



# **CAPACITY STRATEGY 2029**

**SŽ Infrastruktura, d.o.o.**

**December 2025**

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# 0. Introduction

One of the railways' main objectives in the coming years is to increase their transport market share by introducing planning and production processes which are both competitive and agile. To this end, RailNet Europe (RNE) teamed up with Forum Train Europe (FTE) to develop the Timetable and Capacity Redesign (TTR) project, which will play an essential role in the railways' strategy for tomorrow.

Under this project, SŽ Infrastruktura, d.o.o. has produced the 2029 Capacity Strategy, which will form the foundation for timetable planning and coordination efforts with the European Commission concerning the new regulation on rail infrastructure capacity. The strategy contains key values on the available capacity and expected traffic flows at the earliest phases. The elements which are relevant to the Capacity Strategy must be communicated with the level of detail available – even if not high – because this information is considered necessary for both producing the Infrastructure Manager's plan and for communicating at European level in order to compose the common capacity strategy. How detailed the strategy should be depends on what is currently established with respect to the capacity strategy figure at the European level. It should be noted that the present document is non-binding and for information only, providing data on infrastructure, projects, capacity, traffic flows etc. for context purposes, which should not be used as reference given the changing nature of said data, and other official documents published by the Infrastructure Manager – in particular, the Network Statement – must be consulted. Overall, the Capacity Strategy aims to provide indication on key values of capacity planning, i.e. on changes in the availability of the infrastructure, Temporary Capacity Restrictions (TCRs or “negative capacity”), and on commercial capacity (“positive capacity”) for a given timetable.

The Capacity Strategy is the earliest TTR-planning instrument and is used in producing the Capacity Model (June 2027 for Timetable 2029) and the Capacity Supply (January 2028 for Timetable 2029).

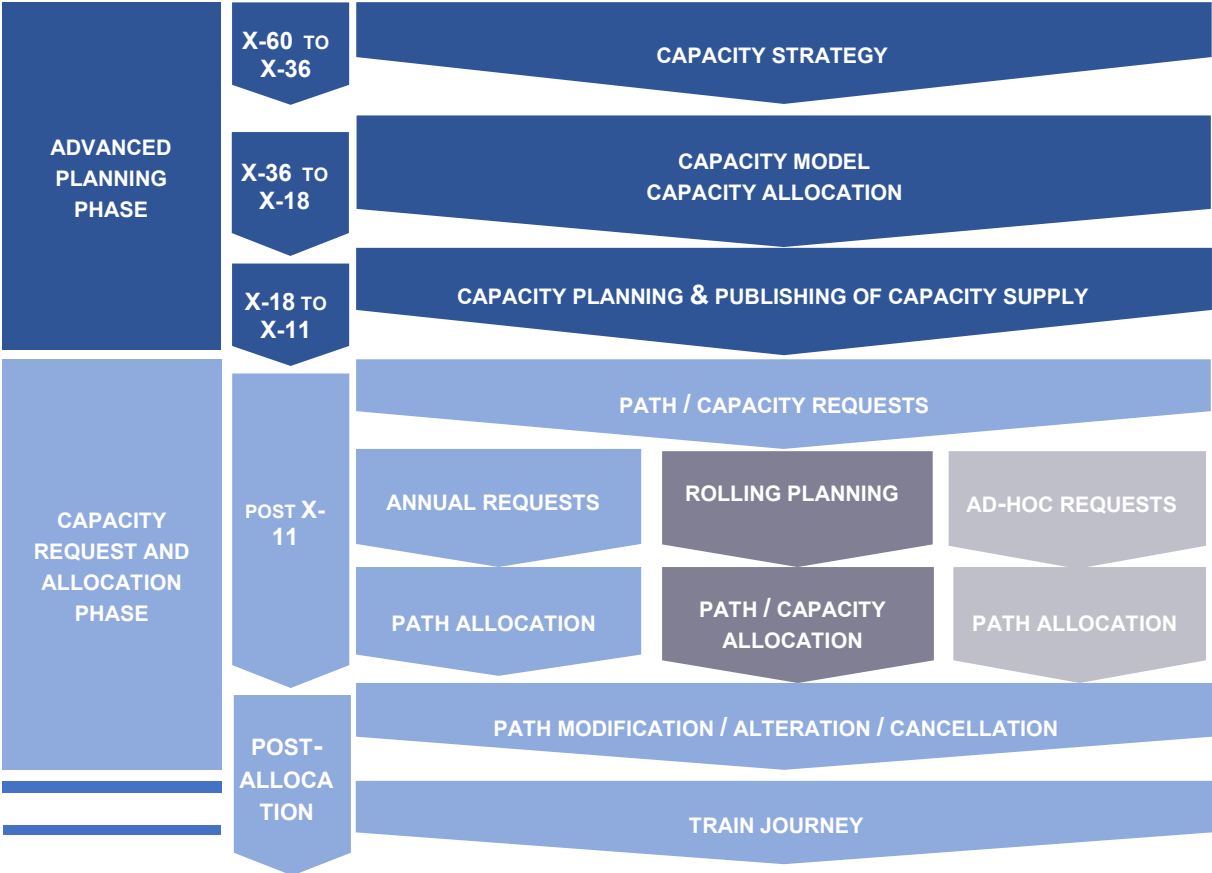


Figure 1: Steps of the TTR process (source RNE)

The present document stresses the international character of TTR end products to ensure consistency, coherence, and customer focus. It is based on the Capacity Strategy Handbook by RailnetEurope (RNE), version 3.0<sup>1</sup>, with certain chapters subject to an arrangement between several Infrastructure Managers as part of a pilot project to produce the common capacity strategy.

The document applies to the 2029 Timetable on lines of international relevance and comprises four main chapters:

- a description of the geographical scope,
- expected permanent changes in infrastructure capacity,
- expected Temporary Capacity Restrictions (TCR) with major impact,
- expected traffic flows.

The Capacity Strategy targets applicants and their end customers, service facilities and terminals, policy decision makers and any other stakeholders in rail capacity planning and allocation.

The present document, while endorsed by the Infrastructure Manager's management body, is nevertheless non-binding.

<sup>1</sup>) [https://rne.eu/wp-content/uploads/HB\\_Capacity\\_Strategy\\_3.0\\_2023-05-31.pdf](https://rne.eu/wp-content/uploads/HB_Capacity_Strategy_3.0_2023-05-31.pdf)

## 0.1 Contact details

Inquiries regarding the Capacity Strategy can be sent to: [sanja.nunic@slo-zeleznice.si](mailto:sanja.nunic@slo-zeleznice.si)

## 0.2 Geographical scope

The lines of international relevance were selected according to the volume of international traffic and comprise the core TEN-T network. The relevant border points and lines are displayed in the following map:

The Capacity Strategy includes the main border crossing points on public rail infrastructure in Slovenia:

- Austria – Jesenice/Rosenbach, Šentilj/Spielfeld-Straß
- Italy – Sežana/Villa Opicina, Nova Gorica- Gorizia Cle.
- Croatia – Dobova/Savski Marof, Ilirska Bistrica/Šapjane, Središče/Čakovec
- Hungary – Hodoš/Oriszentpeter

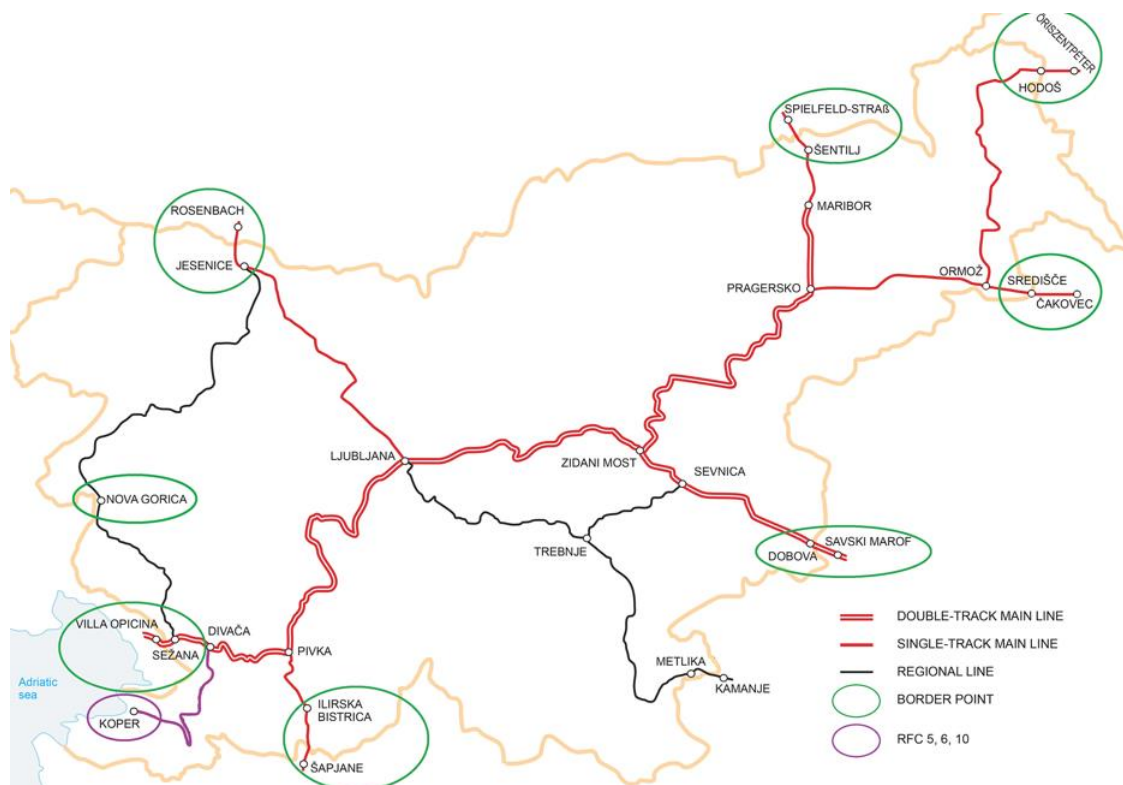


Figure 2: Schematic map of the Capacity Strategy

## 0.3 List of involved Infrastructure Managers

| Infrastructure Managers |
|-------------------------|
| RFI                     |
| ÖBB                     |
| GYSEV Zrt.              |
| HŽ INFRASTRUKTURA       |

Table 1: List of involved Infrastructure Managers

## 0.4 List of service facilities

In line with Commission Implementing Regulation (EU) 2017/2177 on access to service facilities and rail-related services, the information on service facilities and service facilities managed by the Infrastructure Manager is contained in the Network Statement. The services and service facilities which other operators of service facilities are responsible for, who had been provided these facilities by the Infrastructure Managers, are described in Chapter 7 of the Network Statement.

# 1. Expected capacity of infrastructure in TT 2029

This chapter provides an overview of significant positive or negative changes to the available capacity for Timetable 2029, compared to the infrastructure available in December 2025. Changes can be permanent improvements which offer additional capacity (positive effects) and Temporary Capacity Restrictions owing to maintenance or civil engineering work (negative effects).

The projects listed in this chapter satisfy the following criteria:

- Unlike TCRs mentioned in chapter 2, the project has a permanent impact on the available capacity.
- The project shows its effect on capacity for Timetable 2029. Subsequent Capacity Strategies will provide annual updates,
- The projects have a significant effect on capacity and are located on network segments relevant for international traffic.
- Regarding positive effects on capacity, projects labelled as “quantitative” are expected to allow a higher number of trains; projects labelled as “train characteristics” are expected to allow longer heavier or enhanced profile trains; and projects labelled as “operational improvement” concern improvements in flexibility, marshalling and other.
- Regarding negative effects on capacity, projects labelled as “quantitative” have, as an outcome, a lower number of trains; projects labelled as “train characteristics” have, as an outcome, a reduction of train length, weight, or profile; and projects labelled as “operational restrictions” have, as an outcome, a performance reduction with respect to flexibility, marshalling and other.

## 1.1. Additional available capacity

Below is a list of infrastructure projects which will deliver a higher number of trains, longer trains and more safety and reliability of transport.

| Additional available capacity |    |                     |                             |  |  |                   |                                |
|-------------------------------|----|---------------------|-----------------------------|--|--|-------------------|--------------------------------|
|                               | ID | Network segment     | Description                 | Effect   | Estimated effects on capacity          | Financing secured | Effective as of (if available) |
| SI                            | 1  | Zidani Most-Maribor | Upgrade of track technology | Centre of Traffic Control, Capacity Increases and Transport Safety | Quantitative                           | Yes               | 2026                           |
| SI                            | 2  | Divača-Koper        | Construction of new line    | Increase in capacity   | Quantitative                           | Yes               | 2026                           |
| SI                            | 3  | Ljubljana rail hub  | Upgrade of train station    | Removal of a bottleneck.   | Quantitative and train characteristics | Yes               | 2026                           |
| SI                            | 4  | Jesenice            | upgrade of train station    | Removal of a bottleneck.   | Quantitative and train characteristics | Yes               | 2027                           |

**Table 2: List of infrastructure projects with an expected positive effect on capacity and expected completion by TT 2029**

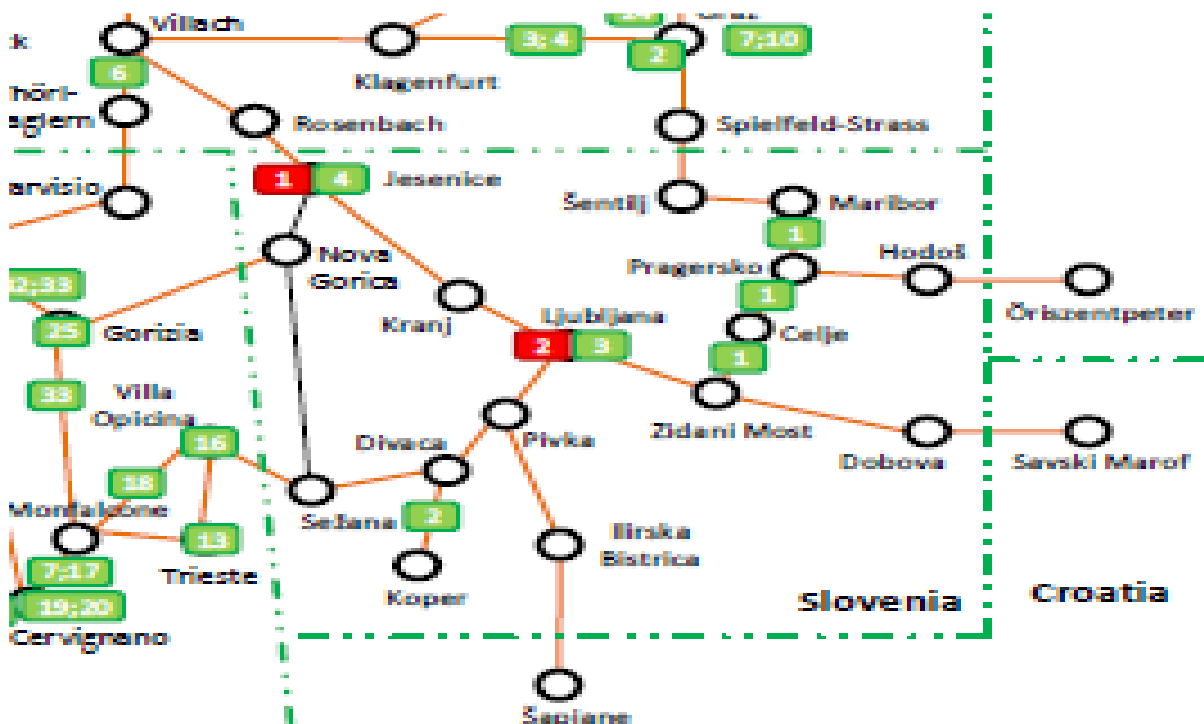
## 1.2. Reduced available capacity

Reduced available capacity, or reduced volume of public rail infrastructure in the Republic of Slovenia, in the coming years will be limited to disruptions associated with the above-mentioned engineering work, leading to capacity restrictions on various network segments, including the stations of Ljubljana and Jesenice, which will have reduced track capacity due to renewal and upgrading work.

| Reduced available capacity |    |                 |   |                                |                        |
|----------------------------|----|-----------------|---|--------------------------------|------------------------|
| Country                    | ID | Network segment | Description   | Estimated effects on capacity  | Capacity reduced since |
| <b>2025 and 2026</b>       |    |                 |   |                                |                        |
| SI                         | 1  | Jesenice        | Renewal of main station (reduced No of tracks and switches) | Operational restrictions (30%) | 2026                   |
| SI                         | 2  | Ljubljana       | Renewal of main station (reduced No of tracks and switches) | Operational restrictions (20%) | 2025                   |

**Table 3: List of infrastructure projects with negative effects on capacity expected by 2029**

The schematic map below shows projects delivering additional available capacity in green, while the projects leading to reduced available capacity are labelled in red:



**Figure 2: Schematic map of infrastructure projects with expected increases and reductions to capacity**

## 2. Temporary Capacity Restrictions (TCR)

TCR planning must comply with the provisions of Annex VII<sup>2</sup>, which lays down the framework for TCR planning with the aim to promote early planning, international coordination between Infrastructure Managers, transparency for applicants, and planning stability, thereby pursuing the objective to increase performance and competitiveness of rail services.

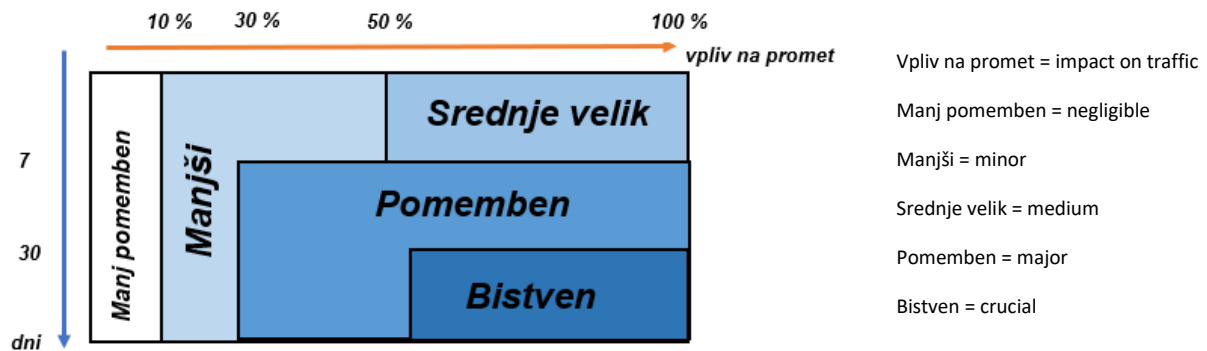


Figure 3: Schematic overview of TCR categories (Source: RNE)

Point 2.1 of this chapter defines the principles for TCR planning, with Point 2.2. providing an overview of expected major TCRs in 2029. The first publication date for major TCRs is at x-24.

### 2.1. Principles for TCR planning

#### 2.1.1. Clustering of TCRs to minimise the gravity of impact and duration

TCR planning involves clustering of works into a single concept to minimize the impact of TCRs on traffic. Clustering is done on geographical sections of route and is a regular part of TCR planning. From the Infrastructure Manager's perspective, carrying out several projects close to each other or using the advantages of larger TCRs to carry out minor TCR or maintenance works can be done when this is technically possible, if the work logistics permits so, and if the individual projects' planning is flexible enough to allow the works to take place concurrently. Clustering of works into groups is a continuous process.

The planning process for TCR clustering starts at X-12. There are no pre-defined agreements entered into with RUs on clustering.

#### 2.1.2. Description of connected areas where TCRs due to shortage of capacity shall not be planned simultaneously

To avoid (additional) shortage of capacity during TCRs, IMs can define the areas where TCRs shall not be planned simultaneously, which includes diversionary routes. IMs have several approaches to define and handle diversionary routes:

- A "Corridorbook"-like approach with pre-defined diversionary routes available (fixed), which are applied when a given segment of line is closed for traffic.
- A "Corridorbook"-like approach with multiple pre-defined diversionary routes available per line, where at least one of the routes has to stay open for traffic.
- Instead of defining diversionary routes in advance, diversionary routes are tailor-made in the TCR planning stage.

Next to diversionary routes, there can be other connected areas where TCRs shall not be planned simultaneously.

<sup>2</sup> <https://eur-lex.europa.eu/Priloga VII>

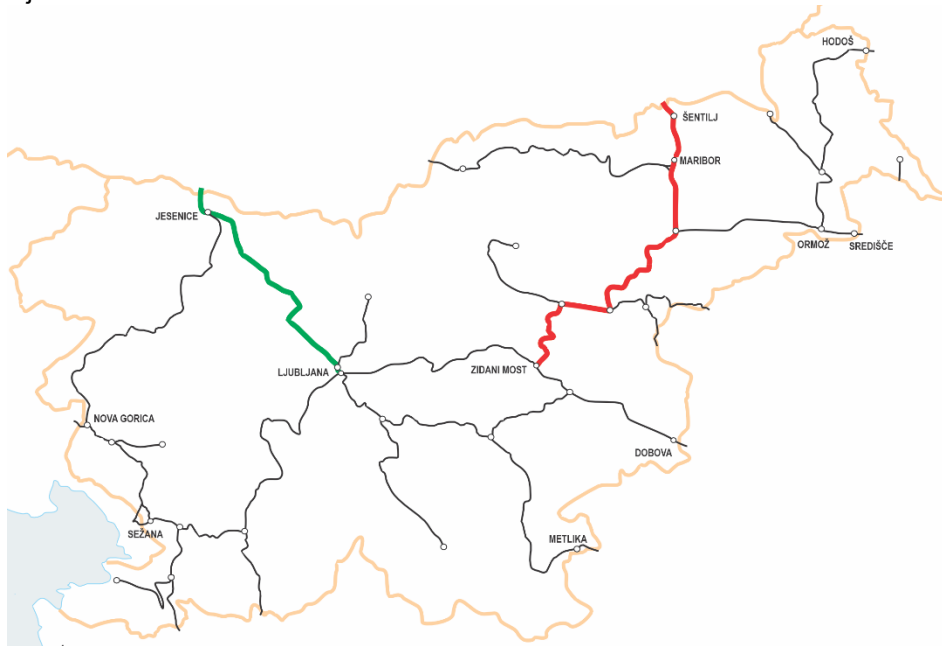
When planning TCR, SŽ-Infrastruktura uses the corridorbook-like approach with pre-defined diversionary routes; where this is not applicable, re-routing options are identified in the planning stage of individual TCRs.

Maintenance works are planned to not overlap in connected areas. Furthermore, the traffic controller may only manage one track closure on the section they control.

### Connected areas where TCRs shall not be planned simultaneously

One of the following sections must remain open to guarantee traffic flows between Slovenia and Austria:

- Ljubljana – Zidani Most – Šentilj
- Ljubljana – Jesenice



A portion of Austria-bound traffic to/from Koper tovorna station is rerouted through Italy, as appropriate.

One of the following sections must remain open to guarantee traffic flows between Sežana and Jesenice:

- Ljubljana – Jesenice
- Sežana – Nova Gorica – Jesenice



Traffic bound to Italy can be rerouted through Austria, as appropriate.

One of the following sections must remain open to guarantee traffic flows between Slovenia and Croatia:

- Zidani Most - Dobova
- Ljubljana – Metlika and Ormož – Središče



One of the following sections must remain open to guarantee traffic flows between Slovenia and Hungary:

- Ormož - Hodoš
- Ormož – Središče



If the line between Pragersko and Ormož is impacted by TCR, traffic is rerouted through Austria or Croatia.

### **2.1.3. Description of the periods when TCRs will be executed if their nature makes it possible (nights, weekends)**

In general, TCRs are planned on periods of reduced traffic to minimize their impact on passengers: during (extended) nights, weekends, school holidays or in summer. Because engineering and maintenance works are becoming more intensive, IMs can be obliged to spread TCRs more equally to preserve costs and resources.

### **2.1.4. Description of the periods when TCR windows will be planned (nights, weekends)**

Infrastructure maintenance has a cyclical nature. Every asset must be maintained regularly to ensure that rail infrastructure can operate safely. Developing a TCR window plan with blocked capacity facilitates the maintenance process, which has a positive impact on infrastructure availability. Tying the planning of regular maintenance to the recurring principle of TCR windows also means that less effort is required from an organisational standpoint because the planning can be based on this regularity rather than starting from scratch every time, which makes the planning process more efficient.

TCR windows involve total closure on single lines and the closure of one track on double-track lines. TCR windows are not planned simultaneously on connected segments.

The windows are recurring all year and have a duration of 6 to 9 hours. They are normally planned once every two weeks. The majority of TCR windows are planned on weekends when there's fewer passenger services and Mondays when freight services run less frequently. Because TCR windows are not incorporated in the annual timetable, operational adjustments have to be made to individual trains' schedule.

The windows cover roughly 30% of the rail network, specifically on lines with high traffic volumes. On other lines, maintenance is carried out in the time spacing between train services.

TCR windows not used at x-14 days are released. TCR windows can be used by other projects. If the window duration needs to be extended to accommodate another project, the IMs of the relevant neighbouring networks must be consulted ahead of time where such extension would impact on international train services.

### **2.1.5. Description of how the TCR allocation process will look like, how the coordination and consultation will be ensured**

The market is consulted on the TCR planning in all relevant countries. The first consultation takes place at a regular meeting of the Standing board for the harmonisation of infrastructure capacity requests when the Infrastructure Manager receives information about the planned investment projects on rail infrastructure from the relevant ministry. Held in October, the meeting discusses the TCRs which are known for the next timetable period (X-14). At multilateral level, consultations on updated TCR data are held at X-4 on FTE conferences, while bilateral conferences take place during the final timetable coordination.

Furthermore, the consultation regarding all TCR aspects for individual major TCRs is done at meetings held specifically to this end. The discussion covers various TCR scenarios (number of TCRs, duration, tracks affected) and the TCR planning including diversionary routes.

Applicants can request a comparison of the conditions to be encountered under at least two alternatives of capacity restrictions with regards to high-impact TCRs. The highest flexibility to check for alternatives is in the first consultation phase. The request for alternative scenarios can also be made at any point in the TCR coordination phase.

### **2.1.6. International coordination**

The IMs coordinate TCRs to synchronize, to the largest extent possible, their TCRs on both sides of a border point and to ensure that diversionary routes are available. Coordination can be done bilaterally from IM to IM or in a group of IMs, especially when TCRs or diversionary routes impact multiple countries. SŽ-Infrastruktura holds international coordination meetings on bilateral level at the minimum

with all IMs of the neighbouring networks and takes part in the coordination efforts regarding priority freight corridors.

In the planning of major TCRs with high impact on several networks, a “2-days approach” has been adopted, wherein the IMs hold their regular international coordination meeting on day 1 and then discuss the results with the relevant RUs on day 2.

A common tool developed by RNE is used to coordinate and publish TCRs.

### 2.1.7. Description of currently existing (national, bi-, trilateral) escalation process(es) in case of disagreement of the involved stakeholders

There are no special processes in place to address disagreements with stakeholders concerning TCR planning. Any disagreements are addressed under existing and imposed procedures for other processes.

## 2.2. Pre-Announcement of Major Impact TCRs

Two major TCRs with high impact were planned at the time of writing and publishing of this document. Once more details are available about the execution times and the scope of work, the TCRs will be coordinated with the IMs of the neighbouring networks and other stakeholders and will later also be used in designing the Capacity Model.

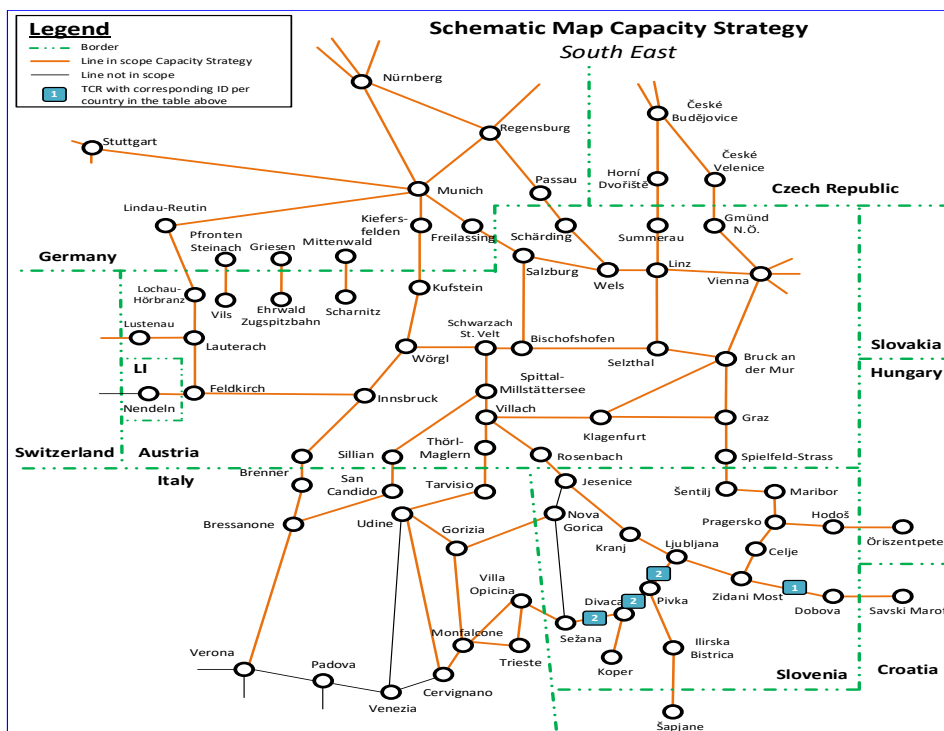


Figure 5: TCRs with major impact

### 2.2.1 Standard rerouting options for pre-announced TCRs with major impact

Rerouting options are coordinated with the RUs on planned meetings, where details are provided on the capacity availability and the technical and operational parameters to be applied when planning and operating rerouted train services.

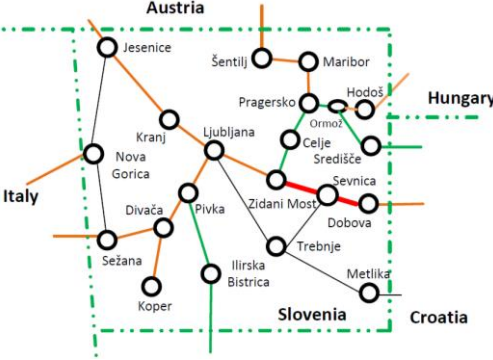
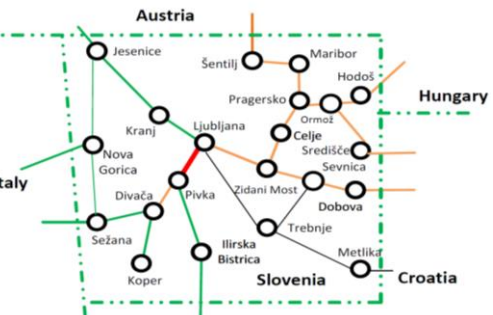
The chart where the parameters are described can be found on the website of RFC 6:

[Re-Routing Options RFC 6](#)

## PLANNED CLOSURES WHERE DIVERSIONARY ROUTES ARE PROVIDED

|    |   |                         |                                |   |              |     |           |
|----|---|-------------------------|--------------------------------|---|--------------|-----|-----------|
| SI | 3 | Dobova d.m.-Zidani Most | Upgrade of tracks and stations | Update of Central Traffic Control, improvements to traffic safety | Quantitative | yes | 2029-2030 |
| SI | 4 | Ljubljana-Pivka         | Upgrade of track technology    | Increase in capacity  | Quantitative | yes | 2029-2030 |

**Table 4: Closures where diversionary routes are provided**

|    |   |   |   |
|----|---|---|---|
| SI | - | <p>Dobova-Zidani most</p> <p>Closures will be imposed on individual sections of the double-track line. Rerouting options are shown in the figure according to traffic volume.</p> | <p>Update of traffic control centres, improvements to traffic safety</p> <p>(Red = TCR/original route, green = deviation)</p>  |
| SI | - | <p>Ljubljana-Pivka</p> <p>Closures will be imposed on individual sections of the double-track line. Rerouting options are shown in the figure according to traffic volume.</p>    | <p>Increase in capacity</p> <p>(Red = TCR/original route, green = deviation)</p>    |

**Table 5: Schematic map of diversionary routes**

## 3. Traffic Planning Principles and Traffic Flows

### 3.1. Traffic Planning Principles

Unlike in previous Capacity Strategies, the planning of traffic flows in the present document incorporates both the border points and the first nodes on the network whence most trains continue their journey to the border point.

The strategy capacities and strategy models are produced by applying an evaluation approach that is based on the data from past timetables. Depending on the network, the reference timetable may be the most recent timetable before the delivery of the Capacity Strategy, such as the 2026 Timetable for the 2029 Capacity Strategy, or several past timetables. When determining the volume of traffic, the average value for the average working day of the week is considered. In a subsequent phase, the expected traffic growth based on traffic flow forecasts can also be considered.

The number of trains is harmonised with the neighbouring IMs and corresponds to average values per transport type per hour without differentiating between peak and off-peak hours. The figures show a non-binding average bookable capacity per hour for long-distance passenger, regional passenger, and freight traffic for the 2029 Timetable. Further assessment and a more detailed differentiation will be done while producing the Capacity Model and Capacity Supply.

When planning train paths, the available infrastructure capacity is allocated by market segments, taking into account the current traffic flows and planned capacity constraints. After determining the limits of use necessary to carry out large-scale engineering works, the available capacities are classified by segment and level of priority:

- capacities for long-distance passenger trains operated as part of a public service obligation (PSO)
- capacities for regional passenger trains operated as part of a public service obligation (PSO)
- capacities for freight trains on Rail Freight Corridors (PaPs) and freight trains with known running days

The potential offer of Rolling Planning capacity – starting with the Capacity Catalogue, which is defined and produced in advance – will depend on the regulatory developments currently proposed at European level.

Based on the strategy, the Capacity Model for the 2029 Timetable is expected to be produced using the IT tool by RNE, with the export of the relevant data completed by mid-June 2027. The following input will be incorporated:

- a) Basic train parameters
  - criteria to determine the stopping pattern of passenger trains – long-distance trains only stop at certain stations, while other passenger trains stop at all stations and stop-off points.
  - reference maximum speed of passenger trains of 160km/h.
  - maximum length of passenger train consists and trainsets between 250m and 430m.
  - maximum weight of freight trains of 1580t, or 2500t under special conditions.
  - maximum length of freight trains between 400m and 600m.
  - expected speed of freight trains of 100km/h.

The values displayed may vary between individual network segments depending on the regional conditions and agreements with the RUs. The values are averages and hence indicative only.

- b) CNA – Capacity Needs Announcement

CNA can be gathered either specifically for the Capacity Model during its drafting phase or as a component of other implemented national processes to produce the Capacity Concept, which provides the first step towards the Capacity Strategy and Capacity Model.

c) International harmonisation

International harmonisation takes place before the Capacity Strategy and Capacity Model are published. This is important specifically because, when drafting documents, the IMs use different sets of data based on their respective national processes. If the data is not harmonised, efforts should be made to reach an arrangement, even if this means incorporating the lowest common value.

### 3.2. Traffic Flows

The traffic flows are analysed at border points and on sections of the mainline network. The figures match the average values according to transport type per hour and do not differentiate between peak and off-peak hours.

Moreover, the figures at border points are based on estimates made by individual IMs rather than on a common methodology applied by all participating IMs. Unless stated otherwise, the figures are harmonised with the neighbouring IM.

While not binding, the figures indicate the average capacity per hour available to long-distance and regional passenger trains and to international and inland freight trains for TT 2026. Further assessment and a more detailed differentiation will be done in the Capacity Model and Capacity Supply.

The harmonisation level with the neighbouring IMs is shown as a number of systemised train hours per hour. Additional train paths which are not systematised can be incorporated in the timetabling phase. The figures below should be understood as an informative schematic graph:

| 1 train per hour  | 1 train per 2 hours   | Train type    |
|---|---|---------------|
|  |  | International |
|  |  | Regional      |
|  |  | Freight       |




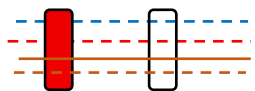
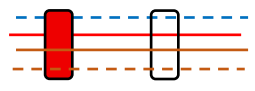
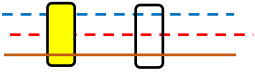
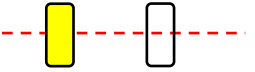

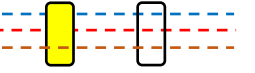
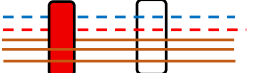
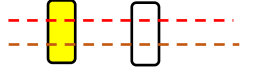
|   |                            |
|---|----------------------------|
|  | All requests will be met   |
|  | Changes might be necessary |
|  | High demand expected       |

Table 6 :Key

| Border section   | Name of the IM responsible for each cross-border section | passenger train paths per hour per direction |          | freight train paths per hour per direction |
|--|--|--|----------|--|
|  |  | long distance                                | regional |  |
| <b>SŽ - ÖBB</b>  |  |  |          |  |
| Jesenice/Rosenbach<br>        | SŽ-I   | 0,5  | 0,5      | 1,5  |
| Šentilj/Spielfeld-strasse<br> | ÖBB  | 0,5  | 1        | 1,5  |

| <b>SŽ- HŽ</b>   |      |     |      |      |
|---|------|-----|------|------|
| Dobova/Savski Marof<br>      | SŽ-I | 0,5 | 0,5  | 1    |
| Ilirska Bistrica/Šapjane<br> | HŽ   | 0   | 0,5  | 0    |
| Središče – Čakovec<br>       | HŽ   | 0   | 0,5* | 0,5* |
| *-Less than 0,5 per hour  |      |     |      |      |
| <b>SŽ -GYSEV Zrt.</b>   |      |     |      |      |
| Hodoš/Őriszentpéter<br>    | SŽ-I | 0,5 | 0,5  | 0,5  |
| <b>SŽ - RFI</b>   |      |     |      |      |
| Sežana/Villa Opicina<br>   | RFI  | 0,5 | 0,5  | 3    |
| Nova Gorica/Gorizia<br>    | SŽ-I | 0   | 0,5  | 0,5  |

| RFC 5,6,10                    |  |   |     |   |
|-------------------------------|--|---|-----|---|
| Divača-Koper<br>tovorna/Koper |  |   |     |   |
|                               |  | 0 | 0,5 | 3 |

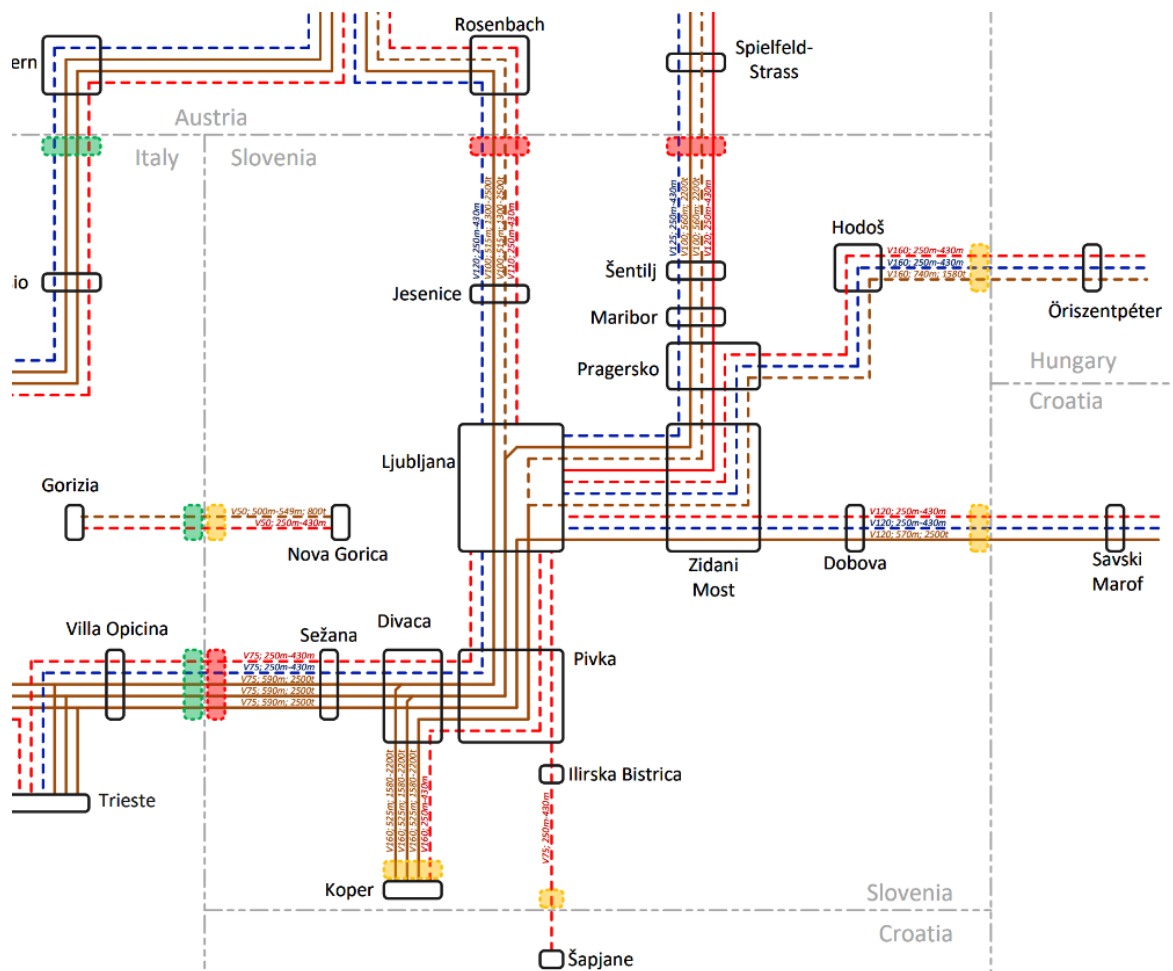


Figure 6: SŽ-Infrastruktura traffic flows with train parameters

## 4. Validation & Publication

The document was adopted under Resolution of the Management Board of SŽ-Infrastruktura, d.o.o. No 170 of 18.12.2025 and is published on the IM's website.

Next to the Capacity Strategy, the Common Capacity Strategy for TT 2029 has also been produced in collaboration with ProRail, SNCF Réseau, DB InfraGO AG, ÖBB Infrastruktur AG, RFI S.p.A., ACF, CFL and ZSR as a pilot project in English, and is published on RNE's website.

The pilot project supports, in the long run, the gathering of experience and know-how in collaboration with RailNetEurope (RNE) and Forum Train Europe (FTE) considering the upcoming EU regulation on the use of railway infrastructure capacity in the single European railway area (COM (2023) 443/2).

## 5. Annex 1

To provide contributions to the completion of the Capacity Strategy, a draft of the Capacity Strategy for 2029 has been published on the SŽ Infrastruktura website. Stakeholders involved were invited to submit their contributions and open questions by 17.11.2025. Contributions and feedback are provided in Annex 1 (Exc) and are considered to the extent possible in the finalisation of the 2029 Capacity Strategy.