Infrastruktura

NETWORK STATEMENT 2024

Version 1.0

Valid from

11. december 2022

VERSION CONTROL

VERSION	DESCRIPTION OF CHANGE	ISSUED ON	VALID FROM

CONTENTS

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GLOSSARY OF TERMS AND ACRONYMS

Access to the PRI	The right to use the Public Railway Infrastructure under certain conditions, which includes track access to the service facilities.
Ad hoc catalogue path	Path offers and train path studies that are available to applicants in a timetable period under ad hoc capacity allocation process in the regular, fast-track and emergency procedures.
Ad hoc train path	A capacity allocated for individual train run, available as spare capacity.
Allocation	Allocation of railway infrastructure capacity by the IM.
Applicant	An undertaking, association of railway undertakings (RUs) or any other legal entity or natural person that requires a train path for public (country, local community, public service provider) or commercial needs (freight undertakings, shippers, and undertakings in combined transport).
Available train path	Available capacity for allocation to the Applicants under the annual timetable.
Charge	Money paid by an applicant to use the PRI. The amount covers PRI maintenance costs, and comprises the minimum access package and track access to service facilities
Charging	Process by which total access costs are calculated for allocated and used train paths and for paths cancelled late.
Congested infrastructure	A section on the network or a part of infrastructure which is unable to accommodate all capacity requests even after coordination of the requests between different RUs.
Coordination	A process where the IM and applicants attempt to coordinate conflicting requests for a train path.
Exceptional transport	Movement of rail vehicles which exceed, when loaded or unloaded, the permitted loading gauge, maximum loading weight, prescribed codes for rail lines or permitted axle load or load per unit of length, and which is carried out as exceptional transport.
Framework Agreement	Agreement which sets out the rights and obligations of applicants and RUs in relation to infrastructure capacity to be allocated and the related charges for a period longer than the period of one working timetable period.
Infrastructure capacity	The potential to schedule train paths, requested for a part of the infrastructure for a specified period.
Legal entities	Legal bodies with the status of a legal entity according to the legislation of the country in which they are registered.
Licence	Official document issued by a licencing authority which authorises the RU to operate rail transport services. The licence may be limited to a specific type of service.
Network	All of the infrastructure operated by the IM.
Network timetable	A document produced by the IM which contains information on all scheduled train services and track vehicles on the network for the period of its validity.
Other concerned stakeholders	Entities which are affected by the operation of trains (for example, local communities, companies and other).
Public Rail Infrastructure	Railway infrastructure owned by the Republic of Slovenia.
Public Railway Infrastructure Manager	A legal entity responsible for maintenance of PRI, traffic control, infrastructure and signalling network management, train path allocation, and levying and collecting infrastructure charges.
Railway Undertaking	A legal entity or a natural person which independently provides or operates rail transport services. An RU holds a licence for the operation of trains and supply of traction. Traction is supplied independently either by legal or natural person.

GLOSSARY

Regulatory body	An authority which ensures fair treatment of all stakeholders on rail transport market and free competition between train operating companies. It handles appeals against the decisions and actions of the IM, RUs or rail facility operators and carries out other tasks set out by the legislation.
Section under possession	means a section of rail line where over 30% of all planned train services are cancelled, rerouted or replaced by other means of transport owing to infrastructure works ("possessions") which last more than seven consecutive days
Specialised infrastructure	A section or part of the infrastructure reserved for a specific type of transport and determined as such in the Network Statement.
Timetable	A schedule setting out all planned train movements, which is produced by an RU for particular timetable period based on the Network timetable.
Timetable period	Time period for which the Network Timetable is made.
Train path	Transport infrastructure capacity needed to run a train between two stations over a given time period.
Train path catalogue	A catalogue of train paths that are available to applicants in the path allocation process for the new timetable period.
Train path production	Production of a train path undertaken by the IM under an applicant's request for capacity.
Train path study	Information which contains essential elements of a train path.
Working timetable	A timetable which contains train timetabling data sorted by route for IM's purposes and train timetabling data for the purposes of RUs operating on said routes.

d.m.	state border
ePoti	Web-based application used by RUs to apply for capacity
IM	Infrastructure Manager
OSS	One Stop Shop
PaP	Pre-arranged path for international freight in the European rail network created by a European rail freight corridor and allocated by them
PCS	Path Coordination System – an international path request coordination system for path applicants
PRI	Public Railway Infrastructure
RFC	Rail Freight Corridor according to the EU Regulation 913/2010
RNE	RailNetEurope
RS	Republic of Slovenia
RU	Railway Undertaking
TAF TSI	Technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union
TCC	Traffic Control Centre
TEN-T	Trans-European Transport Network
UIC	International Union of Railways
ZVZelP - 1	Railway Traffic Safety Act (Official Journal of the RS, No. 30/18, 54/21)
ZZelP	Railway Transport Act (ZZelP-UPB8 Official Journal of the RS, No. 99/2015 – official consolidated text and No. 30/18, 82/21)
X	The working timetable commencement date or beginning of new timetable period
X-N	Number of months before the commencement of new network timetable (N is the number of months in advance).

1. GENERAL INFORMATION

1.1 INTRODUCTION

In the Republic of Slovenia, public rail infrastructure (hereinafter: "the IM") is managed and operated by Slovenske železnice – Infrastruktura, d.o.o.

More information on the company is available at http://www.slo-zeleznice.si/en/infrastructure.

In accordance with the provisions of the Railway Transport Act (hereinafter: "ZZelP") and the Decree on train path allocation, infrastructure charges and performance scheme on Public Railway Infrastructure, the IM issues a Network Statement for each timetable period, which contains a detailed explanation of the general rules, terms, procedures and criteria in relation to infrastructure charging and the performance scheme. It also contains information required to apply for infrastructure capacity, request additional and ancillary services, and other relevant information.

1.2 PURPOSE OF THE NETWORK STATEMENT

The purpose of the Network Statement is to:

- provide to applicants the information necessary to participate in the path allocation process;
- determine the requirements which applicants have to fulfil and take into account in the path allocation process;
- provide essential information concerning rail infrastructure and services;
- notify applicants about the conditions to use the infrastructure.

1.3 LEGAL ASPECTS

The Network Statement is a document compiled by the IM of the Republic of Slovenia in conjunction with the Ministry of Transport, the safety authority, the regulatory body, applicants and other stakeholders for each timetable period.

The Network Statement contains general characteristics of the public railway infrastructure ("PRI") with respect to capacity and restrictions relating to capacity utilization. It also includes information concerning access to service facilities on the network and the conditions of supplying services at said facilities.

1.3.1 LEGAL FRAMEWORK

The Network Statement is produced in accordance with:

- Railway Transport Act;
- Railway Traffic Safety Act;
- Decree on train path allocation, infrastructure charges and performance scheme on Public Railway Infrastructure (Official Journal of the RS, No. 44/16, 16/19, 121/20);
- Decree on categorisation of railway lines (Official Journal of the RS, No. 4/09, 5/09, 62/11, 66/12, 12/13 and 30/18 - ZVZelP-1);
- Commission Delegated Decision (EU) 2017/2075 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area.

1.3.2 LEGAL STATUS AND LIABILITY

The Network Statement defines the rules, time frames, criteria and procedures for the allocation of train paths and infrastructure capacity and for track access charging. Furthermore, it specifies the rules, criteria and procedures relating to the performance scheme in rail.

The Network Statement is a legally binding act in the part relating to access conditions, capacity allocation, charges and operations.

The IM is not responsible for incorrect information provided in the Network Statement regarding infrastructure and services outside its competence.

The Network Statement is prepared according to the available information and the legislation applicable as of 20 November 2022. Legislation which was not yet finalised at the time of compiling the Network Statement is not taken into account. In the event that there inconsistencies between the Network Statement and the applicable legislation, the legislation prevails. Regulations and technical documents

that become effective after the publication of the Network Statement must be taken into account in the interpretation of the Network Statement.

The information contained herein concerning planned changes to the PRI and/or the conditions of PRI use can be used for information purposes and as reference in the path allocation process; however this information is not binding on the IM.

1.3.3 APPEALS PROCEDURE

Applicants may request additional information concerning the Network Statement (see Section 1.6 for the points of contact) in writing or by e-mail. The IM will notify its response to a request no later than 15 (fifteen) days.

Appeals regarding the Network Statement and the criteria contained therein will be heard by the regulatory body of the Railway Transport Department of the Agency for Communication Networks and Services of the Republic of Slovenia.

1.4 STRUCTURE OF THE NETWORK STATEMENT

The structure of this document follows the 'Network Statement Common Structure and Implementation Guide', adopted by RailNetEurope (RNE). The document is revised annually, and the most recent version is available on RNE website.

The Network Statement is thus structured in 7 chapters constituting the main document:

1. General Information
2. Infrastructure
3. Access Conditions
4. Capacity Allocation
5. Services and Charges
6. Operations
7. Service Facilities

1.5 VALIDITY PERIOD, UPDATING AND PUBLISHING

1.5.1 VALIDITY PERIOD

The 2024 Network Statement is valid for the 2024 timetable year (10 December 2023 to 14 December 2024). The provisions are also valid for capacity requests for the said timetable year which were submitted in 2023.

1.5.2 UPDATING

The IM updates and amends the Network Statement as may be necessary. Amendments are prepared in conjunction with the Ministry of Transport, the safety authority, the regulatory body, applicants and the other stakeholders.

The IM must advise applicants to whom train paths had been allocated of any amendments to the Network Statement no later than 15 (fifteen) days before a particular amendment becomes effective.

Any significant changes to the track access charging scheme must be published no later than 3 (three) months before the commencement of the next timetable year (X – 15).

Amendments to the Network Statement resulting from new or amended national regulations come into effect without delay, or on the day the regulations come into effect.

1.5.3 PUBLISHING

The Network Statement is published on our website, where it is available free of charge in electronic format.

It will be kept up to date with any changes, and will be made clear where updating has taken place (by way of version control).

The Network Statement is published in both Slovenian and English. In the event of inconsistencies between versions, the Slovenian version prevails. The English document is available on our website.

A printed version can be requested at cost of the requester by postal mail or by e-mail addressed to the IM. The cost of printing and delivery totals EUR 87.50.

1.6 CONTACTS

To request additional information, make queries about the Network Statement, or to order a printed version of the Network Statement, please contact:

Slovenske železnice - Infrastruktura d.o.o.
SI-Kolodvorska 11, 1000 Ljubljana

The points of contact are listed in the table below.

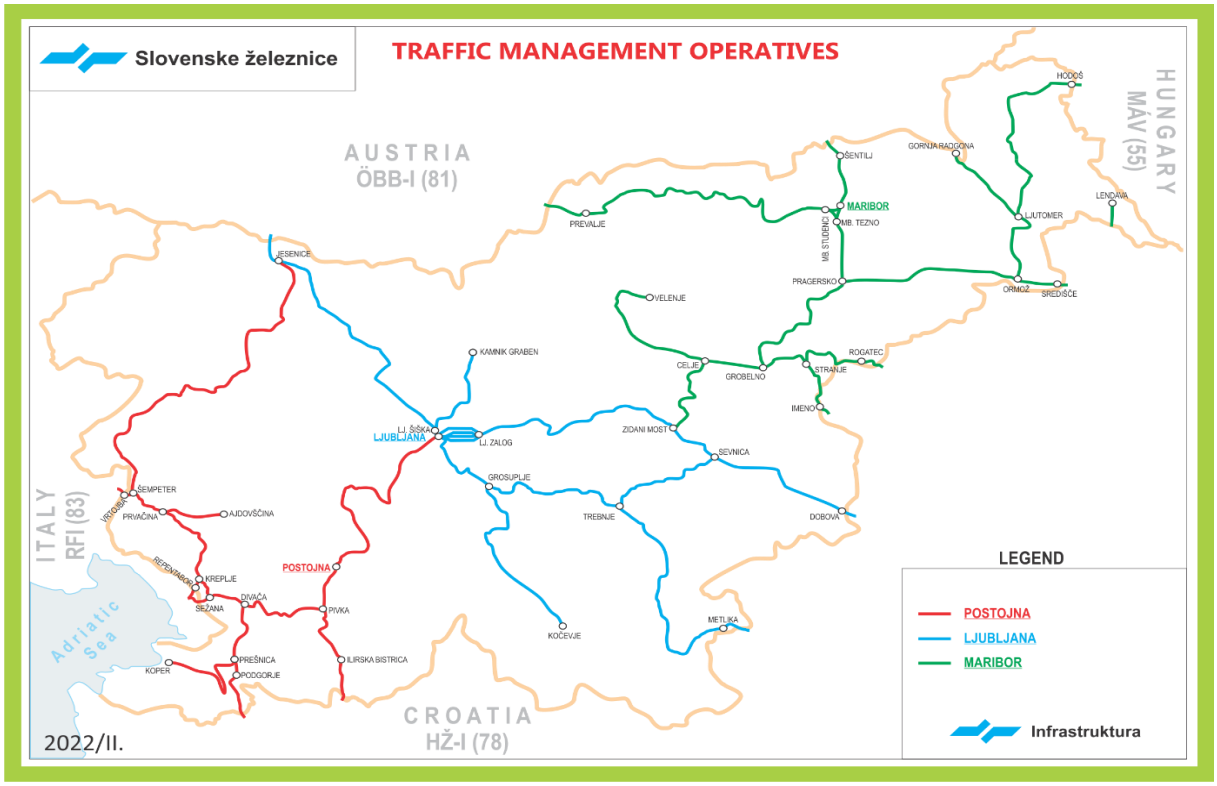
TYPE OF QUERY	AREA	POINT OF CONTACT
General information	OneStopShop (OSS)	Phone: +386 1 29 13 474 E-mail: oss@slo-zeleznice.si Address: Trg OF 6, SI-1000 Ljubljana
Capacity allocation User charges TTR Implementation	Planning, Technology and Engineering Department	Phone: +386 1 29 13 226 E-mail: uros.zupan@slo-zeleznice.si Address: Trg OF 6, SI-1000 Ljubljana
Performance regime	Planning, Technology and Engineering Department	Phone: +386 1 29 13 075 E-mail: marjan.rozic@slo-zeleznice.si Address: Trg OF 6, SI-1000 Ljubljana
Network Statement Track access contract	Planning, Technology and Engineering Department	Phone: +386 1 29 12 263 E-mail: tomi.mohorko@slo-zeleznice.si Address: Trg OF 6, SI-1000 Ljubljana
Train path requests within annual timetable	Planning, Technology and Engineering Department	Phone: +386 1 29 13 474 E-mail: peter.lesnik@slo-zeleznice.si Address: Trg OF 6, SI-1000 Ljubljana
Exceptional transports permit	Planning, Technology and Engineering Department	Phone: +386 1 29 13 077 E-mail: kristijan.krapse@slo-zeleznice.si Address: Trg OF 6, SI-1000 Ljubljana
Licences and safety certificates	Public Agency of Republic of Slovenia for Railway Transport	Phone: +386 2 234 14 27 E-mail: gp.azp@azp.si Address: Kopitarjeva ulica 5, SI-2000 Maribor

Ad hoc requests

POSITION OF WORK/DEPARTMENT	AREA
Planning, Technology and Engineering Department	TRAIN PATHS FOR RAIL PASSENGER Phone: +386 1 29 13 474 E-mail: peter.lesnik@slo-zeleznice.si Address: Trg OF 6, SI-1000 Ljubljana
Ad-hoc constructor 1 *	TRAIN PATHS FOR INTERNATIONAL FREIGHT TRAFFIC IN TRANSIT THROUGH SLOVENIA IN EAST-WEST AND NORTH-SOUTH DIRECTIONS AND TRAIN PATHS OF INTERNATIONAL FREIGHT TRAINS WITH THE TERMINAL STATION KOPER TOVORNA Phone.: 01 29 12 215 E-mail: velen.bajrektarevic@slo-zeleznice.si Address: Trg OF 6, SI-1000 Ljubljana

Ad-hoc constructor 2 *	TRAIN PATHS FOR INTERNATIONAL FREIGHT TRAFFIC IN TRANSIT THROUGH SLOVENIA IN THE WEST – EAST AND SOUTH – NORTH DIRECTIONS AND TRAIN PATHS OF INTERNATIONAL FREIGHT TRAINS WITH THE STARTING STATION KOPER TOVORNA Phone.: 05 29 62 131 E-mail: aleksandar.stevanovic@slo-zeleznice.si Address: Kolodvorska 25b, 6320 Postojna
Traffic dispatcher, Ljubljana Traffic Control Centre (TCC)	TRAIN PATHS FOR RAIL FREIGHT AND TRAIN PATHS EXTENDING ACROSS SEVERAL ROUTE CONTROL AREAS AND LJUBLJANA OCC. Phone: +386 1 29 15 733 E-mail: ljubljana.disvl@slo-zeleznice.si Address: Trg OF 6, SI-1000 Ljubljana
Traffic Dispatcher	TRAIN PATHS EXTENDING ACROSS SEVERAL ROUTE CONTROL AREAS AND LJUBLJANA OCC. Phone: +386 1 29 15 733 E-mail: ljubljana.disvl@slo-zeleznice.si Address: Trg OF 6, SI-1000 Ljubljana
Traffic dispatcher, Maribor TCC	MARIBOR TCC Phone: +386 2 29 22 361 E-mail: maribor.dispecerst@slo-zeleznice.si Address: Partizanska 50, SI-2000 Maribor
Traffic dispatcher, Postojna TCC	POSTOJNA TCC Phone: +386 5 29 62 361 E-mail: postojna.dispecerst@slo-zeleznice.si Address: Kolodvorska 25b, SI-6230 Postojna

- Ad-hoc constructors 1 and 2 accept orders on weekdays from Monday to Friday between 7:00 a.m. and 2:00 p.m. Outside the working hours of the ad-hoc constructors, these orders are processed by the Ljubljana TCC traffic dispatcher.



Connected railway networks

COUNTRY	INFRASTRUCTURE MANAGER	CONTACT
Austria	ÖBB Infrastruktur AG www.oebb.at/infrastruktur	Praterstern 3 1020 Wien Phone: +43 1 93000-0
Croatia	HŽ – Infrastruktura d.o.o. www.hzinfra.hr	Antuna Mihanoviča 12 10000 Zagreb Phone: +385 1 378 33 01
Italy	RFI – Rete Ferrovia Italia SpA. www.rfi.it	Piazza della Croce Rossa 1 Roma
Hungary	MAV Co. www.mav.hu	H-1087 Budapest Könyves Kalman krt. 54-60 Phone: +36 1 511 4801

Single points of contact – One Stop Shop

The list of OSS contact persons is available at www.rne.eu/organisation/oss.

1.7 Cooperation Between European IMs/ABs

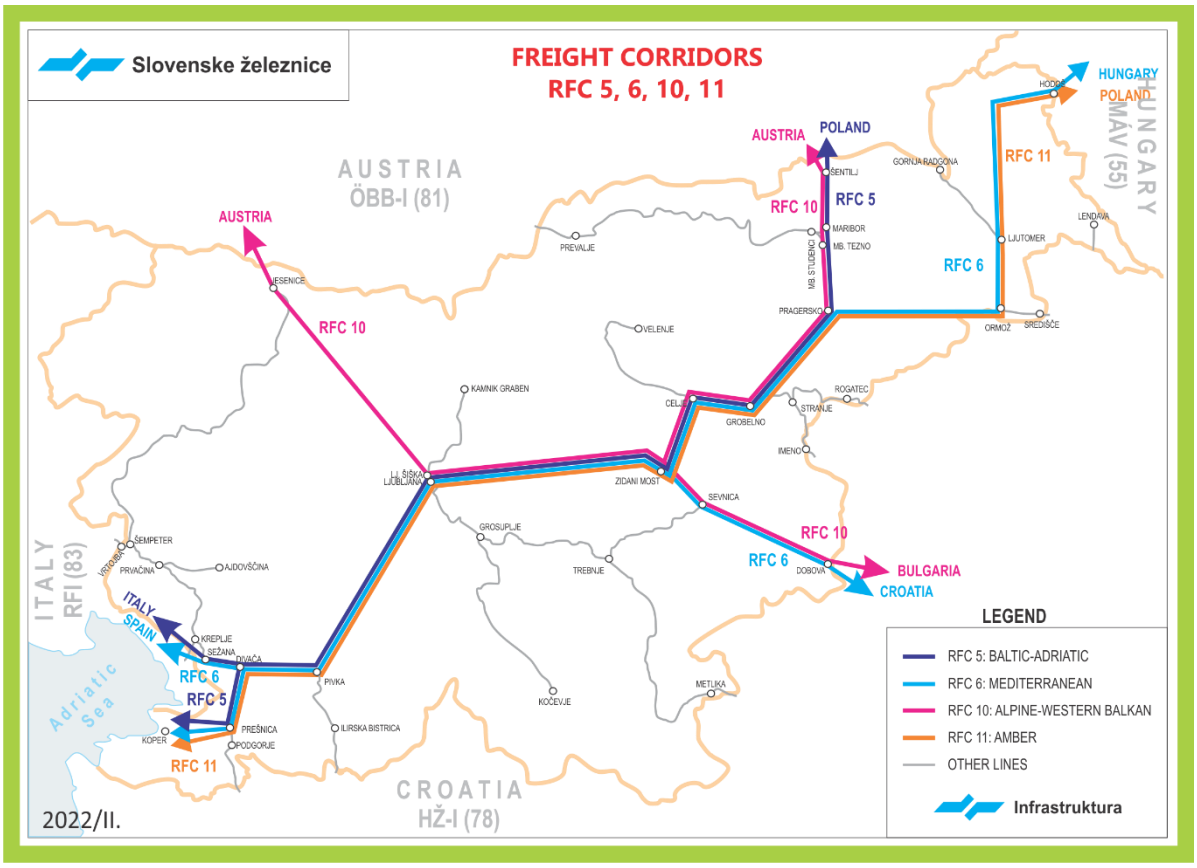
1.7.1 Rail Freight Corridors

Under Regulation (EU) No 913/2010 concerning a European rail network for competitive freight, Member States are required to establish international market-oriented Rail Freight Corridors (RFCs) in order to meet the following goals:

- strengthening cooperation between IMs on key aspects such as capacity allocation;
- deployment of interoperable systems and infrastructure development;
- finding the right balance between freight and passenger traffic along the RFCs, allocating adequate capacity to rail 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.

SŽ – Infrastructure is involved in a total of four Rail Freight Corridors:

- RFC 5 – Baltic-Adriatic Corridor;
- RFC 6 – Mediterranean Corridor;
- RFC 10 – Alpine-Western Balkan Corridor;
- RFC 11 – Amber Corridor.



The Baltic-Adriatic Corridor has the following alignment: Świnoujście / Gdynia – Katowice – Ostrava / Žilina – Bratislava / Wien / Klagenfurt – Udine – Venezia / Trieste / Bologna / Ravenna / Graz – Maribor – Ljubljana – Koper / Trieste.

RFC 5 is a principal north-south rail axis connecting maritime ports in Poland, Slovenia and Italy with terminals in Poland, Czech Republic, Slovakia, Austria, Italy and Slovenia. The corridor links the industrial centres in North Europe with South Europe's nodes and landlocked countries.

RFC 5 is headquartered in Mestre, Italy and allocates capacity through a Corridor One-Stop Shop (C-OSS), which allows it to handle applicants' queries and requests concerning infrastructure capacity from one point and in one procedure.

Address:
RFC 5 Permanent Management Office
Via Trento 38
30171 Venezia Mestre (VE)
Italy

C-OSS:
Phone: +39 313 804 7616
E-mail: c-oss@rfc5.eu

More information on RFC 5 is available on http://www.rfc5.eu/.

The Mediterranean Corridor has the following alignments: Almeria – Valencia / Algeciras / Madrid – Zaragoza / Barcelona – Marseille – Lyon – Torino – Milano – Verona – Padua / Venezia – Trieste / Koper – Ljubljana / Rijeka – Zagreb – Budapest – Záhony.

RFC 6 is one of Europe's initial corridors. It runs between Europe's South West and East and serves as a point of entry into Ukraine. The corridor provides a direct connection for freight flows between Europe and Asia, making it the most important east-west rail corridor. Connecting to a total of eight other Rail Freight Corridors (RFC 1, 2, 3, 4, 5, 7, 10 and 11), RFC 5 has the highest number of intersections amongst RFCs. The corridor became operational on 10 November 2013.

RFC 5 is headquartered in Milan, Italy and allocates capacity via a Corridor One-Stop Shop (C-OOS), which allows it to handle applicants' queries and requests concerning infrastructure capacity from one point and in one procedure.

Contact information of the corridor office:

Address:
RFC 6 Permanent Management Office
Greco Pirelli, Via Ernesto Breda 38 (CAP)
Milano (Italy)

C-OSS:
Phone: +39 324 829 8130
E-mail: OSS@railfreightcorridor6.eu

More information on RFC 6 is available on http://www.railfreightcorridor6.eu/.

Alpine-Western Balkan rail freight corridor has the following alingment: Salzburg – Villach – Ljubljana / Wels / Linz – Graz – Maribor – Zagreb – Vinkovci / Vukovar – Tovarnik – Belgrade – Sofija – Svilengrad (BG/TR border).

RFC10 is a key rail freight axis in the Western Balkans. The corridor was established to improve connectivity between Member States and third countries, such as Serbia – which lies on the corridor's route, and is also a candidate for EU membership – and create a direct route from western and central Europe to Turkey via the BG/TR border. RFC 10 is also a response to a high demand for intermodal rail freight services between EU and Turkey, and serves to fill the void in the region with respect to Rail Freight Corridors.

The corridor is headquartered in Ljubljana, Slovenia and allocates capacity via a Corridor One-Stop Shop (C-OOS), which allows it to handle applicants' queries and requests concerning infrastructure capacity from one point and in one procedure.

Contact information of the corridor office:

Address:
Alpine – Western Balkan RFC Permanent Management Office
Zaloška cesta 214b
SI-1000 Ljubljana

More information on RFC 10 is available on https://www.rfc-awb.eu/.

Amber Rail Freight Corridor has the following alingment: Koper – Ljubljana – Zalaszentiván – Sopron / Csorna (HU/SR border) – Kelebia – Budapest / Komárom – Leopoldov / Rajka – Bratislava – Žilina – Katowice / Kraków – Warszawa / Łuków – Terespol (PL-BY border).

RFC 11 was established to promote a shift to rail on this key traffic axis between EU's eastern border and the Adriatic Sea.

C-OSS:

Phone: +48 22 473 34 69
E-mail: roman.stanczak@plk-sa.pl

More information on RFC 11 is available on https://rfc-amber.eu/.

1.7.2 RAILNETEUROPE AND OTHER INTERNATIONAL COOPERATION

SŽ – Infrastructure is a member of RailNetEurope (RNE), an umbrella organisation of European rail IMs and Allocation Bodies (AB) to facilitate European rail business through streamlining of international rail processes by way of templates, manuals, guidelines and IT tools.

More information about RNE is available on www.rne.eu/organisation/rne-Approach-structure.

PRIME (PLATFORM OF RAIL INFRASTRUCTURE MANAGERS IN EUROPE) was established between EK, GD MOVE and Infrastructure Managers at the end of 2013 with the objective to improve the cooperation of rail infrastructure managers across borders, support implementation of European rail policies, and introduce performance benchmarks for the exchange of best practice.

More information about PRIME is available on https://ec.europa.eu/transport/modes/rail/news/2016-06-03-prime-members-and-chair_en.

The development of trans-European transport network (TEN-T), which is based around interconnection and interoperability of national transport networks, is vital to improving the economy and promoting a balanced and sustainable development of the European Union. Several European Coordinators are designated under the TEN-T program to facilitate implementation of priority national rail projects (such as ERTMS deployment).

CER (COMMUNITY OF EUROPEAN RAILWAY AND INFRASTRUCTURE COMPANIES) brings together close to 70 railway undertakings and their national associations together with European rail IMs and rolling stock leasing companies. CER members account for 71% of European rail network length, 76% of European freight business, and 92% of rail passenger operations in Europe.

More information about CER is available on https://www.cer.be.

EIM - (EUROPEAN RAIL INFRASTRUCTURE MANAGERS)

EIM represents the interests of European rail infrastructure managers.

More information about EIM is available on https://eimrail.org.

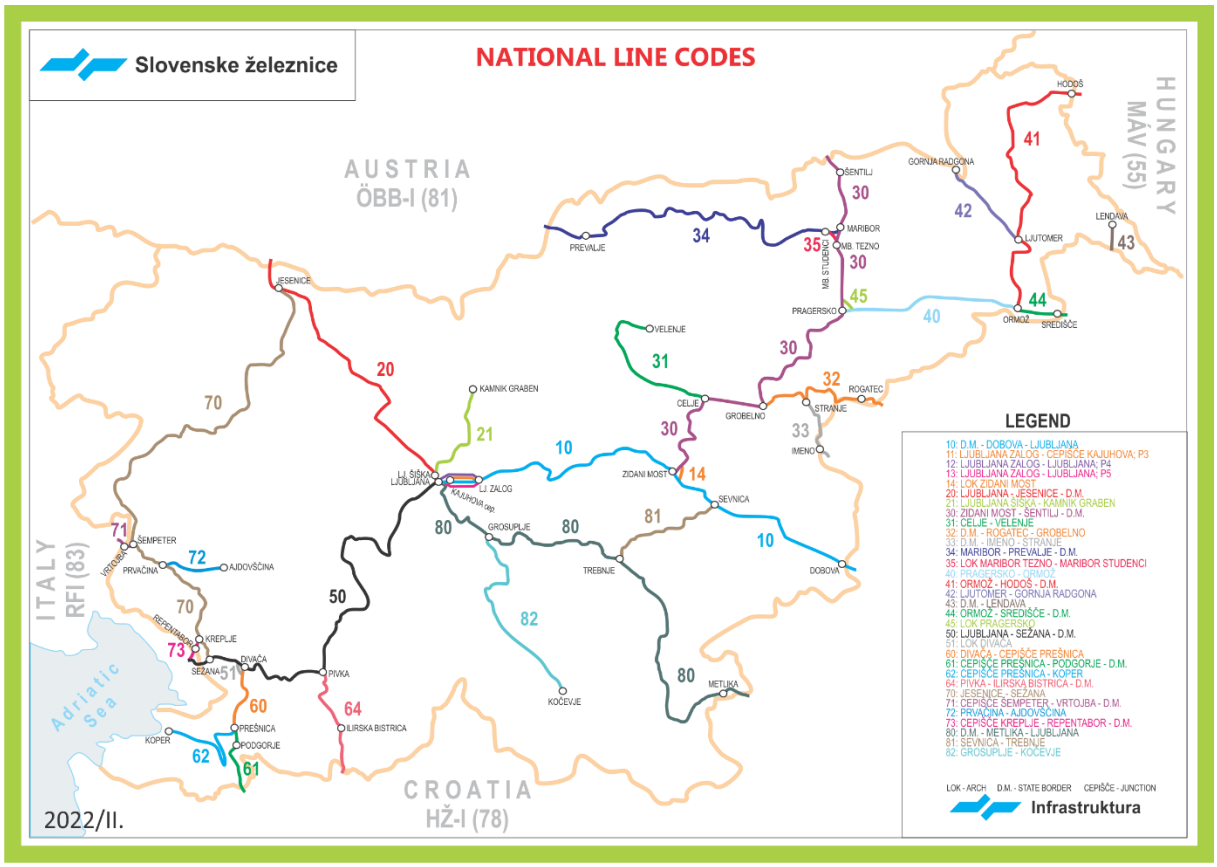
2. INFRASTRUCTURE

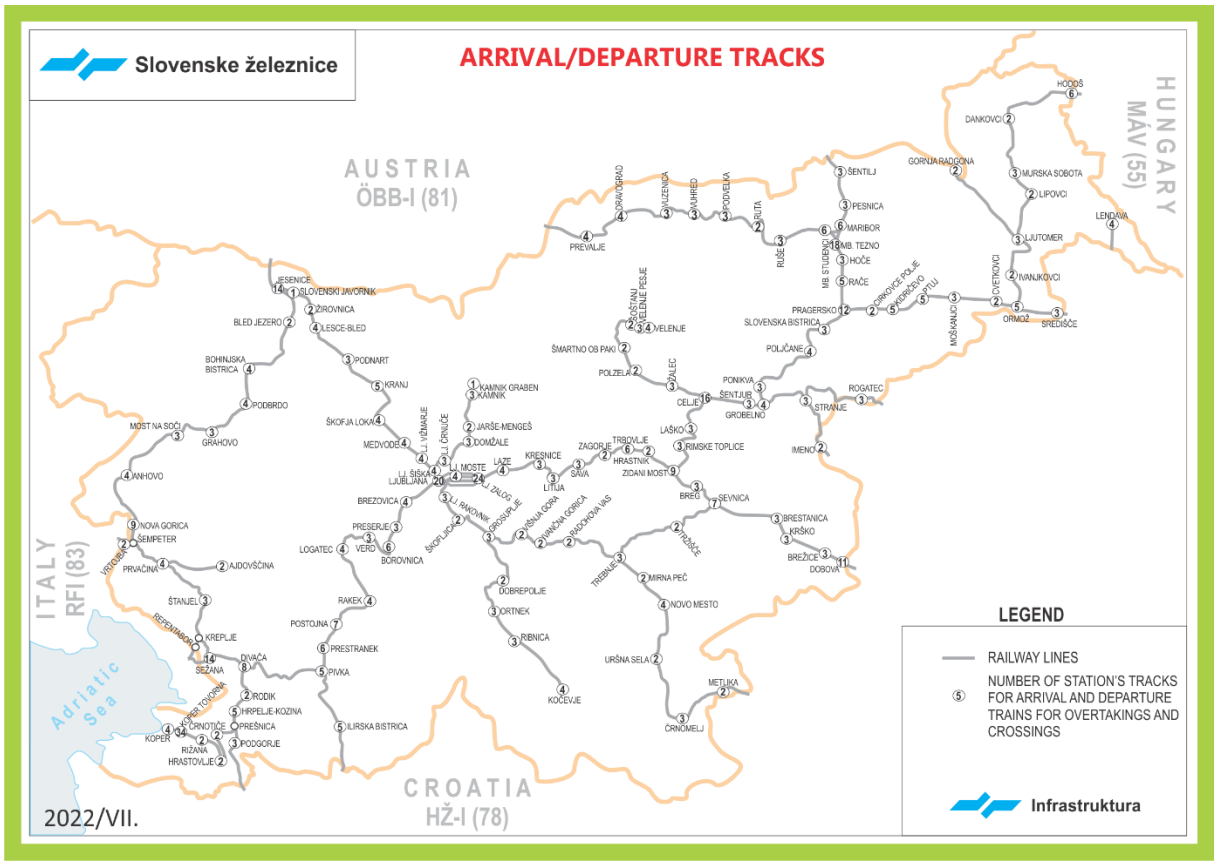
2.1 INTRODUCTION

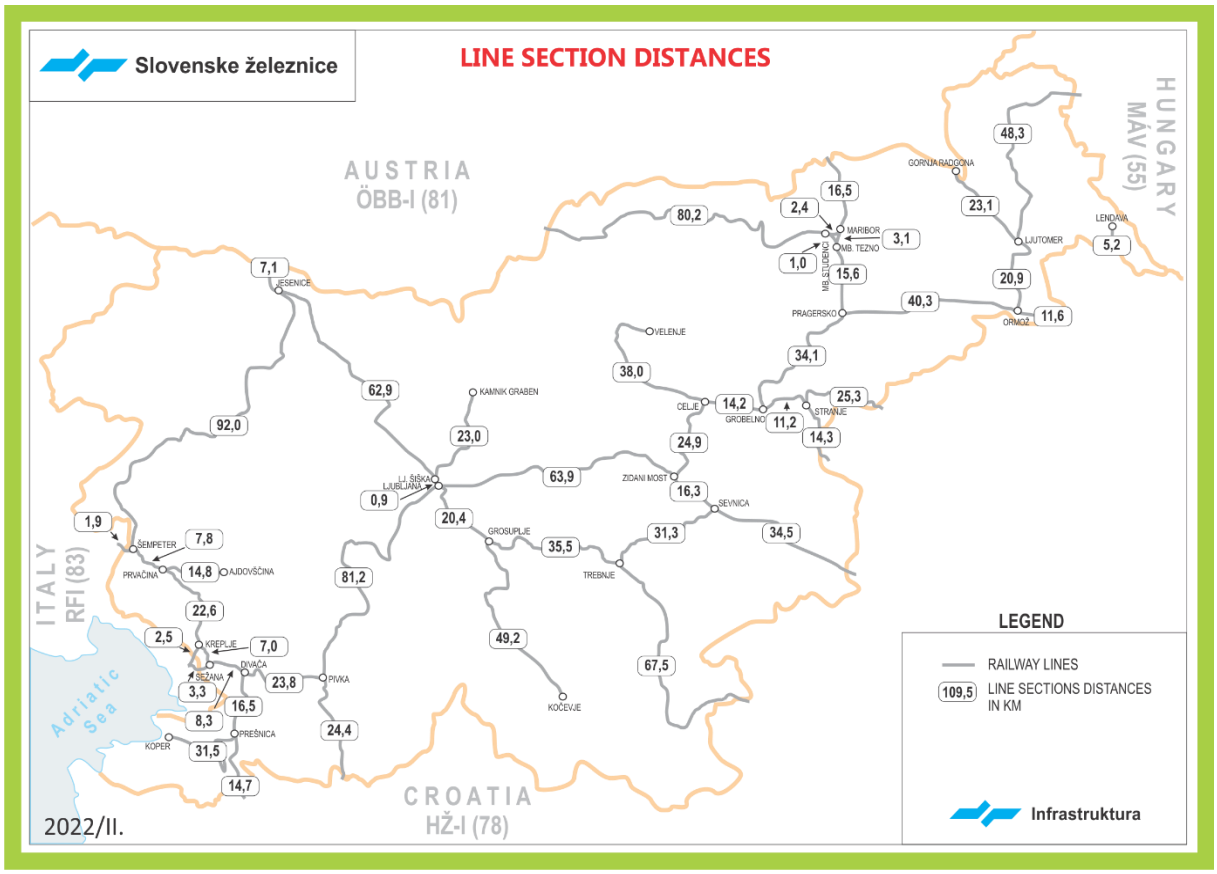
Public rail infrastructure (PRI) comprises the facilities and equipment necessary to maintain the continuity of rail transport and the land associated with their use. PRI is state owned and serves the public interest according to the provisions of the Railway Transport Act (ZZelP) and the regulations based thereon.

2.2 EXTENT OF NETWORK

Pursuant to the Decree on categorisation of railway lines, rail network in the Republic of Slovenia is classified into main and regional lines by transport volume, economic purpose and connecting role. Below is an overview of rail lines comprising the PRI together with some general information. Annex 2A describes the routes in more detail.




Slovenske železnice
ARRIVAL/DEPARTURE TRACKS
AUSTRIA
ÖBB-I (81)
HUNGARY
MÁV (55)
ITALY
RFI (83)
CROATIA
HŽ-I (78)
Adriatic Sea
2022/VII.
LEGEND
RAILWAY LINES
NUMBER OF STATION'S TRACKS FOR ARRIVAL AND DEPARTURE TRAINS FOR OVERTAKINGS AND CROSSINGS
Infrastruktura


Slovenske železnice
LINE SECTION DISTANCES
AUSTRIA
ÖBB-I (81)
HUNGARY
MÁV (55)
ITALY
RFI (83)
CROATIA
HŽ-I (78)
Adriatic Sea
2022/II.
LEGEND
RAILWAY LINES
109,5 LINE SECTIONS DISTANCES IN KM
Infrastruktura

LINE NO.	NATIONAL DENOMINATION OF LINE	NATIONAL LINE CATEGORY	E – LINE NO.	LINE CATEGORY	CONSTRUCTED LENGTH OF LINE WITH MAIN RUNNING TRACKS (m)			
					TOTAL LENGTH	SINGLE-TRACK	DOUBLE-TRACK	TRACK LENGTH
10	d.m. – Dobova - Ljubljana	G	E70 E69	D3	114,751		114,751	229,502
20	Ljubljana – Jesenice – d.m.	G	E65	D3	70,364	70,364		70,364
21	Ljubljana Šiška – Kamnik Graben	R		C4	23,010	23,010		23,010
30	Zidani Most – Šentilj – d.m.	G	E67 E69	D3 D4	108,274	15,647	92,627	200,901
31	Celje – Velenje	R		C3	37,967	37,967		37,967
32	d.m. – Rogatec – Grobelno	R		C3	36,496	36,496		36,496
33	d.m. – Imeno - Stranje	R		C4	14,236	14,236		14,236
34	Maribor – Prevalje – d.m.	R		B2	82,672	82,672		82,672
40	Pragersko – Ormož	G	E69	D3	40,273	40,273		40,273
41	Ormož – Hodoš – d.m.	G	T69	D4	69,215	69,215		69,215
42	Ljutomer – Gornja Radgona	R		C2	23,050	23,050		23,050
43	d.m. – Lendava	R		B2	5,216	5,216		5,216
44	Ormož – Središče – d.m.	G	E69	C3	11,615	11,615		11,615
50	Ljubljana – Sežana – d.m.	G	E70 E69 E65	D3	116,592		116,592	233,184
60	Divača – cepišče Prešnica	G	E69	D3	16,479	16,479		16,479
61	cepišče Prešnica – Podgorje – d.m.	R		C2	14,721	14,721		14,721
62	cepišče Prešnica – Koper	G	E69	D3	31,553	31,553		31,553
64	Pivka – Ilirska Bistrica – d.m.	G	E65	C2	24,405	24,405		24,405
70	Jesenice – Sežana	R		C2	129,185	129,185		129,185
71	cepišče Šempeter pri Gorici – Vrtojba – d.m.	R		C2	1,855	1,855		1,855
72	Prvačina – Ajdovščina	R		C2	14,833	14,833		14,833
73	cepišče Kreplje – Repentabor – d.m.	R		C2	2,501	2,501		2,501
80	d.m. – Metlika – Ljubljana	R		C2	123,362	123,362		123,362
81	Sevnica – Trebnje	R		C2	31,345	31,345		31,345
82	Grosuplje – Kočevje	R		D4	49,100	49,100		49,100
14	lok Zidani Most	G		D3	1,284	0,809	0,475	1,759
45	lok Pragersko	G		C3	0,636		0,636	1,272
35	lok Maribor Tezno – Maribor Studenci	R		C3	1,033	1,033		1,033
51	lok Divača	G		D3	1,040	1,040		1,040
11	Ljubljana Zalog – cepišče Kajuhova (P3)	R		D3	2,660	2,660		2,660
12	Ljubljana Zalog – Ljubljana (P4)	R		D3	3,854	3,854		3,854
13	Ljubljana Zalog – Ljubljana (P5)	R		C3	3,506	3,506		3,506

Line category by axle load and load per unit of length, shown in column 5 of the table above, applies to the entire route, taking into account the route section with the lowest category. Line categories of a particular section by actual condition of the route are shown in Annex 2A and the image under Chapter 2.3.5.

2.2.1 LIMITS

Slovenian rail network is limited by several border crossing points. Pursuant to the Railway Transport Act, the following tracks and trackside equipment are not part of the PRI:

- servicing tracks (i.e. tracks for rolling stock repairs and removal of damage associated with wagon loading);
- locomotive depot tracks;
- third party industrial railways and private tracks and routes.

2.2.2 CONNECTING RAILWAY NETWORKS

PRI in the Republic of Slovenia is connected to rail infrastructure owned by:

- ÖBB Infrastruktur Betrieb AG, Austria;
- HŽ Infrastruktura d.o.o., Croatia;
- Rete Ferroviaria Italiana (RFI), Italy;
- MAV/GYSEV, Hungary.

The table below contains data concerning the routes and stations connected to the rail infrastructure owned by neighbouring countries.

NEIGHBOURING COUNTRY	BORDER LINE	INTERCHANGE STATION
Austria	Jesenice – Rosenbach (Podrožca)	Jesenice
	Prevalje – Bleiburg (Pliberk)	Bleiburg
	Šentilj – Spielfeld-Straß (Špilje)	Spielfeld-Straß
Croatia	Lendava – Čakovec	Čakovec
	Središče – Čakovec	Čakovec
	Rogatec – Đurmanec	Rogatec
	Imeno – Kumrovec	Kumrovec
	Dobova – Savski Marof	Dobova
	Metlika – Kamanje	Metlika
	Ilirska Bistrica – Šapjane	Šapjane
	Rakitovec – Buzet	Buzet
Italy	Nova Gorica – Gorizia Cle. (Gorica)	Nova Gorica
	Sežana – Villa Opicina (Opčine)	Villa Opicina
Hungary	Hodoš – Őriszentpéter	Hodoš

More information and technical data concerning routes, lineside equipment and stations is available in annexes to Chapter 3 of the Network Statement.

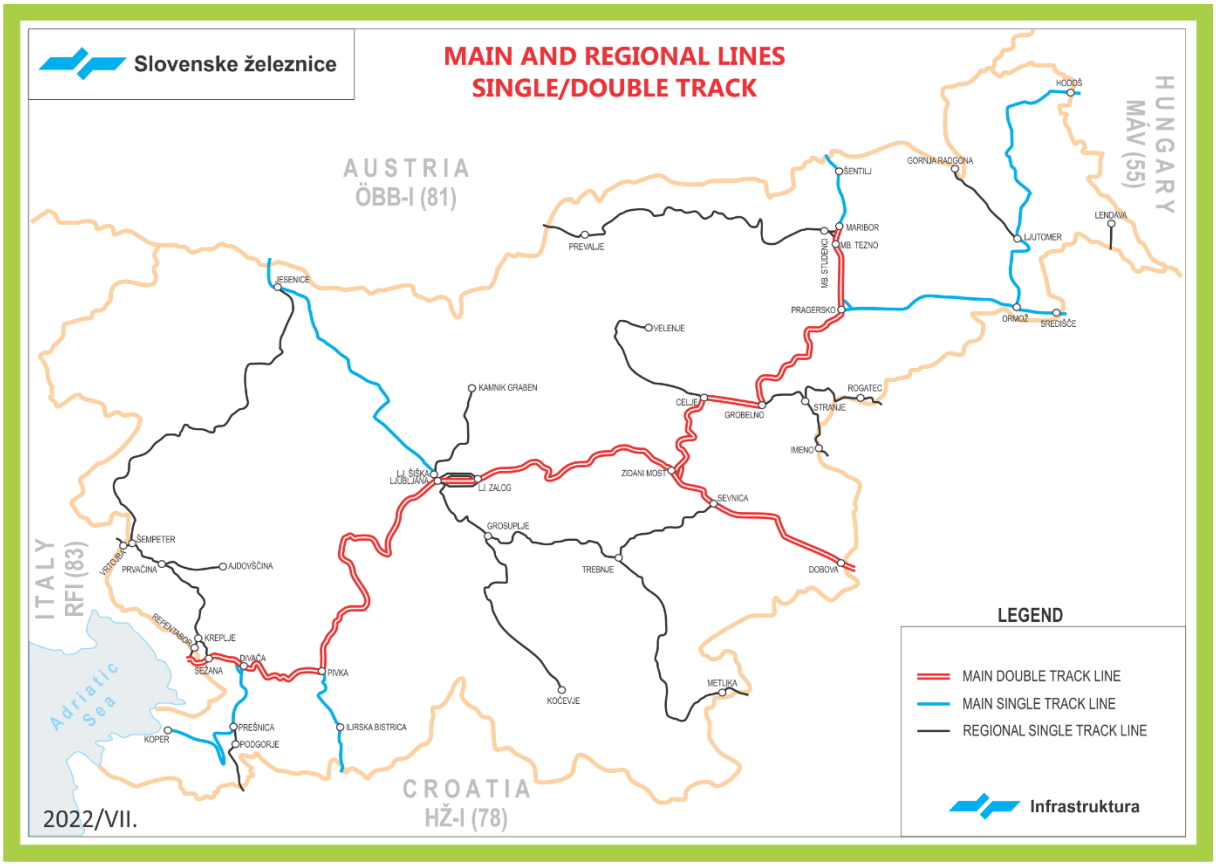
Technical data concerning the PRI in the Republic of Slovenia is also available on our website under "Technical data about public railway infrastructure".

2.3 NETWORK DESCRIPTION

2.3.1 TRACK TYPOLOGIES

Taking into account the transport volume, economic significance and connecting role, rail lines are classified into main lines and regional lines. Furthermore, lines are also classified according to the number of tracks, as follows:

Single-track lines – rail traffic runs in both directions on the same track	882,8 km
Double-track lines - rail traffic runs in both directions on separate tracks	324,4 km



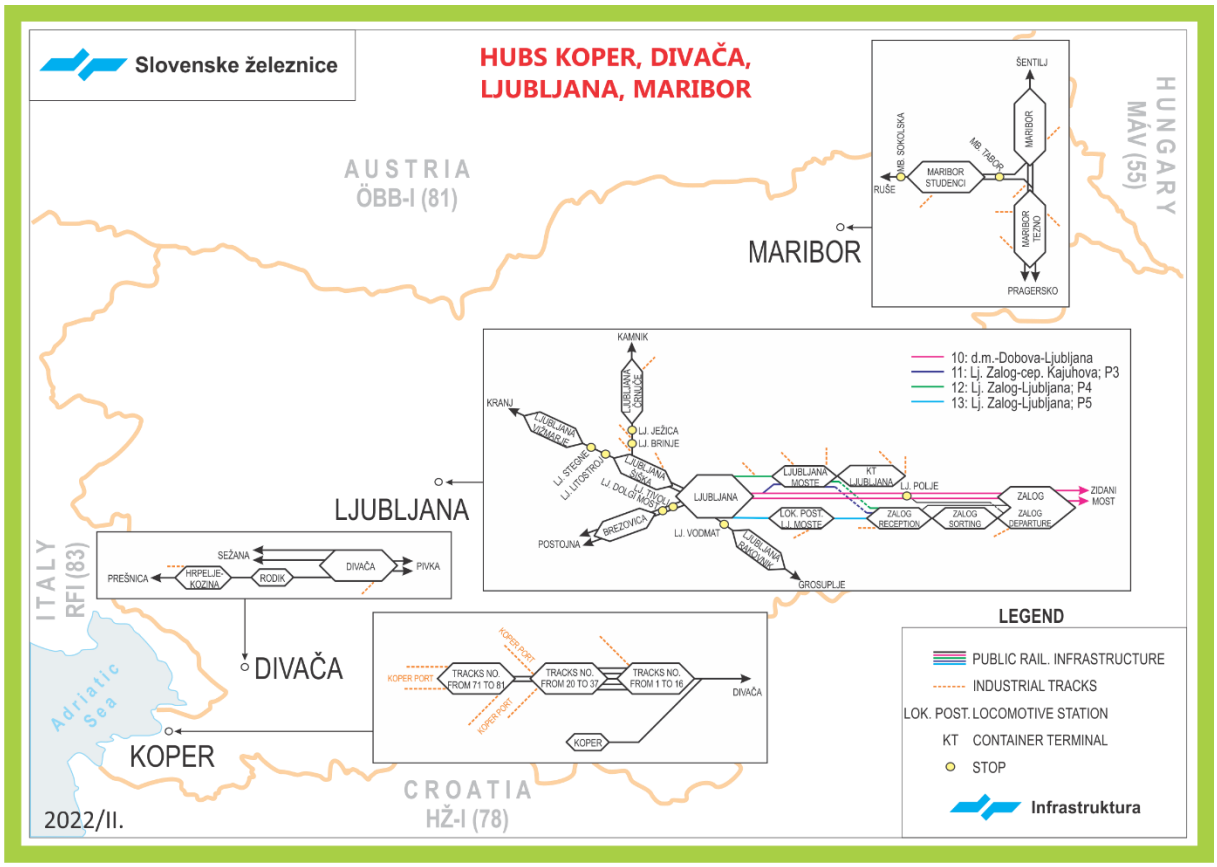
2.3.2 TRACK GAUGES

Track gauge is defined as the clear minimum perpendicular distance between the inner faces of the two rails 0 to 14mm below the surface of both rails. Slovenian rail network operates to one nominal standard track gauge of 1435mm.

2.3.3 STATIONS AND NODES

Technical characteristics, distances between stations, and route markings according to international standards (track number and corridor) are listed in the annexes concerning route technical data (Annex 2A) and station technical data (Annex 2B). A node is defined as a group of rail stations in an area which are regarded as a unit with respect to traffic management. There are four nodes in total on the PRI:

NODE	STATIONS
Divača	Divača, Rodik, Hrpelje Kozina
Koper	Koper, Koper tovorna (Koper freight station)
Ljubljana	Ljubljana, Ljubljana Zalog, Ljubljana Moste, Lokomotivska postaja Ljubljana Moste (Ljubljana Moste locomotive depot), Ljubljana Šiška
Maribor	Maribor, Maribor Studenci, Maribor Tezno



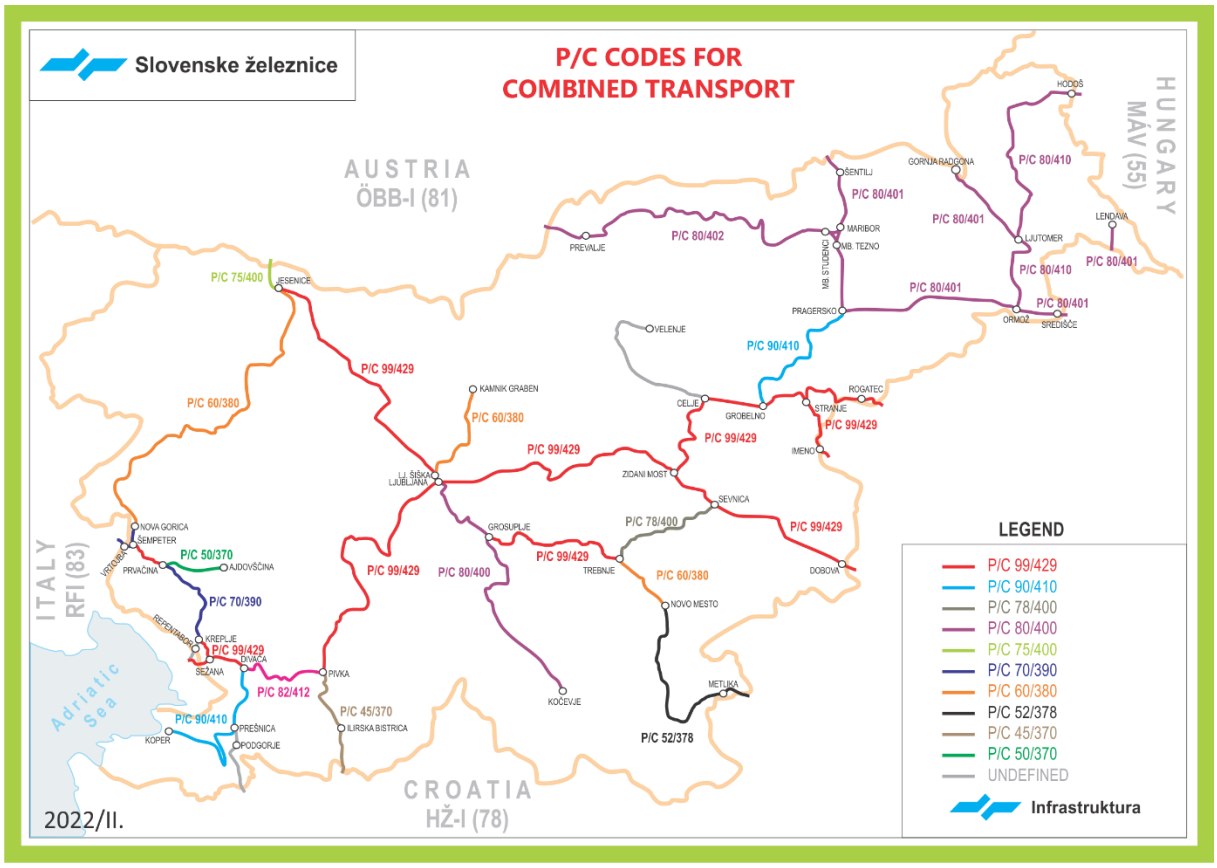
2.3.4 LOADING GAUGE

The maximum physical dimensions of a rail vehicle and its load can be defined as conforming to one of a series of standard freight gauges. The PRI is able to accommodate vehicles and loads in conformity with the international loading gauge, SŽ I Loading Gauge, and GA and GB loading gauges applicable to combined transport. SŽ I Loading Gauge and the international loading gauge are listed under Annex 2D.

Wagon and load combinations larger than the published gauge of a route or route section with regard to key and critical dimensions are handled as an "out of gauge" load (exceptional transport) to be moved by rail.

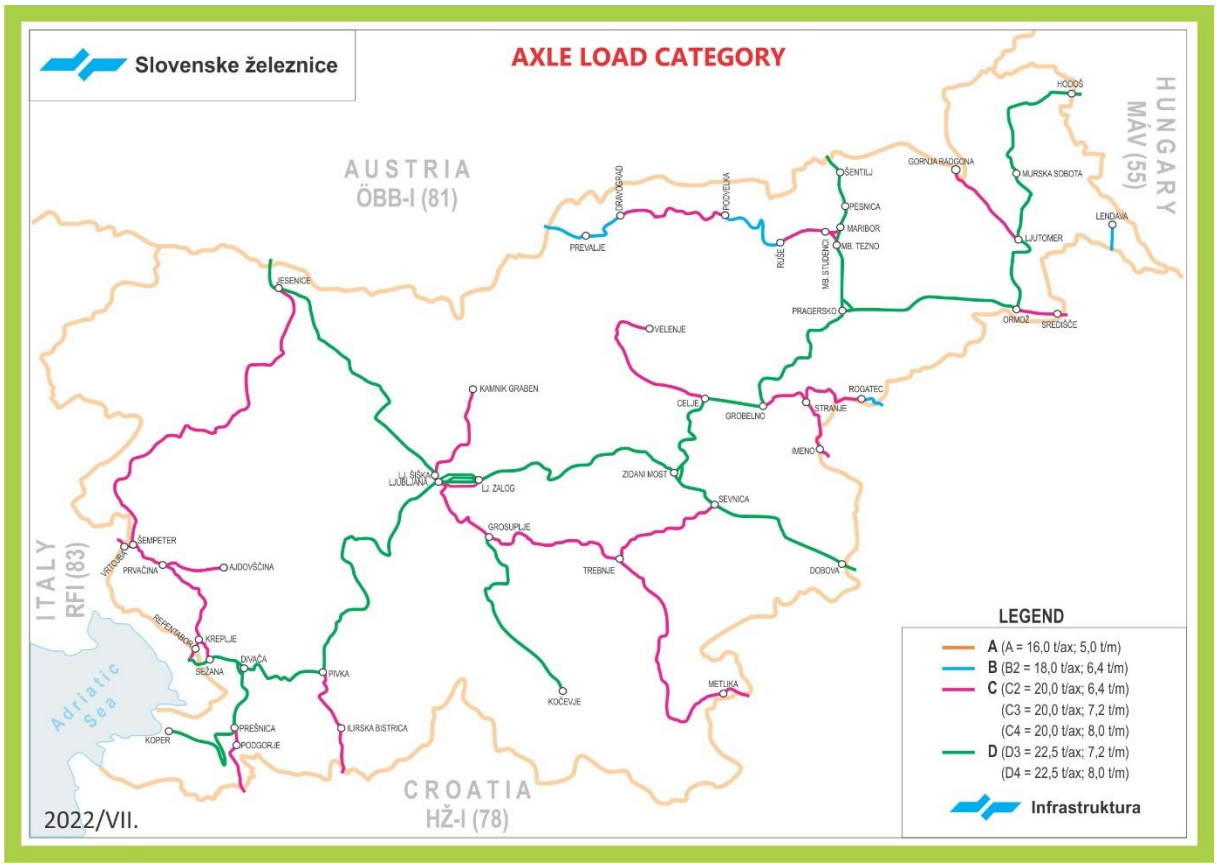
Exception to the rule above are intermodal transport units (ITU) with a transverse cross-section larger than the published gauge, which are moved by rail as coded consignments, instead. Coding of ITU is applied to freight wagons marked for carriage of coded consignments on coded routes.

Route codes for combined transport on the PRI are provided in the map below. Code P indicates semi-trailers, while Code C stands for swap bodies.



2.3.5 WEIGHT LIMITS

Based on the maximum vehicle weight which the PRI can carry, routes are classified by axle load and meter load limits.



The table under Chapter 2.2 provides a broad indication of line categories on the PRI by axle and meter load. Details about the weight limits on a particular route section can be found in the map below and in Annex 2A.

Maximum axle load is an axle weight limit in tonnes which can be exerted on a track or route through a wheel-set of a rail vehicle, irrespective of the total number of wheelsets.

Maximum meter load is a rolling stock weight limit resting on a given meter.

Classification of routes and route sections by axle and meter load limits is provided in the table below.

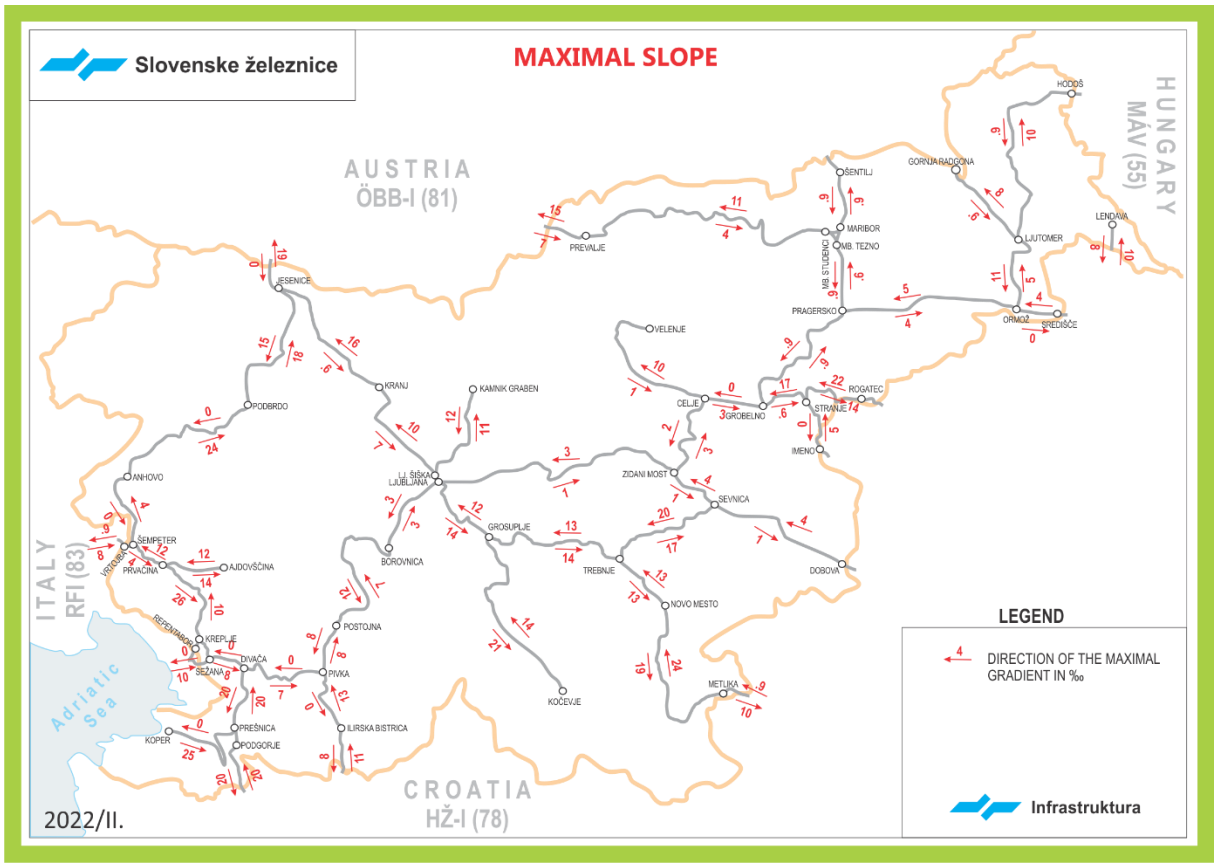
METER LOAD (t/m) (A TOTAL OF VEHICLE AND PAYLOAD WEIGHT DIVIDED BY VEHICLE'S LENGTH OVER BUFFERS)	AXE LOAD (t) (A TOTAL OF VEHICLE AND PAYLOAD WEIGHT DIVIDED BY NO OF AXLES)			
	16	18	20	22,5
5.0	A	B1		
6.4		B2	C2	D2
7.2			C3	D3
8.0			C4	D4

The majority of lines in the Republic of Slovenia which carry international traffic are classified under D3 category as the standard line category on the PRI in the Republic of Slovenia.

2.3.6 LINE GRADIENTS

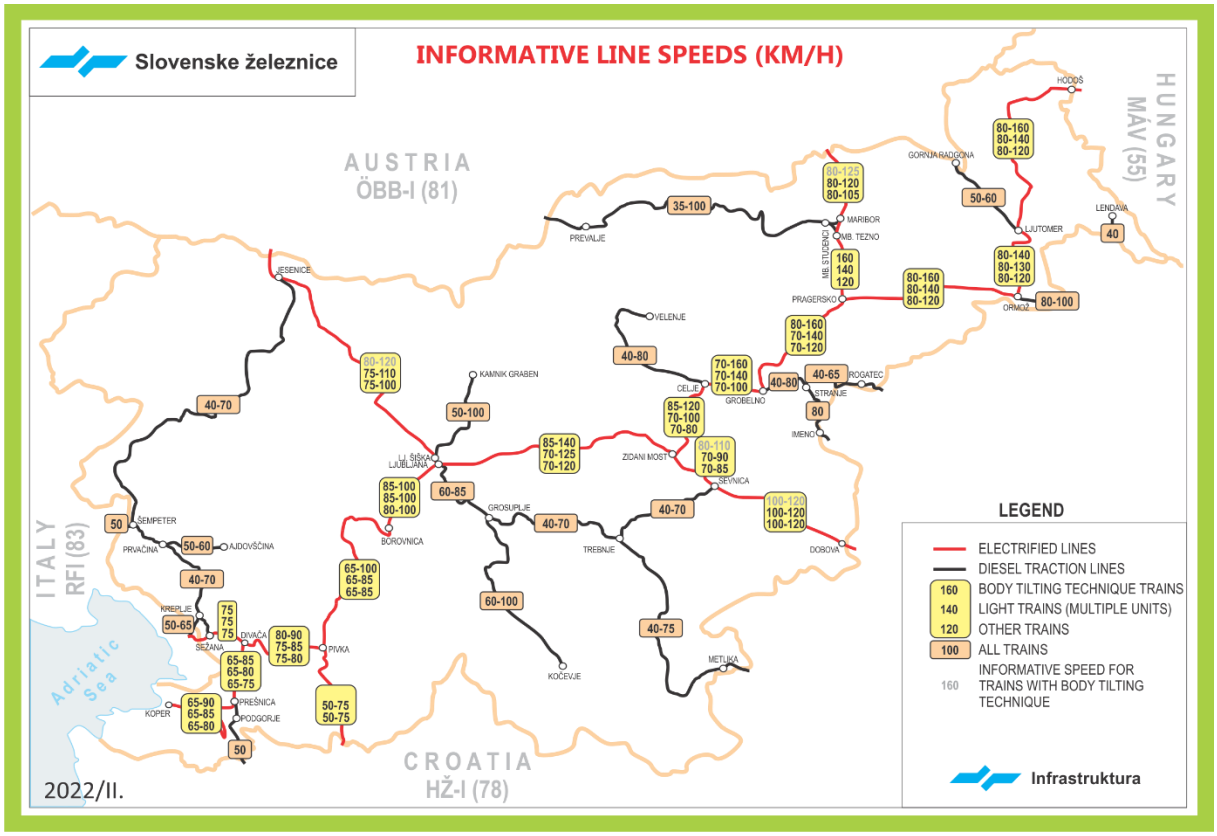
The prevailing (maximum) line gradient is the steepest ascent or descent on a route section. The rate of inclination is expressed in permils, or parts per thousand (‰), and is used to calculate braked weight percentage, journey times, the payload weight a locomotive can reliably haul, and other.

The prevailing (maximum) line resistance is a sum of the prevailing line gradient, expressed in daN/t (dekanewton per tonne), and curve and tunnel resistances. A list of prevailing line gradients and line resistances on a given route section is given in Annex 2E. Below is a summary map showing the steepest gradients on a route section.

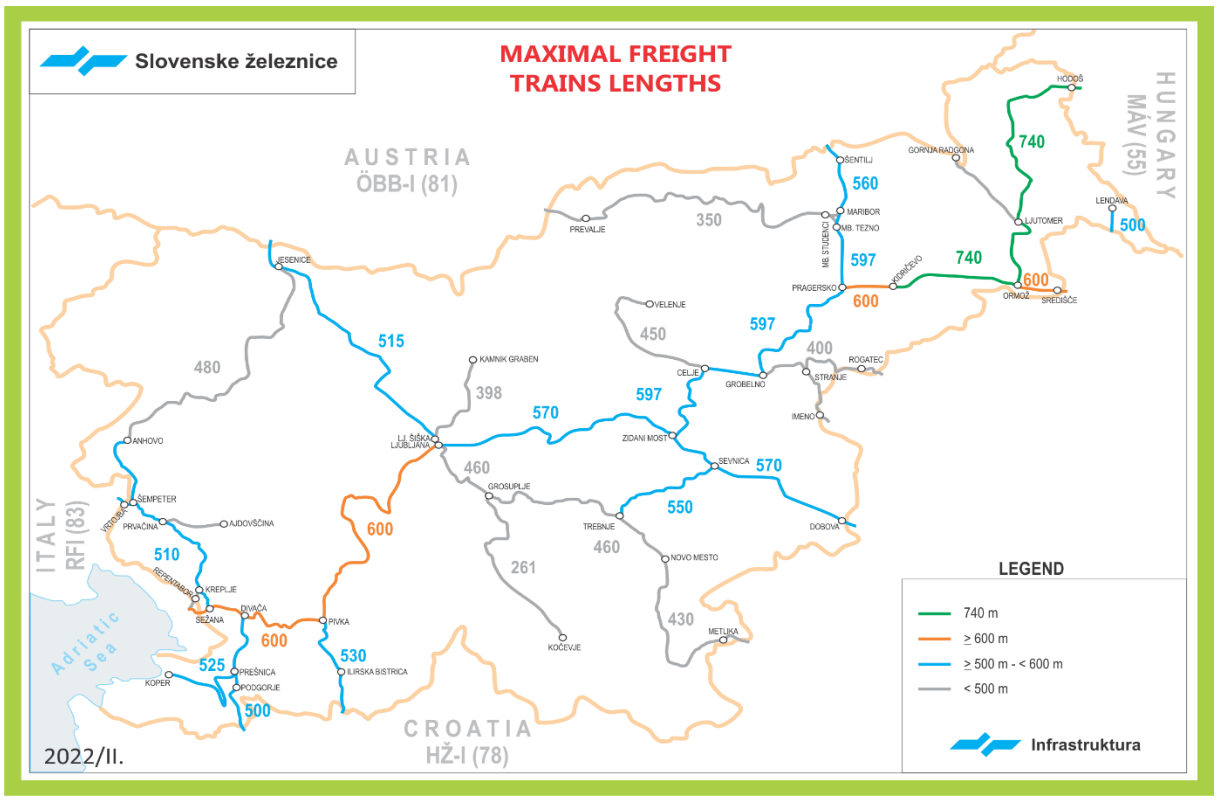


2.3.7 MAXIMUM LINE SPEED

Rail lines can be classified into conventional and high-speed lines according to the permissible speed imposed on a route section. All routes which comprise the PRI are classified as conventional lines. The permitted speeds for each route section are contained in Annex 2F, with informative speeds shown in the image below.



2.3.8 MAXIMUM TRAIN LENGTHS



The maximum length at which a train may operate on a route section of Slovenian rail network is determined by the usable length of station tracks, which is taken into account in capacity allocation and optimisation.

The maximum train length permitted on the PRI is 430m for passenger trains and 740m for freight trains. Freight train lengths may be additionally limited at stations with short tracks, as shown in the table below.

LINE No	NAME OF ROUTE	ROUTE SECTION	PERMITTED TRAIN LENGTH [1]
10	d.m. – Dobova – Ljubljana	d.m. – Dobova – Ljubljana	570 m
20	Ljubljana – Jesenice – d.m.	Ljubljana – Jesenice – d.m.	515 m [3]
21	Ljubljana Šiška – Kamnik Graben	Ljubljana Šiška – Kamnik Graben	398 m [3]
30	Zidani Most - Šentilj – d.m.	Zidani Most – Maribor Tezno Maribor Tezno – Šentilj – d.m.	597 m 560 m
31	Celje – Velenje	Celje – Velenje	450 m
32	d.m. - Rogatec – Grobelno	d.m. - Rogatec – Grobelno	400 m
34	Maribor – Prevalje – d.m.	Maribor – Prevalje – d.m.	350 m
40	Pragersko – Ormož	Pragersko – Ormož	740 m [2]
41	Ormož – Hodoš – d.m.	Ormož – Hodoš – d.m.	740 m
43	d.m. – Lendava	d.m. – Lendava	500 m
44	Ormož – Središče – d.m.	Ormož – Središče – d.m.	600 m
50	Ljubljana – Sežana – d.m.	Ljubljana – Sežana – d.m.	600 m [3]
60	Divača – cepišče Prešnica	Divača – cepišče Prešnica	525 m
61	Prešnica – Rakitovec – d.m.	Prešnica – Rakitovec – d.m.	500 m [3]
62	cepišče Prešnica – Koper	cepišče Prešnica – Koper	525 m
64	Pivka – Ilirska Bistrica – d.m.	Pivka – Ilirska Bistrica – d.m.	530 m [3]
70	Jesenice – Sežana	Jesenice – Anhovo Anhovo - Sežana	480 m [3] 510 m
80	d.m. – Metlika – Ljubljana	d.m. – Metlika – Novo mesto Novo mesto – Ljubljana	430 m 460 m
81	Sevnica – Trebnje	Sevnica – Trebnje	550 m
82	Grosuplje – Kočevje	Grosuplje – Kočevje	261 m

1) In some cases, it may be possible to run longer trains which exceed the permitted train lengths. The permission to exceed the above parameters is granted by chief traffic controllers based on the capacity available at that particular moment, provided this can be done without detriment to other movements.

2) Train length on the Kidričevo – Ormož section is limited to 740m, while the Pragersko – Kidričevo section is able to accommodate trains with a maximum length of 600m.

3) At stations with short track lengths, train planning processes and train crossing at loops need to account for the following exceptions:

LINE No	NAME OF LINE	STATION	PERMITTED TRAIN LENGTH
21	Ljubljana Šiška – Kamnik Graben	Jarše - Mengeš	316 m
50	Ljubljana – Sežana – d.m.	Verd Gornje Ležeče	590 m 196 m
61	Prešnica – Rakitovec – d.m.	Podgorje potek HŽ	269 m 350 m
64	Pivka – Ilirska Bistrica – d.m.	potek HŽ	400 m
70	Jesenice – Sežana	Bohinjska Bistrica	395 m

2.3.9 POWER SUPPLY

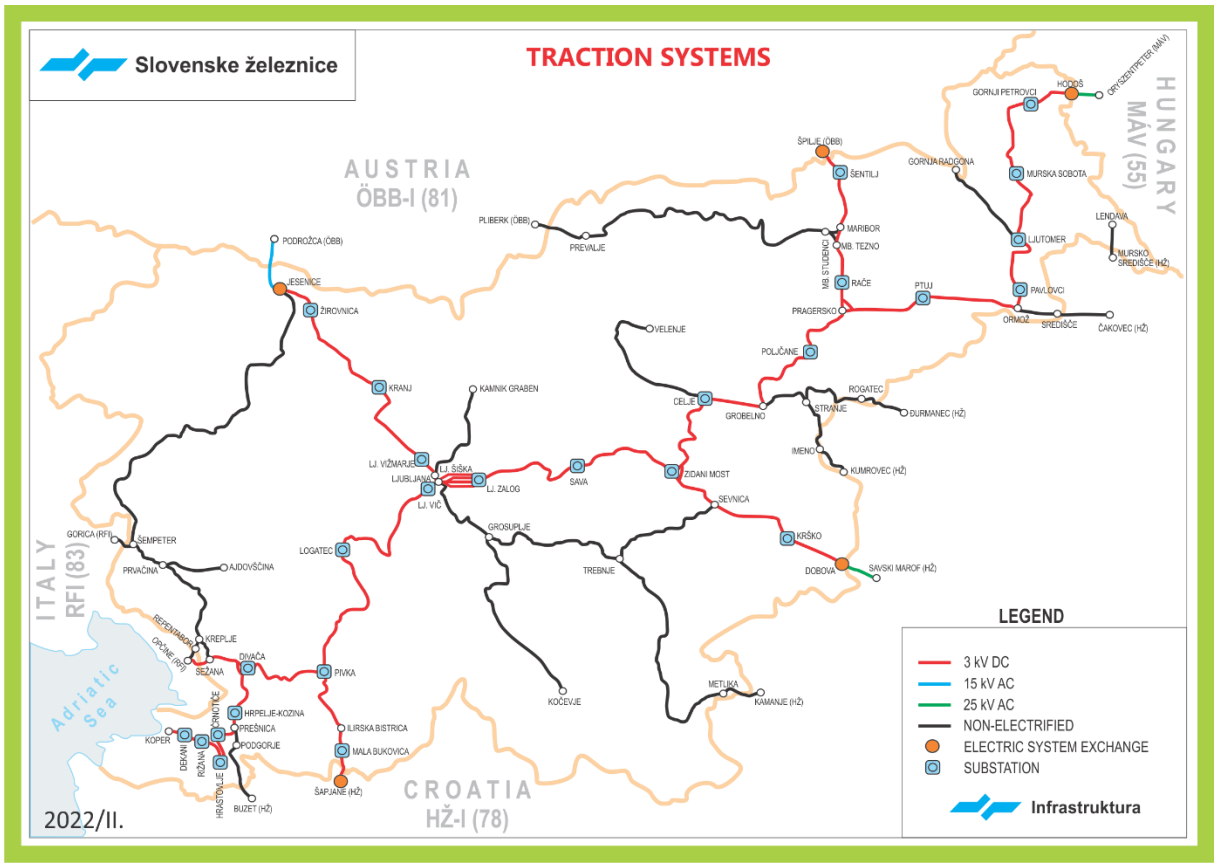
Slovenian rail network is electrified by 3000 volts direct current (DC).

At border interchange stations, the electrification systems listed below are operated in conjunction with 3kV DC:

- 25kV AC (alternating current) 50Hz deployed on Dobova and Šapjane stations at SI/HR state border,
- 25kV AC 50Hz deployed on Hodoš station at SI/HU state border,
- 15kV AC 16 2/3Hz deployed on Jesenice station for traffic bound to or arriving from the Republic of Austria.

To be able to switch between different electrification systems, single-system electrical locomotives are switched out at interchange stations with multi-system locomotives; alternatively, cross-border services are run using multi-system locomotives to ensure a continuous journey.

Routes electrified by 3kV DC are designed for tractive units with a 1450mm pantograph, except for Pragersko – Hodoš section, which is able to accommodate 1600mm pantographs with technical standards for interoperability is also permitted.



2.3.10 SIGNALLING SYSTEMS

Signalling systems are traffic control and train protection systems and an arrangement of lineside signs or signals, the operation of which is dependent upon certain predetermined conditions being fulfilled by other installations, such as other signs and signals, turnouts and other lineside equipment. This interdependence is communicated through a central apparatus.

The purpose of signalling systems is to run trains safely and efficiently using signals to permit or block movements and signs to limit the speed trains can run at based on track geometry, direction of train running (along straight track or in curves), traffic situation etc.

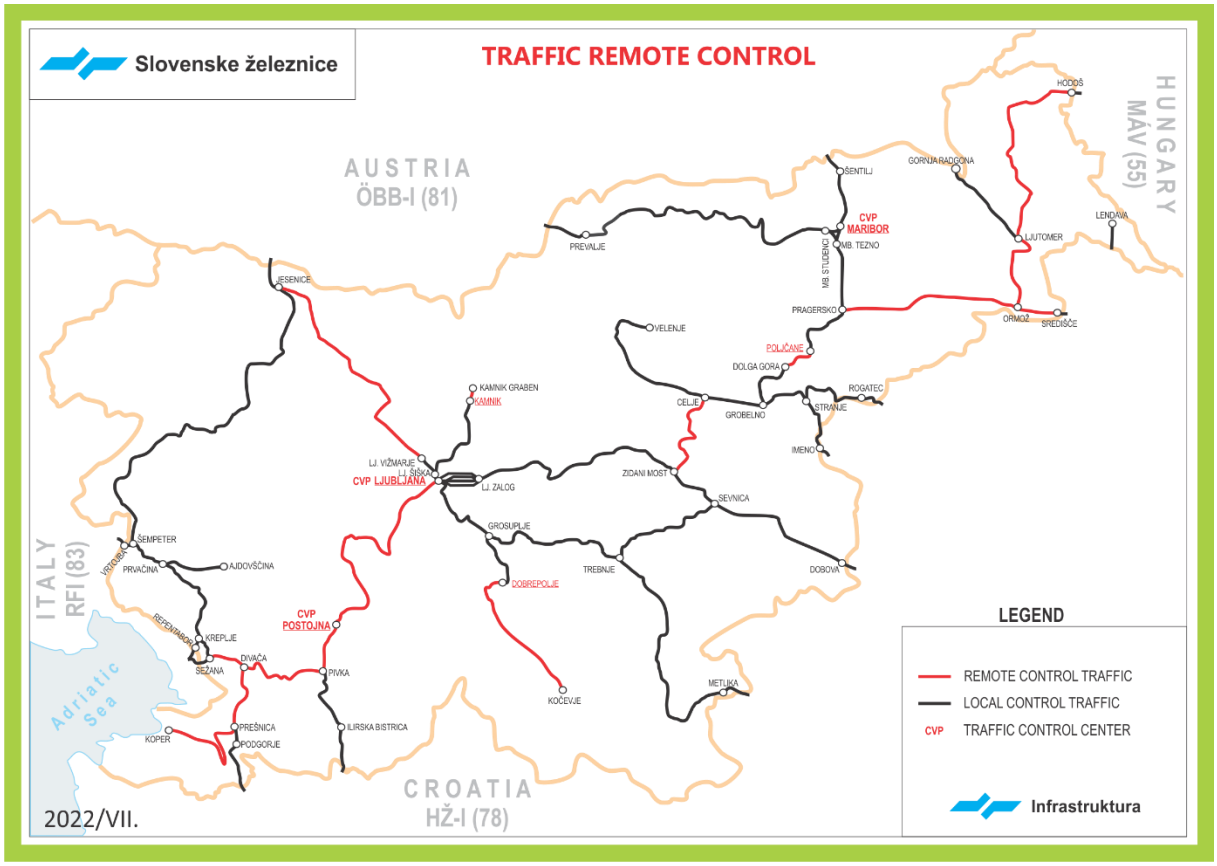
Route-setting signalling systems (also known as interlocking) fall into the following groups by their function:

- Station protection:
  - electronic interlocking (ILTIS, THALES, TRIS,CAF),
  - relay interlocking,
  - electro-mechanical interlocking,
  - mechanical interlocking,
  - combined interlocking.
- Level crossing protection:
  - barrier crossings:
    - crossings protected by automatic or electrically-powered barriers,
      - DK – remotely controlled,
      - DKPO – remotely controlled in a station area,
      - PO – station area,
      - KS – control signal.
    - crossings protected by mechanical barriers,
      - mechanical barriers.
    - open crossings protected by road traffic signs.
  - type of protection:
    - barriers,
    - half barriers,
    - road signals.
- Automatic block signalling (APB) – a signalling system which divides an open route into a series of block sections between two stations and controls the movement of trains between the blocks using automatic signals. APB operation is designed to allow trains operating in the same direction to follow each other in a safe manner without risk of rear end collision.
- Absolute block signalling (MO) – a simplified version of APB, designed to allow only one train to occupy a defined section of track (block) between two stations.
- Bi-directional signalling (OP) – a signalling system which allows one or more tracks on a multiple track railway to be operated in either direction – this is also known as bidirectional running.

- Centralised traffic control (DVP) – remote control of train movements on a given route section or a junction from an operations control centre (OCC).
- Automatic train protection (ASN) – an automatic system designed to initiate a brake application should the train pass selected signals at danger too fast (a map of stations equipped with ASN is provided in Chapter 2.3.13).
- Shunting operations control – installations which control and monitor various aspects of shunting movements; wagon speed control during uncoupling and sorting of freight wagons over a hump, wheel flats detection apparatus, hot axle box detection system, axle load sensors, and alarm systems.

2.3.11 TRAFFIC CONTROL SYSTEMS

A number of different traffic control systems are in operation on the PRI to monitor train movements. The map below shows local and remote traffic control systems and operations control centres on the network.



2.3.12 COMMUNICATION SYSTEMS

Slovenian railways has a custom telecommunications system which is used in rail traffic control and operation of the company's business system. The telecommunications system consists of several different subsets, each serving a specific function. Rail telecommunications network consists of:

- fixed transmission networks,
- telecommunications systems (DDS),
- telephone exchanges,
- public address systems,
- passenger information displays,
- fixed lineside telephone systems
- spare telephones,
- telephone call recorders,
- station clocks,

- data networks (Gbit Ethernet),
- rail information and notification system (RINS),
- lineside emergency telephone systems (SOS call box),
- GSM-R.

Fixed transmission network is used as a communication bearer to carry data between train stations. The network is based on SDH (Synchronous Digital Hierarchy) and PDH (Plesiochronous Digital Hierarchy) technologies, with SDH serving as the backbone network and PDH used for local access. The data is mostly transmitted over fibre cabling. Fixed transmission network offers access to PTS, data networks, public address systems, RINS, ILTIS and SIMIS-W interlocking systems, and other.

TC Desk DDS (digital dispatching system) is a communication device that enables the establishment of operational communication links on Slovenian Railways. TC desks at workplaces are connected to the core network via Ethernet. It consists of an LCD touch screen with a GSM-R window and a headset with an integrated button. LB, CB, analogue and digital telephone subscribers, sound system, intercoms and other communication connections within the GSM-R network are connected to the TC DDS desk. All conversations are recorded on the central BBRC recorder in Ljubljana.

Telephone exchange is a telecommunications system which interconnects analogue ISDN, IP telephone subscriber lines and analogue lines which use E&M ("ear and mouth") signalling. Telephone exchanges are connected to the public telephone network through ISDN S2M interface.

Public address system is an electronic system used to make voice announcements at a station. The system comprises microphones, amplifiers and loudspeakers. Announcements can be broadcast live by the rail traffic controller over a PTS microphone or as pre-recorded messages stored in the rail information and notification system. Public address systems are connected to the PTS directly or indirectly over a fixed transmission network.

Fixed lineside telephone system is used by operations staff carrying out trackside work. The system comprises LB or CB telephones for voice communication with traffic control and maintenance staff at a station. System types comprise a box and a booth version, which are typically installed at level crossings, next to section and home signals at a station, in a station area, next to automatic block signalling equipment, along an open line, and other similar locations.

Spare telephone is a telephone unit mounted on a wall desk at a station traffic control office and connected to trackside communication cabling. It is available as spare capacity in the event of main equipment failure. The wall-mounted assembly comprises bells, switches (to change between communication cables) and an LB telephone.

Telephone call recorder is a system used to record voice communications over trackside communication cabling, radio lines and traffic controller telecommunications desks.

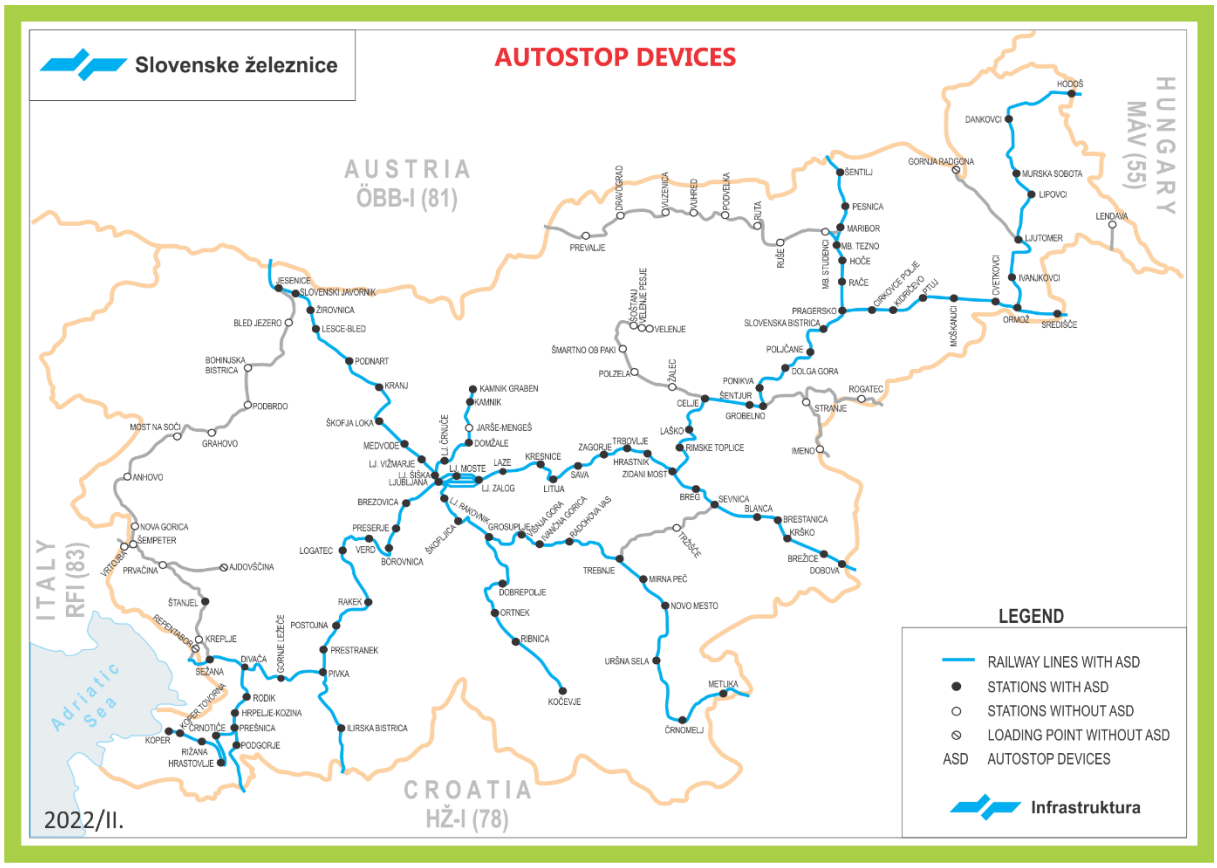
Station clock is a clock at a train station that provides a standard indication of time to both passengers and railway staff.

Data network is a network consisting of a passive part (cabling) and an active part (Ethernet circuit switches and routers). The circuit switches are connected to a fixed transmission system in one segment and to station systems in the other to enable LAN using Ethernet.

Rail information and notification system (RINS) is a system which automatically broadcasts pre-recorded voice messages when a train is detected in the route section concerned. The signalling systems take in information about the position of trains and transmit it to RINS, which plays the voice recording at the relevant station based on the information received and the stored timetabling data. Messages are recorded in Slovenian, English and in languages spoken by national minorities.

Lineside emergency telephone system is an SOS call box which directly connects to an workplace which is staffed around the clock. Every station is equipped with one SOS box, which is typically installed near the passenger waiting area. The system is used for emergency calls and to provide access to various kinds of information. While the boxes are physically connected directly to PTS – or indirectly over a transmission network – emergency calls are transmitted to a rail operations control centre.

Communications networks on main lines are fully digital, while regional lines still largely use analogue systems.

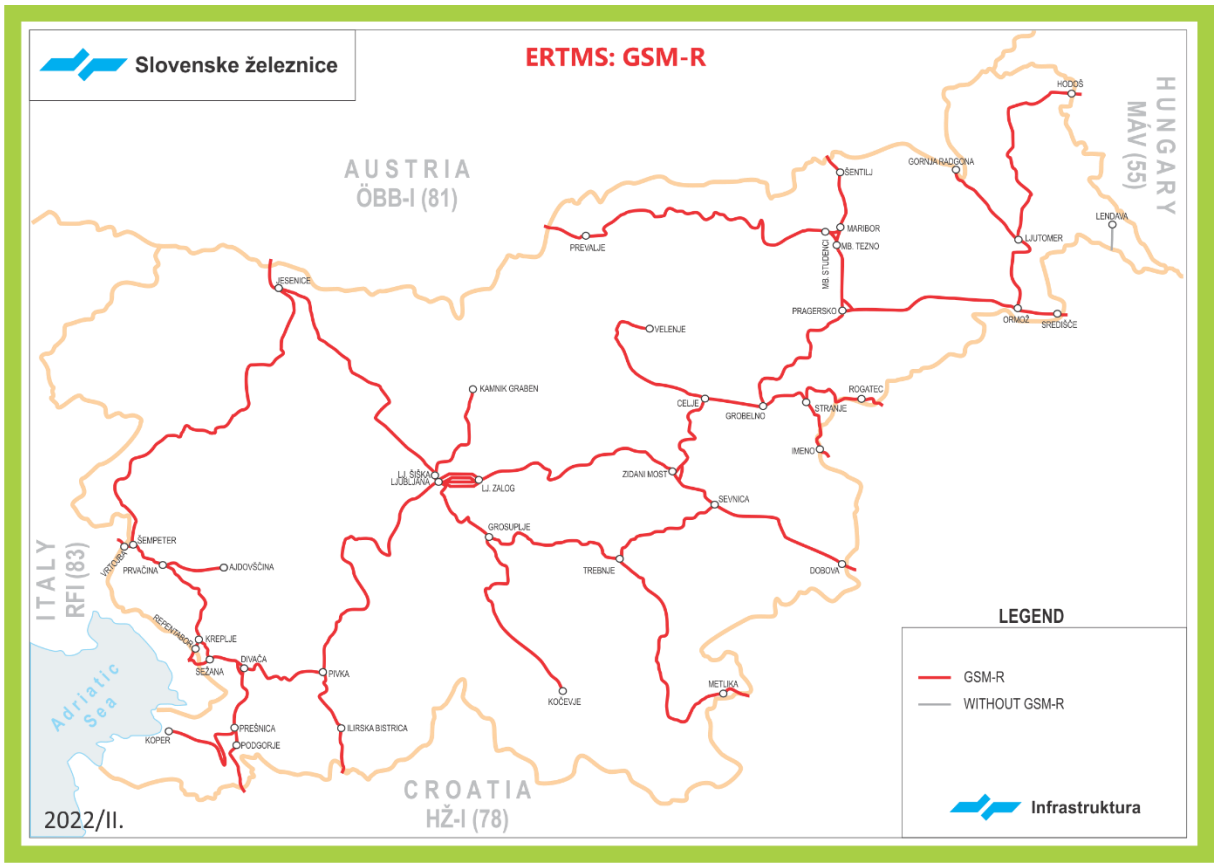


GSM-R is a digital radio system used for communication between drivers and signallers which promotes interoperability of European rail network and facilitates safe and efficient control of train movements. As an essential subsystem of ERTMS, the platform is also used as the bearer for ETCS L2 and L3 communications.

GSM-R network covers all main and regional lines in Slovenia, excluding line 43 d.m. – Lendava, thus ensuring radio signal coverage on the entire railway network, including tunnel coverage. The radio signal also covers border areas with neighbouring countries. When communicating between traffic management staff and RU staff, the use of the GSM-R system is mandatory in the traffic management in accordance with regulations.

Up-to-date information concerning GSM-R network, its terms of use and service order forms can be found on

https://www.slo-zeleznice.si/sl/infrastruktura/javna-zelezniska-infrastruktura/telekomunikacije/gsm-r.



2.3.13 TRAIN CONTROL SYSTEMS

To achieve interoperability of railway signalling, a network-wide deployment of the European Train Control System (ETCS) Level 1 version 2.3.0d is presently underway.

ETCS Level 1 consists of an on-board and a trackside system. The on-board system receives information transmitted by the trackside system to ensure safety of train movements and monitor the train's speed, while the trackside system communicates with the signalling system to forward relevant information to the train.

ETCS Level 1 is a cab-signalling system based on spot transmission of data using fixed and switchable (variable) passive transponders, or Eurobalises mounted on the track to pass movement authorities to the train. The system is overlaid onto conventional lineside signalling and track-release system used to determine train position and integrity. The on-board computer continuously monitors and calculates the maximum speed and braking curve from route data received at fixed points whilst taking into account train and route characteristics and line speed. To improve line capacity, radio infill units are used to provide semi-continuous infill information between main signals.

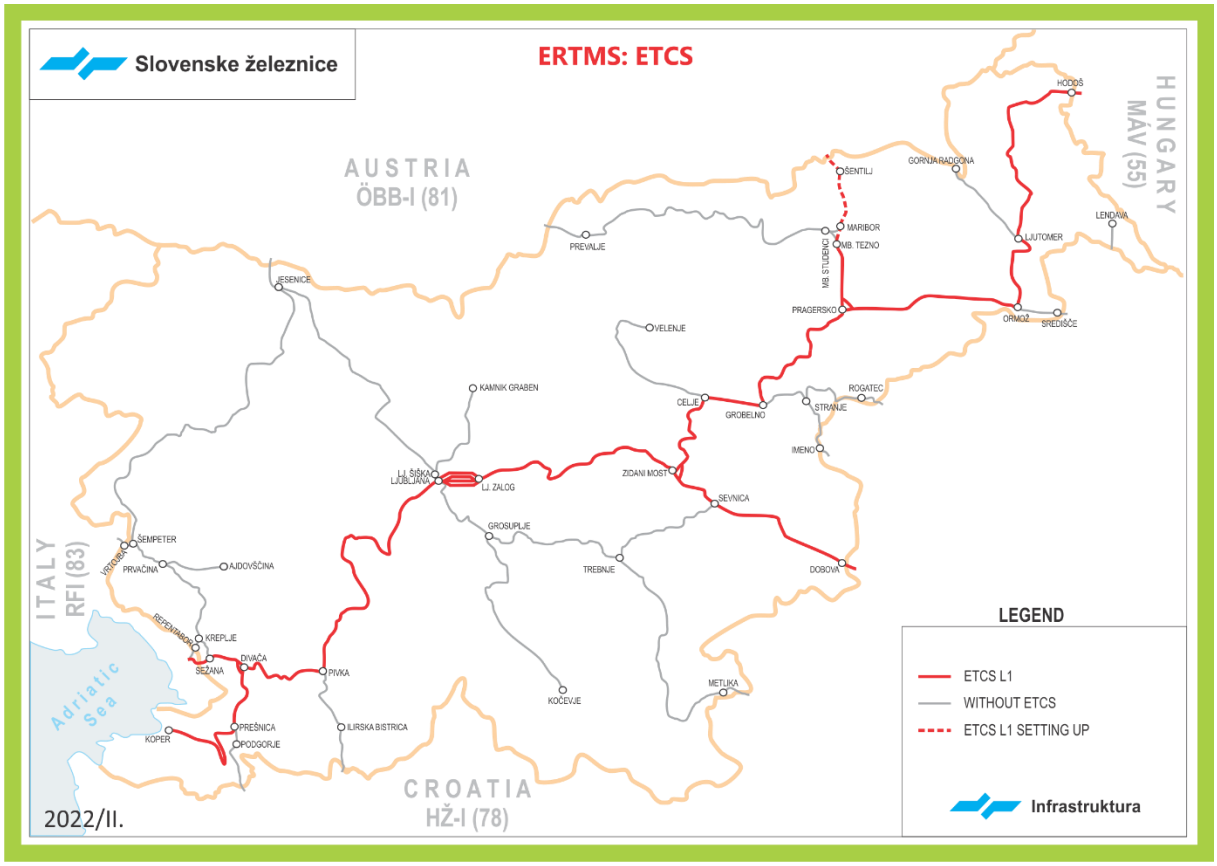
The trackside system also transmits, to the train, information concerning defective level crossings protection equipment to further improve traffic safety.

The table below shows ETCS Level 1 deployment on Slovenian rail network.

LINE No	ROUTE OR ROUTE SECTION	START OF OPERATION
10	Zidani Most – Ljubljana Zidani Most – Dobova	01.09.2017 01.09.2020
30	Zidani Most – Pragersko	after upgrading station Pragersko
40	Pragersko – Ormož	01.08.2017
41	Ormož – Hodoš – d.m.	01.08.2017
50	Ljubljana – Sežana – d.m.	01.07.2017
60	Divača – cepišče Prešnica	01.07.2017
62	Prešnica junction – Koper	01.07.2017 (branch line)

11	Ljubljana Zalog – Kajuhova junction (P3)	01.09.2017
12	Ljubljana Zalog – Ljubljana (P4)	01.09.2017
13	Ljubljana Zalog – Ljubljana (P5)	01.09.2017
14	Lok Zidani Most	01.09.2017
45	Lok Pragersko	after upgrading station Pragersko
51	Lok Divača	01.07.2017

ETCS Level 1 deployed on the PRI applies a decentralised approach in which track-to-train information is transmitted through lineside electronic units (LEUs) by detecting the signal status and transmitting the respective ETCS-compliant telegrams to the train without the need for connection with the interlocking.



2.3.14 SYSTEMS FOR DETECTION OF IRREGULARITIES ON RAILWAY VEHICLES

Slovenian rail network is equipped with systems designed to detect defects on rolling stock and generate an alarm message where the output reading exceeds a required threshold.

The following defect detection systems are installed on the network:

- hot axle box and hot wheel detector (HAHW),
- wheel defect detector (WDD), and
- weigh-in-motion (WIM) system.

Hot axle box and hot wheel detector (HAHW)

This equipment consists of sensors designed to detect abnormal temperatures in wheel axle bearings (axle boxes), wheels and brake disks. Hot axle bearings, hot wheels and hot brake disks are detected without contact by measuring the thermal radiation emitted from the axle boxes.

Wheel defect detector and weigh-in-motion system (WDD and WIM)

WDD records and assesses the condition of the wheel surface to provide information on defects such as wheel flats, exfoliation, and inclusions of metal and other material.

WIM system captures and records the dynamic vertical forces applied by the passing train over the rail to measure the wheel static load. From these forces, with specific algorithms, it is possible to calculate axle weights, wagon weights, and the total train weight.

Wheel defect detector and weigh-in-motion system are typically housed in the same piece of equipment.

Defect detention systems and their location

A total of seven (7) detection systems is installed at five (5) different monitoring points (MP).

MP	Line	kh location	HAHW	WDD	WIM
Osluševci *	40: Pragersko – Ormož	031.260	1	1	-
Grlava *	41: Ormož – Hodoš – d.m.	024.910	1	-	-
Planina	50: Ljubljana – Sežana – d.m.	614.475	1	-	-
Neverke	50: Ljubljana – Sežana – d.m.	650.778	1	-	-
Rodik	60: Divača – Prešnica node	008.496	1	1	1
			5	**2**	**1**

* Detection systems currently out of service.

The equipment transmits data about train defects to the staff at the control centre responsible for the portion of line concerned. When an alarm is generated, the actions to be taken are set forth in the documents of the Infrastructure Manager.

2.4 TRAFFIC RESTRICTIONS

2.4.1 SPECIALISED INFRASTRUCTURE

There are three sections of the network which are designated as specialised infrastructure under the 2022/2023 timetable:

- (Čakovec) – state border – Lendava line, which has no direct connection to rail network in Slovenia,
- Ljutomer – Gornja Radgona line, which is restricted to freight services (passenger services need to be contracted separately),
- Cepišče Kreplje – Repentabor – state border - (Villa Opicina) line, which is restricted to train services contracted separately.

2.4.2 ENVIRONMENTAL RESTRICTIONS

Operating trains on Slovenian rail network is subject to the requirements of Slovenian environmental laws and related legislation, as follows:

- obligations set forth under the Environmental Protection Act (Official Gazette of RS, No. 39/06 – UPB, 49/06 – ZMetD, 66/06 – Decision of the Constitutional Court RS, 33/07 – ZP Plan, 57/08 – ZFO-1A, 70/08, 108/09, 108/09 – ZP Plan-A, 48/12, 57/12, 92/13, 56/15, 102/15, 30/16, 61/17 – GZ, 21/18 – ZNOrg and 84/18 – ZIURKOE and 158/20 and 44/22 – ZVO-2,) and the regulatory provisions adopted thereunder, as published on the website of the Ministry of the Environment and Spatial Planning,
- technical requirements concerning rail vehicles set forth in UIC regulations and regulations of the European Union aimed to reduce negative impacts on the environment, (Official Gazette of RS, No. 33/07, 70/08 – ZVO – 1B, 108/09, 80/10 – ZUPUDPP, 43/11 – ZKZ-C, 57/12, 57/12– ZUPUDPP - A, 109/12, 35/13, 76/14, 14/15 - ZUUJFO, 61/17 – ZureP-2)
- relevant rules concerning the prevention and reduction of environmental impacts.

Train operating companies must notify, without delay, any rail accidents or vehicle failures to the Infrastructure Manager, which in turn informs the appropriate authorities and carries out the measures necessary to minimize negative or potentially negative impacts on the environment.

2.4.3 DANGEROUS GOODS

The movement of dangerous goods consignments is subject to the requirements of relevant national authorities, the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), and to the provisions of ZVZeIP and the regulations adopted thereunder. Presently there are no network restrictions concerning dangerous goods consignments.

2.4.4 TUNNEL RESTRICTIONS

Tunnel restrictions on route availability reflect the constraints on rail vehicle size caused by tunnel clearances, and are taken into account when setting forth route codes for intermodal traffic. Other types of traffic are subject to clearances and loading gauge restrictions covered in Annex 2D.

Traffic restrictions apply to Bohinj Tunnel on Line No 70 between Jesenice and Sežana in the event of flooding. Full details of the restrictions are contained in Bohinjska Bistrica station's Rules of Operation. At present there are no other specific tunnel restrictions.

2.4.5 BRIDGE RESTRICTIONS

Vehicle weight limits on bridges are taken into account when calculating axle and meter load limits, which are covered in Chapter 2.3.5 and Annex 2A.

At present there are no bridge restrictions with respect to weather impacts, operational periods etc.

2.5 AVAILABILITY OF THE INFRASTRUCTURE

The timetable sets out the route sections relating to, and the dating and duration of, the restrictions on infrastructure availability which are required for the purpose of maintenance, renewal and enhancement works (called 'possessions', or 'engineering access' to the rail network) and produces train paths for use by maintenance vehicles and track-mounted plant machines.

Information concerning engineering access to the rail network is notified to train operating companies by the contact persons listed under Chapter 1.6, or by contacts contained in the relevant infrastructure access contract.

Information on planned disruptive possessions, which necessitate closure of a track or route section, is available two months in advance on our website under "Handbooks and notices to RUs".

Stations and workplaces which are only staffed some of the time are contained in "Data provided by the IM for the production of Route Instructions[1]" available on the same website.

If an unstaffed station or a workplace needs to be (re)staffed for the purpose of meeting RU's needs, such as delivering and forwarding wagons, supplying a station, or running exceptional trains, the RU must first make the necessary arrangements with the IM before applying for the train path concerned. The arrangements must be completed in good time, but no less than three working days before the planned date of staffing.

RUs must notify the (re)staffing to the allocation body by entering a note in the train path application, as follows: 'Restaffing of [name of station or workplace] agreed with the IM'.

2.6 INFRASTRUCTURE DEVELOPMENT

Infrastructure development projects in Slovenia are designed according to the resolution on the National Transport Development Program in the Republic of Slovenia (OG RS No 75/2016), the Transport Development Strategy in the Republic of Slovenia until 2030, 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 (OJ EU No L348/1) and to 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 (OJ EU No L249/38).

Infrastructure projects aim to achieve the following objectives:

- D4 line category (an axle load of 22.5t) on RFCs,
- Line speeds of up to 160kph on corridor routes,
- Track doubling or building an additional single-track line on any single-track sections of the RFCs,
- Improved safety at level crossings,
- Modernising the signalling system to facilitate bi-directional running on double-track lines,
- Modernising the signalling system to facilitate remote control of train movements from an operations control centre.

Major projects underway or in the pipeline comprise:

- Replacement of signalling and introduction of centralised traffic control on Dobova – Ljubljana and Zidani Most – Šentilj route,
- Construction of the second track Koper – Divača;
- Construction of the second track between Maribor and Šentilj,
- Upgrading Ljubljana rail node,
- Grade the upper level access to platforms on the stations and halts,
- Other infrastructure projects for supporting functions and supply of passenger services.
- Installation of protection systems on open level crossings and closure of certain open crossings,

The projects are described in more detail on the website of Slovenian Infrastructure Agency and on the website of the company 2TDK.

3. ACCESS CONDITIONS

3.1 INTRODUCTION

The terms and conditions of access to the public rail infrastructure are set forth in the Railway Transport Act (ZZelP), Decree on train path allocation, infrastructure charges and the performance regime on public railway infrastructure and Commission Implementing Regulation(EU) 2018/763 of 9 April 2018 establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation (EC) No 653/2007 (OJ EU No L 129/49).

3.2 GENERAL ACCESS REQUIREMENTS

Train services and other activities on the PRI are governed by rules and procedures set forth in the following national and international legislation on rail transport safety:

- Railway Traffic Safety Act (ZVZelP-1),
- Station rules of operation – Part I and II, technological work processes, the IM's handbooks and notices, technical data concerning the PRI, which can be accessed by registered users (username and password are assigned on request) on our website under "Operational rules for RUs".

3.2.1 CONDITIONS FOR APPLYING FOR CAPACITY

Capacity is allocated by the IM according to the requirements set forth in the ZZeIP.

Train paths on the PRI may be granted to an applicant which is a RU or other legal entity registered in a Member State and which requires track access for the purposes of operating rail passenger or freight services, whether public or commercial. A train path may also be granted to an applicant which does not have a registered office in a Member State provided that the principle of reciprocity is applied with respect to capacity allocation conditions and procedures in the country where the applicant is registered.

An allocated train path cannot be transferred to another applicant or service provider.

The RU has the duty to submit to the national OSS technical data concerning new tractive units and a table containing the locomotive's tractive effort (kN) presented in increments of 5km/h.

On RFC routes, train paths can be requested directly at the Corridor One-Stop Shop (C-OSS). Applying for train paths on a RFC is described in more detail under Chapter 4.2.

3.2.2 CONDITIONS FOR ACCESS TO THE RAILWAY INFRASTRUCTURE

Train services may only be operated and provided by RUs. A non-RU applicant must engage an RU to operate trains on its behalf. An RU designated for this purpose by the applicant must hold a valid safety certificate for the route section which the train path is allocated on. The applicant must designate an RU no later than 30 days before the planned date of train service operation on the allocated train path.

To operate trains on the network, RUs must satisfy the applicable legal requirements, which include:

- holding a valid train operator's licence issued by the licensing authority of a Member State,
- holding a valid single safety certificate issued by the European Railway Agency (ERA) or by the national safety authority of the Republic of Slovenia,
- being party to a track access contract.

3.2.3 LICENCES

Anyone seeking to operate a train in the Republic of Slovenia must hold a train operator's licence issued by the national safety authority or a European licence granted by the licensing body of another Member State.

A licence granted by the national safety authority to train operating companies registered in the Republic of Slovenia is renewed five years after the date of issue provided that the train operator satisfies the licensing requirements set out under Article 16 of the ZZeIP. Licences granted by the national safety authority remain valid until revoked or suspended. The safety authority may revoke or suspend a train operator's licence under the conditions set forth in Article 17 of the ZZeIP.

Full details on licencing conditions and licence suspending, revoking and renewal can be found by contacting the safety authority (see the Points of Contact under Chapter 1.6).

3.2.4 SAFETY CERTIFICATE

An RU seeking to obtain a train path will be required to establish and maintain an appropriate safety management system and hold a safety certificate which meets the requirements of the ZVZeIP-1 in order to demonstrate compliance with the specific requirements concerning rail traffic safety. A non-RU applicant which engaged an RU to operate trains on its behalf must demonstrate that the designated RU holds the relevant safety certificate for the route section covered by the allocated train path.

Safety certificates are granted by ERA or by the national safety authority to licence holders which satisfy the following requirements:

- meeting the technical and operational conditions relating to train services and safety requirements for rail staff,
- ensuring that staff which are involved with or affect the movement of trains are competent to perform their duties and follow the rules concerning rail traffic safety,
- ensuring that trains which will run service on the PRI satisfy the requirements set out under ZVZeIP-1 and the regulatory provision adopted thereunder.

Applying for the safety certificate is subject to the requirements set forth in Commission Implementing Regulation (EU) No 2018/763 of 9 April 2018 establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation (EC) No 653/2007.

To be recognised as valid, safety certificates must be granted by ERA or by the safety authority of the Republic of Slovenia. A safety certificate remains valid so long the holder RU meets the relevant requirements, but no more than five years following the date of issue.

Details on how to make an application, how to renew a safety certificate and when a certificate can be revoked can be found by contacting the safety authority (see the Points of Contact under Chapter 1.6).

3.2.5 INSURANCE

An RU seeking to obtain a train path must demonstrate they are able to cover their liability for damage resulting from their business activities on the PRI.

Before entering into a track access contract, the IM may request from the RU to demonstrate – by way of submitting a statement of the insurance company or other relevant document – their ability to purchase an insurance, and the type of insurance, against claims resulting from their business activities on the PRI.

3.3 CONTRACTUAL ARRANGEMENTS

3.3.1 FRAMEWORK AGREEMENT

The IM and the applicant can enter into a Framework Agreement which specifies the rights and obligations relating to the allocated infrastructure capacity and the associated user charges over a period of time exceeding the duration of a single timetable period. The Framework Agreement does not specify train paths in detail but provides an assurance that suitable capacity will be available to meet the commercial needs of the applicant.

The provisions on how to conclude a framework agreement and what to include in such agreements are set out in Article 15.e of the ZZeIP. Applicants may only enter into a framework agreement with the regulatory body's approval.

3.3.2 CONTRACTS WITH RUS

RUs seeking access to the PRI must enter into a track access contract and a facility access contract with the IM. The contract contains general and technical provisions, and is used to specify in detail the legal relationship between the IM and an RU with respect to technical and other requirements concerning rail traffic safety. Furthermore, the contract serves to set forth the legal relationship concerning track access to service facilities described in Chapter 5.2.

3.3.3 CONTRACTS WITH NON-RU APPLICANTS

A non-RU applicant must enter into a contract with the IM for payment of infrastructure user charges in line with Chapter 5.9.

3.3.4 GENERAL TERMS AND CONDITIONS

Each track access contract shall contain General Terms and Conditions (GTC) as provided in Annex 1A hereunder, which specify the general rights and obligations of the IM and RU.

3.4 SPECIAL ACCESS REQUIREMENTS

3.4.1 ROLLING STOCK ACCEPTANCE

RUs are required to hold a safety certificate to demonstrate compliance of the rolling stock planned to run service on Slovenian rail network with all relevant conditions and requirements set forth under the Railway Traffic Safety Act (ZVZelP-1) and the regulatory provision adopted thereunder.

Full details on the conditions and requirements concerning the rolling stock can be obtained by sending a query to the point of contact in charge of licences and safety certificates provided under Chapter 1.6.

3.4.2 STAFF ACCEPTANCE

To satisfy the requirements concerning staff competence, RUs must demonstrate that they uphold a staff management system which ensures that staff who are involved with or affect the movement of trains and oversee procedures set out in the safety certificate have the skills and experience necessary to perform their duties.

RUs applying for a safety certificate must demonstrate that the drivers are competent to operate trains on the route or route section concerned (called "route knowledge"). To satisfy this requirement, an RU must enter into a training contract with another RU which holds a safety certificate for the route or route section concerned. The RU which assigns a train driver with the required route knowledge to accompany the driver seeking to obtain same knowledge also submits the requests for the train paths to be used in the training runs.

Further details concerning staff competence can be obtained from the safety authority of the Republic of Slovenia.

3.4.3 EXCEPTIONAL CONSIGNMENTS

Exceptional loads can either be accepted into a compatible train path or provided a specially-designed train path. An RU wishing to transport exceptional loads must first obtain a permit from the IM which sets out the manner and special conditions of travel to be applied and the relevant infrastructure user charge. The IM will notify its response to a request for exceptional load permit within 15 days of receipt of the request.

Technical regulations, definitions, conditions to obtain the permit and information on how the special conditions are determined are set out in the Traffic Rulebook. Exceptional transport also includes rolling stock test runs.

To obtain further details concerning the special conditions of travel, please refer to Chapter 4.7. or send a query to the relevant point of contact (see Chapter 1.6).

3.4.4 DANGEROUS GOODS

Dangerous goods means materials and objects of which the carriage is prohibited under the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) or authorised only under certain conditions.

Rolling stock to be used in the transport of dangerous goods needs to comply with the requirements specified under the ZVZelP-1 and the regulatory provision adapted thereunder. Likewise, staff who are involved with or affect the movement of trains carrying dangerous goods must be competent to perform their duties according to the abovementioned legislative acts. RUs demonstrate compliance with these requirements by holding a safety certificate.

For details on the process for allocating capacity for the transport of dangerous goods, see chapter 4.7 and for the relevant services, see Section 5 and Section 7.

3.4.5 Test Trains and Other Special Trains

There are two different types of test trains:

- trains to test the performance and condition of new rail vehicles;
- trains to test the performance and condition of rail vehicles after repair.

RUs wishing to operate test trains using new vehicles must obtain the relevant documents from the safety authority and, when applying for capacity, provide technical data concerning the vehicles required in the production of the timetable.

4. CAPACITY ALLOCATION

4.1 INTRODUCTION

This chapter sets forth the capacity allocation process, which is governed by ZZelP, Decree on capacity allocation, infrastructure charges and the performance regime on public railway infrastructure, and by international agreements.

4.2 GENERAL DESCRIPTION OF THE PROCESS

Before designing train paths, the IM produces a train path catalogue which contains a list of train paths available to applicants in the new timetable period.

Applicants wishing to obtain a train path on the PRI must make a path application to the IM before the deadline for applications for infrastructure capacity periods using ePoti or Path Coordination System (PCS, formerly Pathfinder).

The ePoti app can be accessed on our website using the assigned log-in details. In the event that ePoti cannot be accessed, the path application can also be delivered by hand using the train path application form contained in Annex 4A.

PCS is an international path request coordination system for RUs and other applicants, IMs, allocation bodies and 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 Pre-arranged Paths (PaP) and Reserve Capacity (RC) 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.

Train path application must be completed correctly and contain all the details required.

The IM keeps a record of train path applications to monitor the path production and harmonisation processes. The record consists of general and technical data contained in the applications, complete data on train path products, and chronologically ordered information regarding path harmonisation and production approval processes.

Incomplete or unclear applications will be rejected in no less than five working days following their receipt. The applicant must submit, within 14 days of receiving a notice of rejection, a new application which meets the relevant requirements, otherwise the requested path will not be included in the timetabling process.

A train path application is made up of several different chapters which contain:

- data concerning the applicant,
- data on the scope of services requested,
- data on the type of services requested,
- general data concerning the train which is to run on the train path requested,
- additional data concerning the train which is to run on the train path requested,
- technical data concerning the train which is to run on the train path requested,
- other specifics concerning the train path,
- annexes.

Train path requests fall into the following groups:

- annual timetable path requests,
- late annual timetable path requests,
- ad-hoc requests,
- requests for path variations.

Data contained in the train path application are considered trade secrets and will not be disclosed to third parties or used for any other purposes without the applicant's consent.

International path requests are made to the relevant allocation body on the train path, which coordinates the request with other allocation bodies along the path according to the applicable regulations and international agreements.

An applicant wishing to request an international train path must first coordinate the path with other applicants on the networks along the entire path before making an application.

Applicants wishing to operate international rail passenger services must enclose to the relevant path application proof which demonstrates that all involved parties referenced in Article 15.a of the ZZelP have been advised of the applicant's intention to apply for an international train path.

Taking into account the path request and the total of train paths produced and harmonised for the specified timetable period, the train path is allocated through a decision issued in the web tool. The path is allocated for the specified period, and cannot be allocated for a period longer than the validity period of the timetable.

International path requests for the whole international train journey made to a single IM or allocation body:

- allocation process where path request is made to the national IM:
  - the path request, which had been harmonised by all involved applicants, is duly granted by the IM, which produces the complete path in conjunction with the other IMs concerned. An offer thus harmonised for the entire train path is sent to the applicant, while the path is allocated only for the Slovenian section of the PRI.
- allocation process where path request is made to an IM of an international rail network:
  - the IM of an international network orders the production of a train path in a path study request made to the national IM. The national IM coordinates the path production with all involved IMs and produces a path for the section that runs on the PRI in the Republic of Slovenia. Once harmonised, the path is sent to the international IM which ordered the production, and is used as the basis to allocate capacity under requests duly made by RUs/applicants to the national IM.

International path requests on RFCs:

Pursuant to 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, train path requests on RFCs are made to Corridor One-Stop Shops (C-OSS), which serve as one contact point for handling all questions related to infrastructure capacity on RFCs.

C-OSS contact points offer pre-arranged international paths for freight trains, which can be ordered directly from the C-OSS.

Path allocation process and operation of rail freight services on RFCs is described in more detail in the Corridor Information Document (CID), which can be found on the website of each respective RFC (available in English). See Chapter 1.7.1 for the list of corridor and C-OSS contact persons.

4.3 Reserving Capacity for Temporary Capacity Restrictions

Availability of infrastructure is affected by temporary closure, complete or partial, of parts of the network to deliver maintenance, renewals and enhancement work. This restriction of use is called 'possession', and is associated with engineering access to network. The IM reserves parts of available capacity for the carrying out of works requiring disruptive possessions, which temporarily restrict the use of network.

4.3.1 General principles

To optimise engineering access planning, temporary closures are coordinated by the IMs of adjoining networks so as to find solutions which best meet the needs of both businesses and those requiring engineering access to the network.

The dates of temporary closures are described in more detail in Annex 2A (General Terms and Conditions).

4.3.2 Deadlines and Information Provided to Applicants

Large-scale possessions (temporary restrictions of use for the purposes of engineering access) in 2024 comprise scheduled maintenance, renewals and enhancement works, and will require temporary speed restrictions and track closure on the route sections affected.

Every year in October the Infrastructure Manager holds a meeting of the Standing board for the harmonisation of infrastructure capacity requests to consult train operating companies on coordinating capacity restriction plans (“possessions”) required to deliver maintenance, renewals and enhancement work.

Capacity restrictions and the associated track closures which have a knock-on impact on trains operating on the networks of neighbour infrastructure managers are coordinated at bilateral and multilateral meetings of infrastructure managers and through RNE's information systems.

NOTE: The table below shows the timeline of planned engineering work at the following stations: Zagorje, Laze, Litija, Ljubljana, Ljubljana Šiška, Jesenice, Domžale, Šentjur, Brezovica, Preserje, Nova Gorica, and Prvačina. More information about closures of station tracks and open-line sections to deliver these works will be shared in monthly track closure plan.

Parts of the main line network planned for temporary closure of in 2024 are listed in the table below.

LINE SECTION	DATE	START TIME	END TIME
Krško – the closure of individual tracks	from 17.02. to 19.12.2024		
Litija – the closure of individual tracks	from 01.01. to 11.01.2024		
Laze – Ljubljana Zalog (LT)	from 13.07. (07:00) to 11.08.2024 (19:00)	continuously	
Ljubljana – the closure of individual tracks	from 01.01. to 31.12.2024	continuously	
Lj. Šiška - Lj. Vižmarje	from 10.08. (07:00) to 23.08.2024 (19:00)	continuously	
Jesenice – the closure of individual tracks	from 01.01. to 27.08.2024		
Podnart – the closure of individual tracks	from 12.02. to 31.12.2024		
Lesce Bled – the closure of individual tracks	from 25.03. to 31.12.2024		
Hoče – Maribor Tezno (RT) and tracks nr. 1, 101, 201, 301, 401 station Maribor Tezno	from 01.02. (07:00) to 14.02.2024 (19:00)	continuously	
Maribor Studenci – Ruše	from 15.06. (07:00) to 31.08.2024 (19:00)	continuously	
Lok Tezno – Maribor Studenci	from 08.07. (07:00) to 19.08.2024 (13:00)	continuously	
Ormož – Ivanjkovci	from 26.04. (07:00) to 28.04.2024 (19:00)	continuously	
Brezovica – Preserje – Borovnica (L50)	from 01.01. (00:00) to 14.04.2024 (19:00)	continuously	
Brezovica – the closure of individual tracks	from 01.01. (00:00) to 01.09.2024 (19:00)		
Preserje -– the closure of individual tracks	from 01.01.(00:00) to 01.09.2024 (19:00)		
Brezovica – Preserje – Borovnica (D50)	from 15.04. (07:00) to 01.09.2024 (19:00)	continuously	
Rakek – Postojna (L50), tracks nr. 4 and 204 Rakek	from 07.09.(07:00) to 12.09.2024 (19:00)	continuously	
Rakek – Postojna (R50 + L50), track nr. 1, 2, 3, 4 and 5 Rakek	from 18.09. (20:00) to 19.09.2024 (04:00)	continuously	

Rakek – track nr. 4	from 09.10. (07:00) to 19.10.2024 (19:00)	continuously	
Postojna – Prestranek (R50), track nr. 2 and 102 Prestranek	from 28.09. (07:00) to 02.10.2024 (19:00)	continuously	
Divača – branching Prešnica	2x per month, on Mondays in accordance to the published monthly plan	08:00	16:00
branching Prešnica – Koper	2x per month, on Mondays in accordance to the published monthly plan	08:00	16:00
Pivka – Ilirska Bistrica – national border	from 01.04. (08:00) to 30.09.2024 (14:00)	continuously	
Nova Gorica – the closure of individual tracks	from 01.01. to 31.12.2024		
Prvačina – the closure of individual tracks	from 01.01. to 31.12.2024		
Vrtojba – the closure of individual tracks	from 18.03. to 31.12.2024		
Škofljica – Ljubljana Rakovnik	from 03.02. (07:00) to 04.02.2024 (22:00)	continuously	
Škofljica – the closure of individual tracks	from 24.03. to 19.08.2024		

Footnote: As part of the implementation of investment projects at the stations: Krško, Litija, Ljubljana, Podnart, Lesce Bled, Jesenice, Brezovica, Preserje, Nova Gorica, Prvačina, Vrtojba and Škofljica the schedule for the implementation of the projects is published in the table. You will be informed more precisely about the closures of individual tracks at stations and between station sections fort he implementation of these investment projects with the monthly plan of TCRsthe event that the constructor of ad-hoc trains, given the current traffic situation, assesses that available capacities are available and the introduction of a new train path will not adversely affect the realization of other allocated train paths, he may assign an ad-hoc train path to an applicant previously canceled already allocated train paths. It is also not necessary to cancel an already allocated train path if the applicant orders an ad-hoc train path to eliminate the consequences of an emergency or for the needs of contractors on renovations and upgrades (delivery and removal of material to the site).

The final decision on the allocation of an ad-hoc train path on a section with temporarily limited capacity shall be taken by the ad-hoc train builder according to the availability of capacity.

Restrictions of use in relation to station operating hours apply for the whole duration of the timetabling period, and are published under 'Provisions on publishing the working timetable' and ' Data provided by the IM for the production of Route Instructions'.

4.4 IMPACTS OF FRAMEWORK AGREEMENTS

A Framework Agreement is an agreement between the IM and an RU which specifies the characteristics of the infrastructure capacity allocated to the RU over a period of time exceeding the duration of a single timetable period. It does not specify train paths in detail but provides an assurance that suitable capacity will be available to accommodate the commercial needs of the RU.

Framework Agreements should normally not exceed five years, and can be renewable for periods equal to their original duration (or shorter or longer in specific cases).

Agreements can be for a period of up to 15 years where there is substantial and long-term investment in designated (specialised) rail infrastructure sufficiently justified by the applicant. Agreements over 15 years may only be made in exceptional circumstances where there is large-scale and long-term investment, and particularly where such investment is covered by contractual commitments, including a multi-annual amortisation plan.

A Framework Agreement can never be exclusive with regard to other legitimate users of the rail infrastructure or other rail services.

The RU whose commercial needs with respect to train paths are accommodated in the Framework Agreement may not use all of the capacity available over a period of one hour on a route or route section. The government of the Republic of Slovenia determines a minimum package of available capacity which can be allocated under framework agreements.

Applicants may only enter into a Framework Agreement with the regulatory body's approval.

The IM may reduce reserved capacity which, over a period of at least one month, has been used less than the threshold quota provided for in the Network Statement, except where this is caused by non-commercial circumstances beyond the RU's control.

4.5 PATH ALLOCATION PROCESS

Path allocation procedures and the schedule for train path requests are contained in Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU.

DESCRIPTION OF ACTIVITIES	ACTIVITY IMPLEMENTER	DEADLINE
Defining of technical elements of the PRI necessary for path construction	IM	X – 12
Publishing the Network Statement	IM	X – 12
Establishing of temporary international train paths	IM	X – 11
Preparing and publishing the path catalogue	IM	X – 11
Annual timetable path requests	Applicants	X – 12 to X – 8
Late annual timetable path requests	Applicants	X – 8 to X – 2
Preparation and edition of the draft Network timetable and its delivery to the Applicants	IM	X – 5
Applicants' comments on the draft Network timetable	Applicants	X – 4
Coordination process considering received suggestions	IM Applicants	X – 4 to X – 3
Consultation procedure by adjusting the offer	IM	to X – 2
Train path allocation	IM	X – 2
Acceptance and publishing the Network timetable	IM	X – 2
Delivering a new timetable to individual applicants	IM	X – 2
Publishing the timetable of passenger trains within the public service obligation in domestic and cross border traffic	RUs	X – 0,5
Publishing the working timetable documents	IM RUs	X – 0,5

Enforcement of the Network timetable	IM	X
Preparing modifications to the valid Network timetable and their publishing in the working timetable.	IM	X + 12

4.5.1 ANNUAL TIMETABLE PATH REQUESTS

The allocation process for annual timetable path requests comprises three stages:

Consultation

The consultation period takes place between X-48 and X-11. During this time, applicants and the IM can exchange information concerning the future availability of infrastructure with respect to applicants' commercial needs. The IM produces a train path catalogue, which contains train paths that may be requested under the allocation process for the new timetable period.

Feasibility studies

The period between X-11 do X-9 is used to indicate, prior to submission of path requests, the options for particular train paths to be included in the timetable. It should be noted that the response to a feasibility study does not constitute a commitment to allocate a particular train path.

Handling of train path requests

Path requests submitted for the 2023/2024 timetable period are considered as being made before the deadline if they are submitted by 11 April 2023.

Train paths are produced in a manner to promote the efficient operation of the rail infrastructure whilst taking account of the applicants' requests. Path requests submitted by applicants are incorporated in the new working timetable as far as reasonably practicable.

The following principles are applied when producing train paths based on requests submitted by the Priority Date:

- all path requests are accommodated in the new timetable,
- train paths are produced for all applicants in a non-discriminatory manner,
- train paths are produced in a manner which accommodates infrastructure maintenance, facilitates efficient operation of rail services, and improves service reliability and quality.

Train paths are produced in the following order of priority:

- train paths for passenger services operated under the discharge of public service obligation (PSO) relating to inland and cross-border rail passenger are produced before all other paths,
- train paths for other passenger services,
- pre-arranged paths for international freight services according to Regulation (EU) No 913/2010,
- train paths specified under a framework agreement are produced before new path requests,
- train paths by submission date of the path request,
- train paths in international traffic are produced before inland paths,
- train paths with a higher level of utilisation of capacity and a larger package of services are produced before paths with a lower level of capacity utilisation,
- train paths for services of which some portions are operated on a single-track line.

No paths are produced for locomotives running light (deadheading) within a junction. For such working, the timetable sets out the relevant speed restrictions and running times.

The draft version of the timetable is compiled at X-5 and supplied to the applicants concerned. It contains available train paths and train paths produced under the relevant path requests. The draft does not include paths for locomotives running light within junctions.

Applicants may submit proposals or comments to path offers no later than one month after receiving the draft timetable. The IM has two weeks to review the proposals and comments concerning the draft timetable and coordinate any conflicting path requests. The coordination process is described in more detail in Chapter 4.5.4.

After two weeks the IM amends, where necessary, the path offer and publishes the final offer. If the applicants accepts the final offer, the IM then allocates the train path concerned.

A path produced and harmonised under an annual timetable path request is not available to other applicants from the time of acceptance, in writing, by the applicant through to the time of path allocation (before or at X – 2).

4.5.2 Late Annual Timetable Path Requests

Annual path requests submitted after 11. April 2023 are handled as late requests. Late annual path requests for the 2023/2024 timetable period must be submitted by 11. October 2023.

Annual path requests are given priority over late annual path requests in train path production, which means that all annual requests submitted by the priority date are incorporated into the timetable before late requests are handled. Late path offers are supplied to applicants only after the final offers for path requests made by the Priority Date are published.

The IM notifies the applicant without delay if it is unable to produce a compliant path for a late annual request and proposes an alternative path where reasonably practicable.

The final path offer relating to a late annual path request is produced no later than one month before the timetable commencement date.

A path produced and harmonised under a late annual path request is not available to other applicants from the time of acceptance, in writing, by the applicant through to the time of allocation of the relevant train path.

4.5.3 Ad-hoc Path requests

After compilation of the network timetable and the associated variations, the IM compiles a train path catalogue that contains train paths which are kept available within the timetable as spare capacity to allow for a quick response to ad hoc path requests.

Ad hoc path requests may be submitted not more than 30 days, and not less than 6 hours, before actual use of the train path takes place. In exceptional cases, ad hoc requests may be made less than 6 hours in advance of train operation when this is due to an emergency.

Ad hoc train paths are produced by using:

- a train path study which has characteristics matching those specified under the path request concerned, and which is not in use at that particular time,
- an available train path,
- a path produced for a train in regular service – regular train services are timetabled in advance – which is then rescheduled into the timetable, or
- a new train path produced according to the specifications contained in the path request.

Ad hoc train paths are produced on a 'first come, first served' basis at the point of application.

In the event that the constructor of ad-hoc trains, given the current traffic situation, assesses that available capacities are available and the introduction of a new train path will not adversely affect the realization of other allocated train paths, he may assign an ad-hoc train path to an applicant previously canceled already allocated train paths. It is also not necessary to cancel an already allocated train path if the applicant orders an ad-hoc train path to eliminate the consequences of an emergency or for the needs of contractors on renovations and upgrades (delivery and removal of material to the site).

The final decision on the allocation of an ad-hoc train path on a section with temporarily limited capacity shall be taken by the ad-hoc train builder according to the availability of capacity.

The IM notifies its response to a path request at the soonest possible. Responses to path requests submitted more than 6 days in advance of the train operation concerned will be notified within 5 days.

Where a section under possession has no spare capacity for allocating ad-hoc train paths, such path is allocated, as an exception, only to the applicant who previously cancelled a train service for which they had already been granted capacity on this section.

An applicant who wishes to make an ad-hoc request for infrastructure capacity must include - under “Notes” in their application - the number of the train cancelled in place of which the applicant is requesting the ad-hoc train path.

If no paths had previously been granted to the applicant on such section during the annual timetabling process, the ad-hoc train path will be produced as soon as a time slot frees up. If the applicant does not agree with the timetable produced and no harmonisation is possible, the train path will not be granted.

In case it is estimated - given the current traffic situation - that enough spare capacity is available and that producing a new ad-hoc train path will not impact on trains for which capacity had already been granted, the ad-hoc train path may also be allocated to an applicant has not cancelled a path they had previously been granted to him. The requirement to have previously cancelled a train path for which capacity had already been granted does not apply also when ad-hoc capacity is requested to clear the tracks following a Force Majeure event or for engineering access to the network such as for renewals and enhancements (in order to deliver material to and from the site).

The final decision on the allocation of ad-hoc train paths on a section with temporary capacity restrictions is based on how much capacity is available.

In the 2024 timetable, the provisions set forth above apply to all applications for ad-hoc train paths on any part of the section - or for the whole section - which makes up line 50 between the stations of Ljubljana and Borovnica.

Allocation procedures concerning ad hoc train paths are described in more detail in Annex 4D.

4.5.4 COORDINATION PROCESS

Before allocation, each train path must first be coordinated within the timetable and accepted by the applicant. During path production, the IM liaises, both nationally and internationally, with other IMs, allocation bodies and applicants.

Where several applicants are applying for the same path sections in largely the same time period or where certain path requests would lead to an overlapping, on various parts of the PRI, between train paths, the IM may offer a different path without significant changes compared to the original request by applying the following principles:

- take into account the applicants' future business growth,
- apply a flexible approach to capacity allocation in order to accommodate path requests which are reasonable and to optimise the use of the network,
- prevent any undue impacts of an allocated train path on another applicant's business activities.

The coordination process serves to harmonise any conflicts between requests for capacity. For this purpose, the IM consults in writing with applicants which submitted a conflicting request. Applicants are advised of such requests by postal mail, e-mail or by fax without delay when the IM identifies that two or more of path requests would give rise to conflict were they to be accepted (i.e. due to several different applicants submitting a request for the same path sections) and are offered an alternative path or other solution, where appropriate. Applicants must notify their response to the path offer within 5 days by postal mail, e-mail or fax. Should an applicant fails to notify its response, it shall be deemed to have accepted the path offer.

In a situation where, after applicants' responses to the path offer are duly notified, the IM remains unable to satisfy the requests for capacity adequately, it will facilitate and coordinate verbal dialogue with all involved applicants to reach an agreement. If an agreement is reached, the IM produces a report thereof, which is signed by all applicants concerned. Each applicant then submits a revised path request within 7 days of report signature.

If the conflict between path requests submitted by applicants or other interested parties could not be resolved and the requests have the same level of priority after applying the priority criteria set forth under Annex 4C, the train path in question will be allocated according to criteria applied to congested infrastructure described in Chapter 4.6.

4.5.5 DISPUTE RESOLUTION PROCESS

If an applicant for allocation of infrastructure capacity is aggrieved regarding decisions concerning the Network Statement, there is a right of appeal to the regulatory body. Additionally, disputes arising from path allocation decisions can be resolved under an expedited dispute resolution procedure, which is established by the IM and serves as a intermediate stage in the coordination process. Decisions under the expedited procedure must be reached in ten working days.

Please see Chapter 1.6. for details of the person to contact regarding dispute resolution.

4.6 CONGESTED INFRASTRUCTURE

Where, after coordination of the requested train paths and consultation with applicants, it is not possible to satisfy requests for infrastructure capacity adequately, the IM will immediately declare the section of infrastructure in question as congested. The same will be applied to infrastructure which is considered unlikely to be able to accommodate all access requests in the next timetable period.

Under Infrastructure Manager Declaration No 403-6/2015-18 of 17 July 2018, two sections of route are currently declared as congested infrastructure – Line 60, which runs between Divača and Prešnica junction, and Line 62, linking Prešnica junction with Koper.

The IM carried out, pursuant to Article 28 of the Decree on train path allocation, infrastructure charges and the performance regime on public railway infrastructure, a capacity analysis on the route section between Divača and Koper.

A capacity-enhancement plan was produced in July 2019, which identified reasons for the congestion, the likely future development of traffic, the constraints on infrastructure development, and the options and costs for capacity enhancement, including likely changes to access charges. Based thereon, the plan determined a number of short- and long-term measures to reduce congestion.

After consultation with the applicants and other interested parties and coordination with the relevant ministry, the proposed measures will be adopted to enhance infrastructure capacity, along with an implementation timeline.

Pursuant to the Act Regulating the Construction, Operation and Management of the Second Track on the Divača-Koper Railway Line, the mark-up was levied to fund the operation of the company established for the purposes of delivering the track doubling project.

When allocating capacity on declared congested infrastructure, the IM shall also employ – in addition to the principles described under Chapter 4.5.2 – the following priority criteria:

- the importance of a rail service to society relative to any other service which would consequently be excluded, with consideration given to the impacts of allocation or non-allocation of the train path in question,
- the importance of a rail freight service relative to international rail freight services.

Where, after production and coordination of the requested train paths on congested infrastructure, it is not possible to accommodate all path requests because the requests have the same level of priority after applying the priority criteria, the applicants are invited to submit a bid for the payment of the infrastructure charge in question. The IM is obliged to notify this to the relevant regulatory body which supervises the negotiations related to the allocation.

Bids for a train path on congested infrastructure must be notified in writing within five working days of the invitation receipt.

Where an applicant which submitted a conflicting path request fails to notify in writing its bid for the infrastructure charge in good time, it shall be deemed that the applicant withdrew from the path request and, in turn, will have to reimburse the costs relating to the procedure to the IM.

The IM reviews the bids and issues a decision on the path allocation within five working days of bid receipt. The train path is allocated to the applicant which submitted the highest bid, with the allocation notified to the regulatory authority for review. If no irregularities are identified with respect to the allocation procedure, the regulatory authority issues an approval to the path allocation decision. The IM must correct any irregularities identified by the regularly authority before reaching a decision on the path allocation.

All parties involved in the allocation procedure will be advised of the regulatory authority's decision with respect to the path allocation.

4.7 EXCEPTIONAL TRANSPORTS AND DANGEROUS GOODS

An RU seeking to transport exceptional loads and dangerous goods must make sure the manner and conditions of travel are compliant with the relevant Slovenian legislation and EU law.

For more information about the relevant national regulations, please contact the national safety authority AŽP.

Movement of exceptional loads by rail requires a permit from the IM, which determines special conditions of travel to be applied and the relevant charge. The IM notifies its response to an application for exceptional transport within 15 days of application receipt.

After receiving a request to move exceptional loads by rail, the IM checks whether the network can accommodate such movement and determines the conditions of travel which have to be applied. If the consignment can be accepted into a compatible train path, the IM issues a permit which contains the conditions of travel applicable to the movement. In the event the request cannot be accommodated, the IM notifies the RU of the rejection in writing together with reasons for its decision.

The operational rules for exceptional transport, definitions pertaining to exceptional loads, requirements to obtain the relevant permit, and the manner of determining the special conditions of travel to be applied are set out in the relevant national regulation concerning the carriage of exceptional loads and in a handbook issued by the IM which contains the relevant application forms. The handbook is published on IM website under "Handbooks and notices to rail RUs".

The RU has the duty to notify the IM of its intention to transport goods which, due to their characteristics and volume, are capable of posing a risk to the environment which can be reasonably expected. The path request must include, under "Notes" section, the identification number of the substances to be moved by rail as set out in the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID).

When a train carrying dangerous goods is handed over at a forwarding or an interchange station, the RU shall notify the IM (either a traffic controller or a route control manager) of the dangerous goods wagons which actually compose the train together with the type of dangerous substance carried.

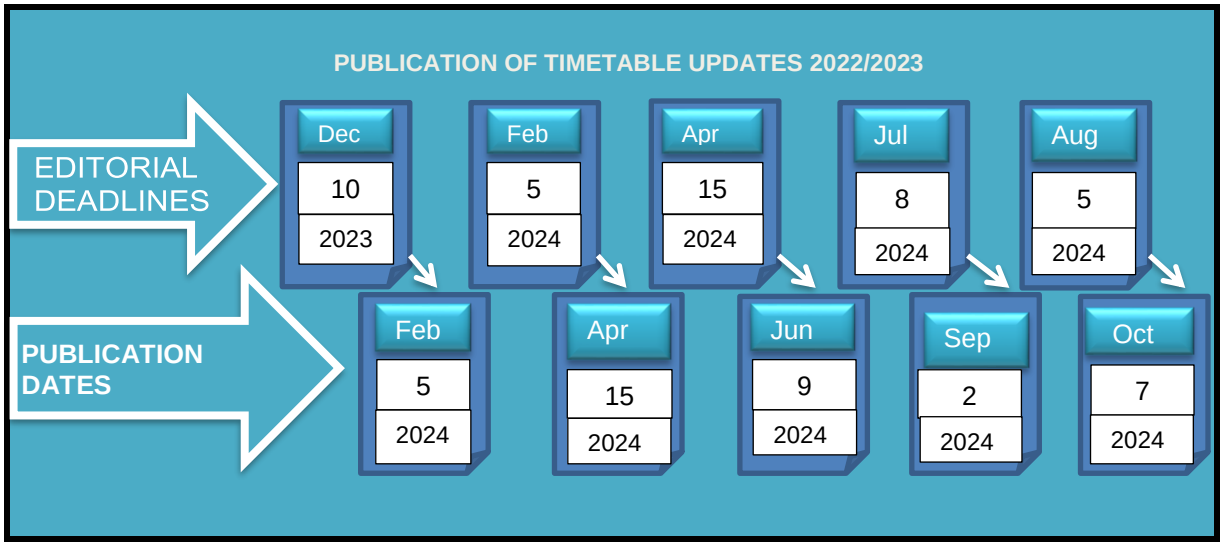
In accordance with the Decree on the water protection area for aquifers of the municipalities of Šmartno ob Paki, Polzela and Braslovče (OG of RS, No 98/11, 93/13 in 84/16), trains which convey dangerous goods may not run on the Polzela – Šmartno ob Paki route section, which makes up Line 31 between Celje and Velenje.

See Chapter 1.6 for details of the person to contact regarding further information.

4.8 Rules After Path Allocation

4.8.1 Rules for Path Modification

After the network timetable is published, RUs may at any time request to amend the detail relating to one or more of their train paths already included. These changes are called Modifications to Path Requests ('Path Modifications'; also called 'Train Operator Variation Requests'), and are included in the timetable at the next periodic timetable update as follows:



A Path Modification which would give rise to a conflict with train paths scheduled on other rail networks must be notified, by the IM, to the IMs which operate the networks concerned. The Modification, once coordinated with other IMs, is offered to the RU which requested the Path Modification.

If the offer is accepted, the IM produces a train path with amended details, which becomes effective after it is published in the timetable update. Prior to this date, the initial train path remains active.

In the event the offer is rejected, the RU may propose an alternative path solution, which is taken into account by the IM as far as reasonably practicable. If the proposed solution cannot be accommodated, and the RU does not accept the Path Modification, the initial train path remains in effect. The RU can either keep the initial path or choose to have it removed and request a new train path.

A request for path modification or removal must submitted in the required timeframe and following the procedure applicable to requests for new train paths in ePoti.

Where a path request is modified following the coordination process, the modified request shall be deemed, in the allocation process, to be comprehensive and to have been submitted in the required timeframe. Path modifications must be submitted to the IM according to the procedure described in Chapter 4.3.2.

4.8.2 RULES FOR PATH ALTERATION

Under the access contract, an allocated path is made available to the RU for the operation of train services. However in some cases it may be necessary for the IM to alternate, adjust, replace or cancel paths already allocated. This is called Alteration of an Allocated Path ('Path Alteration'; also referred to as 'Infrastructure Manager Variation Request').

Alteration of a path may refer to one or more running days or to the remainder of the annual timetable, and can concern an entire route or a section thereof.

The IM may wish to vary either the new timetable, if it is before the timetable change date, or otherwise the timetable on an ad hoc basis by:

- cancelling a train path on certain days,
- amending the detail of a train path (such as arrival or departure times, routing, train parameters, times relating to border transit or interchange stations),
- removing a train path where the path is no longer available.

The need for path alteration should be reduced to a minimum. The IM may nevertheless vary the timetable to facilitate a restriction of use for any of the following reasons:

- a late temporary capacity restriction (TCR) becomes known,
- a TCR has to be imposed due to a force majeure event,
- an originally unexpected change, extension or shortening of a TCR already published becomes necessary,
- exact timing of a TCR originally beyond the control of the IM becomes known,
- the alteration is necessary to restore the safe operation of train services,
- the alteration is necessary to optimise the harmonisation of path requests, which requires consent of the RUs to which the path had been allocated,
- there is a legal requirement to accommodate capacity requests of armed forces as a matter of priority.

As soon as circumstances which necessitate path alteration are brought to the IM's attention, the IM notifies the RU to which the path had been allocated and other IMs, as appropriate, should the alteration give rise to a conflict with train paths scheduled on other rail networks.

The IM is solely responsible for producing an alternative train path, which must take into account, as much as reasonably practicable, the commercial and operational needs of the RU concerned. If there is no economically viable alternative, the IM notifies the RU of its decision to remove the path.

After producing an alternative path, the IM is in charge of sending the path alteration proposal to the relevant RU. If the proposal is rejected, the IM must prepare a new one. The RU shall notify the IM of its response no later than five working days after receiving the path alteration offer.

Should the second offer also be rejected, or should the RU fail to notify its response to the path alternation offer in the required timeframe, the IM may decide to remove the train path.

The RU shall, in any case, retain the rights to the initial train path once the reasons for the path alteration no longer apply.

Where, due to capacity constraints, the infrastructure – including alternative paths – is not able to accommodate all access requests, a set of priority criteria is to be applied in a fair and non-discriminatory manner.

Path requests relating to emergency train services are given priority when the journey is made for the purposes of disruption recovery following an emergency event.

4.8.3 NON-USAGE RULES

Where, on a particular day, the RU expects it will fail to make use of an allocated train path, the path for that day must be cancelled in the required timeframe. Should the RU fail to notify such cancellation in good time, it shall have to pay a non-usage penalty. The cancellation period and the penalty amount are described in Chapter 5.7.4. No cancellation is required if only a part of the allocated train path is not used, e.g. due to a reduction in route length.

The IM may cancel a train path which has been included in the timetable should the RU fail to achieve a use quota of 30% for that train path for at least one consecutive month.

The IM cancels an allocated train path on declared congested infrastructure or a path allocated under the coordination process if RU fails to achieve a use quote of 75% for at least one month on any such path.

Before the IM cancels an allocated path to make it available to other applicants, it will serve a written notice on the RU requesting an explanation of reasons for failure to use the path. If the RU is not able to provide evidence that the failure to use is due to non-economic reasons beyond its control, the IM will cancel the train path in question.

4.8.4 RULES FOR CANCELATION

A cancellation may refer to:

- Cancellation of a train path, which shall mean the cancellation, of an allocated train path, effective up until the end of the path validity period. Path cancellations requested by an RU will take effect at the next periodic timetable update, specified under Chapter 4.8.1. RUs must cancel the train services related to the cancelled path before the timetable update comes into effect. In the event a train path is canceled according to Chapter 4.8.3, the path is cancelled by the IM.
- Cancellation of a train run, which shall mean the cancellation of a train run scheduled on an allocated train path. This shall have no effect on the RU's access to the train path concerned.

Cancellations shall be made exclusively through ePoti. Should an RU fail to notify a path cancellation in the required timeframe, it shall incur a late cancellation charge in the amount dependent upon time when the cancellation was made. The timeframes and charges are described in more detail in Chapter 5.7.4.

4.9 TTR FOR SMART CAPACITY MANAGEMENT

The Redesign of the international timetabling process (TTR) is a project managed by the European association of infrastructure managers and allocation bodies RailNetEurope (RNE) in conjunction with the European association of railway undertakings and service companies Forum Train Europe and with the support of the European Rail Freight Association ERFA.

To make rail freight more competitive with other transport modes and improve international cooperation, the project aims to facilitate and harmonise train timetabling across Europe through a systematic redesign of the timetabling processes, which vary significantly from country to country. Although international traffic is vital to the survival of railways, the current system inevitably leads to needless delays due to poorly coordinated engineering works and conflicting train paths. Furthermore, products related to infrastructure capacity made available by IMs fail to meet the market demands with respect to:

- flexibility, particularly in rail freight,
- early commercial use of train paths, such as ticket presales,
- reducing excessive workload of IMs and RUs relating to failure to make use of a train path,
- reducing the number of cases where capacity is allocated but not actually used,
- improving timetable stability.

New processes are expected to take effect in the 2025 timetable. More information about TTR can be found on RNE's website.

4.9.1 OBJECTIVES OF TTR

RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA) are working on a project called TTR to harmonise and improve the timetabling system to increase the competitiveness of rail.

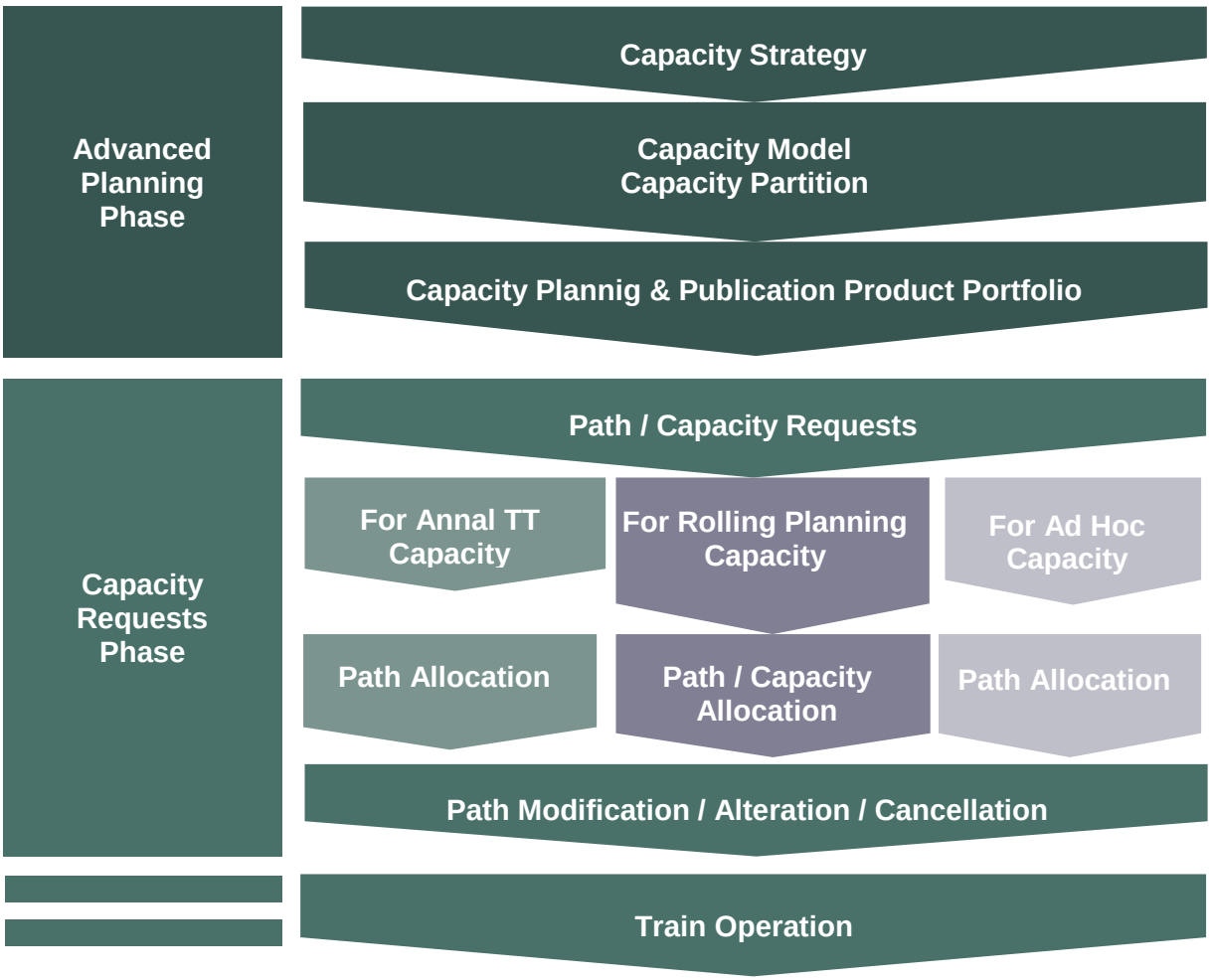
It consists of an improved planning of the distribution of capacity (including temporary capacity restrictions) and a capacity allocation process.

The purpose is to better serve market needs and achieve an optimised use of existing capacity. For passenger traffic it will mean earlier availability of the final timetable allowing earlier and more reliable ticket purchasing for passengers. For freight traffic, it will mean more possibilities for path request options closer to the first day of operation and thus more flexibility.

TTR is planned to be partially implemented for the timetable 2025 provided that the TTR process components to be applied are supported by the European and national legal framework, if needed.

4.9.2 PROCESS COMPONENTS

The TTR process is built around the following components:



The essential components are described in further detail below.

- Capacity Strategy (X-60 to X-36 months): The capacity strategy is the long-term capacity planning of the IM for a dedicated line, a part of a network or entire network. The major aim of the capacity strategy is to provide a first overview of available capacity on the infrastructure in the future and of

future capacity needs. It enables the IM to share future capacity needs with neighbouring IMs and applicants and agree on the main principles to be used for the capacity model construction.

- Capacity Model (X-36 to X-18 months) with Capacity Partitioning: The capacity model gives a more detailed definition of the demand forecast, and allows the partitioning of capacity into Annual Planning, Rolling Planning, and Temporary Capacity Restrictions and unplanned capacity (where available). Applicants have the possibility to give input into the capacity model by announcing their capacity needs and can provide their reaction on the proposed capacity partitioning. The capacity needs announcements and the capacity model are described respectively in chapters 4.9.3.1 and 4.9.3.2.
- International alignment on TCRs: Temporary Capacity Restrictions (TCR) may occur in case of maintenance, renewal, or building of the infrastructure or other restrictions of use, which have an impact on the available capacity on a line. They refer to TCRs with major, high, medium and minor impact as well as to possessions (unavailability of paths due to e.g. maintenance). TCRs are necessary to keep the infrastructure and its equipment in good condition and to allow infrastructure development in accordance with market needs (see chapter 4.3 for more information).

Path/Capacity Requests:

- Capacity for Annual requests: Capacity to be coordinated at a defined deadline or made available for requests placed after this deadline.
- Capacity for Rolling Planning requests: Dedicated capacity based on capacity bands for a defined time window or path, with specific requesting deadlines.
- Capacity for ad hoc requests: Unplanned capacity or residual capacity for requests submitted after X-2. Capacity for short-term ad hoc requests: Unplanned capacity or residual capacity for requests submitted less than 30 days before operation.

4.9.3 IMPLEMENTATION

SŽ-Infrastruktura participates in the project implementation at national level according to the common timeline as described in the following graph. Selected aspects of the TTR approach, especially some innovative process components are tested in pilots and/or via the minimum viable product (MVP) approach (see chapter 4.9.4) with the goal of evaluating the system and providing possible adjustments or improvements to the project (for more information see chapter 4.9.4).

As a first step of the national process implementation, SŽ-Infrastruktura will elaborate some capacity models for part of a network during timetable 2024.

For more information, please contact the TTR national implementation manager (see chapter 1.6 Contacts).

4.9.3.1 CAPACITY NEEDS ANNOUNCEMENTS

Applicants can announce their capacity needs to IM for timetable 2026 by RNE electronic capacity model or by template, which can be provided by OSS or national implementation manager.

Capacity needs announcements are considered as non-binding indications by applicants about expected future capacity needs.

In case IM identifies overlapping capacity needs announcements, IM will discuss with the applicants concerned with a view to identify possible solutions.IM will use the information provided as input to the capacity model (for more information about the capacity model see chapter 4.9.3.2). Under no circumstances can IM guarantee the inclusion of all expressed capacity needs announcements into the final capacity model, nor can capacity needs announcements result in any priority in the following capacity allocation process.

4.9.3.2 CAPACITY MODEL AND CAPACITY PARTITIONING

The capacity model will be based on IM's capacity strategy (see chapter 4.9.2.1), market requirements (e.g. new service plans) and TCRs (see chapter 4.9.2.3) and serves as the baseline for preparing the capacity supply. To fulfil this purpose, it assigns the capacity to the various commercial and technical needs, which generally are:

- Capacity required for TCRs;
- Capacity for commercial traffic.

After the evaluation of capacity already consumed by TCR, the available commercial capacity is split between:

- Capacity available for Annual TT requests (see chapter 4.9.2);
- Capacity safeguarded for Rolling Planning requests (see chapter 4.9.2);
- Unplanned capacity to be used later on for ad-hoc requests.

The exact splitting of each mode of traffic might also be done at a later stage, at the latest at publication of the corresponding capacity supply.

4.9.4 TTR PILOT PROJECT OR EARLY IMPLEMENTATION OF ONE OR MORE TTR PROCESS COMPONENTS

With the aim of verifying the individual phases of the process and the use of information tools for the planning and coordination of track closure (TCR) and the preparation of the capacity model (ECMT), SŽ-Infrastructur got involved in two projects:

- CNA Pilot on the section Špilje – Maribor – Dobova
- Capacity model TCR variants pilot on the Divača – Koper section

More information about the pilot projects and the involvement of RUs in them is available from the national TTR implementation manager (see chapter 1.6. contacts).

4.10 CAPACITY ALLOCATION PRINCIPLES FOR THE RFCS

The principles used in capacity allocation are described in Annex 4.10 of the RNE guidelines fort he preparation of Network Statement programs. The Annex is available in english on the website Capacity Allocation Principles for RFCs.

5. SERVICES AND CHARGES

5.1 INTRODUCTION

Services supplied to Rail Undertakings (RUs) comprise:

- Minimum access package (P1);
- Package 2 – Track access to service facilities and access to services supplied in these facilities – (P2):
- Package 3 – Additional services (P3);
- Package 4 – Ancillary services (P4).

Track access to service facilities is granted under the relevant access agreement with the Infrastructure Manager (IM). An RU who wants to use the services supplied in these facilities must enter into a special agreement with the relevant facility operator.

5.2 CHARGING PRINCIPLES

The modalities for the calculation of the cost which is directly incurred as a result of operating a train service are set forth in Commission Implementing Regulation (EU) 2015/909.

The IM details the charging methodology according to Chapter V of the Decree on train path allocation, infrastructure charges and the performance regime on public railway infrastructure and to Article 15.d of the Railway Transport Act (ZZelP) while taking into account the relevant findings and principles concerning efficiency in the use of rail infrastructure.

Charges for track access to service facilities and access to facilities supplied therein are calculated under the basic charge packages. The charges are designed so as to encourage technologically advanced and environmentally sound user practices. This is achieved through incentive schemes to promote practices which yield a positive effect (e.g. fitting trains with ETCS) and through mark-ups for practices with a negative impact or for removing negative effects (e.g. running diesel traction on electrified lines and levies associated with the track doubling project on the line between Divača and Koper). The charging model also introduces levies, such as a levy for failure to use an allocated train path.

Total access charge (U) is determined by the following formula:

$$\boldsymbol{U = U_P - U_S + U_M + U_D}$$

where:

- $\boldsymbol{U}$ – Access charge total
- $\boldsymbol{U_P}$ – Access charge calculated under service packages P1, P2, P3 and P4
- $\boldsymbol{U_S}$ – Incentives
- $\boldsymbol{U_M}$ – Mark-ups
- $\boldsymbol{U_D}$ – Duties

Access charges calculated for a particular RU can comprise one or several formula elements ($\boldsymbol{U_P}$, $\boldsymbol{U_S}$, $\boldsymbol{U_M}$).

5.3 MINIMUM ACCESS PACKAGE – PACKAGE 1

The minimum access package', to which every RU which had been allocated capacity is eligible to, comprises:

- handling of requests for infrastructure capacity;
- the right to utilise allocated capacity;
- using railway infrastructure including switches and track connections;
- train control, including signalling, train regulation, dispatching and the communication and provision of information on train movements;
- electrical supply equipment for traction current, where available;
- all other information as is necessary to implement or to operate the service for which capacity has been allocated.

The access charge for services under Package 1 for carried out train path is calculated as a sum of access charges on homogeneous line sections with identical route, train and tractive vehicle coefficients:

$$U_{P1} = C_{P1} * \sum_{i} (KM_i * P_{Pi} * P_{ti} * P_{li})$$

where:

- U_{P1} – Access charge for carried out train path
- C_{P1} – Basic fixed access charge under Package 1 - C_{P21}= ***EUR 2,01***
- KM_i – Number of train km on a homogeneous line section (i)
- P_{Pi} – Route coefficient on a homogeneous line section (i)
- P_{ti} – Train coefficient on a homogeneous line section (i)
- P_{li} – Tractive vehicle coefficient on a homogeneous line section (i)

Route coefficient is determined according to the technical characteristics of the route concerned:

Route category	Route No	Route name	Route category coefficient (P_{Pi})
R1	13	Ljubljana Zalog - Ljubljana	0.47
	14	lok Zidani Most	
	43	d.m. - Lendava	
	61	cepišče Prešnica – Podgorje - d.m.	
	82	Grosuplje - Kočevje	
R2	12	Ljubljana Zalog - Ljubljana	0.76
	21	Ljubljana Šiška - Kamnik Graben	
	31	Celje - Velenje	
	32	d.m. – Rogatec - Grobelno	
	34	Maribor - Prevalje - d.m.	
	42	Ljutomer - Gornja Radgona	
	70	Jesenice - Sežana	
	71	cepišče Šempeter – Vrtojba - d.m.	
	72	Prvačina - Ajdovščina	
	73	cepišče Kreplje – Repentabor - d.m.	
R3	11	Ljubljana Zalog - cepišče Kajuhova	0.98
	33	d.m. – Imeno – Stranje	
	35	lok Maribor Tezno - Maribor Studenci	
	44	Ormož – Središče - d.m.	
	45	lok Pragersko	
	64	Pivka - Ilirska Bistrica - d.m.	
	80	d.m. - Metlika - Ljubljana	
	81	Sevnica - Trebnje	
R4	10	d.m. – Dobova - Ljubljana	1.44
	20	Ljubljana – Jesenice - d.m.	
	30	Zidani Most - Šentilj - d.m.	
	40	Pragersko - Ormož	
	41	Ormož - Hodoš - d.m.	
	50	Ljubljana – Sežana - d.m.	
	51	lok Divača	
	60	Divača - cepišče Prešnica	
	62	cepišče Prešnica - Koper	

Train coefficient is calculated by multiplying train length, train weight and train speed with transport type (passenger/freight):

$$P_{ti} = P_{Di} * P_{Mti} * P_{Vi} * P_{TPi}$$

- Train length coefficient:

Length category	Range	Train length coefficient (P_{Di})
D1	0 – 100 m	0.95
D2	101 – 300 m	1.00
D3	over 300 m	1.05

- Train weight coefficient:

Weight category	Range	Train weight coefficient (P_{Mt})
M1	up to 250 t	0.68
M2	251 t – 1,000 t	0.75
M3	1,001 t – 1,500 t	1.00
M4	1,501 t – 1,750 t	1.15
M5	1,751 t – 2,000 t	1.33
M6	over 2,001 t	1.56

- Train speed coefficient:

Speed category	Train type	Maximum permitted line speed	Train speed coefficient (P_{Vi})
H1	freight and locomotive-hauled	100 km/h	0.97
H2	other passenger, multiple units running empty	120 km/h	1.00
H3	light passenger	140 km/h	1.03
H4	tilting	160 km/h	1.05

- Transport type coefficient on a homogeneous line section (i):

Transport type	Transport type coefficient (P_{TPi})
Passenger	1.00
Freight	0.81

Tractive vehicle coefficient is determined by taking into account the technical characteristics of the vehicle concerned:

Class	Vehicle description	Tractive vehicle coefficient (P_{li})*
312	SŽ Siemens two-car electrical multiple unit, passenger	1.02
642	SŽ diesel	1.00
643	SŽ diesel	1.00
711	SŽ diesel multiple unit, passenger	0.94
713	SŽ diesel multiple unit, passenger	0.94
714	SŽ diesel multiple unit, passenger	0.94
732	SŽ diesel	1.00
813	SŽ diesel multiple unit, passenger	0.94
300	SŽ steam	0.94
601	SŽ steam	0.94
170	SŽ steam	0.94
250	SŽ steam	0.94
330	SŽ steam	0.94

Class	Vehicle description	Tractive vehicle coefficient (P_{li})*
121	ÖBB electrical	1.09
201	ÖBB diesel	1.06
310	SŽ ICS electrical multiple unit, passenger	1.02
342	SŽ electrical	1.09
541	SŽ electrical	1.09
644	SŽ diesel	1.00
0	n/a	1.00
311	SŽ electrical multiple unit, passenger	1.02
363	SŽ electrical	1.09
661	SŽ diesel	1.06
664	SŽ diesel	1.06
1930	Siemens Vectron, 4-axle ELOC	1.09
1820	Siemens Taurus, 4-axle ELOC	1.09
1890	Siemens ES 64, 4-axle ELOC	1.09
2230/6450	Siemens EuroRunner, 4-axle DLOC 4	1.06
646	CZ diesel shunter	1.06
610	Stadler Flirt DMU	1.06
510	Stadler Flirt EMU	1.06
313	Stadler Kiss double-deck EMU	1.06
655	ELOC, Italian (3kV)	1.07
1822	ELOC (OBB, 3 and 15kV) rented out to ADT	1.07
025	SŽ 025-026 steam locomotive	0.96
033	SŽ 033-037 steam locomotive	0.96

*If the tractive vehicle which runs service is not listed in the table above, the associated coefficient (P_{li}) is calculated using the formula for P_{li}. Where the data necessary to calculate P_{li} is not available, the tractive vehicle concerned is assigned P_{li}=1.

Formula used to calculate P_{li}		
$P_{li} = P_{Oi} * P_{Ei}$	P_{Oi}	Axle load coefficient of a tractive vehicle (i)
	P_{Ei}	Electrical tractive vehicle coefficient

- Axle load coefficient of a tractive vehicle (traction)

Traction	Axle load range	Axle load coefficient of tractive vehicle (P_{Oi})
OM1	0 – 12 t/axle	0.96
OM2	12 – 18 t/axle	1.00
OM3	18 t/axle -	1.05

- Electrical tractive vehicle coefficient

Tractive vehicle type	Electrical tractive vehicle coefficient (P_{Ei})
Electrical tractive vehicle	1.02
Other traction	1.00

5.4 TRACK ACCESS TO SERVICE FACILITIES - PACKAGE 2

Service facilities to which track access is provided comprise:

- Passenger stations and related facilities and equipment, including passenger information displays and ticket office facilities;
- Freight terminals;
- Marshalling yards and train formation facilities, including shunting facilities;
- Storage sidings;
- Maintenance facilities, other than facilities for the maintenance of high speed trains and other rolling stock requiring specific maintenance;
- Other technical facilities, including cleaning and washing facilities;
- Maritime port facilities for rail-specific operations;
- Relief facilities;
- Refuelling facilities and refueling which is billed separately.

5.4.1 PASSENGER STATION – P21

The charge for service P21 is levied each time a passenger train makes a stop at a station or a stop-off point. Stations and stop-off points fall into four different categories, expressed as a category factor assigned to the station / stop-off point concerned. The charge is defined by the following formula:

$$U_{P21} = \sum_{i=1}^{4} C_{P21} * NP_{P21i} * F_{P21i}$$

where:

- U_{P21} – Charge for the stops a passenger train makes on a train path
- C_{P21} – Tariff for the stop a passenger train makes at a station / stop-off point of the relevant category - C_{P21}= ***EUR 2,96***
- NP_{P21i} – Number of stops made at Category (i) station / stop-off point on a train path
- F_{P21i} – Category assigned to the station / stop-off (i):

Cat.	Station / stop-off point category (F_{P21})
1	1.28
2	1.17
3	1.09
4	1.00

5.4.2 FREIGHT TERMINALS, MARSHALLING YARDS AND MARITIME PORT FACILITIES – P22

The charge for service P22, which is levied for each departure from and arrival to the station of origin and station of destination, respectively, and for track access to other stations where shunting or handling operations take place on the train path ordered, is determined by the following formula:

$$U_{P22} = C_{P22} * (F_R * ND_{P22R} + F_R * ND_{P22T})$$

where:

- U_{P22} – Charge for track access to freight terminals, marshalling yards or maritime port facilities on a train path
- C_{P22} – Tariff for track access (station of origin and station of destination, stopovers) to freight terminals, a marshalling yard or a maritime port - C_{P22} = ***EUR 13,27***
- ND_{P22R} – Number of instances of track access to freight terminals, marshalling yard and maritime port facilities on a train path by way of shunting
- ND_{P22T} – Number of instances of track access to freight terminals, marshalling yard and maritime port facilities on a train path without shunting

- F_R – Shunting coefficient:

Freight station	Shunting coefficient (F_R)
Track access to Zalog marshalling yard, including access to the yard hump	2.29
Track access to freight terminal, maritime port facilities or Zalog marshalling yard without access to yard hump	1.00

5.4.3 STORAGE SIDINGS – P23

The charge for track access to, and dwell time on, sidings is levied for every case of unplanned storage of a passenger or freight train which is greater than one hour and where the associated cause is attributed to the RU. The charge for storage on the sidings is not calculated when the cause is attributed to the IM or to a natural event, an emergency or other reasons not related to rail.

The charge is levied when a passenger or freight train's dwell time at a station or stop-off point is 60 minutes greater than the scheduled dwell and leads to reported delays, which are assigned a code from the following list of causes for delay:

- 50, 51, 52, 53, 54, 58, 59: commercial causes,
- 60, 61, 62, 63, 64, 68, 69: rolling stock,
- 92, 93, 94: secondary causes.

The charge is defined for each minute of recorded use of the storage siding in excess of 60 minutes by the following formula:

$$U_{P23} = \sum_{i=1}^{N} C_{P23} * \left[\check{S}_{min_i} - 60\right]_{>0min}$$

where:

- U_{P23} – Charge for track access and train dwell »i« on storage sidings
- C_{P23} – Basic tariff for sub-service P23 - C_{P23} = **EUR 0,17**
- $\check{S}_{min_i}$ – The dwell time of a train on a storage siding during the stop (i), measured in minutes

5.4.4 MAINTENANCE FACILITIES AND OTHER TECHNICAL FACILITIES – P24

A charge for track access to maintenance and other technical facilities is levied each time a train accesses the facilities concerned. The charge is defined by the following formula:

$$U_{P24} = C_{P24} * D_p$$

where:

- U_{P24} – Charge for track access and dwell in order to use maintenance and other facilities
- C_{P24} – Tariff for track access to maintenance facilities, other technical facilities and refuelling facilities - C_{P24} = **EUR 20.46**
- D_p – Number of instances of track access by an RU (p) to maintenance facilities, other technical facilities and to refuelling facilities

5.5 ANCILLARY SERVICES – PACKAGE 3

Applicants or involved RUs can enter into custom contracts with the IM or other service providers for the supply of ancillary services in a non-discriminatory manner and under market conditions, such as:

- Provision of traction current, which is charged separately from the charge levied for the use of the power supply system;
- Pre-heating of passenger trains;

- Entering into custom contracts to supervise the transport of dangerous goods or provide assistance in the transport of exceptional loads;
- Use of emergency fleet.

5.5.1 ELECTRICAL SUPPLY FOR TRACTION CURRENT – P31

The charge for the supply of traction current under service P31 is made up of a charge based on actual electricity consumption and of the electricity network charge, and is defined by the following formula:

$$U_{P31} = U_{P31e} + U_{P31o}$$

- U_{P31} – Traction electricity charge on the train path
- U_{P31e} – Actual traction electricity consumption in kWh on the train path at the energy tariff (kWh) applied by the national electricity supplier
- U_{P31o} – Electricity distribution network charge on the train path – this is defined by the following formula:

$$U_{P31o} = C_{P31o} * KM_E$$

- C_{P31o} – Rate for the use of electricity distribution network – C_{P31o} = **EUR 0,46**
- KM_E – Electrified train km operated on the train path

5.5.2 PRE-HEATING OF PASSENGER TRAINS – P32

Service P32 is not charged because we do not operate the relevant facilities.

5.5.3 SERVICES FOR EXCEPTIONAL TRANSPORTS – P33

The charge for service P33 is levied for:

- Processing exceptional loads (this is levied each time a consignment is processed regardless of the actual number of train runs made),
- Accompanying a train which carries an exceptional load (the charge takes into account the number of hours spent accompanying the transport).

The charge is determined by the following formula:

$$U_{P33} = C_{P33o} * N_o + C_{P33s} * T_s$$

where:

- U_{P33} – Charge for the transport of exceptional loads
- C_{P33o} – Rate for processing exceptional transport forms – C_{P33oR} = **EUR 130,09**
- N_o – Number of forms processed for the transport of exceptional loads
- C_{P33s} – Rate for accompanying the transport of exceptional loads - C_{P33s}= **EUR 44,41**
- T_s – Number of hours spent accompanying the transport of exceptional loads

5.5.4 USE OF EMERGENCY FLEET – P34

The charge for service P34 is determined on a case-by-case basis by the following formula:

$$U_{P34} = C_{P1} * KM_{IN} + C_{P34tm} * H_{tm} + C_{P34sm} * H_{sm} + C_{P34dm} * H_{dm}$$

where

- U_{P34} – Charge for using the emergency fleet (P34) in a particular incident or emergency
- C_{P1} – Basic user rate levied under Package 1

- KM_{IN} – Length of train path from the place of storage of the emergency fleet to the site of the emergency concerned, which comprises delivering the fleet to the site and back from the site to the place of storage
- C_{P34tm} – Rate for using maintenance of way machines to clear the track following an emergency - C_{P34tm} = **EUR 1,407.76**
- C_{P34sm} – Rate for using winter track treatment machines - C_{P34sm} = **EUR 200.29**
- H_{tm} – Hours spent in operation by maintenance of way machines to clear the track following an emergency or incident
- H_{sm} – Hours spent in operation by winter track treatment machines following an emergency or incident
- H_{dm} – Hours spent in operation required to remove to the consequences of a disruptive event
- C_{P34dm} – hourly rate for work associated with the response to a disruptive event

5.6 ANCILLARY SERVICES – PACKAGE 4

5.6.1 ACCESS TO TIMETABLE GRAPHS – P41

The charge is levied for unlimited access to timetable graphs for a period of one year. The charge takes into account the number of registered users with concurrent access (number of registered user names with passwords). Accessing the graphs may be billed to the user a maximum of thirty times. Each access after that by that same user is free of charge.

$$U_{P41} = \left[C_{P41} * F_G * N_{Gp}\right]_{\leq 30}$$

where

- U_{P41} – Charge levied for access and use of the timetable graphs for a period of one year
- C_{P41} – Rate charged for annual access and use of the timetable graphs based on the number of concurrent registered users - C_{P41} = **EUR 2.603,92**
- F_G – Timetable graph coefficient, which takes into account the number of requests for concurrent access to the application::

Number of concurrent users	Timetable graph coefficient (F_G)
1 – 5	1.00
6 – 10	0.92
11 and higher	0.88

- N_G – Number of registered users with concurrent access to the timetable graph

5.6.2 CREATION AND ORGANIZATION OF PRINTING TO OPERATION TIMETABLE DOCUMENTS – P42

Through its information systems, the Infrastructure Manager produces and arranges the printing of documents contained in the working timetable (WTT) with any amendments thereto, while also producing said documents electronically. The fee for this service is defined by the following formula:

$$U_{P42} = C_{P42t} * N_t + C_{P42i} * N_i$$

where

- U_{P42} – Charge levied for access and use of the timetable graph for a period of one year
- C_{P41t} – Rate which covers the handling costs associated with providing printed versions of the documents contained in the working timetable – C_{P42t} = **EUR 30.00**
- C_{P41i}– Rate for producing individual documents of the working timetable in electronic format – C_{P42i} = **EUR 100.00**
- N_t – Number of documents of the working timetable to be printed
- N_t – Number of documents of the working timetable in electronic format

5.6.3 GSM-R NETWORK ACCESS AND USE – P43

As part of access to telecommunications networks, RUs are able to access and use GSM-R anywhere on the network. Using GSM-R is mandatory and facilitates operational communication between trains and Infrastructure Manager's staff.

Below is a list of charges payable for electronic communications services on GSM-R network.

Service	unit	Charge (VAT excl.)
Subscription includes a SIM card, creation, activation, testing, and administrative work	one time	€ 45.00
Monthly subscription without access to public network includes making and receiving calls and text messages within the home country's GSM-R network and to other countries' GSM-R networks covered by roaming agreements, as well as calls made within the railway telecommunication network without access to public network	monthly	€ 9.50
Monthly subscription with access to public network includes making and receiving calls and text messages within the home country's GSM-R network and to other countries' GSM-R networks covered by a roaming agreements, calls made within the railway telecommunication network, and calls to public networks operated by A1, Telekom Slovenije, T-2 and Telemach	monthly	€ 14.00
Changes to SIM card parameters on subscriber's request	one time	€ 15.00
Provision of new SIM card on subscriber's request	one time	€ 22.00
Storage of SIM card (Point 2.7 of General Terms and Conditions)	monthly	€ 2.00
SIM card delivery by postal mail	package	€ 9.00
Other services	started hour	€ 43.00

5.7 FINANCIAL PENALTIES AND INCENTIVES

This section sets out the exceptions in our charging framework and the associated methodology for determining and billing these. The exceptions include:

- S1: An incentive to use rail lines fitted with ETCS,
- M11: A mark-up for the environmental impact of running diesel traction on electrified lines
- M21: A mark-up for the track-doubling project on Divača – Koper section, and
- D1: A charge for train path reservation.

5.7.1 ETCS INCIATIVE (S1)

To facilitate the transition to ETCS and speed up the phasing out of the legacy traffic control system INDUSI, which will reduce the system's maintenance cost, an incentive scheme has been introduced to encourage RUs to run trains fitted with ETCS On-board on lines with ETCS Trackside.

The incentive is determined by the following formula:

$$S_{1ETCS} = E_{ETCS} * \sum_{i} KM_{ETCSi}$$

where:

- S_{1ETCS} – Incentive to operate on rail lines fitted with ETCS
- E_{ETCS} – Incentive rate for using ETCS – E_{ETCS} = **0,03 EUR/km**
- KM_{ETCSi} – Train km operated by a train fitted with ETCS On-board on all rail lines (i) with ETCS Trackside

5.7.2 DIESEL TRACTION MARK-UP ON ELECTRIFIED LINES (M1)

Trains worked by diesel locomotives are less climate friendly than their electrical counterparts. To reduce their impact on the environment and encourage using electrical trains where the infrastructure permits it, a Diesel Traction Mark-up ($\boldsymbol{M_{1D}}$) is charged when trains use diesel power to run on electrified lines and, concurrently, where it is not necessary to use diesel traction throughout the entire train path to complete the journey. Diesel Traction Mark-up is not charged for electrified lines if the train path includes non-electrified sections. The mark-up scheme is also not applied where doing so would have an adverse impact on the use of rail services (e.g. for the supply of industrial plants).

Diesel Traction Mark-up is determined by the following formula:

$$\boldsymbol{M_{11D}} = \boldsymbol{C_{P31o}} * F_{ok} * \sum_i KM_{DEi}$$

where:

- $\boldsymbol{M_{11D}}$ – Diesel Traction Mark-up on an electrified line
- $\boldsymbol{C_{P31o}}$ – Rate for the use of electricity distribution network per kilometre in the referenced year (the price of Diesel Traction Mark-up on an electrified line)
- $\boldsymbol{F_{ok}}$ – Environmental factor; a value greater than 1 reflects a mark-up level for traction which is not climate friendly; $\boldsymbol{F_{ok} = 1.25}$
- $\boldsymbol{KM_{DEi}}$ – Train km operated (by a train with Diesel Traction Mark-up) on an electrified line (i) using diesel traction

5.7.3 MARK-UP FOR THE DIVAČA – KOPER TRACK-DOUBLING PROJECT (M21)

Following the Decision of the Government of the Republic of Slovenia to increase access charges in order to co-fund the Divača – Koper track-doubling project, a mark-up has been levied specifically for this particular infrastructure project (M_{21KP_D}).

The mark-up is levied for each train km operated on any of the main lines in Slovenia in the amount of 4% of the basic fixed access charge under Package 1, taking in consideration correction factor from point 5.10, and is determined by the following formula:

$$\boldsymbol{M_{21KP\_D}} = \boldsymbol{C_{P1}} * \boldsymbol{Kp} * \sum_i \boldsymbol{KM_{GPi}}$$

where:

- $\boldsymbol{M_{21KP\_D}}$ – A mark-up for the track-doubling project on Divača – Koper section
- $\boldsymbol{C_{P1}}$ – Basic fixed access charge under Package 1 with correction factor
- $\boldsymbol{Kp}$ – Coefficient of the access charge increase on main lines; $\boldsymbol{Kp = 0.04}$
- $\boldsymbol{KM_{GPi}}$ – Train km operated on a main line (i)

5.7.4 CHARGE FOR TRAIN PATH RESERVATION (D1)

Should an RU fail to use, or fail to cancel, an allocated train path, it will have to pay a train path reservation charge, which is calculated by multiplying the train km allocated but not used with the basic fixed access charge and a time factor. For ad hoc train paths, a flat-rate charge is also levied to cover the costs associated with processing the train path request.

The train path reservation charge is determined by the following formula:

$$\boldsymbol{D_{11P1}} = \boldsymbol{C_{P1}} * \boldsymbol{KM_{Ri}} * \boldsymbol{F_O} + \boldsymbol{SD_{AH}}$$

where:

- $\boldsymbol{D_{11P1}}$ – Charge for the reservation of a train path allocated but not used under basic access
- $\boldsymbol{C_{P1}}$ – Basic fixed access charge under Package 1
- $\boldsymbol{KM_{Ri}}$ – Length of the train path allocated but not used on a homogeneous line section (i)

- F_O – Cancellation factor based on the time a train path or a train journey was cancelled

Time of cancellation	Cancellation factor F_O
Up to six hours before the planned departure of the train from the point of origin	0.00
Less than six hours before the planned departure of the train	0.50
After the planned departure of the train from the point of origin	1.00
Failure to cancel the train path or train run	1.00

- SD_{AH} – Labour costs incurred by the IM for processing the request for an ad hoc train path not used - SD_{AH} = **EUR 25.00**

5.8 RATES

Code	Type of service	Rate			
		Short name	#	Unit	Rate (VAT excl.)
P1	Minimum access package	C_{P1}	1	km	EUR 2,01
P21	Track access to passenger stations and related facilities and equipment	C_{P21}	1	stop	EUR 2,96
P22	Track access to freight terminals, marshalling yards and maritime port facilities	C_{P22}	1	access	EUR 13,27
P23	Track access to storage sidings	C_{P23}	1	minute	EUR 0,17
P24	Track access to maintenance facilities, other technical facilities and to refuelling facilities	C_{P24}	1	access	EUR 20,46
P31	Use of the power supply system	C_{P31o}	1	km	EUR 0,46
P33	Assistance in the transport of exceptional loads	C_{P33o}	1	processing	EUR 130,09
		C_{P33s}	1	hour	EUR 44,41
P34	Use of emergency fleet	C_{P34tm}	1	hour	EUR 1.407,76
		C_{P34sm}	1	hour	EUR 200,29

* Service descriptions and formulas by which access charges are defined are contained in Chapter 7 of the relevant Network Statement

5.9 PERFORMANCE SCHEME

Pursuant to Article 15.f of ZZelP, a performance regime is operated in rail transport which provides incentives to both RUs and the IM to minimize train service disruptions and improve their performance (Directive No 2012/34/EU).

The performance scheme is applied in an equal and non-discriminatory manner to all RUs and the IM.

To assess RU performance, the scheme measures lateness of a train by comparing scheduled times with actual running times, which is expressed as delay.

Train lateness is recorded at specific locations along the route (monitoring points) where the train running data is captured to identify mismatches between planned and actual journey times. Monitoring points can be at interchange stations, points of origin, intermediate calling points, and final destinations, which are set as train movement points. The IM keeps a record of all train movements.

Delays can have a primary, secondary and an external cause, with compensation limited to delays resulting from primary causes on the rail network

A primary cause is the original event which led to a delay. Each primary cause is attributed to the party responsible for the delay, which is either the IM or an RU.

A secondary cause is a result of an existing delay, and refers to further delays of the same train or to delays of another train (known as knock-on delays).

External causes, on the other hand, comprise events which are outside the control of the IM or RU, such as weather factors, suicides, acts of the government and other.

Delays resulting from primary causes are identified by the IM and recorded in its information system, except where the cause is attributed to an RU. In addition, the IM also keeps, in its IT system, a record of delays triggered by secondary and external causes.

Delay causes are coded according to the coding table provided in Annex A of UIC Leaflet 450-2

Where a delay is caused by the fault of an RU, the IM enters the corresponding delay code in the information system and forwards the matter to the RU for further processing.

Where trains of abnormal length have delay, operational arrangements must be made so as to avoid disrupting other train services. The IM is not responsible for any knock-on delays caused in the process.

An RU accepts responsibility for the delay by entering the relevant delay codes in the information system. In case the RU refuses to accept responsibility for the delay, it must notify its objection, together with grounds for objection, within six hours after receipt of the delay notice and give its own proposal as to the matter in question. If the IM considers that the grounds for objection have been substantiated, it will update the delay code and close the matter.

Should the IM consider that the grounds for objection have not been substantiated, the delay will be assigned a code indicating that further investigation is necessary. Such matters are resolved through settlement.

Should an RU fail to enter the correct delay code or fail to notify its objection to a delay notice within six hours of notice receipt, the responsibility for the delay will be automatically attributed to the RU.

Should the IM, after receiving a notice of objection, fail to amend the delay code accordingly or fail to reject a settlement proposal within two hours of receiving the relevant notice from the RU, the matter is automatically referred back to the IM and RU for further review. If the parties cannot come to an agreement regarding the cause of delay, the matter shall be resolved through settlement.

Causes for delay may be subsequently amended at certain terminals of the IM or RU no more than five days (120 hours) after the relevant train journey had been completed. Such changes are limited to causes in the IM's and RU's respective group – delays approved in advance cannot be transferred between the IM and RU at this stage. Furthermore, the IM and RU can use this time to agree on a solution to any disputes arising from the responsibility for delay, which would otherwise have to be resolved through settlement. By updating the delay codes accordingly, any such dispute is resolved without settlement.

Delays are calculated by applying the number of delays recorded at the final destination or interchange stations while taking into account a delay tolerance value, which specifies a timeframe up to which no compensation is paid – the threshold for passenger and freight trains is set at 10 and 60 minutes, respectively.

No compensation is paid:

- by the IM where a train path is allocated for the operation of a maintenance-of-way train to carry out maintenance, renewal or enhancement work on rail infrastructure, and
- by the RU which was allocated an ad hoc train path to operative a locomotive running light (known as 'ad hoc locomotive path').

Delays of up to one minute in rail passenger and up to three minutes in rail freight which were not accepted or not processed by an RU are automatically assigned a special status and are applied in delay calculation within the relevant tolerance periods (thresholds), for which no compensation is paid. Such delays are excluded from the objection handling process and settlement.

Delays of one minute attributable to timetable compilation (rounding of train times) are automatically assigned a special status by selecting, under delay cause, 'other causes in operational/planning management'. No compensation is paid for such delays.

For any delay-related disputes which have to be resolved through settlement, the IM and RUs set up a joint Dispute Resolution Panel. Meetings of the panel are convened monthly by the IM within the first ten days of a month for the previous month. The panel will attempt to settle the dispute by determining the cause of delay and attribute the responsibility accordingly. If no agreement can be reached, the responsibility for delay is divided equally amongst all parties involved. The panel's decisions can be contested by making an appeal to the relevant regulatory body.

Compensation for delay is charged for each minute in excess of the delay tolerance value. Delay attributed to a party at fault (the IM or the RU) is calculated for each train separately. The calculated time is multiplied by the compensation per minute of delay.

Compensation for delay is determined by the following formulas:

- delay attributable to the IM: Znad = t_{upi} × C [EUR]
- delay attributable to the RU: Znad = t_{pr} × C [EUR]

Znad	Compensation for delay
t_{upi}	Delay for which the IM is at fault
t_{pr}	Delay for which the RU is at fault
C	Compensation per minute of delay

The delay total per train for which compensation is charged may not exceed 300 minutes, with compensation totalling EUR 0.10 per minute of delay.

At the end of each month, a compensation total is calculated by adding up every instance of compensation paid by a party at fault (the IM or the RU).

Train runs made ahead of schedule are not covered by the performance scheme. Where secondary delay is reclassified as primary delay, compensation is only paid in the amount of the difference between both types.

Contractual arrangements between the IM and RU relating to the calculation and payment of delay compensation are set out in relevant performance scheme contract, which must be entered into before the train journey is started.

5.10 CHANGES TO CHARGES IN 2024

The changes to charges implemented in 2023 stay as they are:

- basic rate for the user charge under Package 11– $\boldsymbol{C_{P1}}$, which totals EUR 2.01, is adjusted by a correction factor of 0.35;
- user charges under Package 2 – $\boldsymbol{U_{P2}}$ – are adjusted by a correction factor of 0.1;
- electricity network charge $\boldsymbol{U_{P31o}}$ under Package 3 is adjusted by a correction factor of 0.1;
- actual amount of electricity used $\boldsymbol{U_{P31e}}$ and other user charges under Package 3 and Package 4 as well as financial penalties and incentives are charged in full

The above stated changes apply to user charge calculations until 31 December 2024 inclusive. Changes which will take effect as of 1 January 2025:

- basic rate for the user charge under Package 11– $\boldsymbol{C_{P1}}$, which totals EUR 2.01, is adjusted by a correction factor of 0.4;
- user charges under Package 2 – $\boldsymbol{U_{P2}}$ – are adjusted by a correction factor of 0.25;
- user charges under Package 3 and Package 4 as well as financial penalties and incentives are charged in full.

The next changes in charges are expected in 2026 following the official inauguration of the second track on the Divača – Koper section. The changes will be made public in good time and published in the relevant network statement at least fifteen months before taking effect.

5.11 BILLING ARRANGEMENTS

Before an RU can start running train services on our rail network, it must enter into a track access contract with us to set out the payment arrangements relating to the charges for accessing public rail

infrastructure in the Republic of Slovenia. The track access contract serves to lay down the contractual commitments as regards access charge billing and payment, prepayment of access charges levied and other conditions concerning prepayment and delay compensation under the performance scheme.

An RU wishing to run trains must enter into a contract on running train services, which must take into account the relevant market conditions. The contract defines the contractual relationships and charging arrangements with respect to services we provide to the RU.

To regulate our relationship with an RU with respect to delay compensation under the performance scheme, we enter into a contract with the RU on the implementation of the performance scheme in rail.

6. OPERATIONS

6.1 INTRODUCTION

Railway-specific national legislation and operational regulations contribute to safe operation of rail infrastructure, compliance with which is mandatory in the Republic of Slovenia.

6.2 OPERATIONAL RULES

National regulations concerning the use of infrastructure capacity in the Republic of Slovenia are issued and managed by the national safety authority and can be accessed on its website under Legislation. Furthermore, the IM issues its own regulations on PRI use, which can be found under 'Operational Rules for Railway Undertakings' on the IM's website.

Communication between the IM and RUs on Slovenian rail network is in Slovenian. This does not apply to interchange stations, where the language of communication is determined under special agreements with the neighbouring IMs.

6.3 OPERATIONAL MEASURES

6.3.1 PRINCIPLES

The IM and RUs shall keep each other updated at all times on any operational issue or irregularity which affects or might affect the movement of rail traffic or the use of train paths.

The IM shall, as soon as reasonably practicable, advise the interested parties of any restrictions of infrastructure availability required for unplanned maintenance work, and shall also notify such restrictions to the regulatory body on its request.

Disruptions which might have knock-on effects on the operation of train services on neighbouring networks shall be notified to the IMs of the Member States concerned.

6.3.2 OPERATION REGULATION

The IM may suspend the use of train paths without notice in case of emergency or temporary unavailability of infrastructure until system operation is restored.

Following such disruption, the IM and RU shall undertake measures as can be reasonably expected so as to sustain, and where necessary restore, the operation of train services as soon as possible.

To restore network operation in good time, the IM and RU shall aid each other's efforts by supplying staff and technical equipment.

Where trains need to be rerouted to avoid disruptions on the network, the IM shall allocate, to each train affected, a pre-constructed train path from the path catalogue to be used as a diversionary route.

An RU will cancel, as per IM's order, any train path where it failed to make use of the path or any part thereof due to an emergency.

No penalty fee is charged for path cancellations made because of an emergency.

6.3.3 DISTURBANCES

The IM shall notify any planned disruptions expected to affect capacity allocation under the annual timetabling process to the RU in advance so as to give it enough time to request another train path or agree a different solution which is acceptable to both sides.

In special cases, when the implementation of investments in the PRI significantly impairs the availability of the railway network, the investor reimburses the RUs for the costs incurred as a result of the untimely announced implementation of investment works.

In order to ensure a uniform approach to identifying the costs of Rus during the implementation of investment works, the IM has developed a new methodology for calculating financial compensation for costs incurred by RUs due to disruptions in railway traffic and resulting from investments. The methodology is published in Annex 6A.

Where a disruption of train services is caused by an emergency, the IM has the right to vary the train path after consultation with the RUs in order to preserve, to the extent as is reasonably practicable, the original routing of the trains affected.

The IM shall advise the RU or applicant of a disruption or anticipated disruption in detail and produce a solution to restore network operation which is appropriate to the situation at hand and applies, to the degree as is reasonably practicable, the instructions given by the RU. If no agreement regarding the solution can be reached, the IM makes the final decision.

To manage train services affected by disruption, the priority order below will be used when allocating paths through a final decision:

1. passenger trains over other trains;
2. trains which operate on routes that link major nodes, at which they connect to other train services (trunk and feeder services);
3. trains which run over long distances to reach the final destination,
4. trains which operate on routes with single-track sections.

Emergency train services are given priority over other trains when the run is intended to sustain or restore operation of the network after a disruptive event.

The provisions concerning relationships between, and responsibilities of, the IM and RUs are described in more detail in Annex 2A.

Where major incidents have a significant impact on international traffic, the incident management needs to be coordinated at international level. If such disruption is expected to last more than three days, the process for international traffic management under disruptive events will be activated.

Rail Freight Corridors act as facilitators with respect to disruption management and communication. For this purpose, re-routing maps and operational scenarios have been developed with the relevant member IMs and published for each RFC.

The RUs are involved according to national incident management procedures, and are in charge of communicating train-specific information to their customers.

Detailed information is contained in RNE's handbook, which is published on RNE website. The handbook describes standards which are used to sustain the operation of transport services after disruption to the extent as is reasonably practicable and provide, to all interested parties, a clear description of the situation and its impacts on train services.

Furthermore, the handbook sets out how to manage disruption and what communication processes to apply in conjunction with national rules in incident and accident management so as to improve international cooperation between IMs and RUs.

6.4 TOOLS FOR TRAIN INFORMATION AND MONITORING

RNE TIS Train Information System

Train Information System (TIS) is a web-based application that supports international train management by providing real-time data concerning international trains. The data is obtained directly from IMs' traffic control systems, with information from different IMs combined into one train run from departure station to final destination. In this manner, train movement can be monitored from start to end across borders.

Access to TIS may be granted to RUs and freight terminal operators, which can join the RNE TIS Advisory Board. Advisory Board members grant other members full access to TIS data provided they are involved in the same train run. To access TIS data without applying for Advisory Board membership, RUs and terminal operators will need to enter into a TIS access agreement.

Access to TIS is free of charge with user registration. A user account can be requested through RNE TIS Support.

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

7. SERVICE FACILITIES

7.1 INTRODUCTION

In line with Commission Implementing Regulation (EU) No 2017/2177 on access to service facilities and rail-related services, information provided hereunder relates to services and service facilities managed by the IM.

Furthermore, this chapter also contains a description of services and service facilities for which other facility operators are responsible, which was provided to the IM by the said facility operators.

7.2 SERVICE FACILITY OVERVIEW

Rail services available to RUs fall into the following types:

- **Basic services – Package 2:**
  - passenger stations,
  - freight terminals,
  - marshalling yards and train formation facilities, including shunting facilities,
  - maintenance facilities,
  - other technical facilities,
  - maritime facilities,
  - relief facilities,
  - refuelling facilities.
- **Additional services – Package 3:**
  - preheating of passenger trains,
  - services for exceptional transports.
- **Ancillary services – Package 4:**
  - access to telecommunication network (GSM-R),
  - access to timetable graphs,
  - production of the working timetable (WTT) documents and provision of printed copies of WTT documents.

Service facilities not operated by the IM comprise:

- freight terminals,
- maintenance facilities,
- brake testing facilities,
- washing facilities,
- maritime facilities,
- train preheating facilities,
- refuelling facilities.

7.3 TRACK ACCESS TO THE SERVICE FACILITIES

Track access to service facilities listed directly above is provided by the IM. If an RU wishes to use these facilities and associated services, it will need to enter into a contract with the relevant facility operator or service provider.

7.3.1 PASSENGER STATIONS

7.3.1.1 GENERAL INFORMATION

Train stations and stop-off points sell tickets and provide information about fares, promotions, discounts and other services, information on timetables for trains operated by Slovenske železnice, disruptions to trains and on any rail replacement transport services.

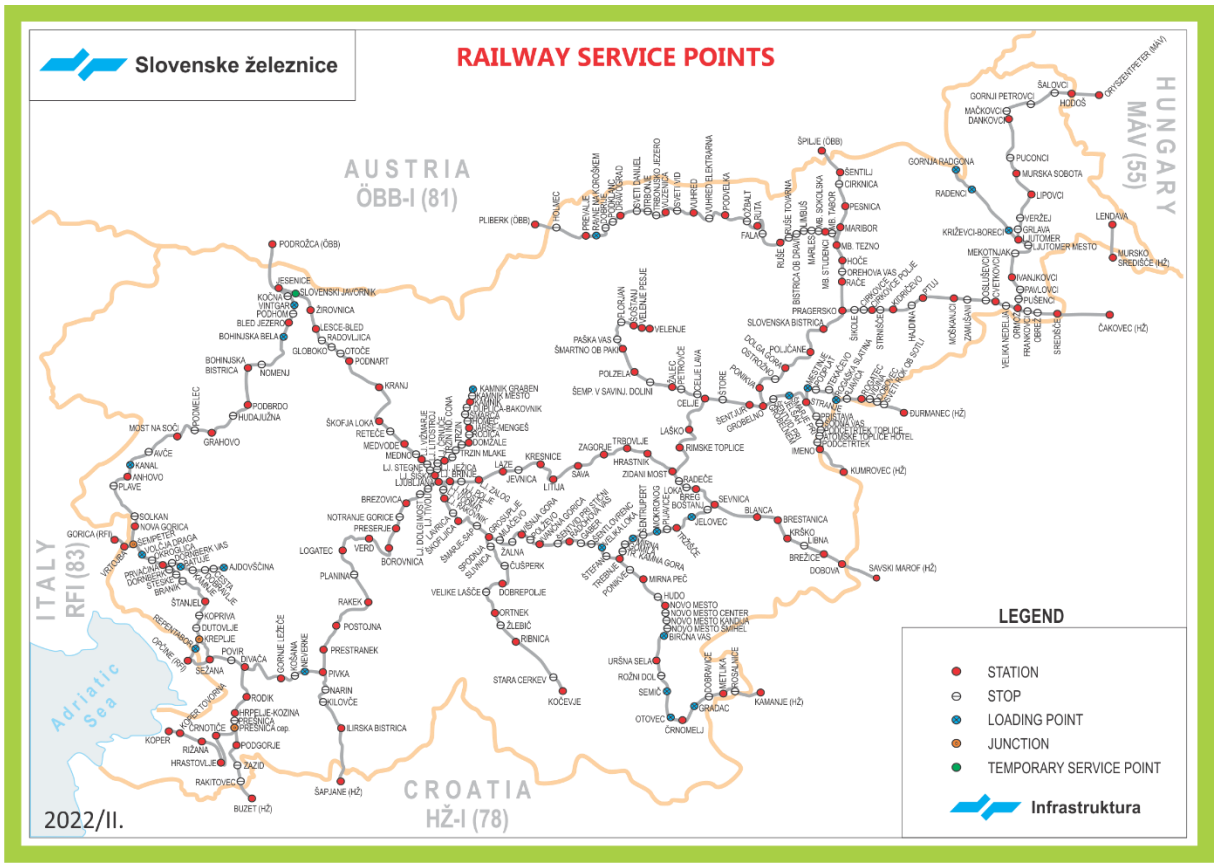
For more information regarding passenger train schedules, connections in inland and international transport, special offers and fares, and other services, give us a call or send your query to the e-mail address below.

Call centre

Open: daily from 6:00 to 22:00
Telephone: +386(0)80 81 11
E-mail: potnik.info@slo-zeleznice.si

Data about main lines and platform tracks and about track length at passenger stations are contained in Annex 2B, while passenger station layouts are provided in Annex 2C.

Passenger stations, freight terminals, stop-off points and cargo loading points on the network are shown in the image below.



7.3.1.2 SERVICES

The service comprises track access for passenger trains to stations and stop-off points which provide facilities for, or supply services to, passengers, such as travel information displays and ticket offices.

Passengers can purchase tickets from stations or authorised ticket retailers. Tickets sold by Slovenske železnice for daily trips around Slovenia can also be purchased at one of our self-serving ticketing points – ticket vending machines, online or using Grem z vlakom mobile app. Grem z vlakom app is available for download from Google Play, App Store and Huawei AppGallery.

7.3.1.3 SERVICE FACILITY DESCRIPTION

Staffed ticket offices

Train tickets can be purchased from ticket offices at the following stations:

Borovnica	Laško	Poljčane
Celje	Lesce Bled	Postojna
Divača	Litija	Pragersko
Dobova*	Ljubljana	Ptuj*
Domžale	Ljubljana Zalog	Rače
Dravograd	Ljutomer mesto	Rogaška Slatina*

* Authorised ticket retailer
** Ticket vending machine

Grosuplje	Maribor	Sevnica
Hrastnik	Maribor Tezno	Sežana
Jesenice	Medvode*	Šentjur
Kamnik Graben**	Murska Sobota	Škofja Loka
Kočevje*	Nova Gorica	Trbovlje
Koper	Novo mesto	Trebnje
Kranj	Ormož	Zagorje
Krško	Pivka	Zidani Most

* Authorised ticket retailer
** Ticket vending machine

More information is available at station ticket offices during business hours.

Self-serving ticketing points - ticket vending machines

Train tickets for journeys in Slovenia can be purchased from ticket vending machines at the following train stations:

Blanca	Lesce Bled	Rače
Borovnica	Litija	Radeče
Breg	Litostroj	Radohova vas
Brestanica	Ljubljana Rakovnik	Radovljica
Brezovica	Ljubljana x 8	Rakek
Brežice	Ljubljana Polje	Reteče
Brinje	Ljubljana Tivoli	Ribnica
Celje x 2	Ljubljana Vižmarje	Rimske Toplice
Celje Lava	Ljubljana Vodmat	Rodica
Črnomelj	Ljubljana Zalog	Sava
Črnuče	Ljubljana-Dolgi most	Semič
Divača	Logatec	Sevnica
Dobova	Loka	Sežana
Dolga Gora	Maribor x 5	Slovenska Bistrica
Gaber	Maribor Tezno	Slovenski Javornik
Gradac	Medvode	Stegne
Grobelno	Metlika	Šempeter
Grosuplje	Mirna	Šentilj
Hoče	Mirna Peč	Šentjur
Hrastnik	Mlačevo	Škofja Loka
Ilirska Bistrica	Notranje Gorice	Škofljica
Ivančna Gorica	Novo mesto	Šmarje pri Jelšah
Jarše-Mengeš	Novo mesto Center	Šmarje Sap
Jesenice	Novo mesto Kandija	Šmartno ob Paki
Jevnica	Orehova vas	Šoštanj
Ježica	Otoče	Štore
Kamnik	Paška vas	Trbovlje
Kamnik Graben	Pivka	Trebnje
Koper	Podnart	Velenje
Koper	Poljčane	Velika Loka
Kranj	Polzela	Višnja Gora
Kresnice	Ponikva	Zagorje
Krško	Ponikve	Zidani Most
Laško	Postojna	Žalec
Lavrica	Preserje	Žalna
Laze	Prestranek	Žirovnica

* Authorised ticket retailer
** Ticket vending machine

Before purchasing a ticket, passenger should check the current timetable and any possible alterations and diversions to published train times.

Ticket offices for international journeys

Train tickets for journeys to other countries and for international journeys can be purchased from ticket offices at the following stations:

Celje	Lesce Bled	Postojna
Divača	Ljubljana	Pragersko
Dobova	Litija	Ptuj
Hrastnik	Maribor	Rogaška Slatina
Jesenice	Murska Sobota	Sevnica
Kočevje	Nova Gorica	Sežana
Koper	Novo mesto	Škofja Loka
Kranj	Ormož	Trbovlje
Krško	Pivka	Zagorje
Laško	Poljčane	Zidani Most

Ticket offices for Urbana (LPP) pass renewals

Celje	Maribor	Sežana
Hrastnik	Murska Sobota	Škofja Loka
Jesenice	Novo mesto	Trbovlje
Koper	Nova Gorica	Zagorje
Kranj	Pragersko	Zidani Most
Ljubljana	Postojna	
Litija	Sevnica	

Passenger information centres (PIC): tickets and train travel information

PIC	OPEN	TELEPHONE
LJUBLJANA	Monday to Friday: 4:45 – 22:00 Saturday, Sunday and holidays: 4:45 – 21:00	+386(0)80 81 11
MARIBOR	Daily: 5:00 – 20:30	+386(0)80 81 11
CELJE	Monday to Friday: 5:00 – 9:30, 10:00 – 16:40 and 17:10 – 20:40 Saturdays, Sundays and holidays: 6:00 – 9:30, 10:00 – 15:35 and 16:05 – 20:40	+386(0)80 81 11
KOPER	Monday to Friday: 8:30 – 15:30 and 16:20 – 20:15 Saturday: closed Sunday and holidays: 8:30 – 15:30 and 16:20–20:15	+386(0)80 81 11

Info centres (IFC): passenger information tickets for international journeys and other services

IFC	OPEN	TELEPHONE
LJUBLJANA	Daily: 7:30 – 19:30	+386(0)80 81 11
MARIBOR	Daily: 7:00 – 13:40 and 14:30 – 18:45	+386(0)80 81 11

CELJE	Monday to Saturday: 6:00 – 11:00, 11:30 – 15:40 and 16:00 – 17:45 Sunday and holidays: closed	+386(0)80 81 11
KOPER	Monday to Friday, Sunday and holidays: 8:30 – 15:30 and 16:20 – 20:15 Saturday: closed	+386(0)80 81 11

Authorised ticket retailers

RETAILER	ADDRESS	CONTACT
IRENA ZABASU S.P.	Ptuj železniška postaja Osojnikova cesta 2	E-mail
FLUCHER TURIZEM D.O.O.	Rogaška Slatina železniška postaja Kidričeva 29	E-mail
TIC MEDVODE – SOTOČJE	Medvode železniška postaja Cesta komandanta Staneta 2	E-mail
JAVNI ZAVOD ZA TURIZEM IN KULTURO KOČEVJE (KOČEVJE TOURISM AND CULTURE CENTRE)	Kočevje železniška postaja Kolodvorska cesta 14	E-mail
SŽ-ŽIP, STORITVE, D.O.O.	Dobova železniška postaja Selska cesta 15	E-mail

Buying tickets on the train

Passengers can purchase tickets on-board the train for journeys in Slovenia if the station ticket office is closed at the time of boarding. If the station ticket office was open before you started your journey, you will have to pay a surcharge of EUR 5.00 to buy the ticket on the train.

On-train ticket purchases are VALU app / cash only. When there is no opportunity to purchase before starting your journey, try to have to the exact amount for the fare with you when paying on-train. If the on-board staff is not able to provide coins or notes as change when you pay in cash, they will issue a Proof of unreturned change, which can be traded in for cash at a station ticket office.

Motorail

Motorail is a special passenger train which carries both passengers and their vehicles. In Slovenia, the service runs, amongst other, through the longest Slovenian tunnel below Črna prst peak and exits in the Bače valley, connecting the region of Gorenjska in Slovenia's north with Primorska region in the south west of the country.

Motorail also runs through the Bohinj tunnel, linking the town of Bohinjska Bistrica with the towns of Podbrdo, Most na Soči and Nova Gorica. The train runs a daily service on the Bohinj Line. The vehicle transporters attached to the train are able to accommodate cars, vans, caravans, pickups and bicycles. The vehicles must not be higher than 3 metres and wider than 2.4 metres. Motorail train tickets are purchased from the train conductor. At Nova Gorica, vehicles must be moved onto the transporters 15 minutes before departure, while other stations require vehicles to be loaded 10 minutes before the train departs.

Make sure to check your journey before you travel using the current timetable and motorail fares.

Persons with reduced mobility

We will make sure to the best of our ability and to the extent reasonably possible that anyone with mobility impairments can have a pleasant and comfortable journey on both inland and international trains. Please communicate your needs by calling +386(0)1 291 33 91 between 8:00 and 16:00 at least 48 hours before your journey. When no notice is given in advance, the assistance we can provide will depend on the capabilities available at the time of your trip.

You can find information about fares and accessibility of train services to people with mobility impairments on our website.

7.3.2 FREIGHT TERMINALS, MARSHALLING YARDS AND MARITIME FACILITIES

7.3.2.1 GENERAL INFORMATION

The service includes track access to:

- freight terminals (freight stations, intermodal terminals, industrial sidings),
- marshalling yards and train formation facilities,
- maritime facilities available at Koper tovorna freight station.

7.3.2.2 SERVICES

Access to freight terminals allows RUs to make use of the following facilities and services:

- Ljubljana container terminal (KT Ljubljana)
- Celje container terminal (KT Celje)
- Maribor Tezno container terminal (KT Maribor)
- freight stations and loading sites.

Ljubljana container terminal supplies the following services:

- ITU haulage by rail and road,
- handling and storage of ITU, both empty and loaded
- ITU inspections,
- groupage or cargo consolidation in ITU (receiving, stuffing, stripping and handling),
- storage of reefer containers (16 electrical outlets),
- completing customs formalities for users,
- preparing transit declarations,
- arranging customs clearance of ITU shipments,
- agency services (producing consignment notes and transfer notes, forwarding information etc.)

Celje container terminal supplies the following services:

- organising combined carriage, both inland and international;
- ITU haulage by rail and road;
- handling and storage of ITU in small quantities, both empty and loaded;
- RoLa (rolling highway) services in collaboration with the intermodal operator Adria Kombi.

Maribor Tezno container terminal supplies the following services:

- organising combined carriage, both inland and international;
- ITU haulage by rail and road;
- ITU handling;
- short-term storage of ITU, both loaded and empty;
- RoLa (rolling highway) services in collaboration with the intermodal operator Adria Kombi;
- supplying agency services for Adria Kombi.

Freight stations and loading sites are used to load, unload, and form and break down trains depending on the facilities available at individual stations and loading sites. A RU wishing to undertake shunting movement first needs to produce a documents which sets out the relevant technological process of work. Information about the options to undertake shunting movements can be obtained from the Infrastructure Manager directly. Contact details for a particular terminal or loading site can be obtained from oss@slo-zeleznice.si.

Contact information:

Service facility	Open	Telephone	Contact
KT Ljubljana	Mon – Pet 07:00 – 17:00, Sat 07:00 – 12:00	Tel.: +386 1 29 15 620	matic.kastelec@slo-zeleznice.si
KT Celje	Mon – Fri 07:00 – 17:00, Sat 07:00 – 12:00	Tel.: +386 1 29 15 620 Tel.: +386 3 29 33 292	matic.kastelec@slo-zeleznice.si marjana.kresnik@slo-zeleznice.si
KT Maribor	Mon – Fri 07:00 – 17:00, Sat 07:00 – 12:00	Tel.: +386 1 29 15 620 Tel.: +386 2 29 25 584	matic.kastelec@slo-zeleznice.si ktmb.disponent-zap@slo-zeleznice.si
Sales&Marketing Department	Mon – Fri 07:00 – 15:00	Tel.: +386 1 29 15 603	robert.gaber@slo-zeleznice.si
Sales&Marketing Department	Mon – Fri 07:00 – 15:00	Tel.: +386 1 29 15 619 Fax: +386 1 29 12 965	valerija.ravnikar@slo-zeleznice.si

Information about services, applications, contract drafting and rates in rail transport and freight terminal rates can be found on the following links:

User centre of SŽ – Tovorni promet as facility manager

Portal E-TP

General terms and conditions

Provisions for the calculation of transport charges and rates for rail service

List of service posts and distance table

Rates for services supplied by container terminals

Slovenske železnice – Tovorni promet, d.o.o.
Služba za Proizvodnjo
Lovro Hren
Kolodvorska ul. 11
1000 Ljubljana
tel. +386 1 29 14285
lovro.hren@slo-zeleznice.si

7.3.2.3 SERVICE FACILITY DESCRIPTION

LJUBLJANA CONTAINER TERMINAL (KT LJUBLJANA) is situated at Letališka cesta 14 in immediate vicinity of BTC business complex.

KT Ljubljana is part of the Ljubljana Moste freight station, with a dedicated track linking both facilities. The terminal serves as an intermediate commercial station on a single-track electrified branch line 12 Ljubljana Zalog – Ljubljana (line 4), and is connected to Ljubljana Moste station through Lead Track No 304 a.

It is accessible by road via the northern bypass of the Ljubljana Ring Road by taking the exit at Nove Jarše (west and east) and through Kajuhova cesta, which leads through the city centre.

The terminal is open 7:00 to 17:00 from Monday to Friday, 7:00 to 12:00 on Saturday, and is available other times on request.

KT Ljubljana is equipped with a bridge crane, two reach stalkers and a forklift, and has four tracks in total – two for train movements and two serving as storage sidings for freight wagons – as well as an open stacking area specifically for ITU storage.

Under the municipality's master plan OPPN-412 (Construction of a logistics centre), a new terminal is due to be built over the next ten years, which will include new connecting tracks and goods handling sidings, additional storage areas and an office building.

Contact:

Slovenske železnice – Tovorni promet, d.o.o.
PL Kontejnerski terminal
Letališka cesta 14
1000 Ljubljana
tel. +386 1 29 15 620
matic.kastelec@slo-zeleznice.si
tel. +386 1 29 15 603
robert.gaber@slo-zeleznice.si

CELJE CONTAINER TERMINAL conducts its core business on a paved area between Track 40 and Track 41 of Celje Tovorna station. The terminal is open 7:00 to 17:00 from Monday to Friday, 7:00 to 12:00 on Saturday, and is available

other times on request.

Contact:

Slovenske železnice – Tovorni promet, d.o.o.
Lokacija Celje Čret
Kidričeva 34
3000 Celje
tel. +386 1 29 15 620
matic.kastelec@slo-zeleznice.si
tel. +386 3 29 33 292
marjana.kresnik@slo-zeleznice.si

MARIBOR TEZNO container terminal is located on a paved area adjacent to Track 205. The terminal is open 7:00 to 17:00 from Monday to Friday, 7:00 to 12:00 on Saturday, and is available other times on request.

Contact:

Slovenske železnice – Tovorni promet, d.o.o.
Lokacija Maribor Tezno
Vodovodna 34
2000 Maribor
tel. +386 1 29 15 620
matic.kastelec@slo-zeleznice.si
tel. +386 2 29 25 584
ktmb.disponent-zap@slo-zeleznice.si

LJUBLJANA ZALOG MARSHALLING YARD has the capacity to receive and dispatch trains, recess a slower train for a faster one to pass, and to break up and form trains. The yard is situated on d.m. – Dobova – Ljubljana double-track line. It comprises a passenger area and a train formation area.

Trains are formed by a permanent shunting crew, organised by the Infrastructure Manager through a subcontractor. The main hump is in service daily except for short periods of non-operation on Sundays between 6:40 to 18:40 and Mondays from 6:40 to 9:40.

Contact information of the shunting service provider:

Slovenske železnice – Tovorni promet, d.o.o.
Služba za Proizvodnjo
Lovro Hren
Kolodvorska ul. 11
1000 Ljubljana

tel. +386 1 29 14285
lovro.hren@slo-zeleznice.si

The train formation facility is sectioned into the following areas:

- Receiving Yard,
- Sorting Yard,
- Departure Yard,
- Station Yard,
- Storage Yard,
- Local Yard,
- main lead tracks,
- other tracks and track connections,
- other track sections.

Between the Receiving Yard and the Sorting Yard is the main hump, which is equipped with retarders.

FREIGHT TERMINALS AND LOADING POINTS ACCEPTING WAGON-LOAD CONSIGNMENTS

TERMINAL / LOADING POINT	SPECIAL SIGNS (see key below)	GOODS PLATFORM		LOADING GAUGE	TERMINAL / LOADING POINT	SPECIAL SIGNS (see key below)	GOODS PLATFORM		LOADING GAUGE
		SIDE-LOADING	REAR-LOADING				SIDE-LOADING	REAR-LOADING	
1	2	3	4	5	1	2	3	4	5
Ajdovščina (Prvačina)	a	I			Anhovo	b			
Batuje (Prvačina)	a	I			Birčna vas (Novo mesto)	a	I		
Blanca					Bled Jezero	b	I		
Bohinjska Bistrica	b	I			Borovnica		I		
Breg		I			Brestanica		I		I
Brezovica		I			Brežice		I		
Celje tovorna	b	I	I	I	Črnomelj	b	I		
Divača		I			Dobova		I		
1	2	3	4	5	1	2	3	4	5
Dobrepolje (Grosuplje, Kočevje)	a	I			Dravograd	b	I		
Gornja Radgona (Ljutomer)	a	I			Gradac (Metlika, Črnomelj)	a			
Grahovo	b	I			Grosuplje	b	I		I
Hoče		I			Hodoš		I		
Hrastnik					Hrpelje-Kozina		I		
Ilirska Bistrica	b	I			Imeno	a	I		
Ivančna Gorica	b	I			Jarše-Mengeš	b	I		
Jelovec (Sevnica, Tržišče)	a	I			Jesenice		I	I	I
Kamnik	b	I			Kamnik Graben (Kamnik)	a	I		
Kanal (Most na Soči, Anhovo)	a	I			Kidričevo		I	I	
Kočevje	b	I		I	Koper			I	

Koper tovorna		I	I		Kranj		I	I	
Kresnice		I			Križevci - Boreci (Ljutomer)	a			
Krško		I	I	I	Laško		I		
Laze					Lendava	a	I		
Lesce-Bled		I			Lipovci				
Litija		I			Ljubljana Črnuče	b	I		
Ljubljana Moste	b	I	I		Ljubljana Rakovnik	b	I		
Ljubljana Šiška		I			Ljubljana Vižmarje		I		
Ljutomer		I			Logatec		I	I	
Maribor		I	I	I	Maribor Studenci		I	I	
Medvode		I			Mestinje (Rogatec, Stranje)	a			
Metlika	b	I			Mirna (Tržišče, Trebnje)	a	I		
Mirna Peč	b	I			Mokronog (Tržišče, Trebnje)	a	I		
Most na Soči	b	I			Murska Sobota		I		
Nova Gorica		I	I	I	Novo mesto		I		
Ormož					Ortnek (Grosuplje, Kočevje)	a	I		
Pesnica					Pivka		I		
Podbrdo	b	I			Podgorje	b	I		
Podnart		I			Podvelka	b	I		
Poljčane		I			Polzela	b	I		
Ponikva					Postojna		I	I	
Pragersko		I	I		Preserje		I		
1	2	3	4	5	1	2	3	4	5
Prestranek		I			Prevalje	b	I		
Prvačina	b	I			Ptuj		I	I	
Rače		I			Radenci (Ljutomer)	a			
Radohova vas	b	I			Rakek		I		
Ribnica (Grosuplje, Kočevje)	a	I			Rimske Toplice		I		
Rogaška Slatina (Rogatec, Stranje)	a	I			Rogatec	b	I		
Ruše	b				Ruta	b	I		
Sava					Semič	b			
Sevnica		I			Sežana		I	I	I
Slovenska Bistrica		I							
Središče	b				Stranje	b	I		
Šentilj					Šentjur		I		

Škofljica	**b**	**I**			Škofja Loka		**I**		**I**
Šmarje pri Jelšah (Stranje, Grobelno)	**a**	**I**			Šmartno ob Paki	**b**	**I**	**I**	
Šoštanj	**b**	**I**			Trbovlje		**I**		
Trebnje	**b**	**I**		**I**	Tržišče	**a**	**I**		
Uršna sela	**b**	**I**			Velenje	**b**	**I**		
Velenje Pesje	**a**				Velika Loka (Trebnje, Radohova vas)	**a**	**I**		
Verd		**I**			Vintgar (Jesenice, Bled jezero)	**a**			
Višnja Gora	**b**	**I**			Volčja Draga (Nova Gorica, Prvačina)	**a**	**I**		
Vrtojba	**b**				Vuhred	**b**	**I**		
Vuzenica	**b**	**I**			Zagorje		**I**		
Zidani Most		**I**			Žalec	**b**	**I**		

KEY:		
	(name of terminal)	TERMINAL WHICH OPERATES THE LOADING POINT
	a	TERMINALS / LOADING POINTS WHERE HANDLING OF WAGON-LOAD CONSIGNMENTS REQUIRES PRIOR ARRANGEMENT WITH THE IM. PROCEDURES TO BE APPLIED ARE CONTAINED IN PART 1 OF STATION WORKING RULES OF A LOADING POINT, OR IN SECTION G OF STATION WORKING RULES OF A TERMINAL WHICH OPERATES THE LOADING POINT.
	b	TERMINALS ONLY STAFFED SOME OF THE TIME TIMES WHEN THE TERMINAL IS OPEN ARE PUBLISHED UNDER "DATA PROVIDED BY THE IM FOR THE PRODUCTION OF ROUTE INSTRUCTIONS"', WHICH CAN BE FOUND IN "RULES FOR RAILWAY UNDERTAKINGS" WEB TOOL. "

MARITIME FACILITIES - The operator of facilities in the Port of Koper which provides port and logistics services, is the company Luka Koper, d.d.,

Industrial tracks at the goods port of Koper fall into five track groups within the area of Luka Koper:

- Group I comprises Tracks 1a to 20b
- Group II comprises Tracks 21b to 29
- Group III comprises Tracks 30a to 36c
- Group IV comprises Tracks 40a to 50b
- Group V comprises Tracks 51c to 55c

Other port facilities comprise:

- turnouts
- goods platform
- rail weighing scales
- front-end hydraulic ramps

Contact information of IM staff at the port:

bostjan.brlek@luka-kp.si

milanko.drljic@luka-kp.si

sasa.drljic@luka-kp.si

7.3.3 STORAGE SIDINGS

RUs may use specified sidings (network sidings) on the PRI for stabling and/or storage of rail vehicles.

An RU wishing to use storage facilities to stable vehicles out of service will need to obtain a prior consent of the IM. Contact information is contained in the relevant track access contract.

7.3.4 MAINTENANCE FACILITIES AND OTHER TECHNICAL FACILITIES

7.3.4.1 GENERAL INFORMATION

Service P24 includes track access to the following service facilities:

- maintenance facilities, with the exception of heavy maintenance facilities dedicated to high-speed trains or to other types of rolling stock requiring specific facilities;
- other technical facilities, including cleaning and washing facilities;
- refuelling facilities and supply of fuel in these facilities,

Track Access		
Group	**Facility Type**	**Description**
SK-1	**Maintenance facilities**	- maintenance facilities for locomotive and wagon repairs
SK-2	**Other technical facilities**	- passenger rolling stock pre-heating facilities, - devices for removing the ice from the tunnels, - air conditioning - washing / cleaning devices, - stable compressor devices, - rolling stock disinfection devices, - loading profile measuring devices, - devices for removing waste water from passenger trains, - power supply devices (sockets), - car train ramps, - water supply devices, - track scales, - diesel fuel pumps for locomotives.

7.3.4.2 SERVICES

RUs seeking to use maintenance facilities will need to enter into a contract with the facility owner. Contact of the maintenance service provider:

SŽ - Vleka in tehnika, d.o.o.
Igor Debevec
Zaloška 217
SI-1000 Ljubljana
Phone +386 1 29 14 469
igor.debevec@sz-vit.si

Train preheating facilities are available 24 hours a day, and can be accessed using station tracks.

The use of loading gauge measurement facilities needs to be arranged in advance with the IM. Contact of the relevant terminal or loading point can be obtained from oss@slo-zeleznice.si.

Stable compressor devices are used to carry out a full brake test on freight train consists uncoupled from the locomotive. Contact for the use of brake testing facilities at Koper tovorna:

SŽ - Vleka in tehnika, d.o.o.
Borut Janežič
Zaloška 219
SI-1000 Ljubljana
Phone +386 1 29 15 062
borut.janezic@sz-vit.si

Washing facilities are outdoor areas used to clean and wash freight cars without cleaning agents. Contact for the use of washing facilities at Ljubljana Zalog:

SŽ - Vleka in tehnika, d.o.o.

Boris Sonc
Zaloška 261
SI-1000 Ljubljana
Phone +386 1 29 13 858
boris.sonc@sz-vit.si

7.3.4.3 SERVICE FACILITY DESCRIPTION

Maintenance facilities can be accessed at the following train stations:

- Locomotive maintenance: Maribor Studenci, Ljubljana Moste, and Divača;
- Wagon maintenance:
  - Divača,
  - Dobova,
  - Ljubljana Zalog,
  - Ptuj,
  - Nova Gorica,
  - Koper tovorna.

Passenger cars are preheated and air conditioned using a 3kV shore supply panel, which supplies DC voltage from the overhead lines to the air-conditioning and heating system to regulate the temperature in the passenger compartments when the cars are uncoupled from the locomotive. Additionally, passenger car batteries can be charged during stabling using a separate low voltage three-phase supply rated at 400V/50Hz (power distribution). Brake testing facilities are provided at Koper tovorna and Ljubljana Zalog. The brake testing facility at Ljubljana Zalog is out of service until further notice. The locations of brake testing facilities at Koper tovorna are listed in the table below.

Side A– TPK*	
AIR BOX No	TRACK
1	1 and 2
2	3 and 4
3	5 and 6
4	7 and 8
5	9 and 10
6	11
7	12 and 13
8	14

Side B– GPP**	
AIR BOX No	TRACK
9	20
10	21 and 22
11	23 and 24
12	25 and 26
13	27 and 28
14	29 and 30
15	31
16	32 and 33
17	34 and 35
18	36 and 37
19	250

* postaja Koper station **

'Tovorna Koper', or freight

'Glavna pristaniška postaja', or Main port station

Reliability of brake tests is achieved through the use of a computer-operated controller (PLK). The computer (PC-SKN) receives input and confirms it via optical fiber connection with the controller. The test is carried out using a tablet computer, which is connected to the controller through a commercial wireless network. Other communication between the supervisor and the freight car inspector is transmitted over a VHF device.

Washing and cleaning facilities are located next to Track No 456 and No 457 at Ljubljana Zalog. The facilities are open between 06:00 and 14:00 from Monday to Frida.

An RU wishing to use the brake testing facility will need to enter into an access contract with the facility owner.

RUs are given track access to facilities for refuelling.
Stations with refuelling facilities comprise:

- Celje,
- Divača,
- Jesenice,
- Ljubljana*,
- Maribor Studenci,
- Murska Sobota,
- Nova Gorica,
- Novo mesto,

– Pragersko.

* A segment of the track for access to refuelling facilities is owned by the passenger operator SŽ-Potniški promet. RUs seeking to access the facilities through these tracks will need to obtain a permission of the owner.

7.3.5 RELIEF FACILITIES

Relief facilities include track mechanization for eliminating the consequences of emergencies and snow mechanization, which are uniformly called intervention track mechanization. Access to these devices is free of charge, and the provision and use of these devices is dealt with as part of an additional service marked P34.

7.4 ADDITIONAL SERVICES

The IM or other service providers may also offer additional services to applicants or their RUs, without discrimination with a special contract based on market principles, such as:

- traction current, charges for which shall be shown on the invoices separately from charges
- pre-heating of passenger trains;
- tailor-made contracts for control of transport of dangerous goods and exceptional transport,
- use of emergency devices.

7.4.1 TRACTION CURRENT

The IM provides electricity for traction to RUs who use electric traction vehicles on the electrified PRI network. In order to provide electricity, an electric power supply system has been set up on the railway network, which enables the capture of electricity from the public electricity network, electricity transformation, electricity dispatch and consumption with pantographs of electric rolling stock maintained and operated by the IM.

7.4.2 PRE-HEATING

Passenger cars are preheated and air conditioned using a 3kV shore supply panel, which supplies DC voltage from the overhead lines to the air-conditioning and heating system to regulate the temperature in the passenger compartments when the cars are uncoupled from the locomotive. Additionally, passenger car batteries can be charged during stabling using a separate low voltage three-phase supply rated at 400V/50Hz (power distribution). More information about train preheating can be found by contacting the facility operator:

SŽ – Potniški promet, d.o.o.
Robert Piščanc
Kolodvorska 11
SI-1000 Ljubljana
Phone +386 1 29 13 317
robert.piscanc@slo-zeleznice.si

7.4.3 EXCEPTIONAL TRANSPORT

For an exceptional load to travel on the network, a permit from the IM is required which determines the manner and special conditions of travel to be applied, as well as the relevant infrastructure charge. The IM will notify its response to a request for exceptional load permit within 15 days of receipt of the request.

The IM issues, based on a request for movement of exceptional load by rail, a permit which sets out the manner and special conditions of travel to be applied by the RU and specifies the relevant infrastructure charge.

Where, due of its characteristics, an exceptional load needs to be accompanied, the IM shall assign a member of its staff to accompany to train concerned.

Exceptional transport may also include rail vehicle test runs. To obtain further details, please contact:

SŽ – Infrastruktura, d.o.o.
Kristjan Krapše
Kolodvorska 11

SI-1000 Ljubljana
Phone +386 1 29 13 077
kristjan.krapse@slo-zeleznice.si

7.5 Ancillary Services

An applicant or its RU which was allocated a train path may request other services in addition to those described above:

- access to telecommunication networks;
- provision of supplementary information;
- technical inspection of rolling stock;
- ticketing services in passenger stations;
- heavy maintenance services supplied in maintenance facilities dedicated to high-speed trains or to other types of rolling stock requiring specific facilities.

The IM is not obliged to offer the services described above. The services are provided to the RU through a special contract based on market principles.

7.5.1 Access to Timetable Graphs

The IM provides, as part of additional information, access to and use of electronic timetable graphs, which serve to give an overview of all planned train services and a view of movements of trains operated by a particular RU.

7.5.2 Other Ancillary Services

An RU which was allocated a train path may request other services in addition to those described above. The IM is not obliged to offer such services.

RUs wishing to request other services will need to enter into a contract for the supply of services in rail transport with the IM to set out the service fees, scope of services to be supplied and the manner of supply.

ANNEXES

1A	General Terms and Conditions
2A	Track Typologies
2B	Technical Data on Stations
2C	Station Layouts
2D	Clearance and Loading Gauge
2E	Prevailing Line Gradients and Resistances
2F	Line Speeds
4A	Template Form for Requests for Capacity
4B	Guidelines for Completing ePoti Forms
4C	Priority Criteria Assessment Process in Capacity Allocation
4D	Capacity Allocation Procedures
6A	Financial compensation for costs incurred by RUs due to disruptions in railway traffic and resulting from investments