first and second points,
6. other international passenger transport services,

7. other international freight transport services,
8. other transport services.

b) on secondary railway lines in the following order :

1. transport services in the public interest,
2. passenger transport services,
3. freight transport services,
4. other transport services.

In determining the priorities of the allocation process, ŽSR may also take into account the previous level of use of specific train paths in the case of equal priority of two or more applications.

In the case that given line section is declared to be congested, ŽSR shall offer to applicants other paths with sufficient capacity and shall examine the possibilities for increasing the capacity on the congested line section. The applicant does not have to agree with suggested tracks and may propose a suitable alternative himself.

ŽSR may require the railway network user to surrender the train path, which over a period of one month has been used **less than 50 %**; this shall not apply unless this was due to non-economic reasons beyond the user´s control, in particular through limitation of the operation by ŽSR. **If the railway network user after the notice of ŽSR continues to use the train path less than 50 %, ŽSR shall withdraw a train path from the user.**

4.7. EXCEPTIONAL TRANSPORT AND DANGEROUS GOODS

In case the RU intends to transport goods requiring exceptional measure it is obliged to indicate this within train path application. Following an assessment of necessary measures, ŽSR shall propose appropriate train path and declare conditions for the given transport operation.

Application for approval to transport extraordinary consignment can be submitted electronically through the "Web form", which is located on the ŽSR website www.zsr.sk in the section "Railway Undertakings/Other services/Extraordinary consignments". The electronic application fully replaces "Application for consent on the transportation of extraordinary consignment" in pdf, xls, doc, msg format.

If a railway undertaking intends to carry dangerous goods, it must state in the application for a train path identification data of the goods (name of the goods according to the NHM, UN code, IČN) within the meaning of RID if it is required to be mentioned in the transport document, or if the dangerous goods being transported are packaged only in limited quantities in accordance with Chapter 3.4 of RID, if the marking of the wagon or large container in accordance with Chapter 3.4 of RID requires information on the presence of such goods (more than 8 t).

4.8. RULES AFTER TRAIN PATH ALLOCATION

Activation/Deactivation.

Activation and deactivation can only be performed for trains with allocated infrastructure capacity. Each train must be activated by the railway undertaking before running. The Railway Undertaking may arrange for automated activation by a separate contract with the Railway Undertaking.

4.8.1 Rules for path modification by the applicant

Requests for changes in submitted train path orders in the course of train timetable formation process (X-12 to X-2) and changes in train timetable are as follows:

- changing a request before allocation
- deleting a request before allocation
- sending an update of request, which are not considered as change of request

4.8.2 Rules for train path alteration by the IM

Requests for changes to assigned train paths:

- The Infrastructure Manager may proceed with the process of changing the assigned train path if it results from a change in the infrastructure (caused e.g. by a closure activity that was not known when the path was assigned, or force majeure e.g. long-term impassability of a line section after a calamity, etc.).

In the process of allocating capacity in the form of a train path, the infrastructure manager is obliged to take into account all infrastructure constraints known to him at the time of the final path offer.

4.8.3 Non-use Rules by the applicant

In case the Applicant cannot use allocated infrastructure capacity for reasons on the side of ŽSR, the Applicant is entitled to use the offered spare infrastructure capacity (diversions).

From the point of view of the assigned train path, the infrastructure capacity is considered to be used on a given day if it has been used at least between two traffic points on that day. By using the path on one inter-station section at one time period, the Applicant shall be denied the right to use the path on the other initially assigned sections.

ŽSR shall be entitled to withdraw the allocated infrastructure capacity from the Applicant in case:

- the capacity has been used by less than the set limit, or has not been used during a period of one month, at the same time, the conditions for the withdrawal of infrastructure capacity laid down in these Conditions for the use of the railway network are therefore met;
- the RU has ceased to fulfil the conditions for the provision of transport services on the railway network managed by ŽSR as defined in Chapter 2.2. of the present Network Statement,
- the Applicant has not paid the invoiced charge for the access to railway infrastructure in terms of Chapter 6.7 of the present Network Statement,
- the RU uses railway infrastructure in contradiction to the allocated infrastructure capacity,
- the route has been cancelled or infrastructure capacity has been withdrawn on the neighbouring infrastructure.

In the event of low utilization of allocated infrastructure capacity, ŽSR may offer to the Applicant an alternative train path depending on availability of infrastructure capacity. ŽSR is also entitled to withdraw the allocated infrastructure capacity in case the Applicant does not accept such offer within 10 days. ŽSR shall apply this procedure in case the allocated infrastructure capacity has not been used by the Applicant during a period of one month by less than the following limits:

1. In case another applicant requests train path in a conflicting time position and originally allocated train path has been used by less than 50 %,
2. In case train is regularly delayed by more than 20 minutes on the allocated infrastructure capacity caused by reasons of the RU representing more than 50 % of the number of operated train paths.
3. In case of a third overrun of train stopping time in a railway station of the agreed traffic reasons with result in delays of trains of other RUs.

4.8.4 Rules for cancellation by the applicant

The RU is obliged notify ŽSR and cancel train ride electronically as soon as the RU founds that for operational reasons from its side conducting a train service is not possible. Train rides for which cancellation by the RU has not been required and departure from the departing traffic point on the railway network managed by ŽSR has not been conducted within 24 hours before scheduled time of departure will be automatically cancelled in the IS PIS.

For cancelled path the RU is obliged to pay a fee U_1 pursuant to Chapter 5.3.

4.9. SMART CAPACITY MANAGEMENT (TTR)

4.9.1 Objectives of TTR

RailNetEurope (RNE) and Forum Train Europe (FTE), supported by European Rail Freight Association (ERFA) are currently working on a Redesign of the International Timetabling Process (TTR). The objective of TTR is to harmonize and improve the European rail timetabling system to significantly increase the competitiveness of railway transports.

TTR stands for Intelligent Capacity Management, which aims to harmonise the conditions of infrastructure capacity allocation on the European railway market and increase the competitiveness of rail transport in the EU as well as in the Slovak Republic. TTR introduces new and revises existing processes for a new approach of better and smoother infrastructure capacity planning. At the same time, the TTR project takes into account a number of sequential time elements that are important for the efficient use of infrastructure capacity in the long, medium and short term planning of infrastructure capacity, namely temporary infrastructure capacity constraint planning, capacity strategy, capacity models, infrastructure capacity supply, requests to the annual timetable, rolling planning, planning of train paths to the ongoing annual timetable (AD HOC) as well as adjustments to infrastructure capacity during the train run itself.

For detailed information on the TTR project please consult:

- the RNE website [https://rne.eu/capacity-management/ttr/],
- the FTE website [http://www.forumtraineurope.eu/services/ttr/],
- the ŽSR website: www.zsr.sk in the section „Railway Undertakings/Infrastructure/ TTR in SR“.

The TTR is planned to be fully implemented in the 2024/2025 annual timetable, provided that it is supported by the European and national legal framework.

Additional information is presented in Annex 4.9.

4.9.2 Process Components

Information on TTR process componenbts is presented in Annex 4.9

ECMT application (The European Capacity Management Tool) is a software tool for Infrastructure Managers (IMs)/Infrastructure Capacity Allocation Bodies (ABs) and infrastructure capacity applicants to help:

a) infrastructure managers and infrastructure capacity allocation bodies in the coordination and publication of their capacity models and for the bidding of infrastructure capacity,

b) applicants when submitting infrastructure capacity requirement notifications (CNAs).

Access to ECMT is free of charge. User account registration is possible via the following link: https://ecmt-online.rne.eu/user/register.

More information is available at: https://ecmt-online.rne.eu/.

4.9.3 Implementation

ŽSR participates in the project implementation at national level according to the common timeline. In this way, ŽSR supports internationally harmonised processes of railway capacity planning within the single European railway area.

Additional information is presented in Annex 4.9.

Further information is provided by national TTR implementation manager [ŽSR] in the Slovak Republic SR (for contact details refer to Chapter 1.6).

4.9.3.1 Capacity strategy

In terms of infrastructure capacity planning, the TTR process introduces a new process called 'early infrastructure capacity planning', the first element of which is the Capacity Strategy. Directive 2012/34/EU of the European Parliament and of the Council requires, in Article 26, that EU Member States ensure that infrastructure capacity allocation schemes follow the principles set out in EU legislation to enable Infrastructure Managers (IMs) to make optimal and efficient use of available infrastructure capacity. In order for RUs to effectively fulfil this legal requirement, it is important to have timely knowledge of the available infrastructure capacity for a given annual timetable (hereafter RCP) as well as knowledge of the general capacity needs of applicants. The Capacity Strategy process collects and organises this information and sets out the general principles to be further used in the infrastructure capacity planning and allocation process. This knowledge must also be shared and harmonised with relevant stakeholders (affected IMs, applicants, railway undertakings, public authorities, service facility operators and transport associations). The Capacity Strategy is the first element of the implementation of the TTR process, on the basis of which the Capacity Models will be developed.

All Capacity strategies (starting with Timetable 2025) will be created and published by ŽSR on its website. The RUF Capacity Strategies for each RCP are developed in accordance with the processes and principles of the TTR Common International Framework, with details of the intended scope, the preparation process, the roles of each entity in preparation and commenting, and the timing of publication of each version.

4.9.3.2 Capacity model and Capacity Partitioning

The capacity model is based on the ŽSR`s capacity strategy (see Chapter 4.9.2.1), market requirements (e.g. new service plans) and TCRs (Temporary Capacity Restrictions, see chapter 4.9.2.3) and serves as a basis for the preparation of the offer of infrastructure capacity of lines under the administration of ŽSR. To fulfil this purpose, it assigns the capacity to the various commercial and technical needs (‘capacity partitioning’), which generally are:

- Capacity required for TCRs;
- Infrastructure capacity for commercial transport by train (passenger/freight, in public interest/commercial).

Once the infrastructure capacity consumed by the TCR has been evaluated, the remaining available infrastructure capacity shall be divided between:

- the infrastructure capacity intended for applications to the annual timetables (see Annex 4.9);
- infrastructure capacity for Rolling Planning requests;
- unscheduled infrastructure capacity to be used later for ad-hoc requests (requests to the current annual timetable).

Capacity models of selected line sections of ŽSR for individual RCPs are created in accordance with the processes and principles of the common international framework of the TTR project with data on the planned scope, preparation procedure, roles of individual entities in the preparation and commenting, as well as the timing of publication of individual versions.

4.9.3.2.1 Notification of infrastructure capacity requirements

The submission of the Infrastructure Capacity Notification Announcement (hereinafter referred to as CNA) for the 2027 timetable provides applicants with the opportunity to provide input to the capacity model via the RNE ECMT application in accordance with the procedures described in the "Guideline for the Development of Capacity Models in Railway Infrastructure Conditions".

Additional information is presented in Annex 4.9.

4.9.3.3 Capacity supply

ŽSR will publish the offer of infrastructure capacity for annual timetable and continuous planning (in the form of band/slots/catalogue paths) by X-11 at the latest on the ŽSR website: www.zsr.sk in the section "Railway Undertakings/Infrastructure/TTR in SR".

Applicants will receive a draft infrastructure capacity offer for consultation before final publication.

4.9.3.4 Train paths feasibility studies

Applicants may submit applications for feasibility studies in connection with ŽI under the administration of ŽSR from X-15 at the earliest. In the case of an international request, the feasibility study for an international train path shall be jointly prepared by the infrastructure managers/ infrastructure capacity allocation authorities concerned. Feasibility studies may be requested for various reasons, including e.g. feasibility study of a train path for a new service, if the published infrastructure capacity offer does not provide sufficient information to the applicant, etc. In principle, feasibility studies do not lead to a revision of the infrastructure capacity allocation (see 4.9. 3.2).

For best results, it is recommended that applicants use the PCS application to request feasibility studies. A detailed description of the Feasibility Study requirements can be found in the "Feasibility Study Procedures Manual".

4.9.4 TTR pilot/testing project or earlier implementation of one or more TTR components

In particular, the pilots represent the first application of the TTR elements and test the benefits to the market of rolling planning applications. Further information on the TTR pilots can be found at: https://ttr.rne.eu/pilots/.

Additional information is presented in Annex 4.9.

4.10. INFRASTRUCTURE CAPACITY ALLOCATION PRINCIPLES FOR THE RFCS

Procedures for the allocation of infrastructure capacity by the Corridor One Stop Shop (C-OSS) are described in Annex 4.10.

5. SERVICES AND CHARGES

The texts in respective subchapters will change depending on the TAF/TAP TSI implementation.

5.1. INTRODUCTION

Subchapters 5.3 to 5.5 list 3 groups of services that ŽSR provides to all railway undertakings in a non-discriminatory manner. A description of the services provided in the service facilities managed by ŽSR is given in Chapter 7.

5.2. CHARGING PRINCIPLES

Charging principles shall be governed by Measure No. 1/2017 of the Transport Authority of 8 February 2017 on regulatory framework for laying down charges for the access to railway infrastructure and service facilities (hereinafter referred to as “Measure No. 1/2017”):

- Charging scheme shall be based on the same principles for the entire railway network managed by ŽSR.
- Principles shall be equal and non-discriminatory for all railway undertakings, which provide services of the same type on the same or similar part of railway infrastructure.

Regulated charges shall be determined on the basis of variable economically eligible costs incurred by ŽSR directly related to a train operation on the railway infrastructure in order to provide regulated services. These costs are part of overall economically eligible costs following fixed cost share deduction.

As of 1st January 2019, the maximum amount of charges for the access to railway infrastructure and service facilities shall be governed by Measure No. 2/2018 of the Transport Authority of 7 September 2018 setting the charges for the access to railway infrastructure and service facilities (hereinafter referred to as “Measure No. 2/2018”), while the maximum amount of charges shall not be exceeded. Measure No. 2/2018 is presented in Annex 5.2.B.

ŽSR levies charges for the access to rail infrastructure and service facilities within a fixed maximum amount, however ŽSR may announce reduction of these charges subject to non-discriminatory conditions laid down in advance. Reductions are published at the ŽSR website: www.zsr.sk in the section "Railway Undertakings/Infrastructure/Infrastructure charge" and RUs are informed about the reduction in advance written notice. Reduced charges shall apply as early as on the day of the publication, and are not provided retroactively. In the case of various reduced payments for certain segments (complete trains, regular trains, etc.), only one reduced payment is provided; the one that is lower (i.e. it is not possible to combine the reduced fees).

General payment terms for RUs are presented in the Network Statement, Chapter 5.9. Agreed payment terms between ŽSR and the RU are presented in the Contract on the use of railway infrastructure.

Web application Info Map - PZI Calculator (https://aplikacie.zsr.sk/InfoMapaInternet5/index.aspx) provides information on indicative charges for the use of the railway infrastructure managed by ŽSR and calculates preliminary/indicative price of a train path on the railway network managed by ŽSR.

Access to the application is free of charge, without user registration. More detailed information is available on the RNE CIS website: http://cis.rne.eu or contact RNE CIS support: support.cis@rne.eu.

5.3. MINIMUM ACCESS PACKAGE AND CHARGES (TARIFF)

The minimum access package provided by ŽSR shall comprise:

a) handling of requests for railway infrastructure capacity;
b) the right to utilise capacity which is granted;
c) use of the railway infrastructure, including track points and junctions;
d) train control including signalling, regulation, dispatching and the communication and provision of information on train movement;
e) use of electrical distribution equipment for traction current, where available;
f) other information required to implement or operate the service for which capacity has been granted.

For charging purposes individual track sections are divided into categories 1 - 5 and are presented in Annex 5.3. and in the application ŽSR Info Map.

1. Maximum charges for ordering and allocating of infrastructure capacity – U_1

Regarding maximum charges U_1, different tariffs are laid down depending on the manner of train path request placement. Within the meaning of Measure No. 2/2018, differentiated tariffs shall apply in terms of the timetable planning process and its amendments, for:

- a train according to the timetable requested for a new timetable or for an amendment of the valid timetable,
- an ad hoc train ordered outside the process of valid timetable planning process or its amendment.

A train according to the Timetable is considered a train path ordered via long-term products:

- a regular train operated on a day of scheduled run ordered by duly application for infrastructure capacity for the annual Timetable (RZ product - duly application for infrastructure capacity for the annual Timetable),
- a train on demand using a pre-arranged train path (train path for the train on demand) that no railway undertaking has made request for within the timetable planning process and its amendments (vacant path, vacant RFC path);
- a special train for which a special timetable has been drawn up,
- a train which in the course of its run has its train number changed,
- train on demand requested by a railway undertaking for the timetable, and run on other date than the date it could be run under the timetable,
- the first and all other train follow-ups.

Train routes that have been booked through short-term products are considered to be ad-hoc trains:

trains on demand booked less than 5 working days before the requested train departure date (Product P5 - Ad hoc request under 5 days),

- trains on demand booked more than 5 and less than 20 working days before the requested train departure date (Product N5 - Ad hoc request over 5 days),
- a special train for which a special timetable has been drawn up (Product OV - Special trains),

a train whose train path was composed of train paths with allocated infrastructure capacity (Product ZT - composite train path),

train running as required on the day of the planned journey ordered by a request for allocation of infrastructure capacity for journeys due to infrastructure constraints for short-term products N5, P5, ZT, OV (Product OM - Request for ad hoc allocation of infrastructure capacity for journeys due to infrastructure constraints of ŽSR).

Detailed products description is presented in Chapter 4.2.

Infrastructure capacity is ordered by the railway undertaking for the period of validity of the timetable in the form of long-term requests for train paths and for ad-hoc trains in the form of short-term requests for train path.

Infrastructure capacity shall be deemed to be allocated if the RU has confirmed its acceptance of the offered timetable for the day of the scheduled train journey.

Payment for infrastructure capacity (U1) **for trains booked into a valid CP and for ad-hoc trains** is charged:

(a) for regular trains that have been booked into an annual CP or booked by long term request, if the train performance has been performed on the day of the scheduled journey according to the CP or the train has been cancelled for that day (all or only part of the train path), the infrastructure capacity

allocation payment shall be charged for the scheduled distance of the train path according to the CP for that day,

(b) for ad hoc trains, if the train performance took place on the day of the scheduled journey according to the CP or the train was cancelled (in whole or only in part of the train path) for that day, the infrastructure capacity allocation payment shall be charged for the scheduled distance of the train path according to the CP for that day,

(c) for ad hoc trains whose path is composed of several paths with allocated infrastructure capacity, the infrastructure capacity allocation charge shall be made for the scheduled distance according to the CP of the composite train.

In the case of replacement of part or the whole train path by a replacement bus service **for the reasons on the side of ŽSR** (infrastructure limitation) and for reasons of force majeure / third party, infrastructure capacity charge U_1 for the unrealized train performance (section operated by replacement bus service) **shall not be applicable**.

In the case of replacement of part or the whole train path by a replacement bus service **for the reasons on the part of the Railway Undertaking**, infrastructure capacity charge U_1 for the unrealized train performance (section operated by replacement bus service) **shall be applicable**.

2. Maximum charges for traffic management and organization – U_2

For the purposes of setting charges for traffic control and management per train-kilometre, the category of railway line over which a train run is performed, and the travelled distance over a respective category of railway line are relevant.

3. Maximum charges for ensuring serviceability of railway infrastructure – U_3

For the purposes of setting charges for ensuring operability of the railway infrastructure per thousand gross-ton km, the category of railway line over which a train run is performed, the train weight over a respective category of railway line, the travelled distance over a respective category of railway line and the coefficient - k_e are relevant.

Coefficient k_e – is an index reflecting a train run with motive power unit of non-dependent traction on electrified lines and its value is 1.2.

In cases where ŽSR does not provide to a railway undertaking the possibility of change train from engine traction to electric traction, coefficient k_e shall not be applied. The list of railway lines with an indication of relevant traffic points for which coefficient k_e shall not be applied:

Railway line section	*Traffic point*
Komárno – Komárno závody	Komárno závody
Nové Mesto nad Váhom – Nové Mesto n. V. výh č. 53/54	Nové Mesto n. V. výh č. 53/54
Bánovce nad Ondavou – Bánovce nad Ondavou odb.	Bánovce nad Ondavou odb.

On these traffic sections the coefficient k_e shall not be applied for freight and passenger trains.

Railway line section	*Traffic point*
Zvolen nákl. st. – Zvolen východ	Zvolen východ

On this traffic section the coefficient k_e shall not be applied only for freight trains.

4. Maximum charge for the use of electrical supply equipment for supply of traction current - U_4

For the purposes of setting the charges for the use of electrical supply equipment for traction current supply – for one thousand gross ton-kilometres the weight of train, the traction of active motive power unit and the distance travelled are relevant. Charge U_4 shall apply on condition that a train run has been performed on an electrified railway line (regardless of the form of power supply) and active motive power unit of electric traction is integrated in a trainset.

ŽSR has set the tariffs for the period from 01.01.2019 in the scope of the minimum access package at the level of the maximum amount of payments according to Annex 1 to Measure No 2/2018. Measure No 2/2018 is presented in Annex 5.2.B.

5.4. ADDITIONAL SERVICES AND CHARGES (TARIFFS)

5.4.1. Traction current supply and distribution

ŽSR shall provide traction current supply and distribution services for motive power units on non-discriminatory principle.
In case the RU intends to use not measured motive power units of electric traction, it shall conclude the contract on pooled electricity supply with ŽSR - Railway Power Engineering Centre (refer to contact details in chapter 1.6.). In the case of measured locomotives, the legislative conditions applicable to the electricity market shall be fulfilled.

The RU shall conclude a separate contract on pooled electricity supply also in the following cases:

- if other RU cooperating with relevant RU uses motive power unit of electric traction for train ride to border-crossing station on the railway network managed by ŽSR (with exception of border station Bratislava-Petržalka).

The method for determining price for supply and distribution of traction current are listed in a separate agreement to be concluded between the RU and ŽSR - Railway Power Engineering Centre (contact in chapter 1.6).

5.4.2. Services for trains

Pre-heating of passenger trains

In the stations equipped with electricity pre-heating stands, ŽSR provides for possibility of heating, air conditioning. etc. In such cases, the technological procedure of activities shall include as schedule of addition and connection of trainsets to electricity pre-heating stands.

The RU may use this service under conclusion of a separate contract with ŽSR - Railway Power Engineering Centre (refer to contact details in chapter 1.6.).

The list of such facilities is presented in the application ŽSR Info Map and in Annex 5.4.2.

5.4.3. Services for transport of exceptional consignments and dangerous goods

If the RU requests for services related to transport of exceptional consignments (accompanying a train by ŽSR staff member, interruption of closure of transport service, disassembling and assembling of platform shelters, etc.) or transport of dangerous goods (e.g. additional services for radioactive material transports), railway undertaking shall state so in the request for this kind of transport. Depending on the nature of specified transport, ŽSR defines in the conditions for exceptional transport authorization or in an instruction telegram, which services are to be provided for the RU.

Charging scheme for provision of such services is set under “Guidelines for provision of selected additional services for railway undertakings and other entities using the railway infrastructure managed by ŽSR” published on the ŽSR website www.zsr.sk in the section “Railway undertakings/Other services/Exceptional consignments”.

5.4.4. Other additional services

5.5. ANCILLARY SERVICES AND CHARGES

5.5.1. Access to the telecommunication network

ŽSR provides data, voice and internet services and rental of digital circuits and networks. Railway undertaking is obliged to conclude a separate contract with ŽSR - Railway Telecommunications (contact in Chapter 1.6.).

Conditions for provision of telecommunications and informatics services and charging scheme for these services are published on the ŽSR website www.zsr.sk in the section “Public and media/About us/Internal Organizational units/Railway Telecommunications”.

5.5.2. Provision of supplementary information, consultancy

ŽSR provides the following services against a charge:

a) Provision of regulations. The RU orders the regulations at its own expenses at ŽSR – Logistics and Procurement Centre (CLaO) Trnava – Subsidy warehouse Bratislava Main Railway Station (Dotačný sklad Bratislava hlavná stanica, Predstaničné námestie 1, Tel.: +421-2-2029 4242).

Tariffs for additional information and consultation will be provided and contracted on case by case basis with an organizational unit of ŽSR.

5.5.3. Technical inspection of rolling stock

Technical inspection of rolling stock is provided by ŽSR – Railway Research and Development Centre. More information is published on the ŽSR website www.zsr.sk in the section "Public and media/About us/Internal Organizational units/ Railway Research and Development Centre/Products and services/Technical inspections.

Procedure to be followed by ŽSR staff in case failure on rolling stock is presented in the contract for access to the railway infrastructure.

5.5.4. Specialized heavy maintenance services

ŽSR does not provide specialized heavy maintenance services for railway vehicles.

5.6. FINANCIAL PENALTIES AND INCENTIVES

5.6.1 Penalties (surcharges) for train path modification from the applicant

ŽSR does not charge any surcharges or fines for modifying a train path that has been ordered but not yet allocated.

5.6.2 PENALTIES (SURCHARGES) FOR TRAIN PATH MODIFICATION FROM THE IM

When changing the assigned train path, which does not have a significant impact on the train timetable (for cases of such an impact, see Chapter 4.8.2), ŽSR does not charge any surcharges or fines.

When changing the allocated train path, which has a significant impact on the train timetable (for cases of such an impact, see Chapter 4.8.2), the applicant must submit a new train path application and will be charged a fee for cancelling the originally allocated train path (Chapter 5.6.4).

Exemptions for diversion routes charges

In case the train ride cannot be realized along the originally planned route for reasons on the side of ŽSR, the railway undertaking is called upon to submit an enforceable proposal. In principle, the following may occur:

a) The train will be terminated and will not be continued along the originally planned train path - charge is made for the actual route covered;

b) The train will wait at the traffic point on the original train path for termination of the reason for which it should have travelled over a diversion route, i.e. a train will not run over a diversion route - charge is made for the original planned and subsequently for actual route covered;

c) The train will be operated subject to the approval of the railway undertaking along a diversion route - if a diversion route is longer than the original route, charge is made for the originally scheduled train path; in case where a diversion route is shorter than the original one - charge is made for a diversion (actual) route covered;

d) For passenger trains, stopping according to the scheduled timetable shall not be charged - i.e. no charge is made either for the scheduled stop on a by-original route or for the actual stopping of the train on a diversion route.

In order to ensure the correct clearance of train diversion routes, as well as the possibility of checking the reason for the diversion, the railway undertaking is obliged, after the performance of a by-pass ride, to request ŽSR for settlement in the terms of points a), c) - d). The application comprises the indication what train and what limitation occurs on the side of ŽSR. The railway undertaking shall submit its requests to the Traffic Management Department of ŽSR, not later than 5 working days following the realization of a ride over a diversion route. ŽSR reserves the right to assess the eligibility of the request and its possible rejection. In the event that the railway undertaking does not submit the request within the specified time limit, its request will be rejected and a train run will take place over a diversion route, the actual train (diverted) route will be charged.

5.6.3 Penalties for Non-usage

ŽSR shall not charge additional fees for non-usage of allocated train path. Fee for ordering and allocation of capacity U_1 in terms of Measure No. 2/2018 shall be charged even if allocated path has not been used in terms of subchapter 5.3.

5.6.4 Penalties for path cancellation

ŽSR shall not charge additional fees for non-usage of allocated train path. Fee for ordering and allocation of capacity U_1 in terms of Measure No. 2/2018 shall be charged even if allocated path has been cancelled in terms of subchapter 5.3.

5.6.5 Incentives / Discounts

ŽSR shall not provide any discounts for train paths operated by motive power units equipped with ETCS or railway vehicles with reduced noise levels and/or emissions.

The current discounts and reduced reimbursements provided by ŽSR are published on the ŽSR website www.zsr.sk in the section Railway Undertaking/ Infrastructure/ Price for access to railway infrastructure. Updating of the amount of reduced charges is expected each time at the beginning of the calendar year in accordance with decision of MD SR.

5.7. PERFORMANCE SCHEME

ŽSR provides for all RUs that have concluded the contract for access to the railway infrastructure services with ŽSR, implementation of compensation regime for the purpose of improving the quality of performance.

In case the RU is interested in monitoring, evaluating and claiming compensations for delayed trains, the RU shall conclude with ŽSR - Department of Traffic Management (contact in chapter 1.6). Agreement on common measures to ensure quality of railway infrastructure transport services (hereinafter as “Quality Agreement”, Annex 6.5.).

Based on the agreement, qualitative indicators are monitored and evaluated within individual transport modes:

A. Passenger services

Train delay in terminate station on ŽSR railway infrastructure of more than:

- minutes for higher quality category trains – delay penalty of 33.19 EUR/train
- 20 minutes for higher quality category trains – delay penalty of 165.97 EUR/train,
- 30 minutes for other trains – delay penalty of 16.60 EUR/train,
- 60 minutes for other trains – delay penalty of 33.19 EUR/train

Categories of monitored trains (=higher quality trains, other trains) are agreed between the RU and ŽSR in the quality agreement.

B. Freight services

1. Compliance with departure time of a monitored train from an origin station on the railway network managed by ŽSR at interval of 60 minutes to 0 minutes.
2. Compliance with arrival time of a monitored train to a terminate station on the railway network managed by ŽSR at interval of + 60 minutes

   Penalties: not observing the indicator no. 2 - 33.00 EUR per train. The indicator no. 2 shall be evaluated only if the Indicator 1 has been met.

The list of monitored trains is agreed between the RU and ŽSR under the Quality Agreement.

Evaluation method:

- train shall be counted once only - delayed in one of the intervals.
- reasons for train delay are divided into 3 different categories:
  1. delay on the side of ŽSR;
  2. delay on the side of the RU;
  3. delay caused by unspecified subjects – mainly external causes and secondary delays.
- if a train is delayed over the set limit, responsibility is on the side of the party that has the largest share of all delays.
- impairment of value of a delay within the train route is not deducted - resulting summary of the delays may be greater than the total train delay.
- In the case of equal delay time, or if the unspecified reasons causing delay poses the largest share of a delay, penalty shall not apply.
- delay shall be taken into account within railway network managed by ŽSR only – for international train services, only a delay on ŽSR railway network shall be taken into account.
- delay coding system is in compliance with the UIC Leaflet 450-2.
- Delayed trains caused in whole or in part by an accident or an extraordinary occurrence shall not be subject to penalties under this Agreement.

Template Quality Agreement can be consulted in Annex 5.7.

5.8. CHANGES TO CHARGES

Maximum charges for the access to railway infrastructure, which are subject to regulation, as well as the calculation method shall change upon publication of a new decree of the Authority.

5.9. BILLING ARRANGEMENTS

Decisive factors for calculation of the maximum charge for the use of railway infrastructure in domestic passenger and freight services shall be the train type, the track category, the length of route sections of the operated services, the number of stops of a passenger train, the number of used terminals in freight transportation and the gross train weight. The gross train weight shall be calculated as follows:

a) for a passenger train as a sum of coaches weight in tones and the weight of passengers in tones (the seat number multiplied by the coefficient of 0.08),
b) for a freight train as a sum of wagons weight and the weight of the loaded goods in kilograms.

The final weight shall be rounded up to whole tones.

Payment terms for invoicing for the access to railway infrastructure

The RU may choose one of the following forms of invoicing when negotiating the Contract on the use of railway infrastructure. It is also possible to change the invoicing method, which is agreed in a valid and effective Contract on the use of railway infrastructure by mutual agreement, to one of the following methods:

I. No advance-payment system

- settlement invoice issued not later than the 10th day of the following month,
- on the grounds of invoice issued in terms of contract for access to the railway Infrastructure,
- invoice due date shall be 14 days, by payment order.

II. Advance-payment system

- advance payment in the amount of 90% of scheduled monthly volumes in 3 advance payments – invoice for repetitive fulfilment issued on the 1st, 10th and 20th day of the month (in the amount of 30% of performance volume) and settlement of issued invoice at the latest by the 10th day of the following month,
- on the grounds of issued invoice in terms of contract for access to the railway infrastructure,
- invoice due date shall be 21 days, by payment order.

ŽSR shall notify the RU of any change of bank account details and other data necessary for payment and billing in a timely manner.

The invoiced amount for traction electric energy complies with the regulated prices in terms of the decisions of the Regulatory Office for Network Industries and the measured consumption and the consumption calculated by means of an approved calculation method via measure units.

Amount invoiced for heat (consumed in the ŽSR premises used by the employees of the RU) complies with the regulated prices in terms of the decisions of the Regulatory Office for Network Industries and the measured consumption and the consumption calculated by means of an approved calculation method via measure units.

Invoiced amount for water supply (consumed in the ŽSR premises and used by the RU employees) equals to amount invoiced to ŽSR by a relevant water and sewage company, and the measured consumption calculated in terms of the Act No. 442/2002 Coll. on Public Water Supply Systems and Public Sewage Systems and on amendment and supplement of the Act No. 276/2001 Coll. on Regulation in Network Industries and on amendment and supplement of some acts.

Billing conditions for other services are set out in relevant contracts concluded between ŽSR and the RU.

6. OPERATION

6.1. INTRODUCTION

Technological procedures in the railway stations

The RU for activities related to departing, transiting and terminating trains in traffic points proceeds in terms of Simplified Technological Procedures set out in Annex 6.1.A, and those are also attached to the Operational rules of respective railway stations.

If in some traffic points Simplified Technological Procedures do not adequately address and set out the procedures for all foreseen activities, the Railway Undertaking (RU) and the relevant Regional Directorate (RD) of ŽSR shall agree on common technological procedures for the works (hereinafter referred to as the TPPs) for such traffic point according to Annex 1c of the ŽSR Regulation DP5.

If approved by mutual agreement between RU and Regional Directorate, TPPs for above mentioned reasons, they shall apply solely only for these TPPs. The TTPs are annexed to the Operating Rules.

List of traffic points and RU with TPPs so concluded are given in Annex 6.1.B.

Simplified technological procedures shall not apply to operations with passenger trains. In traffic points of departure, termination or change in composition of passenger train, the RU and relevant Regional Directorate shall agree on technological procedures that are attached to operational rules for respective traffic points.

Technological procedures shall be approved prior to departure/arrival of a first train from/to a traffic point.

6.2. OPERATIONAL RULES

The transport on the railway infrastructure shall be operated in such a way as to ensure protection of life and persons, property and environment.

The RU that provides the transport services on the railway infrastructure is obliged to observe the following provisions laid down in:

- international conventions and agreements (for international services),
- Legislation of the EU and the Slovak Republic,
- rules and regulations issued by ŽSR the use of which is agreed in the Contract on the access to railway infrastructure

Work activity of ŽSR employees on the roof of motive power units (MPUs)

In accordance with applicable provisions of Articles 5, 6 and 7 of the Act No. 124/2006 Coll. of the National Council of the Slovak Republic on Occupational Safety and Health Protection and in terms of contracts on the operation of railway infrastructure, the RU shall be obliged to ensure and provide the IM with written documentation according to the following points.

The RUs shall incorporate into local labour and safety regulations according to the type of operated electric traction MPUs:

1. Based on identification of dangers and threats, the RU shall assess the risks and process the risk assessment document - analysis of the risks and hazards that may arise at accessing and work on MPU roof,

2. (a) The conditions and principles of the safe procedure for access to MPU roof,

2. (b) The conditions and principles of safe procedure and safety of work on the MPU roof,

1. (c) The procedure of safe ensurance of MPU collectors according to the type of collectors for prevention of accidents, both electric and mechanical, in the work performed for the disconnection of damaged MPU collectors.

RUs as compiler of the abovementioned documents shall provide and perform a proven instruction for the employees of the IM.

3. For updating the currently used Minutes from inspecting the place of operational malfunction, the RU is required to provide IM schematic sketches of all types of pantographs used with display the individual parts of the collectors to indicate the source of failure - the cause of the fault if it is due to faulty part of the collector.

   The RU´s representative (engine driver) shall write down to "Occupational order in OSH part/OSH record book of the respective regional maintenance workplace SMSÚ EE TV, indicating the extent of the measures taken to ensure the safe MPU condition for the work of the IM staff involved, and shall sign it.

4. The RU shall order with permanent order at respective ŽSR Regional Directorate – Section of Electrical Engineering and Power Engineering (OR SEE) specified services related to disconnecting and securing a collector related to the securing and securing of the collector in accordance with the applicable provisions of the contract on access to the railway infrastructure and the Network Statement.

The documents referred to in points 1, 2. a), b), c) and (3) shall be provided in an electronic form by RU to ŽSR – Department of control, command and signalling technology and electrical engineering as an excerpt of the relevant provisions of the applicable local labour and safety regulations of the relevant MPU type.

Conditions for granting a derogation from B1 level requirements of Slovak language proficiency for train drivers of railway undertakings operating at the border crossing station

ŽSR shall grant an exemption from knowledge of the B1 level of Slovak language for train drivers of a railway undertaking according to Annex 4 of the Act No. 514/2009 Coll. on the Transport of Railways under the following conditions:

1. An applicant for a derogation shall be a railway undertaking carrying on the border crossing between the Slovak Republic and an EU Member State the transport of trains on the basis of a contract on access to the railway infrastructure concluded between the Railway Undertaking and the Railways of the Slovak Republic.
2. The application shall be submitted in the Slovak language. In order to minimize the controversial explanation of the application and its requirements, the required documents may also be provided in English. The language used for communication under the conditions of Železnice Slovak Republic is the Slovak language.
3. The application shall be submitted to the following address: Železnice Slovenskej republiky, Directorate General, Traffic Management Department, Klemensova 8, 81361 Bratislava.

Information on the request for exemption, the conditions of the ŽSR for granting the exemption and the conditions for considering the application for exemption are set out in the following documents:

- Application for a B1 level language training exception (model) - Appendix 6.2.A.
- Conditions of the Railways of the Slovak Republic to grant a derogation from B1 level knowledge of the driver for Infrastructure Manager - Annex 6.2.B.
- The conditions for assessing the request for a B1 level instructor's knowledge of the driver's infrastructure manager - Annex 6.2.C.

6.3. Operational Measures

6.3.1 Principles

ŽSR is entitled to limit or suspend operations for the necessary time due to the need for acute reconstruction, renewal or maintenance of the railway line, while the interested parties shall immediately inform the regulatory body of the unavailability of infrastructure capacity upon its request.

In the case of disturbance of train traffic caused by accident, exceptional event or technical failure, ŽSR shall make all necessary measures to restore normal service conditions. In case of accidents, emergencies or disturbance of train traffic procedures presented in Annexes 2 and 7 of the contract for access to the railway infrastructure shall apply.

Each failure to the equipment of ŽSR discovered by the RU´s employees has to be immediately announced to a person managing the traffic at ŽSR (dispatcher, traffic controller, etc.), who shall undertake all measures to prevent possible accident or exceptional event. In case it is necessary to interrupt the traffic operation on the given section, the IM shall notify all the RUs about such situation and expected time of disturbance of train traffic.

In case of disruptions to the operations on given part of the railway infrastructure, emergency or if it is utterly necessary, ŽSR can withdraw allocated infrastructure capacity without prior notice over a time period necessary for restoration of the normal state. ŽSR shall announce any such operation disruption to the RU along with estimated time of disruption and proposal for dealing with this situation. The RU comments on submitted proposal or submits own proposal on how to proceed with the operation of the affected train (cancellation of a train ride, holding on until operation is restored, diversion routes, etc.).

Rail replacement bus service

Rail replacement bus service is a bus passenger service operated in the event of scheduled or unscheduled disruption of rail transport service on railway lines.

Rail replacement bus service can be deployed for reasons on the side of ŽSR, the RU, force-majeure or a third party, preventing the RU from provision of transport services on the railroad.

During the duration of a rail replacement bus service for reasons on the side of ŽSR, or for reasons of force majeure, or a third party the U_1 fee for the unused route shall not be invoiced to the RU in accordance with Chapter 5.3, Part I. Maximum charges for ordering and allocating of infrastructure capacity.

During the duration of a rail replacement bus service for reasons on the side of the RU, the U_1 fee for the unused route shall not be invoiced to the RU in accordance with Chapter 5.3., Part I. Maximum charges for ordering and allocating of infrastructure capacity.

Rail replacement bus service can be operated by the RU or its designated RU on the condition that it has a valid transport license, concession or other authorization which in accordance with Act No. 56/2012 Coll. on the road transport as amended authorizes to run public transport services on the basis of contract of carriage of passenger transportation under a contract of carriage of passengers.

In the event that the contract defines that a rail replacement bus service shall be provided by the RU at its own expense, it means that the RU is not entitled to reimbursement of these costs by ŽSR. In the event that the Contract on the access to railway infrastructure not defines that the Rail replacement bus service shall be provided by the RU at the cost of the IM, it means that the RU ensures a rail replacement bus service at its expense and at the same time is not entitled to reimbursement of these costs by ŽSR.

If the RU is about to deploy a rail replacement bus service, it is obliged to inform ŽSR without delay and agree on its implementation, in particular on the duration of a rail replacement bus service and the modification or cancellation of the train paths.

Rail replacement bus service is governed by the timetable of the replaced train. For a rail replacement bus service all the operational traffic rules and timetable utilities valid in relation to the passengers as for the train (designation, dispatch, connections, collection of dynamic rail replacement bus service movement information, etc.) shall apply.

In the event the RU ensures a rail replacement bus service, instead of the concerned assigned train path or part thereof, this shall not be considered to be the utilization of the allocated railway infrastructure capacity. At a time when the RU does not use allocated capacity, ŽSR may allocate such a vacant infrastructure capacity (path time position) to any other Applicant.

6.3.2 Operation regulation

The traffic on the ŽSR infrastructure is managed in compliance with the valid timetable. Exceptional events affecting the fulfilment of timetable (regardless of whether caused by ŽSR or the RU) operational transport management has to be applied. The aim of operational traffic management at ŽSR in particular shall be:

a) fulfilment of timetable,
b) ensuring the conditions for smooth handover of the trains,
c) fulfilment of adopted modification plan prepared according to the current RUs applications,
d) provision of the transport during emergencies.

Priority of train rides in case of traffic emergencies (train delays, closure of traffic, diversion of a train due to impassability of track section, deployment of exceptional trains) shall be set out in ŽSR Regulation Z1, article 1277.

a. urgent assistance trains;
b. special trains in the public interest (designated transport under public service obligation);
c. international Ex, R trains;
d. national Ex, R trains and international Nex, Os trains;
e. national Os trains;
f. national Nex and Sv trains;
g. other international freight trains;
h. other national freight trains;
i. special purpose trains.

Rides of power motive units and serial trains referred to in subparagraphs c), d) and e) are given priority as for a type of a train for which they are intended.

If the train service cannot be performed on the originally planned train path, ŽSR proposes a solution to the RU, which makes statement or suggest an alternative solution. In principle following situations may occur:

a) train terminates and will not continue along originally planned train path; replacement bus service can be introduced for passenger transport;
b) train waits in the traffic point situated on the original train route for the end of the reason for which train should operate on diversion – train run on a diversion route will not take place;
c) Train operates upon the approval of the RU along a diversion route.

6.3.3 Disturbances

Unscheduled operational restraints

In case of train services restriction is caused by a technical failure, exceptional event or accident, ŽSR and the RU shall without delay make efforts to exercise the measures foreseen by the emergency plan and the measures needed to restore usual situation. For this purpose, ŽSR in cooperation with the RU shall have elaborated an emergency plan, which is in accordance with Act on Railroads.

ŽSR and the RU shall follow the conditions set out in ŽSR Regulation Z 17 “Accidents and exceptional events” !in the event of unscheduled operational restraints.

Criteria for determining the rerouting of trains due to infrastructure capacity constraints lasting more than 30 consecutive days

In the case of infrastructure capacity constraints lasting more than 30 consecutive days affecting more than 50 % of the estimated volume of traffic on the railway line, the Railway Infrastructure Administration shall establish criteria for determining which trains of each type of traffic are to be diverted, taking into

account the commercial and operational constraints imposed on the applicant, unless these operational constraints result from managerial or organisational decisions of the applicant.

A) Criteria for planned infrastructure capacity

ŽSR may modify or withdraw the allocated planned infrastructure capacity for the period X+12 - X+36 from the applicant, if necessary in connection with the implementation of works that will limit the infrastructure capacity for more than 30 consecutive days, affecting more than 50 % of the estimated traffic volume on the railway line. ŽSR shall inform the applicants of this fact without delay with a proposal for new infrastructure capacity/train paths on diversion route(s) or, where appropriate, invite them to modify the infrastructure capacity already allocated to them.

In both cases, ŽSR will allocate infrastructure capacity on the affected line section according to the following criteria:

Step 1
According to the criteria of importance of the infrastructure capacity requirement (within the meaning of the Framework Agreement on the allocation of railway infrastructure capacity):

a) infrastructure capacity for international transport services,
b) infrastructure capacity for public transport services,
c) infrastructure capacity for national freight transport services,
d) infrastructure capacity for other transport services.

For transport services of the same order of importance, the priority shall be assessed according to steps 2 - 4.

Step 2
Calculation of the international priority coefficient:
Included in the calculation are, including the required infrastructure capacity running on the railway network under the management of ŽSR ($L_{ŽSR}$), the full lengths of the required infrastructure capacity (train path, if details are known) leading from the origin to the final transport point (L_{TP}) and the required/planned number of journey days (Y):

$$(L_{ŽSR} + L_{TP}) \times Y = K_m$$

Priority is given to the applicant with the higher coefficient.
If the K_m value is the same, priority shall be assessed according to steps 3 and 4.

Step 3
Calculation of the international priority coefficient:
only the lengths of the required infrastructure capacity (train path, if details are known) running on the railway network under the management of ŽSR ($L_{ŽSR}$) and the required/planned number of journey days (Y) are included in the calculation:

$$L_{ŽSR} \times Y = K_n$$

Priority is given to the applicant with the higher coefficient.
If the value of K_n is the same, priority shall be assessed according to step 4.

Step 4
If the resulting priority value ($K_{ŽSR}$) is the same, the first-come-first-served rule will be applied.

To the applicant with priority, determined according to the above principles, ŽSR shall propose a train path in accordance with the parameters in its request, to other applicants it shall propose train paths with parameters differing from their requests to the smallest possible extent (i.e. alternative train paths).

B) Criteria for infrastructure capacity allocation

ŽSR may modify or withdraw the allocated infrastructure capacity from the applicant if necessary in connection with the implementation of works that will limit the infrastructure capacity for more than 30 consecutive days, affecting more than 50 % of the estimated volume of traffic on the railway line. ŽSR

shall inform the applicants of this fact without delay with a proposal for new infrastructure capacity/train paths on diversion route(s) or, where appropriate, invite them to adjust the infrastructure capacity already allocated at the latest 60 days before the start of the action.

a) on the main railway lines in the following order:
1. transport services in the public interest implemented by system or clockwise distribution of train paths,
2. agreed international train paths for passenger services operated in the public interest,
3. other agreed international train paths for passenger services,
4. agreed international train paths for freight,
5. public transport services not covered by the first and second points,
6. other international passenger transport services,
7. other international freight transport services,
8. other transport services.

b) on secondary railway lines in the following order:
1. transport services in the public interest,
2. passenger transport services,
3. freight transport services,
4. other transport services.

In giving equal priority to two or more applications, ŽSR will also take into account the previous level of use of specific train paths.

International Contingency Management - ICM

In case of interruption of operation for more than 3 days, which have a great impact on international traffic, it applies International Contingency Management (ICM) shall apply.

Infrastructure managers involved in the network of rail freight corridors have drawn up and published overviews of train re-routing options and traffic operation scenarios. This information is described in Book 4, Chapter 4 of the Corridor Information Document (see Chapter 1.7.1).

More details are presented in the International Contingency Management Handbook or at the RNE website.

This handbook describes procedures aimed at enabling traffic to continue at the highest possible level despite the interruption of international traffic. It defines fault management processes and communication processes that complement national emergency management procedures to allow better international cooperation between infrastructure managers and infrastructure capacity allocation bodies.

6.4. TOOLS FOR TRAIN INFORMATION AND MONITORING

TIS application is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from ŽSR's systems and all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders.

Applicants and terminal operators can also access the TIS application by signing a TIS user agreement with RNE. By signing this agreement, the TIS user agrees that RNE will share train information with cooperating TIS users. The TIS user has access to data related to his own trains and to the trains of other TIS users if they cooperate on the same train journey (i.e. standard data sharing).

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: support.tis@rne.eu .

More information can be found on http://tis.rne.eu .

PIS application is an information system operated at ŽSR, which provides information support to employees of the railway undertaking and ŽSR employees for processes related to the following areas:

a) Train traffic planning,

b) Operation and management of train traffic,

c) Communication with IS of carriers, international and neighbouring IS,

d) Train traffic evaluations (outputs, overviews, analyses),

e) Reversal of payment for access to railway infrastructure and service facilities,

f) IS PIS master data management.

APL PIS consists of several interconnected applications that are logically and functionally interconnected and communicate with each other.

Access rights to APL PIS applications for employees of ŽSR and the railway undertaking are approved by the guarantor of the application and are initially allocated to employees of Railway Telecommunications by opening an account. Specific authorizations and their changes to the APL PIS are assigned by the Department of Traffic Management of ŽSR Directorate General and an authorized employee of Regional Directorate.

The description, functionality and use of the application are given in the relevant "PIS User Handbook", which is part of the specific PIS application.

7. SERVICE FACILITIES

ŽSR shall prepare "Description of service facilities" of which they are the operator and ensure their publication in the Network Statement and on its website.
Other service facility operators shall make a description of the service facility publicly available free of charge, and may choose from the following options:

a) publish it on its website or joint website and ŽSR will provide an appropriate link for inclusion in the Network Statement;
b) relevant information in its final form for publication shall be provided by ŽSR for inclusion in the Network Statement.

7.1. INTRODUCTION

“Description of service facility” operated by ŽSR shall include at least the following information:

a) The list of all installations in which rail related services are supplied, including information on their locations and opening hours;
b) Contact details of ŽSR as the operator of the service facility;
c) Information on the service facility (including its technical characteristics) to the extent necessary for the use of the service facility and the services provided there to railway undertakings;
d) Information on rail-related services, which are supplied in the facility, and of their type (basic, additional or ancillary);
e) The possibility and conditions for self-supply of rail-related services and conditions applying to railway transport;
f) Information on procedures for requesting access to the service facility or services supplied in the facility or both, including deadlines for submitting requests, and time limits for handling those requests;
g) information on the minimum content and format of a request for access to service facilities and rail-related services, or a template for such a request;
h) Model contract for access to a service facility and for the provision of a service relating to rail transport, where such a contract is concluded, and general conditions; unless a specific contract is concluded, make reference to the contract under which access to the service facility is granted or services are provided relating to rail transport,
i) Conditions for the use of ŽSR information systems, if their use is required from the applicant, as well as rules for the protection of sensitive and commercial data;
j) Description of the coordination process, regulatory measures as well as priority criteria set out in Commission Implementing Regulation (EU) 2017/2177;
k) Information on changes in technical characteristics and temporary limitations on the capacity of the service facility which could have a significant effect on its operation, including planned work;
l) Information on charges for access to a service facility and on charges for the provision of a railway service
m) Information on possible charges rebates.

7.2. SERVICE FACILITY OVERVIEW

"Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services" (hereinafter "the Implementing Regulation"):

- lays down details on the procedure and criteria to be followed for access to the services to be provided in the service facilities referred to in points 2, 3 and 4 of Annex II to Directive 2012/34/EU establishing a single European railway area,
- Article 5(2) states that “Infrastructure managers shall provide a common template to be developed by the railway sector in cooperation with regulatory bodies by 30 June 2018 that operators of service facilities may use to submit the information. The template shall be reviewed and updated as necessary”.

The common template for the description of service facilities is the result of a solution developed by RailNetEurope and IRG-Rail (Network of European Railway Regulators) in cooperation with the railway sector and is aimed at supporting service facility operators in developing information documents in accordance with the requirements of the implementing Regulation. Service facility operators may decide to adopt this common template or create their own specific template, which they will publish on their website, provided that the legal requirements are met. Documents on service facilities must be prepared in Slovak and English.

ŽSR has established a tab "Service facilities" on its website in the section "Railway Undertakings/Other services", where general information about service facilities is published, a common template for the description of service facilities. Information on service facilities operated by railway undertakings and other entities, is published in the form of a link to their websites.

The list of freight terminals (combined transport terminals) of other entities connected to the railway network managed by ŽSR and a link to their websites is given on the ŽSR website: www.zsr.sk in the section "Railway Undertaking/Other services/Service facilities".

The list and description of service facilities of European countries can be found in graphical form on Rail Facilities Portal – RFP. The portal provides rapid access to information on all types of railway equipment, in particular rail freight facilities, and helps service facility operators to fulfill their obligations under Directive 2012/34/EU and Commission Implementing Regulation (EU) 2017/2177. The Railway Facilities Portal opens up new opportunities for all types of operational facilities to publish their information for marketing purposes.

Access to the RFP is free and without user registration.

Additional information is posted on the Rail Facilities Portal: http://railfacilitiesportal.eu.

7.3. SERVICE FACILITIES MANAGED BY INFRASTRUCTURE MANAGER

MD SR will publish a notice that all or part of the service equipment is available for rent, unless ŽSR has decided to resume operation of the service equipment after expressing an interest in its use. ŽSR informs the MD SR about the expression of interest in its use within 10 days of its receipt.

Prior to the publication of the announcement, MD SR may request ŽSR for comments on the announcement within four weeks. ŽSR may object to the notification if they submit evidence that the procedure for changing the subject of activity of the facility, which began before the expression of interest in the use of the service facility, is in progress.

MDV SR must inform the regulatory body about the procedure of changing the subject of activity of the facility and the regulatory body will decide on the publication of the notice.

ŽSR shall publish on its website its own notification on the lease of its service facility or a notice on the lease of service equipment provided by other service facilities operators.

The notification shall contain at least the following information:

- details of the selection procedure, which must be transparent, non-discriminatory and take into account the objective of ensuring the optimal and efficient use of the capacity of the service facility in question;
- selection criteria;
- main characteristics of the technical equipment of the service facility;
- address and time limit for submission of tenders, which must be at least 30 days from the publication of the notice.

7.3.1 Common provisions

ŽSR is the operator of ŽSR passenger stations.

Applicants shall submit applications for access to ŽSR service facilities and rail-related services provided by ŽSR (hereinafter referred to as the “application”) within the deadlines determined by ŽSR.

ŽSR may not make access to the ŽSR service facility or the provision of a service related to railway transport conditional on the mandatory use of other services that do not relate to the requested service.

ŽSR may not make access to the ŽSR service facility or the provision of a service related to railway transport conditional on the mandatory use of other services that do not relate to the requested service.

ŽSR will confirm the receipt of the application without undue delay. If the application does not contain all the information required in accordance with the "service facility description" necessary for the decision, ŽSR will inform the applicant and set a reasonable deadline for the submission of the missing information. If such information is not submitted by that deadline, the application may be rejected.

Upon receipt of all necessary information, ŽSR shall respond to requests for access to ŽSR service facilities and for the provision of services related to railway transport to railway undertakings within the time limit set by the regulatory authority. The regulatory authority may set different deadlines for different types of service facilities and services. If the regulatory body has not set deadlines for ad-hoc requests, ŽSR shall respond to the ad-hoc request for access to ŽSR's service facilities and services related to railway transport within five working days. The time limit for reply may be extended if the applicant agrees.

If ŽSR has offered access to ŽSR's service facilities in response, this offer shall remain valid for a reasonable period of time to be stated, taking into account the operational needs of the applicant.

If the applicant submits an ad-hoc request requesting several services related to railway transport provided in one ŽSR service facility, and if he states that he can use them only simultaneously, all affected operators of the ŽSR service facility shall respond to these requests within five working days.

If ŽSR receives a request for access to the ŽSR service facility or for the provision of a service that conflicts with another request or concerns the already allocated capacity of the ŽSR service facility, they will try to discuss and coordinate the requests with the applicants. Modification of already assigned access rights is possible only with the consent of the access right holder.

ŽSR will consider various options that will enable them to comply with conflicting requests for access to the ŽSR service facility or for the provision of services in the given service facility. These options include, as appropriate, measures to maximize the available capacity of the service facility, unless it requires additional investment in resources or equipment. An application for access to the ŽSR service facility or for the provision of a service may not be rejected if the coordination procedure ensures capacity of service facility corresponding to the applicant's needs.

ŽSR may establish priority criteria for the allocation of service facility capacity in the case of conflicting requests for access to ŽSR service facilities and rail-related services, if such requests cannot be met even on the basis of a coordination procedure. These priority criteria must be non-discriminatory, objective and published in the "Service Facility Description". The following aspects may also be taken into account in the priority criteria:

- existing contracts,
- the intention and ability to use the required service facility capacity , including any previous non-utilization of all or part of the allocated service facility capacity , as well as the reasons for such non-utilization,
- train paths already allocated associated with the required services,
- priority criteria for the allocation of train paths,
- timely submission of applications.

If the coordination procedure fails to comply with the request for access to ŽSR service facilities and services related to railway transport, ŽSR shall without undue delay inform the applicant concerned and the regulatory body upon his request.

If the request cannot be complied with, ŽSR and the applicant shall jointly assess whether there are realistic alternatives that would allow the operation of the freight or passenger service in question on the same or an alternative route under economically acceptable conditions. The applicant may not be required to disclose his / her business strategy.

If the request cannot be complied with, ŽSR will indicate possible alternatives, where appropriate in other Member States, based on descriptions of other service facilities, information published on the common website and any information provided by the applicant. When proposing possible variants, at least the following criteria must be taken into account to the extent that ŽSR can evaluate them:

- substitutability of operating characteristics of alternative service equipment,
- substitutability of the physical and technical characteristics of the alternative service equipment,

- a clear impact on the attractiveness and competitiveness of the rail service which the applicant intends to operate,
- estimated additional costs for the applicant.

ŽSR maintains the commercial confidentiality of the information provided by the applicant. The assessment of the economic acceptability of possible alternatives will be performed by the applicant and the ŽSR shall be informed. The applicant may request ŽSR not to state realistic alternatives in the response to the application and not to perform a joint assessment of existing real alternatives.

If ŽSR and the applicant come to the conclusion that there are no real alternatives and requests for access to the facility or provision of a service in it cannot be complied with after the coordination procedure, ŽSR may reject the request. If ŽSR and the applicant are unable to agree on a realistic alternative, ŽSR may reject the application stating the alternatives they consider realistic. The applicant may complain to the regulatory authority. If ŽSR and the applicant have jointly identified real alternatives, ŽSR may reject the application.

ŽSR will explain to the applicant in writing why the requests could not be complied with after the coordination procedure and why, on the basis of the available information, they consider that some of the proposed alternatives meet the applicant's needs and are realistic. Upon request, ŽSR shall prove to the regulatory body and the applicant the reasons for the refusal, including the examined alternatives and the result of the coordination procedure.

If the applicant has repeatedly failed to pay for access rights already granted and used, ŽSR may request a financial guarantee to protect its legitimate expectations of future revenues and use of the facility. Information on such warranties will be published in the "Service Facility Description".

Service equipment specified in Act no. 513/2009 Coll. operated by ŽSR, which has not been used for at least two consecutive years, will be offered for expression of interest and rented or leased. The information will be published on the ŽSR website. An applicant who is interested in using ŽSR service equipment that has not been used for at least two consecutive years shall express his interest in ŽSR in writing and inform the regulatory body thereof. This expression of interest shall demonstrate the needs of the railway undertaking concerned. ŽSR may decide to resume operation of the ŽSR service facility in order to meet the proven needs of the railway undertaking.

This subchapter does not apply if the individual subchapters of these Network Statement, or the documents relating to individual service facilities, or individual types (types, categories) of service facilities, provide otherwise.

Commercial services performed by an employee of ŽSR on the basis of an order of the RU in a specific traffic point are subject to separate invoicing between ŽSR and the RU, with the invoiced amount corresponding to the average unit price for the relevant commercial service (separately for passenger and freight transport) and the performance in the specific traffic point. The RU shall conclude a contract with the relevant Regional Directorate of ŽSR.

7.3.2 Passenger stations

Passenger stations – a service facility providing track access services for passenger transport and which are intended for the carriage of passengers and luggage and courier parcels by rail. In addition to technical installations at these stations, also facilities that serve passengers are located, in particular:

- ticket offices;
- waiting rooms;
- luggage storage;
- information offices; customer centres;
- train information system (train arrival and departure time; train delay and platform information)
- platforms;

facilities with technical equipment for Persons with Reduced Mobility (railway stations are presented in the application ŽSR Info Map, railway stations equipped with lifting platforms is presented in the application ŽSR Info Map). Information is available on the ŽSR website: https://www.zsr.sk/pre-cestujucich/zoznam-stanic-ich-pristupnost/;

- restaurants; buffets;
- kiosks;
- sanitary facilities, e. g. toilet facilities, public washrooms and showers.

List of passenger stations and stops on ŽSR network and services provided for passengers is presented in the application ŽSR Info Map.

The Railway Undertaking is obliged to place any waste generated from the cleaning of passenger wagons to contractually agreed places.

7.3.2.1 General information

Passenger stations are all traffic points for the embarkation and disembarkation of passengers.

List of passenger stations and stops on the ŽSR network with its technical equipment and with services provided to the public is listed in the application ŽSR Info Map.

7.3.2.2 Services

Description of services is published in the ŽSR website: https://www.zsr.sk/pre-cestujucich/zoznam-stanic-ich-pristupnost/.

7.3.2.3 Service facility description

Locations for ticketing services

For the provision of access to locations for ticketing services, the provision of suitable non-residential premises for the purposes of selling and dispatching tickets during the validity of a single timetable is considered to be:

- provision of non-public, non-residential premises - separate rooms in passenger stations specially allocated to the Railway Undertaking for the purpose of sale with standard technical availability of utilities (electricity, heat) - so-called "brick-and-mortar ticket offices". Air conditioning is not considered to be standard.
- provision of a part of public areas in the lobby of passenger stations and other public places in passenger stations for the location of self-service facilities - vending machines or kiosks, booths, etc. providing sales and issuing of tickets. The cost of placing and operating such a facility is determined by the area of the user area beneath the facility.

The provided non-residential premises for customer centres are not considered as locations for ticketing services.

The list of traffic points for for ticketing services is presented in Annex 7.3.2.3.

7.3.2.4 Charges

Access to passenger stations is charged according to Annex No. 2 to Measure No. 2/2018 of the Transport Authority, which determines payments for access to railway infrastructure and service facilities (hereinafter referred to as “Measure No. 2/2018”) (letter a)), and referred to in subchapter 5.2.

Maximum charge for the access to passenger stations, its premises and facilities including facilities for travel related information **U_{SZ1}**

Within the item concerning maximum charge for the access to passenger stations, its premises and facilities including devices for travel information, annual timetable is substantial under which traffic points are defined from which passenger trains depart (departure traffic point), traffic points where trains terminate and traffic points where trains stop. The term “stop” shall also be considered to mean a stop on request – in such case the possibility of stop shall be considered as a scheduled stop. Schedule of stops for regular trains may be obtained from the annual timetable. In so far as in passenger services, there is a possibility that within a train run calendar, a train may have different length of paths with different number of traffic points - in such case the plan is considered to be a scheduled train path valid for the given calendar day of a train run.

In case of exceptional trains that are not included in annual timetable (special trains), the timetable for a special train shall be applied instead of timetable plan.

Extraordinary train stopping at a traffic point where according to timetable train should not have to stop is not considered to be scheduled stop and therefore stopping at such traffic point shall not be charged.

Charge is calculated only for **actually realized performances,** i.e. if the train runs only over a part of the path, the charge applies only to that part of the path; if the train is cancelled over the whole path, the charge shall not be applied. In the case where a part of the path is realized by a replacement bus service and a traffic point will be served by a replacement bus service, the charge U_{SZ1} **shall be applied irrespective of the reason for which a replacement bus service had been introduced**.

Shortening of a train path in passenger service - i.e. outside the scheduled annual timetable - in this case charges for stopping according scheduled annual timetable shall not be applied, but charges shall be applied according to actually travelled train path.

Charges for stopping of a train at a traffic point shall be expressed in euros excluding VAT. The departure point the destination traffic point shall count against the total number of train stoppings. The charge is dependent on the traffic point category for passenger trains and train type. It shall not apply to Rv and Sv trains.

Maximum charge for the access to location for ticketing services in passenger stations **U_{SZ2}**

Terms and conditions of sale: Price is set per one square meter of a sales office for one month excluding VAT. Charge is applicable for each commenced calendar month of service provision.

7.3.2.5 Access conditions

ŽSR provides the access to stations for RUs under the contract on the access to railway infrastructure.

Location for ticketing services

In the event of a positive decision regarding a request of the Railway Undertaking, ŽSR shall enter into Agreement on the use of location for ticketing services (hereinafter referred to as the “Agreement") the integral part of which shall be the annex with the list of allocated location for ticketing services capacity for the relevant period of validity of the timetable, unless the Railway Undertaking has already concluded this Agreement with ŽSR. If such Agreement has already been concluded, ŽSR will enter into Agreement with the Railway Undertaking. This procedure is also applied in the case of positive decision regarding ad hoc request and a delayed request. The right of access to these service facilities and services related to rail passenger transport is not transferable to other applicants.

If the applicant does not intend to exercise the above right of access to the service facility or rail passenger related service assigned to the ŽSR, he shall inform the ŽSR without undue delay.

ŽSR hands over the location for ticketing services to applicants for the period of validity of a single timetable through take-over/hand-over protocol of the location for ticketing services (hereinafter referred to as "the Protocol") that precedes the conclusion of the Agreement on the use of location for ticketing services. The general terms of use of the location for ticketing services are part of the Agreement between ŽSR and the Railway Undertaking. Template of the Agreement on the use of location for ticketing services is set out in Annex 7.3.2.5.A and the General Terms and Conditions for the use of access services to location for ticketing services are listed in Annex 7.3.2.5.B.

7.3.2.6 Capacity allocation of location for ticketing services

Request for capacity allocation of location for ticketing services

The Railway Undertaking (hereinafter referred to as the "Applicant") shall send a written application for capacity allocation of location for ticketing services to the operator's address: ŽSR Property Management Bratislava, Holekova 6, 811 04 Bratislava or email to the ŽSR Property Management Bratislava Secretariat: SM.BA@zsr.sk. The application must be signed by a person authorized to sign

on behalf of the railway undertaking. The applicant shall include in the application the minimum data from Annex 3.6.9 (List of traffic points with leased premises intended for ticketing services), which include:

- room number
- building number
- name of a traffic point
- room designation
- surface area related to location for ticketing services for which the allocation is intended.

In case of interest in placing self-service devices (machines) or booths, kiosks, the applicant shall indicate in the application:

- name of the transport point,
- number of self-service devices (machines) or stalls, kiosks, etc. to be placed,
- Identification of self-service devices (machines) or stands, kiosks, etc. (floor plan in cm, dimensions in cm - width/height/depth),
- location of the device, situational layout, location description.

At the same time, in the application the indication of the time span, resp. period of use of location for ticketing services during timetable validity.
ŽSR allocates capacity for location for ticketing services for a maximum of a single timetable period.

Deadlines set for the processing of an application by the railway undertaking:

1. submission of an application to railway undertakings no earlier than 10 months and no later than 4 months before the entry into force of the timetable,
2. assessing whether the application has been duly filed and contains all required information under these Conditions of Use of the Railway Network necessary for its proper handling without undue delay, but no later than 14 calendar days after receipt of the request
3. an invitation to the railway undertaking within a maximum period of 21 calendar days from the receipt of the request to supplement the missing data
4. sending missing data no later than 7 calendar days after receipt of the call; if the applicant fails to submit this information within the stipulated deadline, ŽSR shall refuse the application in this case
5. evaluating the application and sending a notification to the railway undertaking on the evaluation of the application no later than 60 days prior to the entry into force of the timetable.

In case of positive acceptance of the request, ŽSR railway companies will enter into a contract for the use of location for ticketing services (hereinafter referred to as the "Contract"), an integral part of which will be an annex with the list of allocated location for ticketing services capacity for the relevant timetable duration. The right of access to railway infrastructure and services related to rail transport is not transferable to other applicants.
If the applicant does not intend to avail himself of the right to access the railway service service or service assigned to the ŽSR, he shall inform the ŽSR without undue delay.

Upon an "ad hoc" request or a delayed request of the railway undertaking, the ŽSR shall respond without undue delay, but no later than within 5 business days of its delivery. The deadlines set out in points (2) to (4) shall also be applied appropriately to an "ad hoc" application and a delayed application which the ŽSR will evaluate and send a notification of its evaluation to the railway undertaking no later than 30 calendar days after the receipt of the "ad hoc" .
In order to maintain the abovementioned deadlines, it is sufficient to send the shipment for postal delivery or to perform the e-mail operation on the last day of the deadline.

Coordination process

If ŽSR receives a request for capacity allocation of location for ticketing services that conflicts with another application or relates to the already allocated location for ticketing services capacity, they will initiate, as appropriate, a process of coordination with the affected applicants in order to ensure that all applications are matched. Within the framework of the co-ordination process, the ŽSR and the applicants have the right to invite the regulator as an observer. If even after the coordination procedure it is not possible to comply with all requests for access to the location for ticketing services, the ŽSR shall without

undue delay inform the applicant concerned. The ŽSR, in cooperation with the applicants concerned, will assess real alternatives pursuant to Article 12 of Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017.

In the event that it is not possible to satisfy all the applicable requirements of the applicants, ŽSR shall be entitled to preferentially allocate capacity to an applicant who:

1. provides regular passenger services at the traffic point on the basis of the allocation of train paths, i.e. account shall be taken of the planned number of trains of the applicant stopping at the traffic point. At traffic points with a greater number of locations for ticketing services offered, the capacity is allocated proportionally to the allocated capacity of train paths, zabezpečuje pravidelnú osobnú dopravu v DB bode na základe pridelenia vlakových trás, tzn. prihliada sa na plánovaný počet vlakov žiadateľa zastavujúcich v DB. V dopravných bodoch s väčším počtom ponúkaných MPPD sa pridelí kapacita MPPD pomerovo k pridelenej kapacite vlakových trás,
2. at the time of submission of the application, has already concluded a contract for the use of locations for ticketing services,
3. at the time of submission of the application, a public-service contract having as its subject the provision of transport services at the traffic points in which the RU requests the capacity allocation of locations for ticketing services,
4. as first submitted a request for capacity allocation. najskôr predložil žiadosť o pridelenie kapacity MPPD.

If ŽSR and the applicant conclude that there are no real alternatives and the applications for capacity allocation of locations for ticketing services cannot be met after the co-ordination process, ŽSR may reject the request. ŽSR may also reject the application for other reasons stated in the legislation.
Within the framework of the coordination process, ŽSR and the applicants have the right to invite the regulatory body as an observer.

7.3.3 Freight terminals

Freight terminal is a facility adjusted for the purpose of loading and/or unloading of goods from/on the freight trains, intermodal transhipment, for the purpose of creating or changing the formation of freight trains and for purposes of exercising procedures at the Ukrainian border.

Detailed information on the possibility of cargo handling in stations and intermodal transport terminals managed by ŽSR are presented in the application ŽSR Info Map.

The Railway Undertaking is responsible for removing any garbage from the handling points generated during the handling of the goods (loading/unloading).

Access to freight terminals in the ownership/administration of ŽSR is provided by ŽSR to RUs under contract for access to the railway infrastructure.

Access is subject to charging scheme under Annex 2 of Measure No. 2/2018 (letter c)) and is provided in Chapter 5.2.

The list of marshalling yards of ŽSR and its technical equipment is listed in the application ŽSR Info Map.

Information on provided services and fees in the public intermodal terminal is published on the terminal's website, https://www.terminalzilina.sk/terminal.

7.3.4 Marshalling yards and train formation stations

Train formation stations are traffic points with track branching and technical equipment intended for sorting of wagons, shunting, formation and change the composition of a train.

ŽSR offers shunting operations and technical office services in selected marshalling yards and train formation stations.

The list of stations in which ŽSR performs shunting operations and technical office services is provided in Annex 7.3.4.

Maximum charges for the access to train formation stations and and train formation equipment including shunting facilities and to freight terminals solely operated by ŽSR **U_{SZ3}**

For the purposes of setting the charges for access to train formation stations and train formation facilities and to freight terminals operated solely by ŽSR, actual train run and the changes in train composition over the whole train run is substantial, i.e. the charge applies for **actually realized performances**. Charges for the access of a train to a traffic point shall be expressed in euros excluding VAT. The departure point the destination traffic point shall count against the total number of train accesses.

This charge shall be applied for train formation at a departure traffic point, possible change in train set-up during its route at intermediate traffic node, and for train processing at terminate traffic node. In case of an international train service – origin or destination traffic node is a traffic node - state border, for which the item shall not be charged. The essential component is categorization of traffic nodes for freight stations.

Charge for the use of traffic nodes in freight transport shall not be applied for Rv trains.

7.3.5 Storage sidings

ŽSR provides storage siding service in traffic points on the railway network managed by ŽSR, irrespective of the transport or traffic division of the station tracks. Storage of a railway vehicle will be monitored in each traffic point with a rail branching in which a railway vehicle can be stored.

Railway Undertaking, in the event of a planned long-term wagon/wagons storage shall request the ŽSR dispatching centre by telephone, resp. e-mail to store wagon/wagons or the entire train set in a traffic point with tracks intended for provision of storage track services. The dispatching centre will comply with the requirement or design another traffic point based on the current operational situation. In the case of service (operational) deactivation of the wagon / wagon, the decommissioning requirement is not required.

The beginning and end of the stay of the wagon shall be recorded in the information system by the date (calendar day) and the time (hour and minute) of the arrival and departure of the wagon from a traffic point.

Maximum charge for the access to storage tracks earmarked for the temporary storage of wagons between two tasks **Usz_4**

For the purposes of charging for the use of storage tracks U_{sz4} the following definitions apply:

Entity to be accounted for storage tracks charging - a railway undertaking which has transported the wagon to a traffic point. The provision of a service for the use of storage tracks, provided that the service provision is fulfilled, shall also be deemed to be the case where the railway undertaking has not previously requested it.

The time between two assignments - the time of the wagon storage between the arrival to a traffic point and the departure from the same traffic point in the length of a wagon's continuous stay. The time during which a wagon is outside the railway network managed by ŽSR (tracks inside repair shops, wagon depots or locomotive depots, as well as privately - owned branch lines or sidings, leased lines, etc.) is not counted into the duration of the stay.

Determination of the starting time of storage track service

Upon completion of a **train run** in a destination traffic point, respectively after decoupling of wagons in an intermediate traffic point, a certain amount of time is set during which a railway undertaking carries out necessary operations related to train processing and transport operations related to stay of a train in a traffic point (handover of motive power unit, unloading of goods, removing of an obstacle on

unloading, findings of goods damage, transport service administration, etc.). After this period, storage track service shall start to apply.

Based on the above mentioned, the start time for the supply of storage track service is determined to be 36 hours from the arrival of a wagon by a train to a traffic point.

In the case where a wagon arrives to a traffic point in a different way than by a train (e.g. shunting service), i.e. when a wagon is returning (also multiple wagons) from the tracks outside the railway network managed by ŽSR (siding rail, station depot), in the same or adjacent traffic point, this time period shall not be deducted from the length of storage track service provision.

Determination of the end time of storage track service

Prior departure of a train, coupled wagons from departure traffic point, or following coupling of wagons at intermediate traffic point to a continuous train, it is necessary to carry out operations related to train processing and transport operations related to a wagon. At the same time, a train ready for departure may wait for departure for traffic reasons.

Based on the above mentioned, the end time for the supply of storage track service is determined to be 36 hours from the arrival of a wagon by a train to a traffic point.

In the case where a wagon arrives to a traffic point in a different way than by a train (e.g. shunting service), i.e. when a wagon is departing (also multiple wagons) to the tracks outside the railway network managed by ŽSR (siding rail, station depot), in the same or adjacent traffic point, this time period shall not be deducted from the length of storage track service provision.

Tracking a wagon standstill

The beginning and end of the stay of the wagon shall be recorded in the information system by the date (calendar day) and the time (hour and minute) of the arrival and departure of a wagon from a traffic point.

Charge is determined for each commenced 24 hours of a wagon storage in a traffic point, after deduction of the given times at the beginning and the end of the storage track service.

One traffic point – As a one traffic point (for the purposes of storage track service) is considered a traffic point with a unique numerical designation, as well as traffic points, which are individually numbered for internal purposes of ŽSR, but they constitute one integral technological unit (so called nodal traffic point). Nodal traffic points include:

1. Bratislava-predmestie station (145169), Bratislava-filiálka station (145367)
2. Bratislava-východ (145060), Bratislava-východ outbound yard North (191270), Bratislava-východ outbound yard South (191288), Bratislava-Vajnory (132167)
3. Čierna nad Tisou (138602), Dobrá (138701)
4. Košice (136002), Košice freight station (136010)
5. Štúrovo (135269), Štúrovo tranzit yard (135277)
6. Trnava (136762), Trnava freight station (136788)
7. Zvolen freight station (132332), Zvolen-východ (182337), Zvolen passenger station (132233)
8. Žilina-Teplička (189357), Žilina-Teplička outbound yard (189365), Žilina-Teplička directional yard (189381), Žilina-Teplička Intermodal Transport Terminal (189399), Žilina-Teplička inbound yard (189373).

Applying nodal traffic point principle is only possible if transfer of wagons within the node is realized by a shunting service. In the case where wagon shunting within a node is carried out by a train, traffic points associated within the nodal traffic point are considered as a separate traffic points.

In order to determine charges for the use of storage tracks earmarked for temporary storage of wagons between two tasks, substantial is the length of stay of a wagon on the railway lines managed

by ŽSR is longer than the charge-free stay (36 hours after arrival of the wagon by train to traffic point and 36 hours before the wagon leaves traffic point).

The item U_{sz4} will be charged to a railway undertaking which has delivered a wagon to a traffic point by a train (by a terminating train or transit train with processing).

The RU shall be charged for the use of SOK even if the RU's contract on the access to railway infrastructure has expired and is no longer in force and the use of SOK has been established during the term of this contract.

Due to the fact that information on train composition is provided by a railway undertaking, even if there is a situation that the wagon is registered in a traffic point and at the same time it receives information on its occurrence in another traffic point but is not assigned to any train (the wagon has been manually entered using the PIS application) - a new date and time of arrival of the wagon in another traffic point is also the date and time of the end of the wagon stay in the original traffic point. Similarly, if the wagon is registered in the traffic point and at the same time receives information on its occurrence on the train (train inventory) in another traffic point - the date and time the departure information of such a train from another traffic point is also the date and time of ending the wagon stay in the original traffic point. If the wagon is registered in the traffic point and at the same time receives information on its arrival in the same traffic point - the date and time the arrival information of that train is also the date and time of the end of the original wagon's stay in this traffic point.

7.3.6 Railway vehicles maintenance facilities

ŽSR does not operate maintenance facilities for repairs and maintenance of railway vehicles.

7.3.7 Other technical facilities including facilities for rail vehicles cleaning and washing

ŽSR operates:

- traffic control systems listed in Chapter 2.3.11.,
- rail weighing system listed in the application ŽSR Info Map,
- loading ramps and safety gantry listed in the application ŽSR Info Map,
- electrical pre-heating systems listed in the application ŽSR Info Map and in Annex 5.4.2.

ŽSR does not operate cleaning and washing facilities for railway vehicles.

7.3.8 Maritime and Inland port facilities

Two inland waterway ports are connected to railway network managed by ŽSR by means of siding tracks – Port of Bratislava (Prístav Bratislava) and Port of Komárno (Prístav Komárno). More detailed information on maritime and inland port facilities can be obtained from the owner – Slovak Shipping and Ports (Slovenská plavba a prístavy a.s., Bratislava), at its website www.spap.sk.

7.3.9 Relief facilities

ŽSR does not operate relief facilities.

7.3.10 Refuelling and fuel supply facilities

Refuelling and fuel supply facilities allow fuels to be filled into motive power units.

ŽSR does not own or operate any such facilities.