

NETWORK STATEMENT 2026



CHANGES

WELL.	POINTS	VALID FROM

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GLOSSARY OF TERMS

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 path catalogue	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
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.
Informative train path	information with the necessary elements about a possible train path.
Infrastructure capacity	The potential to schedule train paths, requested for a part of the infrastructure for a specified period.
Infrastructure Manager	it is the legal entity responsible for operating, maintaining, renewing and participating in the development of public railway infrastructure
Legal entities	Legal bodies with the status of a legal entity according to the legislation of the country in which they are registered.
License	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.
Operative timetable	timetable, which contains information on the timetables of single trains for the needs of IM on individual lines and the timetables of single trains for the needs of RUs on these lines.
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.
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.

Regulatory Points	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.

d.m.	state border
ePaths	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
IN	Public Railway Infrastructure
RFC	Rail Freight Corridor according to the EU Regulation 913/2010 and EU Regulation 2024/1679
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
ZVZeIP - 1	Railway Traffic Safety Act (Official Journal of the RS, No. 30/18, 54/21)
ZZeIP	Railway Transport Act (ZZeIP-UPB8 Official Journal of the RS, No. 99/2015 – official consolidated text, 30/18, 82/21, 54/22 – ZUJPP and 18/23 – ZDU-10)
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 <https://infrastruktura.sz.si/en/>.

In accordance with the provisions of the Railway Transport Act (hereinafter: "ZZelP") and the Decree on train path allocation, infrastructure charges and performance regime 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 regime. 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 regime on Public Railway Infrastructure ([Official Journal of the RS, No. 44/16, 16/19, 121/20 and 8/23](#)),
- 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.
- Commission Implementing Regulation (EU) 2019/774 amending Regulation (EU) no. 1304/2014 concerning the application of technical specifications for interoperability relating to the rolling stock - noise subsystem to existing freight wagons (Official Journal of the RS No. 139 from 27.5.2019, str. 89-102)

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 regime 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.

This version of the Network Statement is prepared according to the available information and the legislation applicable as of 30.november 2024. 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 <http://www.rne.eu/organisation/network-statements/>.

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 2025 Network Statement is valid for the 2026 timetable year (14 December 2025 to 12 December 2026). The provisions are also valid for capacity requests for the said timetable year, which were submitted in 2025.

The provisions regarding the intended changes to the user fee in point 5.10 are valid for the period for which they are stated.

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 Slovenian 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:

Slovak Railways - Infrastruktura d.o.o.
SI-Kolodvorska 11, 1000 Ljubljana

The points of contact are listed in the table below.

AREA	OFFICE	POINT OF CONTACT
General information	OSS	Phone: 01 29 13 474 E-mail: oss@slo-zeleznice.si Address: Trg OF 6, 1000 Ljubljana
Capacity allocation User charges	Planning, Technology and Engineering Department	Phone: 01 29 13 226 E-mail: sanja.nunic@slo-zeleznice.si Address: Trg OF 6, 1000 Ljubljana
TTR Implementation	Planning, Technology and Engineering Department	Phone: 01 29 13 203 E-mail: damjan.petrc@slo-zeleznice.si Address: Trg OF 6, 1000 Ljubljana
Performance Regime	Planning, Technology and Engineering Department	Phone: 01 29 13 362 E-mail: gabriel.sustar@slo-zeleznice.si Address: Trg OF 6, 1000 Ljubljana
Network Statement Track access contract	Planning, Technology and Engineering Department	Phone: 01 29 13 226 E-mail: sanja.nunic@slo-zeleznice.si Address: Trg OF 6, 1000 Ljubljana
Train path requests within annual timetable	Planning, Technology and Engineering Department	Phone: 01 29 13 474 E-mail: peter.lesnik@slo-zeleznice.si Address: Trg OF 6, 1000 Ljubljana
Exceptional transports permit	Planning, Technology and Engineering Department	Phone: 01 29 13 077 E-mail: kristijan.krapse@slo-zeleznice.si Address: Trg OF 6, 1000 Ljubljana
Licences and safety certificates	Public Agency of Republic of Slovenia for Railway Transport	Phone: 02 234 14 27 E-mail: gp.azp@azp.si Address: Kopitarjeva ulica 5, 2000 Maribor

Ad – hoc requests

OFFICE	TYPE (TRAINS)	AREA	CONTACTS (PHONE, E-MAIL)
Planning, Technology and Engineering Department	– passenger	Complete area of PRI	01 29 13 474 peter.lesnik@slo-zeleznice.si

Ad-hoc constructor	- Freight	Complete area of PRI	01 29 12 360 ad-hoc.konstruktor@slo-zeleznice.si
Train dispatcher Dobova – Zidani Most	- locomotive - IMs' trains - empty passenger suits	PO Ljubljana -Trains crossing several POs	01 29 15 733 ljubljana.disvl@slo-zeleznice.si

Dispatcher PO I Ljubljana	- freight**	- Trains crossing several POs**	01 29 13 361 ljubljana.dispecerst@sz-infra.si
Dispatcher PO I Maribor	- locomotive - IMs' trains - empty passenger suits	PO Maribor	02 29 22 361 maribor.dispecerst@sz-infra.si
Dispatcher PO Postojna		PO Postojna	05 29 62 361 Postojna.dispecerst@sz-infra.si

Ad-hoc constructor accept orders every day from 00:00 to 23:59.

Dispatchers PO I Postojna and PO I Maribor process ad-hoc orders for locomotive trains, IM's trains and for empty passenger suits.

**takes over exceptionally after special notification



Neighbouring IMs

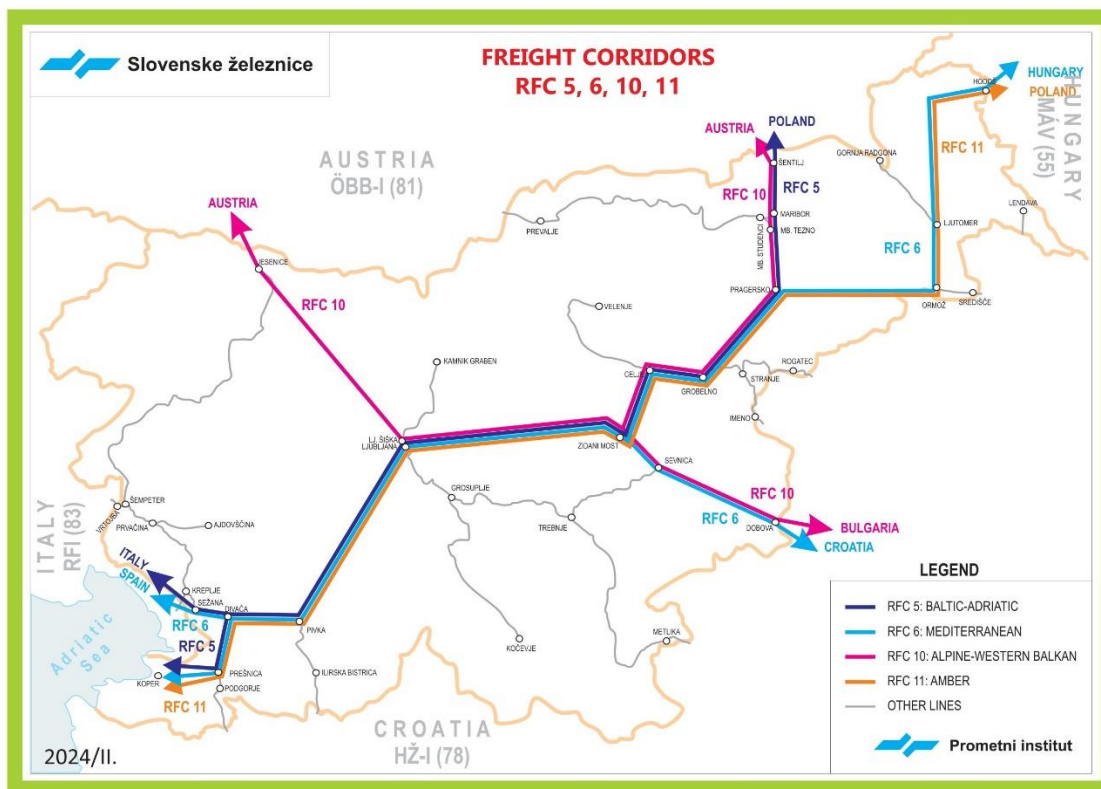
Regulation (EU) 2024/1679 of the European Parliament and of the Council, adopted on 13 June 2024, introduces additional requirements for rail infrastructure in the context of the development of the Trans-European Transport Network (TEN-T), upgraded from the previous TEN-T Regulation:

- Passenger lines must allow train speeds of up to 160 km/h,
- Allowing paths for freight trains up to 740 metres in length, this being adapted according to the type of line (double or single track),
- Removal of obsolete signalling systems such as Indusi and RDZ,
- Planning an average waiting time for freight trains at border crossing points between Member States of no more than 25 minutes,
- Limiting delays due to traffic management to a maximum of 30 minutes for 75% of freight trains,
- Adding infrastructure priorities based on social and economic cost-benefit analysis, such as increased axle loads (up to 25 tonnes per axle) and train length extensions of up to 1500 metres.

These new requirements contribute to optimising capacity and interoperability of rail routes, reducing delays and increasing the efficiency of cross-border rail transport.

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).

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



Corridors are established 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.



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 – Turin – Milan – 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)
Milan (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

Alpine-Western Balkan Balkan Rail Freight Corridor has the following alignment: Salzburg – Villach – Ljubljana / Wels / Linz – Graz – Maribor – Zagreb – Vinkovci / Vukovar – Tovarnik – Belgrade – Sofia – 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 line, and is also a candidate for EU membership – and create a direct line 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 alignment: Koper – Ljubljana – Zalaszentiván – Sopron / Csorna (HU/SR border) – Kelebia – Budapest / Komárom – Leopoldov / Rajka – Bratislava – Žilina – Katowice / Kraków – Warsaw / 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 – Infrastruktura 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.

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).

More information about PRIME is available on <https://wikis.ec.europa.eu/display/primeinfrastructure>.



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) is an international non-profit association founded in 2002 based in Brussels, which participates in the work of the European Railway Agency (ERA) in various working groups

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

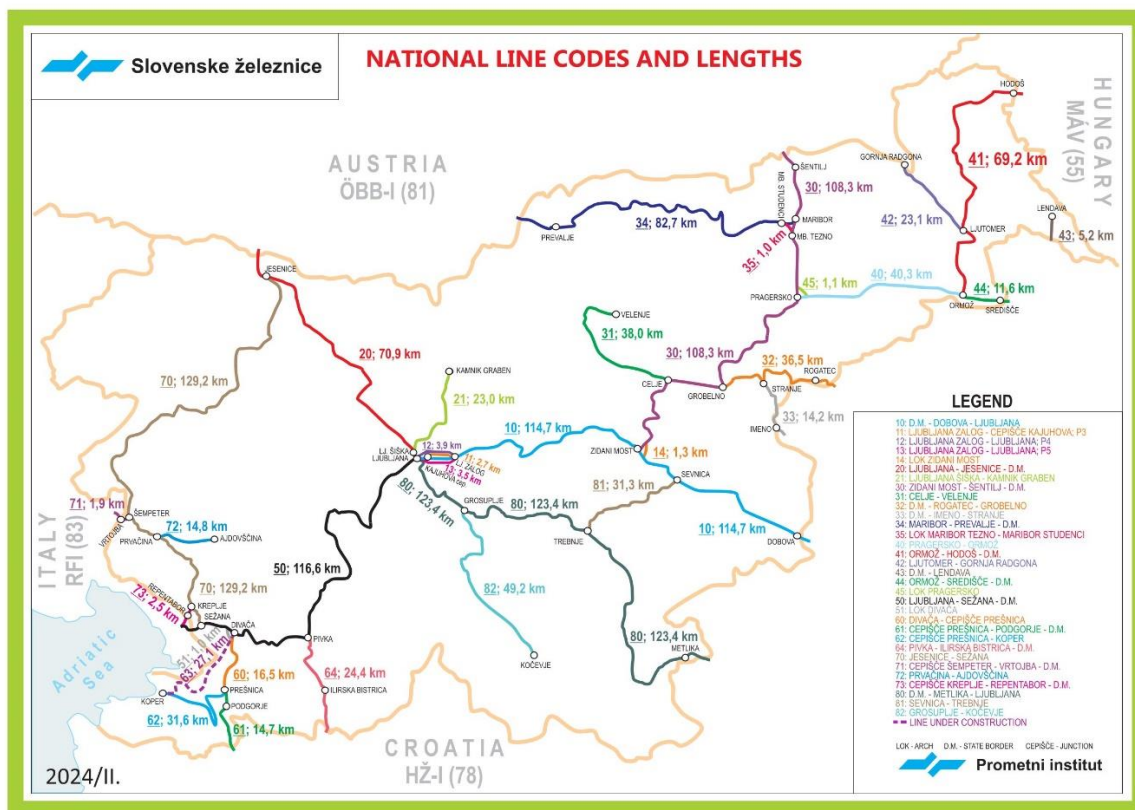
2. INFRASTRUCTURE

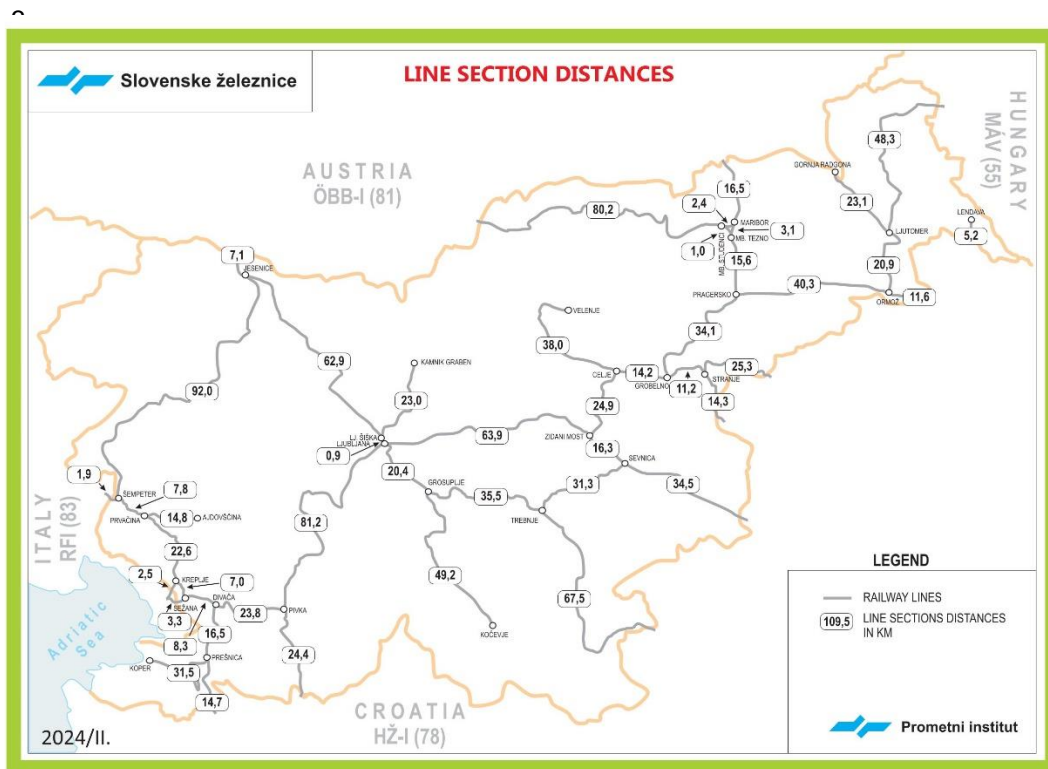
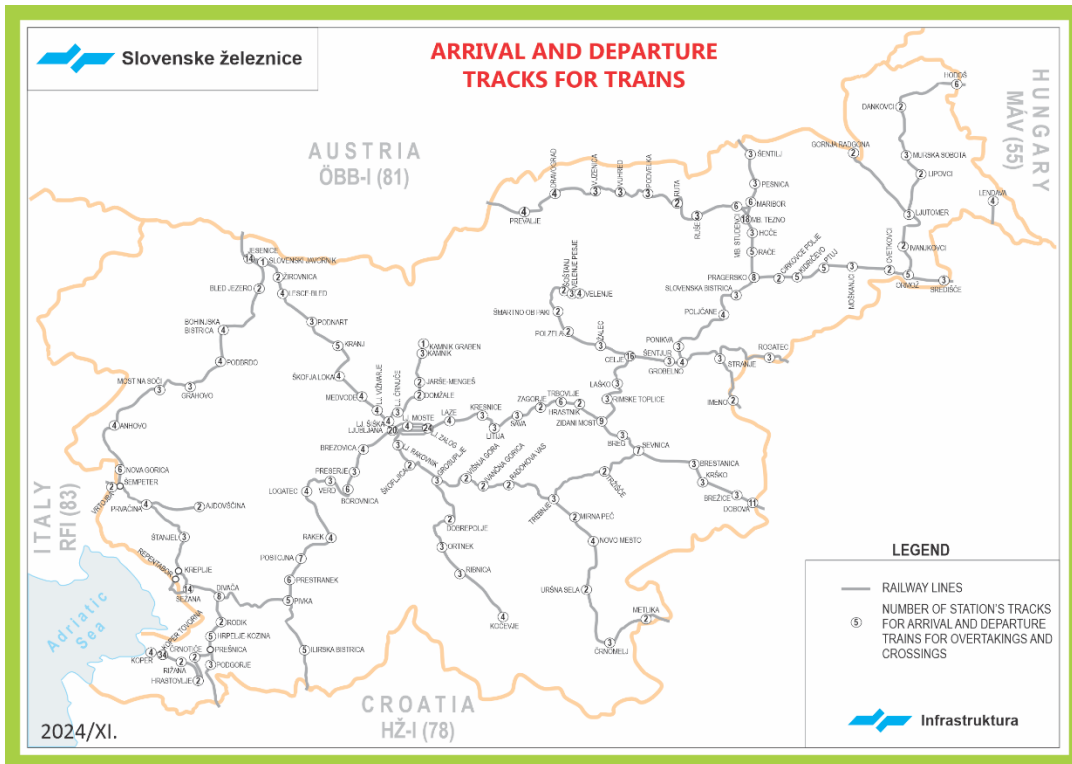
2.1 INTRODUCTION

Public rail infrastructure 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 lines and Annex 2b the stations in more detail.





LINE NUMBER	NATIONAL DENOMINATION OF LINE	NATIONAL LINE CATEGORY	E – LINE NO.	LINE CATEGORY	CONSTRUCTION LENGTH OF THE LINE WITH MAIN TRANSPORT 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 B2	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		B2 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		C2 B2	82,672	82,672		82,672
40	Pragersko – Ormož	G	E69	D4	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		D4	0,880	0,880		0,880
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 line, taking into account the line section with the lowest category. Line categories of a particular section by actual condition of the line 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 lines.

2.2.2 CONNECTING RAILWAY NETWORKS

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

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

The table below contains data concerning the lines 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
Italy	Nova Gorica – Gorizia Cle. (Gorica)	Nova Gorica
	Sežana – Villa Opicina (Opčine)	Villa Opicina
Hungary	Hodoš – Őriszentpéter	Hodoš

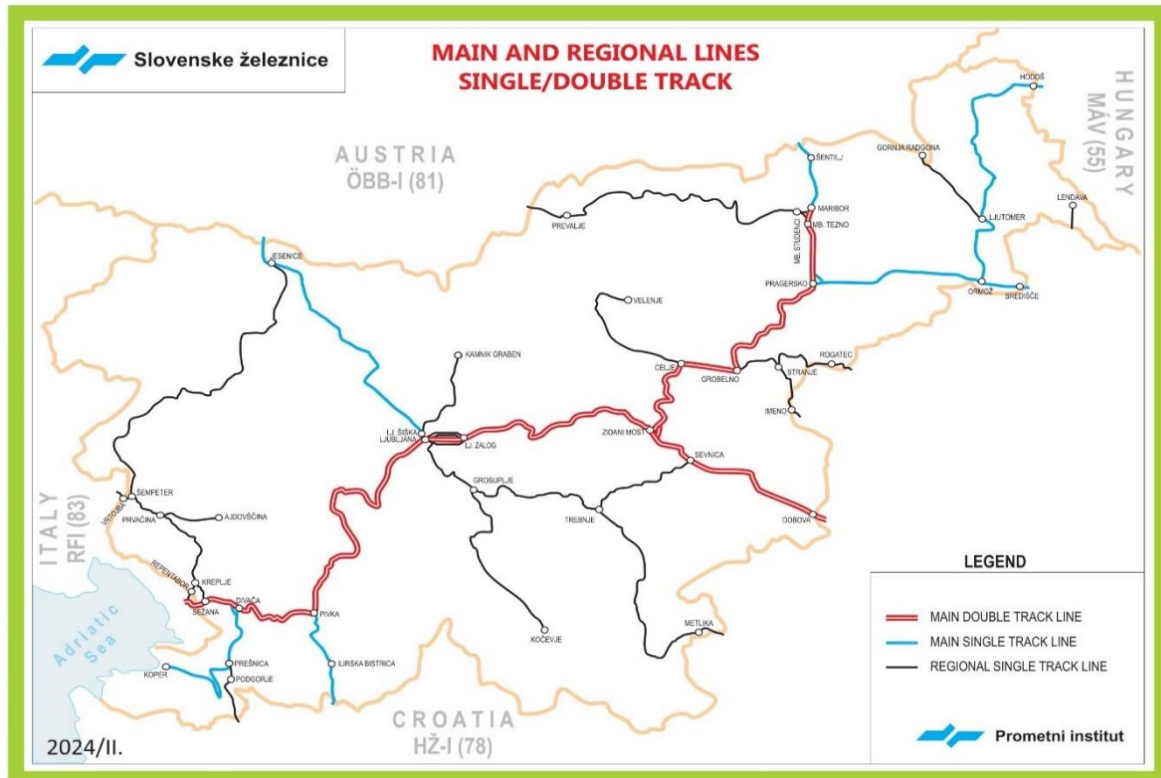
More information and technical data concerning lines, lineside equipment and stations is available in annexes to Chapter 2 of the Network Statement. Network description.

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



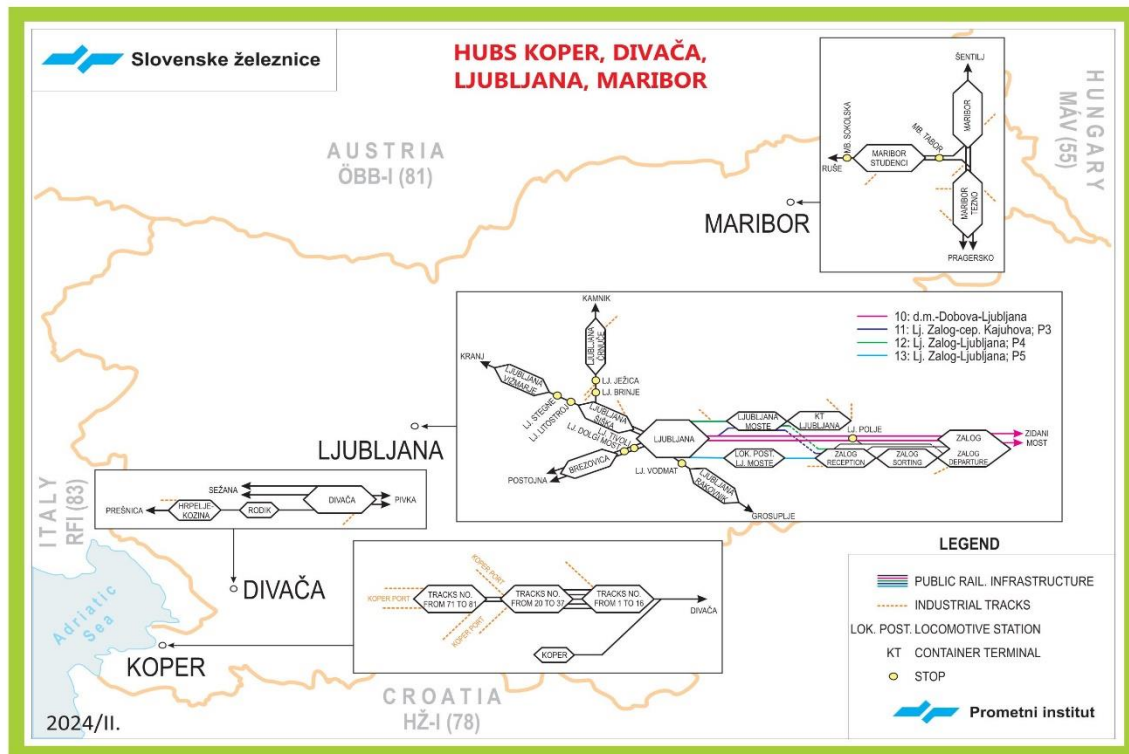
2.3.2 TRACK GAUGES

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

2.3.3 STATIONS AND NODES

Technical characteristics, distances between stations, and line markings according to international standards (track number and corridor) are listed in the annexes concerning line 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
Ljubljana	Ljubljana, Ljubljana Zalog, Ljubljana Moste, Lokomotivska postaja Ljubljana Moste, Ljubljana Šiška
Maribor	Maribor, Maribor Studenci, Maribor Tezno



Based on the Rules on the equipment of railway stations and halts (Official Journal of the RS, No. [72/09](#), [72/10](#), in [30/18](#) – ZVZeIP-1) passenger stations are classified into four categories according to equipment, as shown in the table below.

CATEGORY	STATION NAME						
I	Ljubljana						
II	Celje	Jesenice	Koper	Kranj	Litija	Maribor	Murska Sobota
	Nova Gorica	Novo mesto	Pragersko	Sevnica	Škofja Loka	Trbovlje	Zagorje
	Zidani Most						
III	Bohinjska Bistrica	Borovnica	Brežice	Črnomelj	Divača	Dobova	Domžale
	Grobelno	Grosuplje	Hrastnik	Ivančna Gorica	Jarše - Mengeš	Kamnik	Kočevoje
	Kresnice	Krško	Laško	Lesce - Bled	Ljubljana Rakovnik	Ljubljana Vižmarje	Ljubljana Zalog
	Logatec	Medvode	Metlika	Most na Soči	Ormož	Pivka	Poljčane
	Polzela	Ponikva	Postojna	Ptuj	Rače	Rakek	Ribnica
III	Rimske Toplice	Sežana	Slovenska Bistrica	Stranje	Šentjur	Trebnje	Velenje
	Višnja Gora	Žalec					

IV	Anhovo	Blanca	Bled Jezero	Breg	Brestanica	Brezovica	Črnotiče
	Dobrepolje	Dravograd	Gornje Ležeče	Grahovo	Hoče	Hodoš	Hrastovlje
	Hrpelje - Kozina	Ilirska Bistrica	Imeno	Ivanjkovci	Kidričevo	Laze	Lipovci
	Ljubljana Črnuče	Ljutomer	Maribor Studenci	Mirna Peč	Moškanjci	Ortnek	Pesnica

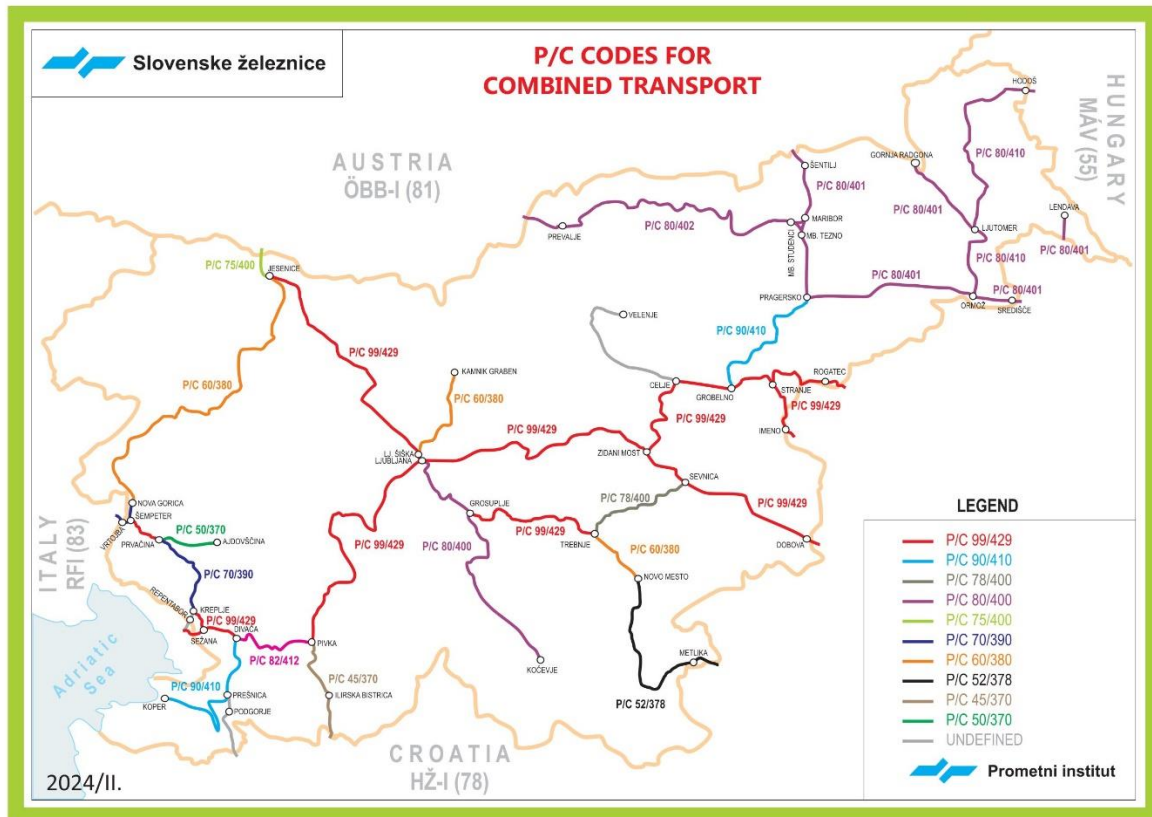
IV	Podbrdo	Podgorje	Podnart	Podvelka	Preserje	Prestranek	Prevalje
	Prvačina	Radohova vas	Rodik	Rogatec	Ruše	Ruta	Sava
	Semič	Središče	Šentilj	Škofljica	Šmartno ob Paki	Šoštanj	Štanjel
	Tržišče	Uršna sela	Velenje Pesje	Vuhred	Vuzenica	Žirovnica	

All halts are classified in the fourth category and are shown in the table below.

HALT NAME							
Ajdovščina	Atomske Toplice hotel	Avče	Batuje	Birčna vas	Bistrica ob Dravi	Bohinjska Bela	Boštanj
Branik	Celje Lava	Cesta	Cirknica	Cirkovce	Čušperk	Dobovec	Dobravice
Dobravlje	Dobrije	Dolga Gora	Dornberk	Dornberk vas	Duplica - Bakovnik	Dutovlje	Fala
Florjan	Frankovci	Gaber	Globoko	Gomila	Gornji Petrovci	Gradac	Grlava
Hajdina	Holmec	Homec	Hudajužna	Hudo	Jelovec	Jevnica	Kamnik Graben
Kamnik mesto	Kamnje	Kanal	Kilovče	Kočna	Kopriva	Košana	Kreplje
Lavrica	Libna	Limbuš	Ljubljana Brinje	Ljubljana Dolgi most	Ljubljana Ježica	Ljubljana Litostraj	Ljubljana Polje
Ljubljana Stegne	Ljubljana Tivoli	Ljubljana Vodmat	Ljutomer mesto	Loka	Mačkovci	Maribor Sokolska	Maribor Tabor
Maribor Tezno	Marles	Medno	Mekotnjak	Mestinje	Mirna	Mlačevo	Mokronog
Narin	Nomenj	Notranje Gorice	Novo mesto center	Novo mesto Kandija	Novo mesto Šmihel	Obrež	Okroglica
Orehova vas	Osluševci	Ostrožno	Otoče	Otovec	Ožbalt	Paška vas	Pavlovci
Petrovče	Pijavice	Planina	Plave	Podčetrtek	Podčetrtek Toplice	Podhom	Podklanc
Podmelec	Podplat	Polževo	Ponikve na Dolenjskem	Povir	Prešnica	Pristava	Puconci
Pušenci	Radeče	Radovljica	Rakitovec	Ravne na Koroškem	Reteče	Rjavica	Rodica
Rogaška Slatina	Rosalnice	Rožni dol	Ruše tovarna	Slovenski Javornik	Sodna vas	Solkan	Spodnje Slivnice
Stara Cerkev	Steske	Strnišče	Sveti Danijel	Sveti Rok ob Sotli	Sveti Vid	Šalovci	Šempeter pri Gorici
Šempeter v Savinjski dolini	Šentlovrenc	Šentrupert	Šentvid pri Grobelnem	Šentvid pri Stični	Šikole	Šmarca	Šmarje pri Jelšah
Šmarje- Sap	Štefan	Štore	Tekačevo	Trbonje	Trbonjsko jezero	Trebnje Kamna Gora	Trzin
Trzin industrijska cona	Trzin Mlake	Velika Loka	Velike Lašče	Velika Nedelja	Veržej	Vidina	Vintgar
Volčja Draga	Vuhred Elektrarna	Zamušani		Žalna	Žlebič		

2.3.4 LOADING GAUGE

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



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.

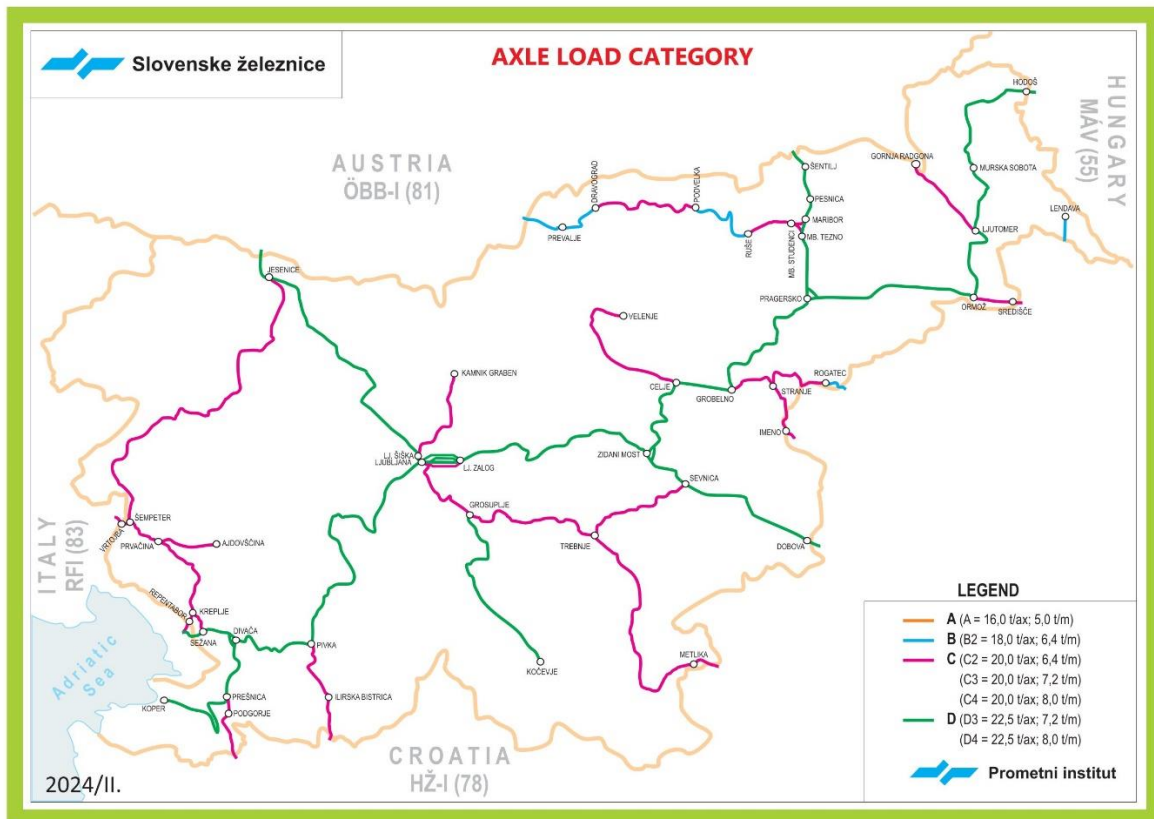
Exception to the rule above are intermodal transport units (ITU) with a transverse cross-section larger than the published gauge, which are moved by rail as coded consignments, instead. Coding of ITU is applied to freight wagons marked for carriage of coded consignments on coded lines.

Line 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, lines 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 line section can be found in the map below and in Annex 2A.



Classification of lines and line 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

Maximum axle load is an axle weight limit in tonnes which can be exerted on a track or line 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.

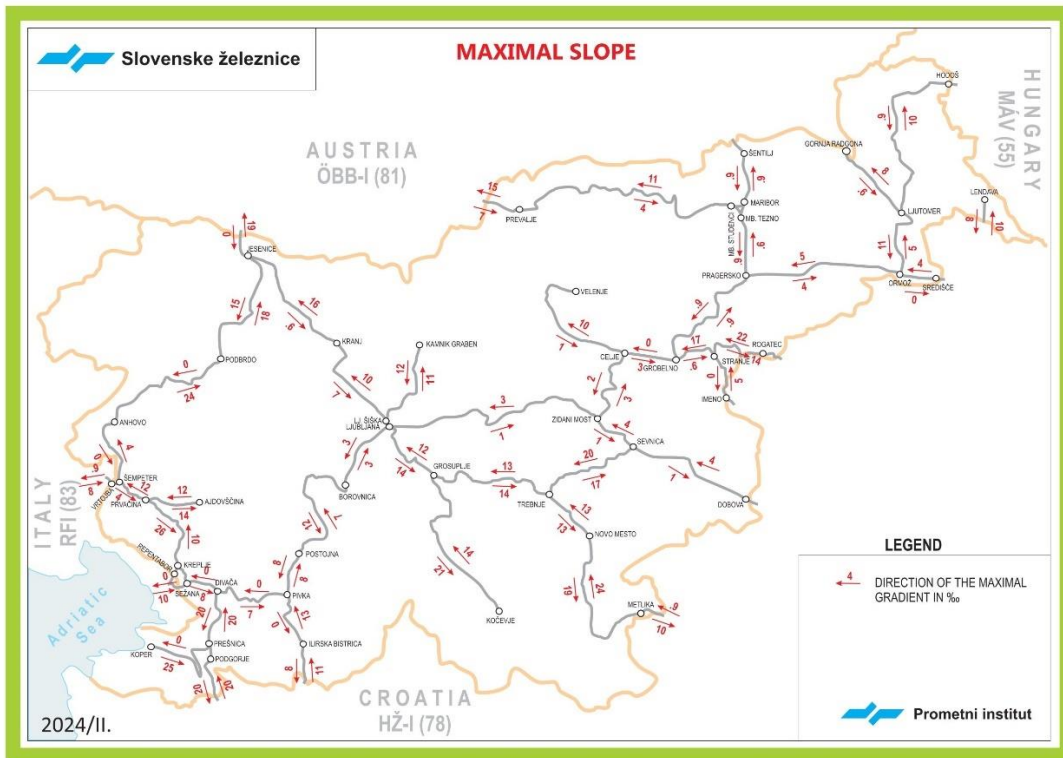
The majority of lines in the Republic of Slovenia which carry international traffic are classified under D3 category as the standard line category on the PRI in the Republic of Slovenia.

2.3.6 LINE GRADIENTS

The prevailing (maximum) line gradient is the steepest ascent or descent on a line 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

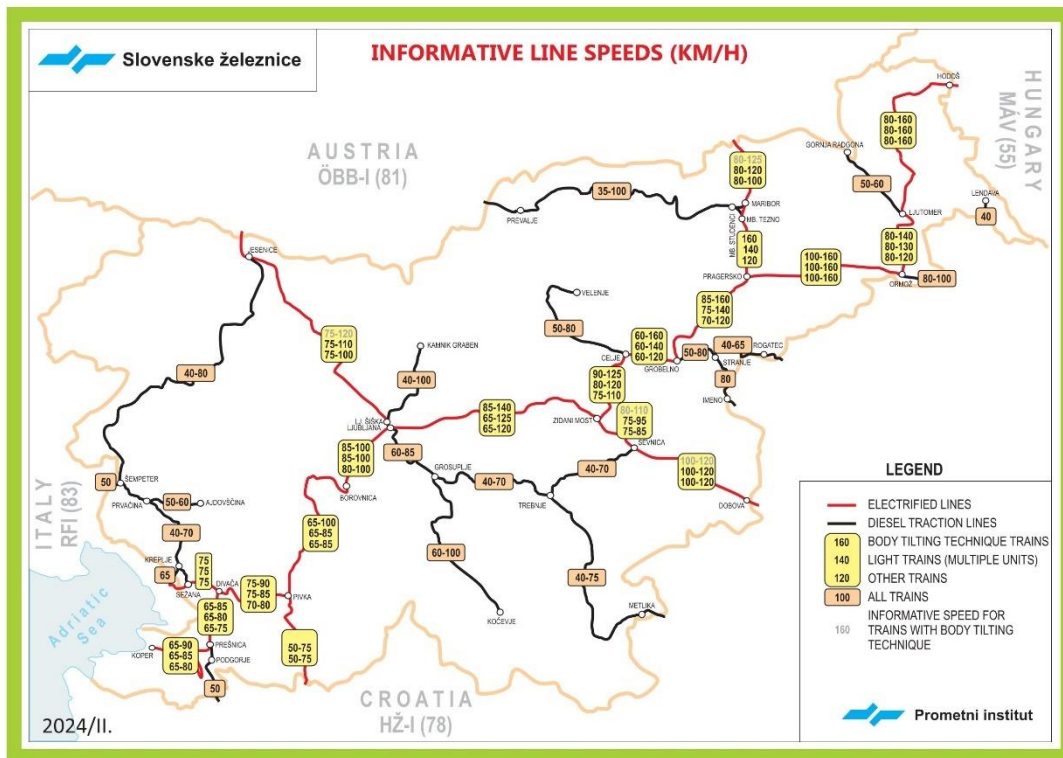
Below is a summary map showing the steepest gradients on a line section.



2.3.7 MAXIMUM LINE SPEED

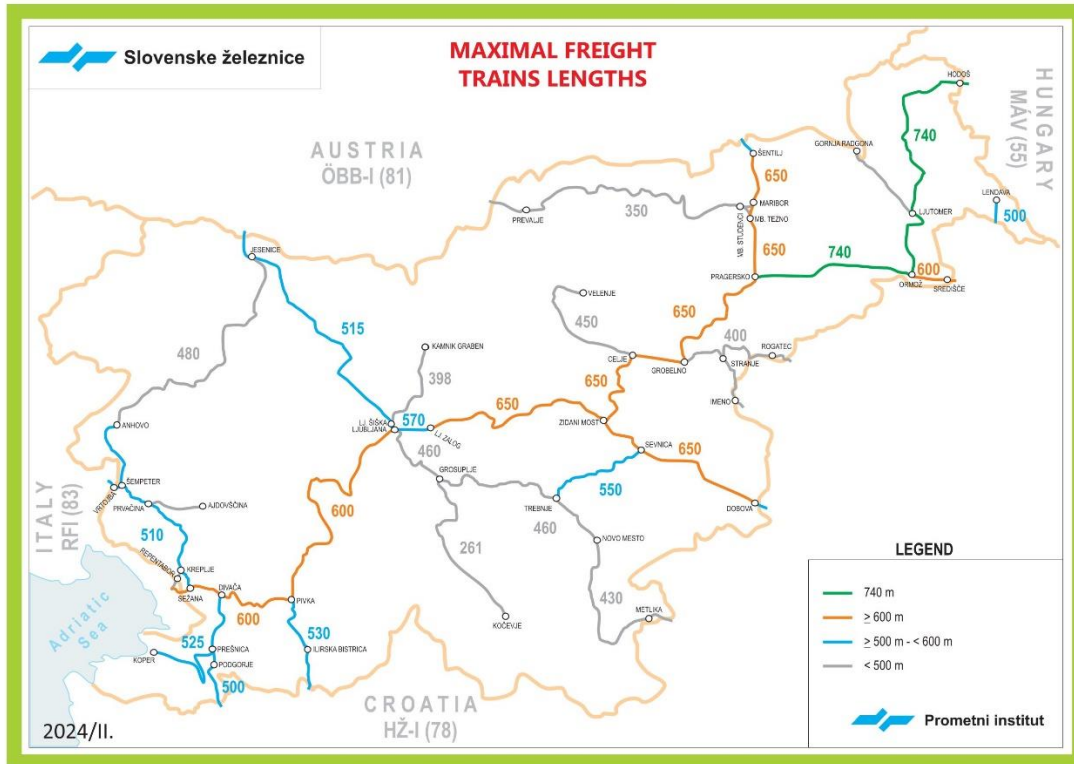
Rail lines can be classified into conventional and high-speed lines according to the permissible speed imposed on a line section. All lines which comprise the PRI are classified as conventional lines.

The informative speeds are shown in the image below.



2.3.8 MAXIMUM TRAIN LENGTHS

The maximum length at which a train may operate on a line 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 LINE	LINE SECTION	PERMITTED TRAIN LENGTH ⁽¹⁾
10	d.m. – Dobova – Ljubljana	d.m. – Dobova – Ljubljana	650 m ²⁾
20	Ljubljana – Jesenice – d.m.	Ljubljana – Jesenice – d.m.	515 m
21	Ljubljana Šiška – Kamnik Graben	Ljubljana Šiška – Kamnik Graben	398 m ⁴⁾
30	Zidani Most - Šentilj – d.m.	Zidani Most – Šentilj – d.m.	650 m ³⁾
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
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 ⁴⁾
60	Divača – cepišče Prešnica	Divača – cepišče Prešnica	525 m
61	Prešnica – Rakitovec – d.m.	Prešnica – Rakitovec – d.m.	500 m ⁴⁾

62	cepišče Prešnica – Koper	cepišče Prešnica – Koper	525 m
64	Pivka – Ilirska Bistrica – d.m.	Pivka – Ilirska Bistrica – d.m.	530 m ⁴⁾
70	Jesenice – Sežana	Jesenice – Anhovo	480 m ⁴⁾
		Anhovo - Sežana	510 m
80	d.m. – Metlika – Ljubljana	d.m. – Metlika – Novo mesto	430 m
		Novo mesto – Ljubljana	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. In addition to the allocated train paths for over-length trains within the framework of regular annual requests, permits 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) A length of 650 meters is permitted on the section Ljubljana Zalog - Dobova, on the section Dobova - d.m. the permitted length is 570 meters due to restrictions on the Croatian side, on the section Ljubljana Zalog - Ljubljana the permitted length is 570 meters due to the limitations of the track capacities of the Ljubljana station.
- 3) A length of 650 meters is allowed on the section Zidani Most - Šentilj, on the section Šentilj - d.m. the permitted length is 560 meters due to restrictions on the Austrian side.
- 4) Due to shorter tracks at certain stations, the following exceptions must be taken into account when creating the network timetable and when trains assemble:

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

2.3.9 POWER SUPPLY

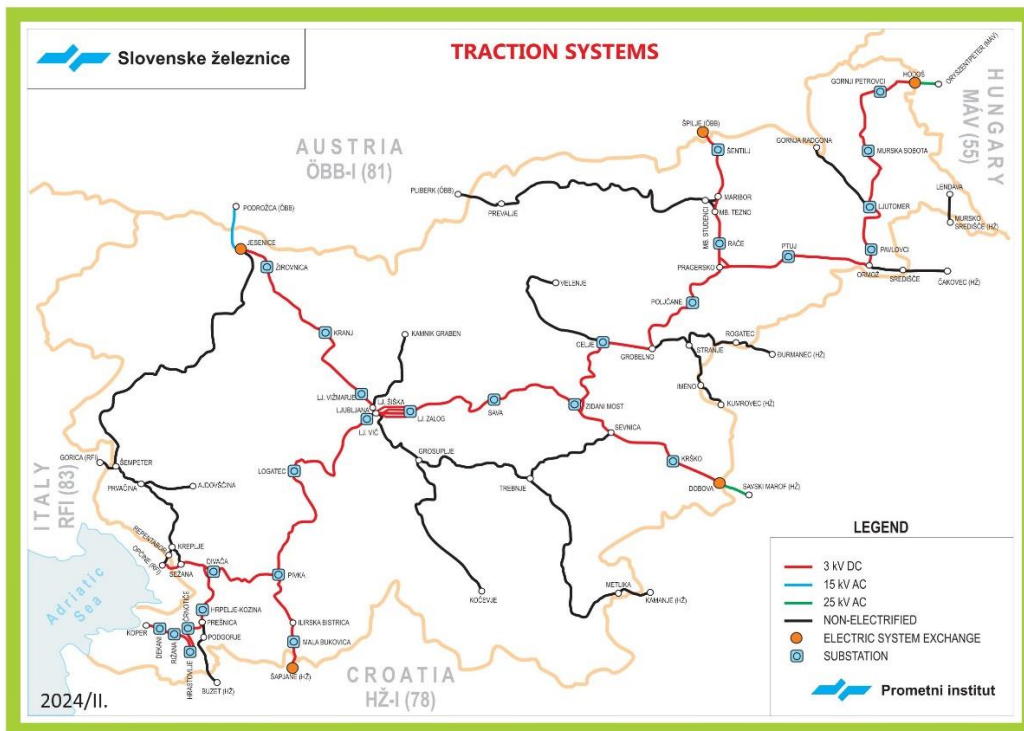
Slovenian rail network is electrified by 3000 volts direct current (DC).

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.

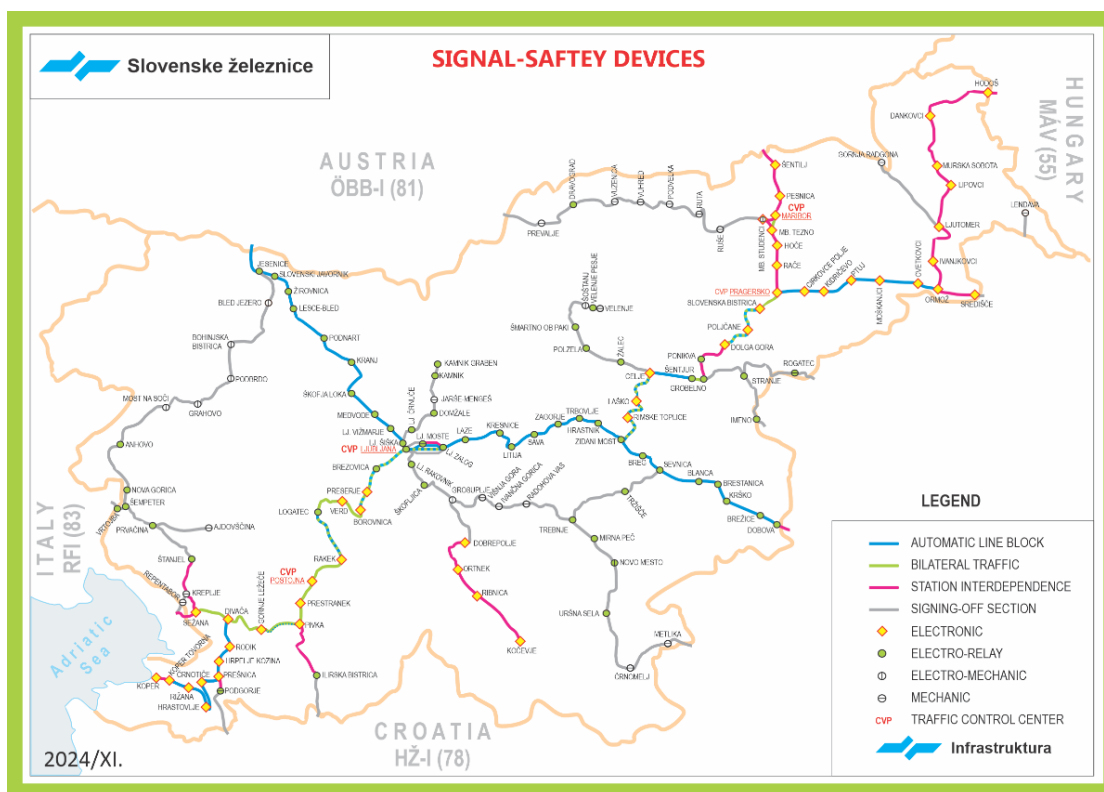
To be able to switch between different electrification systems, single-system electrical locomotives are switched out at interchange stations with multi-system locomotives; alternatively, cross-border services are run using multi-system locomotives to ensure a continuous journey.

Lines 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.

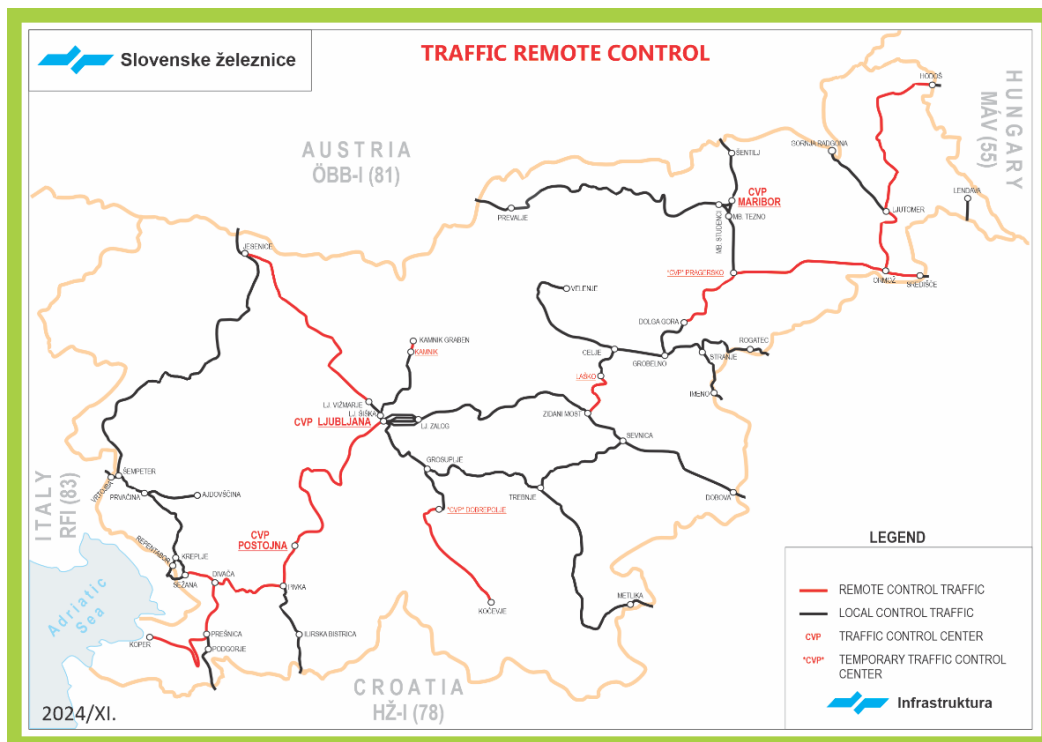
Signalling systems (also known as interlocking) fall into the following groups by their function:

- 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 line 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 line section or a junction from an operations control centre (OCC).
- 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.
- Automatic train protection – autostop devices (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).



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 TCCs 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 line digital radio communication 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 line 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.

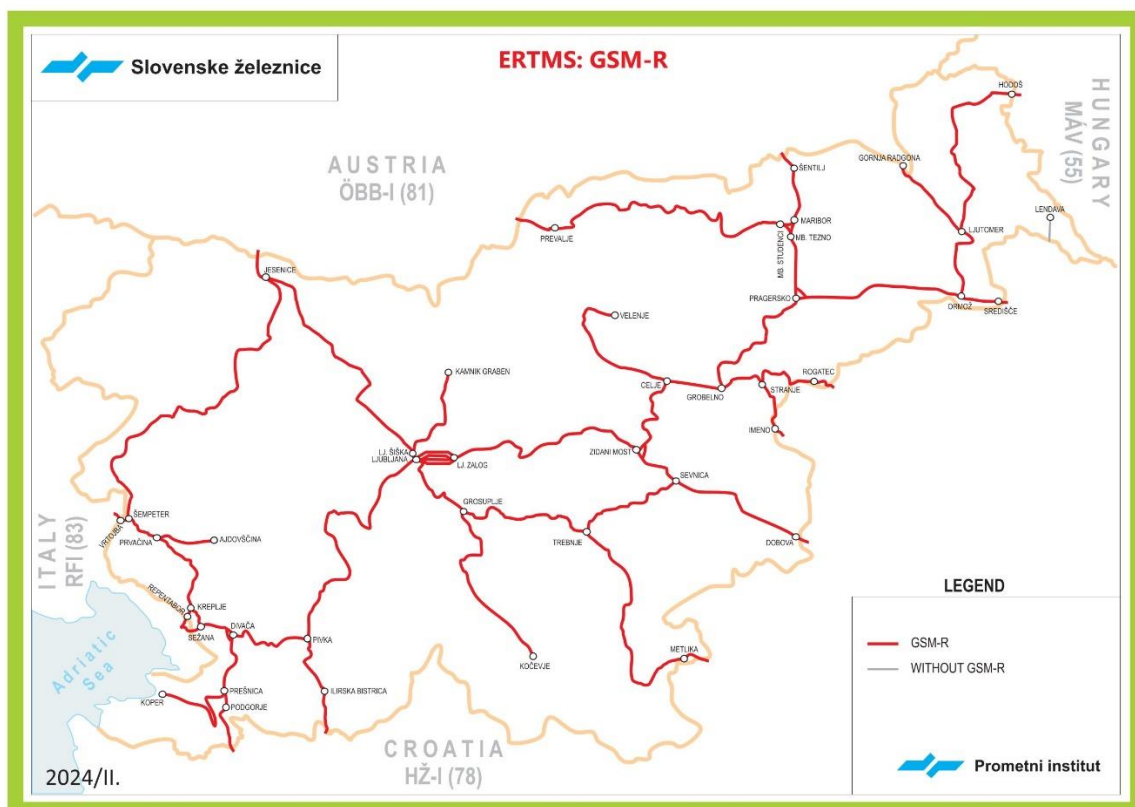
Lineside emergency telephone system is an SOS call box, which directly connects to an workplace, which is staffed around the clock. Every station is equipped with one SOS box, which is typically installed near the passenger waiting area. The system is used for emergency calls and to provide access to 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://infrastruktura.sz.si/storitve-in-dejavnosti/telekomunikacije/>.



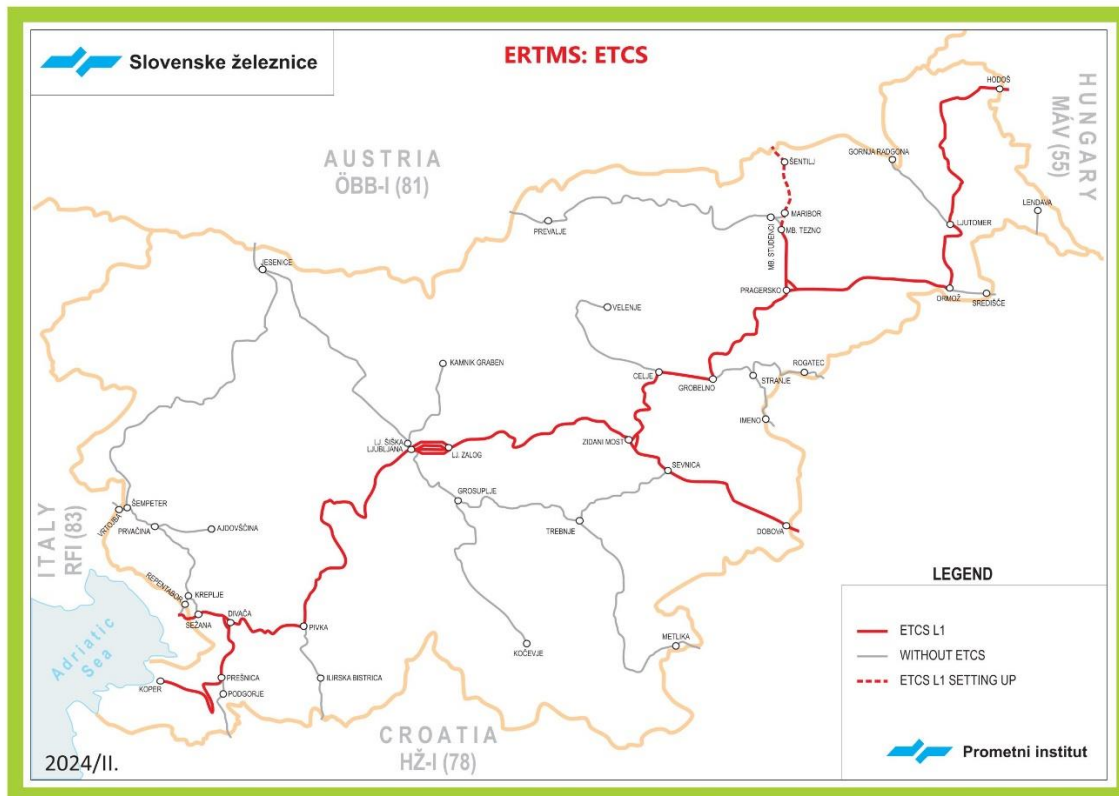
2.3.13 TRAIN CONTROL SYSTEMS

The European safety system for train control ETCS Level 1, which is one of the systems for ensuring the interoperability of the railway signalling safety system, is being installed on the Slovenian PRI

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.

The following lines in RS are equipped with the ETCS Level 1 system:

LINE No.	LINE / LINE SECTION	VERSION	CONDITION
10	d.m. – Dobova - Zidani Most	3.4.0 01.09.2020	
10	Zidani Most – Ljubljana Zalog	2.3.0d 01.09.2017	Due to the implementation of the project "Regulation of Zagorje station" ETCS Level 1 system out of operation (from B1/B2 Trbovlje station to A1/A2 Sava station)
10	Ljubljana Zalog - Ljubljana	2.3.0d 01.09.2017	
11	Ljubljana Zalog – cepišče Kajuhova	2.3.0d 01.09.2017	
12	Ljubljana Zalog - Ljubljana	2.3.0d 01.09.2017	
13	Ljubljana Zalog - Ljubljana	2.3.0d 01.09.2017	
14	Lok of Zidani Most	2.3.0d 01.09.2017	
30	Zidani Most - Celje	2.3.0d Not included in operation (2017/06-2232 , 29.06.2017)	Not included in operation
30	Celje - Poljčane		Temporarily suspended and built out
30	Poljčane – Slovenska Bistrica		Not included in operation
30	Slovenska Bistrica - Pragersko		Temporarily suspended and built out
30	Pragersko – Maribor Tezno	3.4.0	Not included in operation
40	Pragersko – Ormož	2.3.0d 01.08.2017	
41	Ormož – Hodoš – d.m.	2.3.0d 01.08.2017	
45	Lok Pragersko	2.3.0d it will be included after updating the SV device	Temporarily suspended and built out
50	Ljubljana – Borovnica	2.3.0d 01.07.2017	Temporarily suspended and built out
50	Verd – Sežana d.m.	2.3.0d 01.07.2017	
51	Lok Divača	2.3.0d 01.07.2017	
60	Divača – cepišče Prešnica	2.3.0d 01.07.2017	
62	Cepišče Prešnica – Koper	2.3.0d 01.07.2017	



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 line data received at fixed points whilst taking into account train and line 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.

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 (DVO),
- wheel defect detector (DPK),
- weight-in-motion system (TT).

Hot axle box, hot wheel and brake disks heat detectors are combined in a common device. 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 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.

Weigh-in-motion 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. A total of five (5) detection systems is installed at three (3) different monitoring points.

MONITORING POINT	LINE	KM POSITION	TWO	DPK	Tt
MP Planina	50: Ljubljana – Sežana – d.m.	614.475	x	-	-
MP Neverke	50: Ljubljana – Sežana – d.m.	650.778	x	-	-
MP Rodik	60: Divača – cepišče Prešnica	008.496	x	x	x

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 2023/2024 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

When carrying out transport in the territory of the Republic of Slovenia, carriers must:

- observe all the rules necessary to prevent and reduce the burden on the environment,
- implement all necessary measures to prevent and reduce environmental pollution, so that their emissions into the environment do not exceed legally prescribed limit values,
- in the event of an environmental incident, immediately notify the IM, who is responsible for notifying the relevant authorities, and implement those urgent measures that can be used to reduce harmful consequences for the environment.

Environmental restrictions related to the provision of rail transport, which must be met when providing rail transport, are defined in:

- Environmental Protection Act (Official Gazette of RS, No. 39/06 – UPB, 49/06 – ZMetD, 66/06 – Decision of the Constitutional Court RS, 33/07 – ZPPlan, 57/08 – ZFO-1A, 70/08, 108/09, 108/09 – ZPPlan-A, 48/12, 57/12, 92/13, 56/15, 102/15, 30/16, 61/17 – GZ, 21/18 – ZNOrg, 84/18 – ZIURKOE, 158/20 and 44/22 – ZVO-2),
- National Meteorology, Hydrology, Oceanography and Seismic Service Act (ZDMHS) (Official Gazette of RS, No. 60/17),
- Financing of Municipalities Act - ZFO-1 (Official Gazette of RS, No. 123/06, 57/08, 36/11, 14/15 - ZUUJFO, 71/17, 21/18 - rev., 80/20 - ZIUOOPE, 189/20 - ZFRO, 207/21 and 44/22 - ZVO-2)
- regulatory decrees from ZVO-1, which are published on [following website](#).
Implementing Regulation of the Commission (EU) no. 2019/774 of 16 May 2019 amending Regulation (EU) no. 1304/2014 regarding the application of the technical specification for interoperability in relation to the "rolling stock-noise" subsystem for existing freight wagons (OJ L 139, 27.05.2019, p. 89-102, hereinafter: Commission Implementing Regulation (EU) No 2019/774).

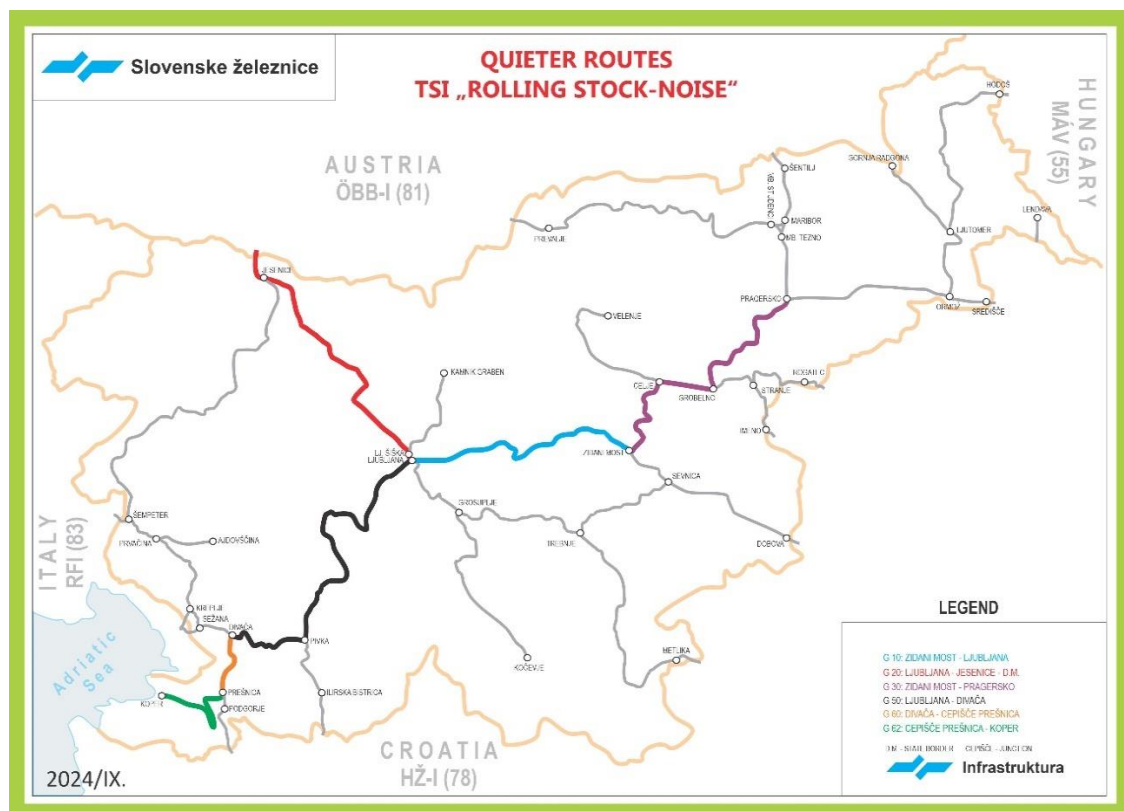
In accordance with Article 5a of Regulation (EU) no. 1304/2014, as last amended by Commission Implementing Regulation (EU) No 2019/774 (hereinafter referred to as Regulation (EU) No 1304/2014), the operation of trains with noisy freight wagons on the last lines of the public railway infrastructure of the network will be prohibited from 08 December 2024. A passenger train, in which one or more freight wagons are used, is considered as a freight train and therefore the last legal prohibition also applies. Even the use of only one noisy freight car in a train means that this train

is subject to this operating restriction. Cases from point 7.2.2 of the Annex to Regulation (EU) no. 1304/2014.

A "quiet line" is a section of railway infrastructure at least 20 km long, on which, in accordance with the national legislation for the transposition of Directive 2002/49/EC of the European Parliament and of the Council, an average of more than 12 trains per day operated during the night hours.

- Quieter routes with a specified start and end point of a quieter route, a section using a geographical location or indicating whether one of the points is on the border with another Member State are:

Route	Quieter route	Unique section ID	Quieter route starts/finishes at the border of the Member State
d.m. Dobova--Ljubljana	Zidani Most-Ljubljana	G10	No
Ljubljana-Jesenice d.m.	Ljubljana-Jesenice d.m	G20	Yes, Jesenice d.m.(OBB)
Zidani Most-Šentilj d.m.	Zidani Most-Pragersko	G30	No
Ljubljana-Sežana	Ljubljana-Divača	G50	No
Divača-cepišče Prešnica	Divača-cepišče Prešnica	G60	No
Cepišče Prešnica-Koper	Cepišče Prešnica-Koper	G62	No



Member States shall update the list of quieter routes at least every five years after 8 December 2024. In the case of new and renovated routes, the expected volume of traffic shall be used to determine these routes as quieter routes (Annex D.2 to Regulation (EU) 2019/774).

2.4.3 DANGEROUS GOODS

The transport 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 ZVZelP-1 and the regulations adopted thereunder. Presently there are no network restrictions concerning dangerous goods consignments.

2.4.4 TUNNEL RESTRICTIONS

Tunnel restrictions on line availability reflect the constraints on rail vehicle size caused by tunnel clearances, and are taken into account when setting forth line 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 line 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.

Stations and workplaces which are only staffed some of the time are contained in "Data provided by the IM for the production of Line Instructions¹" 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: "Staffing of [name of station or workplace] agreed with the IM".

2.6 INFRASTRUCTURE DEVELOPMENT

Infrastructure development projects in Slovenia are designed according to:

- Transport Development Strategy of the Republic of Slovenia until 2030,
- Resolution on the National Programme for the Development of Transport of the Republic of Slovenia until 2030 (ReNPRP30),
- Regulation (EU) No 2024/1679 of the European Parliament of 28.06.2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 (OJ L 2024/1679 of 28.06.2024, p. 1)

- 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 (Official Journal 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 160km/h on corridor lines,
- Track doubling or building an additional single-track line on any single-track sections of the RFCs, where necessary to ensure the necessary track capacity,
- 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 line,
- Construction of the second track Koper – Divača;
- Upgrading the line 50 section Ljubljana – Divača,
- Upgrading Ljubljana rail node including upgrading the stations,
- Grade the upper level access to platforms on the stations and halts,
- Upgrading the stations Krško, Litija, Ljubljana and Nova Gorica,
- 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 <http://www.krajsamorazdalje.si/> and on the website of the company 2TDK <https://drugitir.si/>

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 (ZZeIP), 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 (ZVZeIP-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 <https://infrastruktura.sz.si/o-nas/predpisi/> 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 lines, 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 line 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 line 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 7.2.

Before starting performing of transport services, the RU must conclude the necessary contracts from point 5.11.

Foreign RUs that provide transport services from the networks of neighbouring operators to the interchange station must conclude an access agreement for this part of the public railway infrastructure in order to access the PRI on the border section line and to the traffic interchange station.

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 5.11.

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 SPECIFIC 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 line or line section concerned (called "line knowledge"). To satisfy this requirement, an RU must enter into a training contract with another RU which holds a safety certificate for the line or line section concerned. The RU which assigns a train driver with the required line 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 TRANSPORT

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.

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.

In the process of obtaining a permit for placing a rolling stock on the market and a permit for a type of rolling stock, all procedures for assessing the compatibility of a vehicle with the Infrastructure in accordance with 925-DN09 (Assessment of the compatibility of the vehicle with the Infrastructure) must also be carried out beforehand.

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 [PCS](#).

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 and Regulation (EU) No 2027/1679 of the European Parliament and of the Council 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 1A (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 2026 comprise scheduled maintenance, renewals and enhancement works, and will require temporary speed restrictions and track closure on the line 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 IMs are coordinated at bilateral and multilateral meetings of IMs and through RNE's information systems.

Parts of the main line network planned for temporary closure of in 2026 are listed in the table below.

LINE	Line section	Date	Duration
10	Litija – Kresnice (LT)	01.05. - 30.05.2026	continuously
10	Zagorje- Sava (DT)	01.06. - 30.06.2026	continuously
20	Medvode- Škofja Loka	01.06. - 15.6.2026	continuously
30	Maribor Tezno, kr. št. 10, tracks 2, 402, 502, 602 p. Maribor Tezno	09.10.(19:00) -12.10.2026 (04:00) = (57 ur)	continuously
50	Borovnica - Verd - DT	1.3.2026 - 5.5.2026	continuously
50	Borovnica - Verd - LT	6.5.2026 - 10.7.2026	continuously
50	Borovnica - Verd - LT	11.7.2026 - 30.9.2026	continuously
50	Borovnica - Verd - DT	1.10.2026 - 15.12.2026	continuously
60	Divača - c. Prešnica	2x per month, on Mondays in accordance to the published monthly plan	Maintenance window 08.00-14.00
62	c. Prešnica - Koper	2x per month, on Mondays in accordance to the published monthly plan	Maintenance window 08.00-14.00
70	Podbrdo – Grahovo	01.10. - 15.11.2026	continuously
80	d.m. - Metlika	01.06. - 30.07.2026	continuously
80	Višnja Gora - Grosuplje	02.06. - 30.07.2026	continuously
80	Črnomelj - Semič – Uršna sela	28.07. - 24.08.2025	continuously

As part of the implementation of investment projects at the stations: Krško, Ljubljana, Podnart, Jesenice, Maribor Tezno, Nova Gorica and Laze the schedule for the implementation of the projects is published in the table.

The RUs will be informed about the exact dates of these closures as well as other planned closures due to infrastructure maintenance with the monthly plan, which is available two months before the closure starts on the website <https://infrastruktura.sz.si/o-nas/predpisi/> under "Handbooks and notices to RUs".

Information on major planned closures on our network is updated weekly on the web link <https://infrastruktura.sz.si/aktualno/nacrtovana-dela-na-zelezniskem-omrezju/>.

Capacity restrictions due to the limited operating hours of the stations are linked to the validity of the network timetable and are published in the Provisions for the implementation of the network timetable and in the IM's data for the preparation of the Line manual.

In the case of temporary capacity restrictions and reduced capacity, in addition to already established measures, the operator will introduce a measure of temporary capacity limitation during the implementation of the closure of lines or tracks, which will significantly limit the capacity of the lines.

Freight carriers will be limited in the number of available capacities on a given day based on the throughput capacity of the section on the restricted section with roadblocks and slow driving, as well as their share of allocated train paths on the sections of the routes where work will be carried out. Carriers with a smaller share of allocated train routes, where the calculation will show less than 1 train per day, we will limit the days of journeys accordingly.

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 line or line 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	15.12.2024
Publishing the Network Statement	IM	15.12.2024
Establishing of temporary international train paths	IM	13.01.2025
Preparing and publishing the path catalogue	IM	13.01.2025
Feasibility study order for ad-hoc	Applicants	14.10.2025
Answer to feasibility study for ad-hoc	IM	14.11.2025
Feasibility study order	Applicants	16.09.2024 (21.10.2024 za PCS) -16.02.2025
Answer to feasibility study	IM	17.03.2025
Feasibility study order for late path requests	Applicants	17.02.2025- 13.10.2025
First day for answer for feasibility study order for late path requests	IM	26.08.2025
Last day for answer for feasibility study order for late path requests	Applicants	06.11.2025
Annual timetable path requests	Applicants	15.12.2024 do 14.04.2025
Late annual timetable path and informative train path requests	Applicants	15.04.2025 do 13.10.2025
Preparation and edition of the draft Network timetable and its delivery to the Applicants	IM	07.07.2025

Applicants' comments on the draft Network timetable	Applicants	08.07.2025 do 08.08.2025
Coordination process for annual timetable path requests	IM Applicants	09.08.2025 do 25.08.2025
Final answer to customers for annual timetable path requests	IM	do 25.08.2025
Consultation procedure for late path requests	IM	26.08. do 06.11.2025
Final answer to customers for late path requests	IM	do 13.11.2025
Acceptance and publishing the Network timetable	IM	14.11.2025
Delivering a new timetable to individual applicants	IM	14.11.2025
Publishing the working timetable documents	IM	30.11.2025
Enforcement of the Network timetable	IM	14.12.2025

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

Applicants can order a feasibility study until 16.02.2025. With a feasibility study, the IM examines the possibility of including train routes in the timetable before applicants submit applications. The IM shall prepare a feasibility study by 17.03.2025 at the latest. 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 2025/2026 timetable period are considered as being made before the deadline if they are submitted by 14 April 2025.

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 and changes hetero,
- 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 until 07.07.2025 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 accept 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 14 April 2025 are handled as late requests. Late annual path requests for the 2025/2026 timetable period must be submitted by 13 October 2025.

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. When processing late annual path requests, the rule 'first come - first served' applies, whereby the rule is followed on a daily basis.

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 12 hours before actual use of the train path takes place.

Exceptionally, the applicant can order an ad hoc train path within 12 hours:

- for locomotive trains;
- due to emergency situations
- for freight trains delayed by more than 12 hours

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.

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.

When creating an ad-hoc train path, the constructor takes into account the wishes of the applicants to the greatest extent possible and, if possible, fulfils all the requirements from the application. If he has to adjust the timetable of ad-hoc train path based on the availability of capacity, he informs the applicant about this. If the applicant does not agree with the customized ad-hoc train path, the application will be rejected.

Where a highly utilised sections 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 highly utilised 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 the event that the constructor of ad-hoc trains, given the current traffic situation, assesses that enough spare capacity is available and the introduction of 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 highly utilised sections shall be taken by the ad-hoc constructor according to the availability of capacity.

Due to the work in the framework of the upgrade of the Ljubljana station, in the 2026 timetable, the provisions set forth above apply to requests for ad-hoc train paths, which in their part of the route run via Ljubljana on lines 10, 20 or 50.

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 an 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 line 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 line 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 [our 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 line control manager) of the dangerous goods wagons which actually compose the train together with the type of dangerous substance carried.

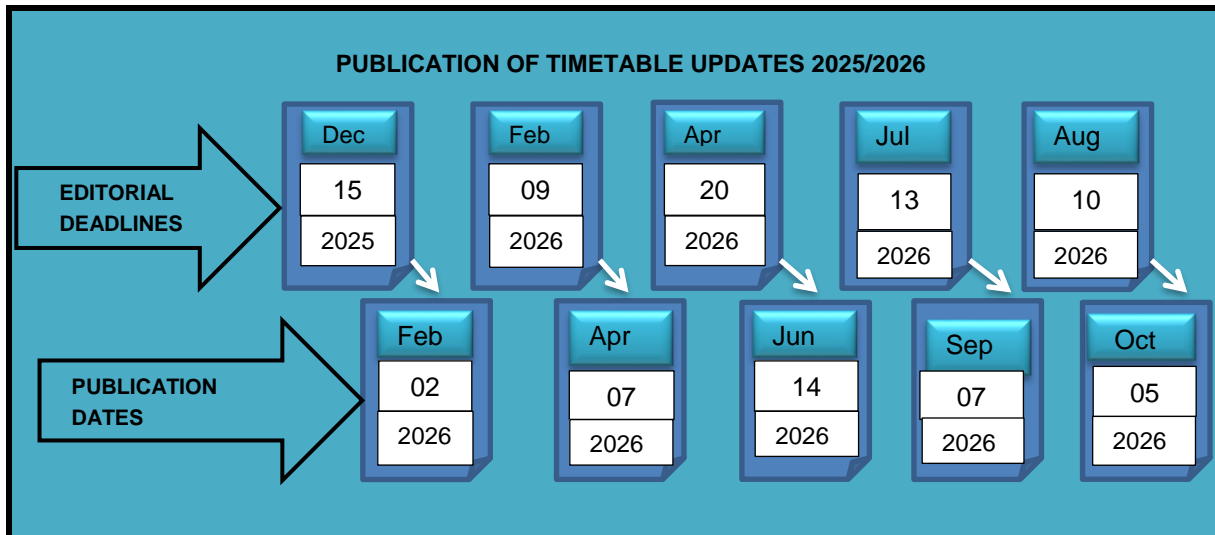
In accordance with the Decree on the water protection area for aquifers of the municipalities of Šmartno ob Paki, Polzela and Braslovče (Official Journal of RS, No 98/11, 93/13 in 84/16), trains which convey dangerous goods may not run on the Polzela – Šmartno ob Paki line section, which makes up Line 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 shall be included in the next network 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 be 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 4.2

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 line or a section thereof. It can refer to part of the train path or the entire train path. Path alteration is possible both on annual paths and on ad-hoc paths.

The path alteration includes:

- cancelling a train run on certain days,
- adjusting arrival or departure times
- On the other hand, routing,
- changing train parameters,
- adjusting times relating to border transit or interchange stations,
- cancelling 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 alteration 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

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.

In addition, the IM will cancel the train path in the event that it is realized by the RU with significantly changed parameters in relation to the allocated train path (e.g. running of locomotive trains on the train path for a freight train, significant deviation from the type of traction and mass of the train, etc..).

Cancellation of the train path is carried out by the IM within timetable updates of the network timetable.

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 cancelled 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.

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. Cancellations shall be made exclusively through ePoti.

Should an RU fail to notify a path cancellation in the required timeframe, it shall incur charge for train path reservation 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. For partially unrealized train paths - shortening the train path - it is not necessary to cancel the trip.

The reservation fee can be waived in legitimate cases if it is a late cancellation due to the IM's fault. The RUs shall send the list of cancellations that could be exempted from paying to the IM no later than the last day of the month. The IM excludes eligible cases from the calculation of the user fee. The following are considered legitimate cases:

- cancellations due to extraordinary events
- cancellations due to unexpected track closures
- cancellations due to excessive delays in accordance with point 6.3.2
- cancellations due to ordering an alternative ad-hoc train path on the restricted section in accordance with point 4.5.3.

4.9 TTR FOR SMART CAPACITY MANAGEMENT

TTR is a project to simplify, unify and improve the European system of timetables in railway transport to significantly increase the competitiveness of railways. A systematic overhaul of the timetable processes is necessary, as they differ considerably between European countries, which makes international cooperation difficult.

4.9.1 OBJECTIVES OF TTR

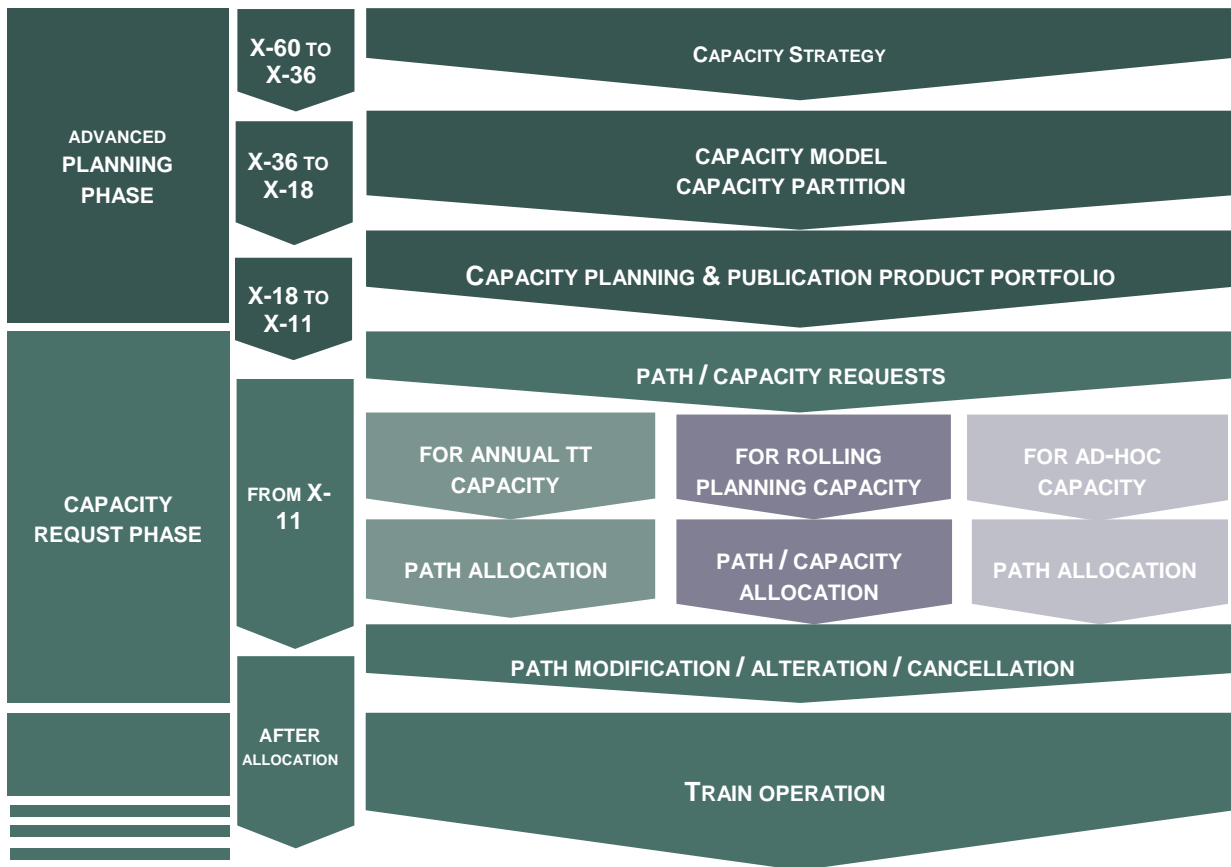
RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA) are working on a project called TTR to harmonise and improve the timetabling system to increase the competitiveness of rail.

Detailed information on the project can be found on websites of RNE <https://ttr.rne.eu/> and FTE <http://www.forumtraineurope.eu/services/ttr/>.

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 the IM for timetable 2027 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.

4.9.3.3 CAPACITY SUPPLY

On the basis of the capacity partitioning, at approx. X-18, SŽ-Infrastruktura will work on defining a capacity supply by combining pre-planned paths, system paths, Rolling Planning capacity bandwidths and taking into account Rolling Planning multiannual capacity commitments, and allocated framework

agreement requests from previous years according to its practice, to cover the many different commercial needs. The capacity supply can also encompass unplanned capacity.

In the case of cross-border lines, these activities will be harmonised with the neighbouring IMs. In order to allow applicants to plan and harmonise their requests, SŽ-Infrastruktura will publish the capacity supply for Annual Timetable and Rolling Planning demand (in terms of bandwidths/slots/catalogue paths) at the latest by X-11. Applicants will receive a draft of capacity supply for consultation before the final publication.

4.9.4 TTR PILOT PROJECT

SŽ-Infrastruktura participated in TTR pilot projects with the aim of verifying individual phases of processes and the use of information tools for TCR planning and coordination (TCRT) and preparation of a capacity model.

The pilot projects have been completed, the implementation of the TTR continues with the implementation of individual phases of the process in accordance with the planned timeline.

4.10 CAPACITY ALLOCATION PRINCIPLES FOR THE RFCs

The principles used in capacity allocation are described in Annex 4.10 of the RNE guidelines for the preparation of Network Statement programs. The Annex is available in English on the website <https://rne.eu/organisation/network-statements/>

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 (ZZeIP) 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.

The changes to the charging of user charges in the Republic of Slovenia, which come into force on 01.01.2025, are introduced on the basis of the Consent to Change No 3751-4/2021/54 of 22.09.2022 issued by the Ministry of Infrastructure.

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

$$U = U_P + U_M + U_D$$

where:

- U – Access charge total
- U_P – Access charge calculated under service packages P1, P2, P3 and P4
- U_M – Mark-ups
- U_D – Duties

Access charges calculated for a particular RU can comprise one or several elements (U_P, U_D, 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 line, train and tractive vehicle factors:

$$U_{P1} = C_{P1} * \sum_i (KM_i * P_{Pi} * P_{ti} * P_{li}) - U_S$$

where:

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

The usage fee for the minimum access package is reduced by the value of incentives from point 5.7.1.

Line factor is determined according to the technical characteristics of the line concerned:

LINE CATEGORY	LINE NO	LINE NAME	LINE CATEGORY FACTOR (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.	

LINE CATEGORY	LINE NO	LINE NAME	LINE CATEGORY FACTOR (P_{Pi})
R4	40	Pragersko – Ormož	1.44
	41	Ormož – Hodoš – d.m.	
	50	Ljubljana – Sežana – d.m.	
	51	lok Divača	
	60	Divača – cepišče Prešnica	
	62	cepišče Prešnica – Koper	

Train factor 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 factor:

LENGTH CATEGORY	RANGE	TRAIN LENGTH FACTOR (P_{Di})
D1	0 – 100 m	0.95
D2	101 – 300 m	1.00
D3	over 300 m	1.05

- Train weight factor:

WEIGHT CATEGORY	RANGE	TRAIN WEIGHT FACTOR (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 factor:

SPEED CATEGORY	TRAIN TYPE	MAXIMUM PERMITTED LINE SPEED	TRAIN SPEED FACTOR (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 factor on a homogeneous line section (i):

TRANSPORT TYPE	TRANSPORT TYPE FACTOR (P_{TPi})
Passenger	1.00
Freight	0.81

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

CLASS	VEHICLE DESCRIPTION	TRACTIVE VEHICLE FACTOR ($\ast P_{it}$)
312	SŽ Siemens electrical multiple unit	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
121	ÖBB electrical	1.09
201	ÖBB diesel	1.06
310	SŽ ICS electrical multiple unit	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	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 Euro Runner, 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 (ÖBB, 3 and 15kV) rented out to ADT	1.07
025	SŽ 025-026 steam locomotive	0.96

CLASS	VEHICLE DESCRIPTION	TRACTIVE VEHICLE FACTOR (P_{ti})
033	SŽ 033-037 steam locomotive	0.96

If the tractive vehicle which runs service is not listed in the table above, the associated factor (P_{ti}) is calculated using the formula for P_{ti}

$$P_{ti} = P_{Oi} * P_{Ei}$$

where:

- P_{Oi} – Axle load factor of a tractive vehicle (i)

TRACTION	AXLE LOAD RANGE	AXLE LOAD FACTOR 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

- P_{Ei} – Electrical tractive vehicle factor

TRACTIVE VEHICLE TYPE	ELECTRICAL TRACTIVE VEHICLE FACTOR (P_{Ei})
Electrical tractive vehicle	1.02
Other traction	1.00

If the data for calculating according to the formula are not known, =1 is attributed to the tractive vehicle. P_{ti}

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 refuelling which is billed separately.

A detailed description of the facilities and services can be found in the seventh chapter of this document, the formulas for the calculation and prices of individual services are shown below.

The user fee for package 2 is calculated as the sum of the user fees for access to facilities, which the RU uses on the realized train path:

$$U_{P2} = U_{P21} + U_{P22} + U_{P23} + U_{P24}$$

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 halt.

Based on six station equipment criteria, passenger stations and halts are classified into four categories for the purposes of calculating the user fee. The criteria taken into account are:

- waiting room,
- Shelter
- Roof Platform
- electronic displays of arrivals and departures with timetables
- lifting platform, elevator or stair platform for the disabled persons

- overhead walkway or underpass.

The classification of stations and halts for the purposes of billing for the P21 service according to the above criteria is shown in the table below.

CATEGORY	STATION / HALT NAME
1	Celje, Divača, Dolga Gora, Hodoš, Hrpelje-Kozina, Ivanjkovci, Kidričevo, Laško, Ljutomer, Moškanjci, Murska Sobota, Ormož, Pesnica, Poljčane, Ptuj, Rimske Toplice, Slovenska Bistrica, Šentilj
2	Borovnica, Dobova, Dobropolje, Grobelno, Jesenice, Košana, Litija, Ljubljana Zalog, Maribor, Maribor Tezno, Pivka, Postojna, Rakek, Ribnica, Sava, Sežana, Štore, Zidani Most, Ljubljana
3	Anhovo, Batuje, Blanca, Bled Jezero, Bohinjska Bistrica, Boštanj, Breg, Brestanica, Brezovica, Brežice, Cirkovce, Črnomelj, Čušperk, Dobravlje, Domžale, Dornberk, Dravograd, Duplica-Bakovnik, Globoko, Gornje Ležeče, Gornji Petrovci, Gradac, Grahovo, Grlava, Grosuplje, Hajdina, Hoče, Hrastnik, Ilirska Bistrica, Imeno, Ivančna Gorica, Jarše-Mengeš, Jelovec, Jevnica, Kamnik, Kamnje, Kilovče, Kočevje, Koper, Kopriva, Kranj, Kreplje, Kresnice, Krško, , Lendava, Lesce Bled, Lipovci, Ljubljana Črnuče, Ljubljana Dolgi most, Ljubljana Polje, Ljubljana Rakovnik, Ljubljana Stegne, Ljubljana Vižmarje, Ljutomer mesto, Logatec, Loka, Mačkovci, Maribor Studenci, Medvode, Mekotnjak, Metlika, Mirna Peč, Most na Soči, Narin, Novo mesto, Novo mesto Kandija, Orehova vas, Ortnek, Osluševci, Pavlovci, Planina, Podbrdo, Podgorje, Podvelka, Polzela, Ponikva, Ponikve na Dolenjskem, Pragersko, Preserje, Prestranek, Prešnica, Prevalje, Prvačina, Puconci, Pušenci, , Radeče, Radohova vas, Radovljica, Rakitovec, Ravne na Koroškem, Rogatec, Ruše, Ruta, Semič, Sevnica, Spodnja Slivnica, Središče, Stara Cerkev, Steske, Stranje, Strnišče, Šalovci, Šentjur, Šentlovrenc, Škole, Škofja Loka, Škofljica, Šmarca, Šmartno ob Paki, Šoštanj, Štanjel, Trbonje, Trbovlje, Trebnje, Trzin industrijska cona, Trzin Mlake, Uršna sela, Velenje, Velika Nedelja, Velike Lašče, Višnja Gora, Vuhred, Vuhred-Elektrarna, Vuzenica, Zagorje, Žalec, Žalna, Žlebič
4	Ajdovščina, Atomske Toplice-hotel, Avče, Birčna vas, Bistrica ob Dravi, Bohinjska Bela, Branik, Celje-Lava, Cesta, Cirknica, Črnotiče, Dobovec, Dobravice, Dobrije, Dornberk vas, Dutovlje, Fala, Florjan, Frankovci, Gaber, Gomila, Holmec, Homec, Hrastovlje, Hudajužna, Hudo, Kamnik mesto, Kamnik-Grabem, Kanal, Kočna, Lavrica, Laze, Libna, Limbuš, Litostroj, Ljubljana Brinje, Ljubljana Ježica, Ljubljana Tivoli, Ljubljana Vodmat, Ljubljana Šiška, Maribor Sokolska, Maribor Tabor, Marles, Medno, Mestinje, Mirna, Mlačevo, Mokronog, Nomenj, Notranje Gorice, Novo mesto center, Novo mesto Šmihel, Obrež, Okroglica, Ostrožno, Otoče, Otovec, Ožbalt, Paška vas, Petrovče, Pijavice, Plave, Podčetrtek, Podčetrtek Toplice, Podhom, Podklanc, Podmelec, Podnart, Podplat, Polževo, Povir, Pristava, Rače, Reteče, Rjavica, Rodica, Rodik, Rogaška Slatina, Rosalnice, Rožni dol, Ruše-tovarna, Slovenski Javornik, Sodna vas, Solkan, Sveti Danijel, Sveti Rok ob Sotli, Sveti Vid, Šempeter pri Gorici, Šempeter v Savinjski dolini, Šentrupert, Šentvid pri Grobelnem, Šentvid pri Stični, Šmarje pri Jelšah, Šmarje-Sap, Štefan, Tekačevo, Trbonjsko jezero, Trebnje Kamna Gora, Trzin, Tržišče, Velenje Pesje, Velika Loka, Verd, Veržej, Vidina, Vintgar, Volčja Draga, Zamušani, Žirovnica, Nova Gorica

The category of passenger stations is reduced by one category if the standard of service is significantly lowered due to construction works - the fourth category does not change.

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 / halt of the relevant category - $C_{P21} = \underline{\underline{EUR 2,96}}$

- NP_{P21i} – Number of stops made at Category (i) station / halt on a train path
- F_{P21i} – Factor assigned to the station / halt (i):

CATEGORIES	STATION / HALT FACTOR (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 - $C_{P22} = \underline{\text{EUR 13,27}}$
- 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 factor:

FREIGHT STATION	SHUNTING FACTOR (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: vehicles

In addition, a user fee is charged for the use of sidings to park wagons due to the exceeded technological process of work in the area of the group of main tracks 1-16 of the Koper freight station (part of TPK).

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

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

where:

- U_{P23} – Charge for track access and train dwell »i« on storage sidings
- C_{P23} – Basic tariff for sub-service P23 - $C_{P23} = \underline{\text{EUR 0.17}}$
- ξ_{min_i} – The dwell time of a train on a storage siding during the stop (i), measured in minutes

For the use of sidings to park wagons due to the exceeded technological process of work in the area of the group of main tracks 1-16 of the Koper freight station. A user fee is charged for each minute of track use recorded for more than 150 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 - $C_{P24} = \underline{\text{EUR 20.46}}$
- 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 – $C_{P31o} = \underline{\text{EUR 0.46}}$
- 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.

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 –
- $C_{P33oR} = \underline{\text{EUR 130.09}}$
- N_o – Number of forms processed for the transport of exceptional loads
- C_{P33s} – Rate for accompanying the transport of exceptional loads - $C_{P33s} = \underline{\text{EUR 44,41}}$
- T_s – Number of hours spent accompanying the transport of exceptional loads

5.5.3 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 - $C_{P34tm} = \underline{\text{EUR 1,407.76}}$
- C_{P34sm} – Rate for using winter track treatment machines - $C_{P34sm} = \underline{\text{EUR 200.29}}$
- 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 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.

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

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 - $C_{P41} = \underline{\text{EUR 2.603,92}}$

- F_G – Timetable graph factor, which takes into account the number of requests for concurrent access to the application:

NUMBER OF CONCURRENT USERS	TIMETABLE GRAPH FACTOR (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 – $C_{P42t} = \text{EUR } 30.00$
- C_{P41i} – Rate for producing individual documents of the working timetable in electronic format – $C_{P42i} = \text{EUR } 100.00$
- N_t – Number of documents of the working timetable to be printed
- N_i – 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	PRICE (VAT excl.)
Subscription includes a SIM card, creation, activation, testing, and administrative work	once	EUR 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	EUR 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 Slovenia, T-2 and Telemach	monthly	EUR 14.00
Monthly rent for a mobile device TIGR 155R, TIGR 350R, TIGR 550R	Monthly	EUR 25.00

Monthly rent for a mobile device SED OPS-810R	Monthly	EUR 40.00
The cost of inspecting a defective GSM-R mobile device	One-time	EUR 25.00
Compensation for a damaged or destroyed GSM-R mobile device in the rental	One-time	according to the contract
Changes to SIM card parameters on subscriber's request	once	EUR 15.00
Provision of new SIM card on subscriber's request	once	EUR 22.00
Storage of SIM card (Point 2.7 of General Terms and Conditions)	monthly	EUR 2.00
SIM card delivery by postal mail	package	EUR 9.00
Other services	started hour	EUR 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.

The user fee for the minimum access package is reduced by the value of the incentive.

5.7.1 ETCS INCENTIVE (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 IM announces the inclusion of ETCS systems on individual lines or sections of lines with a notice in the "Operational rules for RUs".

RUs shall inform the IM of the locomotives that are equipped with ETCS devices if they actually use the ETCS system when running trains with these locomotives. The IM includes these locomotives in the information system for user fee calculation.

In the event that, due to technical problems on the locomotive when driving a certain train, the RU cannot use the ETCS system on the locomotive for which it has previously informed the IM that it meets the requirements, it must immediately inform the main traffic dispatcher and no later than the first working day of the month for last month, the IM's contact person for billing the user fee.

If it is established that the train driver did not use the ETCS system on a locomotive for which the RU had previously informed the IM that it was properly equipped and used the ETCS system, and the RU did not inform the IM of this in accordance with the previous paragraph, such locomotive is excluded from the incentives for the period the next six months.

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 – $E_{ETCS} = \mathbf{0.03 \text{ EUR/km}}$
- KM_{ETCSi} – Train km operated by a train fitted with ETCS On-board on all rail lines (i) with ETCS Trackside

The user fee for the minimum access package is reduced by the value of the incentive.

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

Trains running 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 (M_{11D}) 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:

$$M_{11D} = C_{P310} * F_{ok} * \sum_i KM_{DEi}$$

where:

- M_{11D} – Diesel Traction Mark-up on an electrified line
- C_{P310} – 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)
- F_{ok} – Environmental factor; a value greater than 1 reflects a mark-up level for traction which is not climate friendly; **$F_{ok} = 1.25$**
- 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:

$$M_{21KP_D} = C_{P1} * Kp * \sum_i KM_{GPi}$$

where:

- M_{21KP_D} – A mark-up for the track-doubling project on Divača – Koper section
- C_{P1} – Basic fixed access charge under Package 1 with correction factor
- Kp – Factor of the access charge increase on main lines; **$Kp = 0.04$**
- 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:

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

where:

- D_{11P1} – Charge for the reservation of a train path allocated but not used under basic access

- C_{P1} – Basic fixed access charge under Package 1
- KM_{Ri} – Length of the train path allocated but not used on a homogeneous line section (i)
- F_0 – Cancellation factor based on the time a train path or a train journey was cancelled

TIME OF CANCELLATION	CANCELLATION FACTOR F_0
Up to 12 hours before the planned departure of the train from the point of origin	0,00
Less than 12 hours and more than 6 hours before the planned departure of the train	0,50
Less than 6 hours 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

The table below contains a summary of the price list for packages 1, 2 and 3. The prices of individual services of package 4 and financial compensation and incentives are listed in points 5.6 and 5.7.

The price lists for services in non-operator-managed facilities and container terminals are available at the links below:

[Provisions for the calculation of transport charges and rates for rail service](#)

[Rates for services supplied by container terminals](#)

CODE	TYPE OF SERVICE	RATE			PRICE UNTIL 31.12.2024	PRICE FROM 01.01.2025
		ACRONYM	UNIT	PRICE (VAT excl.)		
P1	Minimum access package	C_{P1}	Miles	EUR 2.01	$2,01 \cdot 0,35 = 0,7035$	$2,01 \cdot 0,40 = 0,804$
P21	Track access to passenger stations and related facilities and equipment	C_{P21}	Stop	EUR 2.96	$2,96 \cdot 0,1 = 0,296$	$2,96 \cdot 0,25 = 0,74$
P22	Track access to freight terminals, marshalling yards and maritime port facilities	C_{P22}	Access	EUR 13.27	$13,27 \cdot 0,1 = 1,327$	$13,27 \cdot 0,25 = 3,3175$
P23	Track access and dwell time on sidings	C_{P23}	Minute	EUR 0.17	$0,17 \cdot 0,1 = 0,017$	$0,17 \cdot 0,25 = 0,0425$
P24	Track access to maintenance facilities, other technical facilities and to refuelling facilities	C_{P24}	Access	EUR 20.46	$20,46 \cdot 0,10 = 2,046$	$20,46 \cdot 0,25 = 5,115$
P31	Use of the power supply system	C_{P31o}	Miles	EUR 0.46	$0,46 \cdot 0,1 = 0,046$	In full
P33	Assistance in the transport of exceptional loads	C_{P33o}	processing	EUR 130.09		In full
		C_{P33s}	hour	EUR 44.41		In full
P34	Use of emergency fleet	C_{P34tm}	hour	EUR 1,407.76		In full
		C_{P34sm}	hour	EUR 200.29		In full

5.9 PERFORMANCE REGIME

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

To assess RU performance, the regime 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.

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. By the 10th of the month, the IM shall submit to the RU's a proposal of the causes of delays for all delays that are subject to settlement.

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.

To calculate the delay compensation, all delays incurred during the train run are considered at the level of the individual train, and the share of responsibility is determined according to three sections:

- delays due to the IM's responsibility,
- delays due to the responsibility of the RU,
- delays due to secondary and external causes, including delays due to the responsibility of the previous or next IM or RU.

Fee is charged for a delay at the destination. Trains that arrived at the final station with a delay less than the prescribed threshold are excluded from the calculation. This threshold is 10 minutes for passenger trains and 60 minutes for freight trains. For all other trains, the total amount of delay at destination is divided according to the established shares of responsibility.

At the end of the month, all delays are counted as the responsibility of the IM and the RU. The party that has more delays in the final sum (surplus of delays) is obliged to pay compensation for the delay to the other party.

The compensation is calculated according to the following formula:

$$Z_{nad} = C * z_{\leq 300}$$

where:

- Z_{nad} – compensation for the delay
- C – price for minute of the delay – $C = 0,10 \text{ EUR}$
- z – surplus of delays

The delay total per train for which compensation is charged may not exceed 300 minutes.

Train runs made ahead of schedule are not covered by the performance regime.

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

5.10 CHANGES TO CHARGES

Changes in user fee charging are foreseen when the second track Divača - Koper is put into operation. These changes will be announced in good time and published in the network program at least 15 months before they come into 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 regime.

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 regime, we enter into a contract with the RU on the implementation of the performance regime 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.

If a freight train is delayed for more than 12 hours at the origin, it is not possible to run such a train. The RU must cancel the train in accordance with the provisions of the last paragraph of point 4.8.4 and instead order an ad-hoc train path in accordance with the provisions of point 4.5.3. The RU must indicate the number of the delayed train instead which the new train path is requested.

Train run, which the RU has replaced with an ad-hoc train path, shall be canceled by the RU in e-Poti application after receiving the alternative train path by specifying the number of the new train. No fee for train path reservation is charged for these cancellations. Also, the fee is not charged in case of emergency (extraordinary events).

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



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 support.tis@rne.eu.

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 halts sell tickets and provide information about fares, promotions, discounts and other services, information on timetables for trains operated by SŽ, 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 center

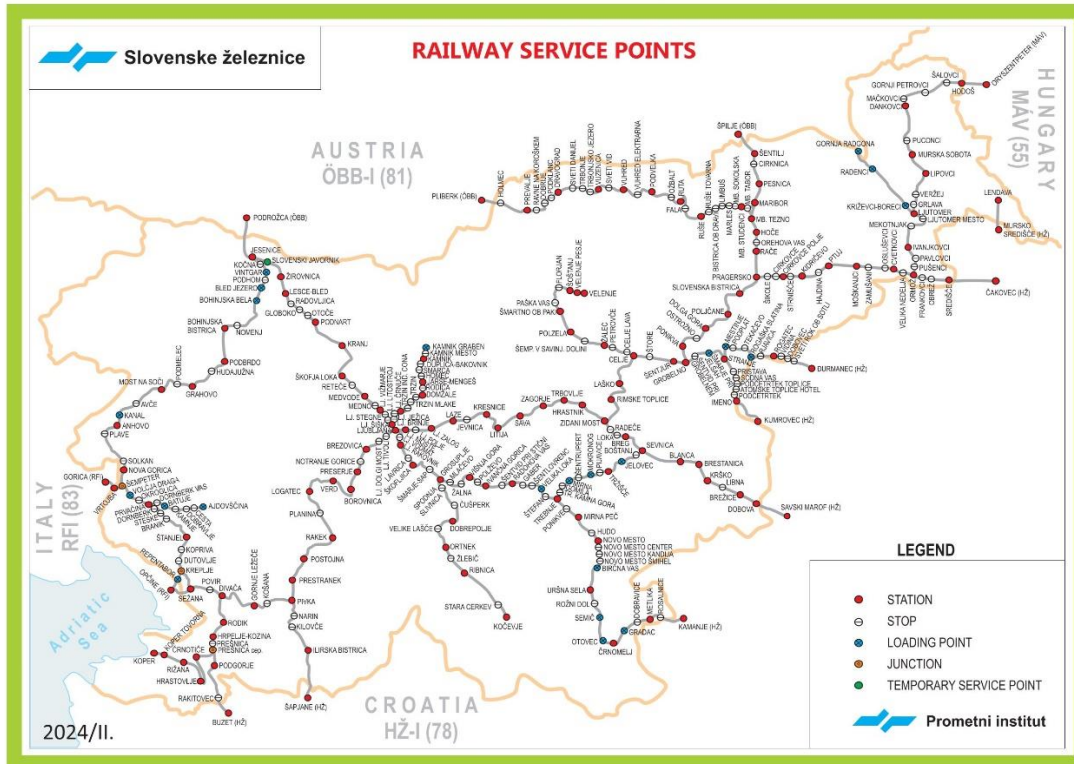
Open: daily from 6:00 to 22:00

Telephone: [+386\(0\)80 81 11](tel:+3860808111)

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 Slovenian Railways for daily trips around Slovenia can also be purchased at one of our self-serving ticketing points – [ticket vending machines](#), [online](#) or using [mobile app](#). Mobile app is available for download from [Google Play](#), [App Store](#) and [Huawei App Gallery](#).

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*
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 and halts:

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
Kranj	Poljčane	Velika Loka
Kresnice	Polzela	Višnja Gora
Krško	Ponikva	Zagorje
Laško	Ponikve	Zidani Most
Lavrica	Postojna	Žalec
Laze	Preserje	Žalna
	Prestranek	Žirovnica

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	WORKING HOURS	PHONE
Ljubljana	Monday to Friday: 4:45 – 22:00 Saturday, Sunday and holidays: 4:45 – 21:00	080 81 11
Maribor	Daily: 5:00 – 20:30	080 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	080 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	080 81 11

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

IFC	WORKING HOURS	PHONE
Ljubljana	Daily: 7:30 – 19:30	080 81 11
Maribor	Daily: 7:00 – 13:40 and 14:30 – 18:45	080 81 11
Celje	Monday to Saturday: 6:00 – 11:00, 11:30 – 15:40 and 16:00 – 17:45 Sunday and holidays: closed	080 81 11
Koper	Monday to Friday, Sunday and holidays: 8:30 – 15:30 and 16:20 – 20:15 Saturday: closed	080 81 11

Authorised ticket retailers

RETAILER	ADDRESS	CONTACT
Irena Zabasu s.p.	Ptuj railway station Osojnikova cesta 2	pm.ptuj@slo-zeleznice.si
FLUCHER turizem d.o.o.	Rogaška Slatina railway station Kidričeva 29	http://www.flucher.si/
TIC Medvode – Confluence	Interwater Railway Station Commander Stane Road 2	turizem@medvode.info
Public Institute for Tourism and Culture Kočevje	Kočevje railway station Kolodvorska cesta 14	https://www.kocevsko.com/
SŽ-ŽIP, storitve, d.o.o.	Doba Railway Station Selska cesta 15	pm.dobova@slo-zeleznice.si

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](#).

List of elevators and other devices at railway stations intended for functionally disabled persons:

Ser.No	LOCATION	MICRO LOCATION/ACCESS TO RAILWAYS	DEVICE TYPE
1	Grobelno	Platform 1/ track 1	ELEVATOR
2	Grobelno	Platform 2/ track 2	ELEVATOR
3	Dolga Gora	Platform 1/ track 1	ELEVATOR
4	Dolga Gora	Platform 2/ track 2	ELEVATOR
5	Ljubljana (underpass- south)	Station platform / track 1	ELEVATOR
6	Ljubljana (underpass) 1	Platform 1 / track 2, 3	PLATFORM LIFT
7	Ljubljana (underpass) 2	Platform 2 / track 6, 7	PLATFORM LIFT

8	Ljubljana (underpass) 3	Platform 3 / track 8, 10	PLATFORM LIFT
9	Ljubljana (underpass) 4	Platform 4 / track 11, 12	PLATFORM LIFT
10	Ljubljana (underpass -north)	Access to underpass Ljubljana (Vilharjeva ulica)	ELEVATOR
11	Hodoš	Platform 1 / track 1	ELEVATOR
12	Hodoš	Platform 2 / track 2	ELEVATOR
13	Ivanjkovci	Platform 1 / track 1	ELEVATOR
14	Ivanjkovci	Platform 2 / track 2	ELEVATOR
15	Ljutomer	Platform 1 / track 1	ELEVATOR
16	Ljutomer	Platform 2 / track 2	ELEVATOR
17	Murska Sobota	Platform 1 / track 1	ELEVATOR
18	Murska Sobota	Platform 2 / track 2	ELEVATOR
19	Kidričevo (underpass-K1)	Platform 1 / track 1	PLATFORM LIFT
20	Kidričevo (underpass-K2)	Platform 2 / track 2	PLATFORM LIFT
21	Kidričevo (underpass-K3)	Platform 3 / track 3	PLATFORM LIFT
22	Moškanjci (underpass-M1)	Platform 1 / track 1	PLATFORM LIFT
23	Moškanjci (underpass-M2)	Platform 2 / track 2	PLATFORM LIFT
24	Ormož (underpass-O1)	Platform 1 / track 1	PLATFORM LIFT
25	Ormož (underpass-O2)	Platform 2 / track 2, 3	PLATFORM LIFT
26	Ptuj (underpass-P1)	Platform 1 / track 1	PLATFORM LIFT
27	Ptuj (underpass-P2)	Platform 2 / track 2, 3	PLATFORM LIFT
28	Ptuj (underpass-P3)	exit from underpass	PLATFORM LIFT
29	Divača	Underpass 1 / entrance	ELEVATOR
30	Divača	Underpass 1 / platform 1 / track 1	ELEVATOR
31	Divača	Underpass 1 / platform 2 / track 2, 3	ELEVATOR
32	Divača	Underpass 1 / exit	ELEVATOR
33	Divača	Underpass 2 / platform 1 / track 1	ELEVATOR
34	Divača	Underpass 2 / platform 2 / track 2, 3	ELEVATOR
35	Košana (underpass)	Platform 1 / track 1	ELEVATOR
36	Košana (underpass)	Platform 2 / track 2	ELEVATOR
37	Hrpelje - Kozina (underpass)	Next to the station building / track 1, 2	ELEVATOR
38	Hrpelje - Kozina (underpass)	Platform 1 / track 1, 2	ELEVATOR
39	Laško	Next to the station building / track 2	ELEVATOR
40	Laško	Platform 2 / track 2,3	ELEVATOR
41	Laško	Left side of the station – parking / track 2,3	ELEVATOR
42	Celje	Platform 1 / track 1	ELEVATOR
43	Celje	Platform 2 / track 3, 4	ELEVATOR
44	Celje	Platform 3 / track 6	ELEVATOR
45	Dolgi Most	Platform 1 / track 1	ELEVATOR
46	Ljubljana	Platform 3 / track 8,10	PLATFORM LIFT
47	Ljubljana	Platform 4 / track 11, 12	PLATFORM LIFT
48	Ljubljana	Platforms Ljubljana	PLATFORM LIFT
49	Ljubljana	Platforms Ljubljana	PLATFORM LIFT
50	Maribor	Platforms 1/2/3/4/5 – all tracks	PLATFORM LIFT
51	Celje	Platform 2 / track 3,4	PLATFORM LIFT
52	Koper	Platforms Koper	PLATFORM LIFT
53	Šentilj	Platform 1 / track 1	ELEVATOR
54	Šentilj	Platform 2 / track 2	ELEVATOR
55	Pesnica near Maribor (D1)	Platform 1 / track 1	ELEVATOR
56	Pesnica near Maribor (D2)	Platform 2 / track 2	ELEVATOR
57	Poljčane	Left side of the station – parking / track 2,3	ELEVATOR
58	Poljčane	Next to the station building – parking / track 2, 3	ELEVATOR
59	Poljčane	Platform 2 / track 2, 3	ELEVATOR
60	Slovenska Bistrica	Platform 1 / track 1	ELEVATOR
61	Slovenska Bistrica	Platform 2 / track 2, 3	ELEVATOR
62	Štore	Platform 1 / track 1	ELEVATOR
63	Štore	Platform 2 / track 2	ELEVATOR
64	Dobrepolje	Platform 2 / track 2	ELEVATOR
65	Dobrepolje	Platform 1 / track 1	ELEVATOR
66	Ribnica	Platform 1 / track 1	ELEVATOR
67	Ribnica	Platform 2 / track 3	ELEVATOR
68	Maribor	Platform 1 / track 1	ELEVATOR
69	Maribor	Platform 2 / track 2, 3	ELEVATOR
70	Maribor	Platform 3 / track 3, 4	ELEVATOR
71	Maribor	Platform 1 / track 1 up	ESCALATORS
72	Maribor	Platform 1 / track 1 down	ESCALATORS
73	Maribor	Platform 2 / track 2, 3 up	ESCALATORS

74	Maribor	Platform 2/ track 2, 3 down	ESCALATORS
75	Rimske Toplice	Next to the station building – parking / track 1, 2	ELEVATOR
76	Rimske Toplice	Platform 1 / track 1, 2	ELEVATOR
77	Grosuplje	Next to the station building / track 1,2,3,4	ELEVATOR
78	Grosuplje	Platform 1 / tir1, 2	ELEVATOR
79	Grosuplje	Platform 2 / track 3, 4	ELEVATOR
80	Grosuplje	Left side of the station/ track 1,2,3,4	ELEVATOR
81	Pragersko	Platform 1 / track 1	ELEVATOR
82	Pragersko	Platform 2 / track 2-3	ELEVATOR
83	Pragersko	Platform 3 / track 4	ELEVATOR
84	Ljubljana Tivoli	Platform 1 / track 1	ELEVATOR
85	Ljubljana Tivoli	Platform 2 / track 2	ELEVATOR
86	Domžale	Next to the station building / track 2	ELEVATOR
87	Domžale	Platform 2 / tir2	ELEVATOR
88	Domžale	Left side of the station (Roška cesta)/ track 2	ELEVATOR
89	Zagorje	Next to the station building	ELEVATOR
90	Zagorje	Platform 2/Track 3	ELEVATOR
91	Šentjur	Station Canopy	ELEVATOR
92	Šentjur	Platforms	ELEVATOR
93	Rače	Platform 1	ELEVATOR
94	Rače	Platform 2	ELEVATOR
95	Borovnica	Platform 1	ELEVATOR
96	Borovnica	Platform 2	ELEVATOR
97	Laze	Next to the parking	ELEVATOR
98	Laze	Platform	ELEVATOR

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 tovarna 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
- On the other hand, 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 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 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	WORKING HOURS	PHONE	CONTACT
KT Ljubljana	Mon – Fri 07:00 – 17:00, Sat 07:00 – 12:00	+386 1 29 15 620	matic.kastelec@slo-zeleznice.si
KT Celje	Mon – Fri 07:00 – 17:00, Sat 07:00 – 12:00	+386 1 29 15 620 +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	+386 1 29 15 620 +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	+386 1 29 15 603	robert.gaber@slo-zeleznice.si
Sales & Marketing Department	Mon – Fri 07:00 – 15:00	+386 1 29 15 619	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 – Freight transport 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](#)

Slovenian Railways – Tovorni promet, d.o.o.
Production Department
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 stackers 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:

Slovenian Railways – Tovarni promet, d.o.o.
PL Container Terminal
Letališka cesta 14, 1000 Ljubljana
tel. +386 1 29 15 620
matc.kastelec@slo-zeleznice.si

CELJE CONTAINER TERMINAL conducts its core business on a paved area between Track 40 and Track 41 of Celje Tovarna 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:

Slovenian Railways – Tovarni promet, d.o.o.
Location Celje Čret
Kidričeva 34, 3000 Celje
tel. +386 1 29 15 620
matc.kastelec@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:

Slovenian Railways – Tovarni promet, d.o.o.
Location: Maribor Tezno
Vodovodna 34, 2000 Maribor
tel. +386 1 29 15 620
matc.kastelec@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:

Slovenian Railways – Tovarni promet, d.o.o.
Production Department
Lovro Hren
Kolodvorska ul. 11, 1000 Ljubljana
tel. +386 1 29 14285
lovro.hren@slo-Zeleznice.sand

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, track sections and track connections,

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

TERMINALS AND LOADING POINTS ACCEPTING WAGON-LOAD CONSIGNMENTS

SERVICE POINT (CENTRAL SERVICE POINT)	SPECIAL SIGNS (see key below)	PLATFOR MS		LOADING GAUGE
		SIDE-LOADI	REAR-LOADIN	
1	2	3	4	5
<u>Ajdovščina</u> (Nova Gorica)	a	I		
<u>Batuje</u> (Prvačina)	a	I		
Blanca				
Bohinjska Bistrica (Jesenice)	a	I		
Breg		I		
Brezovica (Prestranek)	a	I		
Celje tovorna	b	I	I	I
Divača (Sežana)	a	I		
Dobrepolje (Ljubljana Moste)	a	I		
Gornja Radgona (Maribor Tezno)	a	I		
Grahovo	b	I		
Hoče (Maribor Tezno)	a	I		
Hrastnik (Krško)	a			
Ilirska Bistrica (Prestranek)	a	I		
Ivančna Gorica (Novo mesto)	a	I		
1	2	3	4	5
<u>Jelovec</u> (Sevnica, Market)	a	I		
Kamnik (Ljubljana Moste)	a	I		
<u>Kanal</u> (Most na Soči, Anhovo)	a	I		
Kočevje (Ljubljana Moste)	a	I		I
Koper Luka				
Koper tovorna (Koper Luka)	a	I	I	
Kresnice (Ljubljana Zalog)	a	I		
Krško		I	I	I
Laze				
Lesce-Bled (Jesenice)	a	I		

SERVICE POINT (CENTRAL SERVICE POINT)	SPECIAL SIGNS (SEE KEY BELOW)	PLATFOR MS		LOADING GAUGE
		SIDE-LOADI	REAR-LOADIN	
1	2	3	4	5
Anhovo (Nova Gorica)	a			
<u>Birčna vas</u> (Novo mesto)	a	I		
Bled Jezero (Jesenice)	a	I		
Borovnica (Prestranek)	a	I		
Brestanica (Krško)	a	I		I
Brežice (Krško)	a	I		
Črnomelj (Novo mesto)	a	I	I	
Dobova		I		
Dravograd	b	I		
Gradac (Novo mesto)	a			
Grosuplje (Ljubljana Moste)	a	I		I
Hodoš		I		
Hrpelje-Kozina (Sežana)	a	I		
Imeno (Celje tovorna)	a	I		
Jarše-Mengeš (Ljubljana Moste)	a	I		
1	2	3	4	5
Jesenice		I	I	I
<u>Kamnik Graben</u> (Ljubljana Moste)	a	I		
Kidričevo (Maribor Tezno)	a	I	I	
Koper			I	
Kranj (Ljubljana Moste)	a	I	I	
<u>Križevci - Boreci</u> (Ljutomer)	a			
Laško (Celje tovorna)	a	I		
Lendava (Maribor Tezno)	a	I		
Lipovci (Maribor Tezno)	a			

Litija (Ljubljana Zalog)	a	I		
Ljubljana KT				
Ljubljana Moste	b	I	I	
Ljubljana Šiška (Ljubljana Moste)	a	I		
Ljubljana Zalog				
Ljutomer (Maribor Tezno)	a	I		
Maribor (Maribor Tezno)	a	I	I	I
Maribor Tezno				
Medvode (Ljubljana Moste)		I		
Metlika	b	I		
Mirna Peč	b	I		
Most na Soči (Nova Gorica)	a	I		
Naklo (Ljubljana Moste)	a			
Nova Gorica		I	I	I
Novo mesto tovorna-REVOZ (Novo mesto)	a		I	
Ormož (Maribor Tezno)	a			
Otiški Vrh (Maribor Tezno)	a	I		
Pesnica				
Podbrdo	b	I		
Podnart (Ljubljana Moste)	a	I		
Poljčane (Maribor Tezno)	a	I		
Ponikva				
1	2	3	4	5
Pragersko (Maribor Tezno)	a	I	I	
Prestranek		I		
Prvačina (Nova Gorica)	a	I		
Rače (Maribor Tezno)	a	I		
Radohova vas	b	I		
Ribnica (Ljubljana Moste)	a	I		
Rogaška Slatina (Celje tovorna)	a	I		
Ruše (Maribor Tezno)	a			
Sava				
Sevnica (Krško)	a	I		

Ljubljana Črnuče (Ljubljana Moste)	a	I		
Ljubljana Rakovnik (Ljubljana Moste)	a	I		
Ljubljana Vižmarje (Ljubljana Moste)	a	I		
Ljubljana Zalog ranžirna (Ljubljana Zalog)	a			
Logatec (Prestranek)	a	I	I	
Maribor Studenci (Maribor Tezno)	a	I	I	
Mestinje (Rogatec, Stranje)	a			
Mirna (Novo mesto)	a	I		
Mokronog (Tržišče, Trebnje)	a	I		
Murska Sobota (Maribor Tezno)	a	I		
Novo mesto		I		
Ortnek (Ljubljana Moste)	a	I		
Pivka (Prestranek)	a	I		
Podgorje (Sežana)	a	I		
Podvelka (Maribor Tezno)	a	I		
Polzela (Celje tovorna)	a	I		
Postojna (Prestranek)	a	I	I	
1	2	3	4	5
Preserje		I		
Prevalje (Maribor Tezno)	a	I		
Ptuj (Maribor Tezno)	a	I	I	
Radenci (Maribor Tezno)	a			
Rakek (Prestranek)	a	I		
Rimske Toplice		I		
Rogatec (Celje tovorna)	a	I		
Ruta (Maribor Tezno)	a	I		
Semič	a			
Sežana		I	I	I

Slovenska Bistrica (Maribor Tezno)	a	I			Središče	b			
Slovenski Javornik (Jesenice)	a	I			Straža (Novo mesto)	a	I		
Stranje	b	I			Šentilj (Maribor Tezno)	a			
Šentjur (Celje tovarna)	a	I			Škofja Loka (Ljubljana Moste)	a	I		I
Škofljica (Ljubljana Moste)	a	I			Šmarje pri Jelšah (Celje tovarna)	a	I		
Šmartno ob Paki (Celje tovarna)	a	I	I		Šoštarj (Celje tovarna)	a	I		
Trbovlje (Krško)	a	I			Trebnje (Novo mesto)	a	I		I
Tržišče	a	I			Uršna sela	b	I		
Velenje (Celje tovarna)	a	I			Velenje Pesje	a			
Velika Loka (Trebnje, Radohova vas)	a	I			Verd (Prestranek)	a	I		
Vintgar (Jesenice, Bled jezero)	a				Višnja Gora	b	I		
Volčja Draga (Nova Gorica, Prvačina)	a	I			Vrtojba (Nova Gorica)	a			
Vuhred (Maribor Tezno)	a	I			Vuzenica (Celje tovarna)	a	I		
Zagorje (Krško)	a	I			Zidani Most (Krško)	a	I		
Zalec (Celje tovarna)	a	I							

KEY:

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 line instructions", which can be found in "rules for railway undertakings".

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.drlic@luka-kp.si

sasa.drlic@luka-kp.si

More information on maritime facilities are available in Slovene version of Network Statement.

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
GB-1	Maintenance facilities	- maintenance facilities for locomotive and wagon repairs
GB-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 - Towing and Technology, d.o.o.

Igor Debevec

Accommodation 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

1000 Ljubljana

Tel. +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
 1000 Ljubljana
 Tel. +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.. 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.

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

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 Friday.

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.

* A segment of the track for access to refuelling facilities is owned by the passenger operator SŽ-Passenger Transport. 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.
Primož Kokalj
Kolodvorska 11
1000 Ljubljana
Tel. +386 1 29 13 317
primoz.kokalj@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
- 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