



Capacity Items

*Publication of TT2026 Offer
Requests and Pre-Booking phase results
KPIs
Sopron RAG TAG 14 May*



Co-financed by the European Union
Connecting Europe Facility



Publication of PaPs Offer TT2026



Published on 13 January in PCS, CIP and on RFC5 website

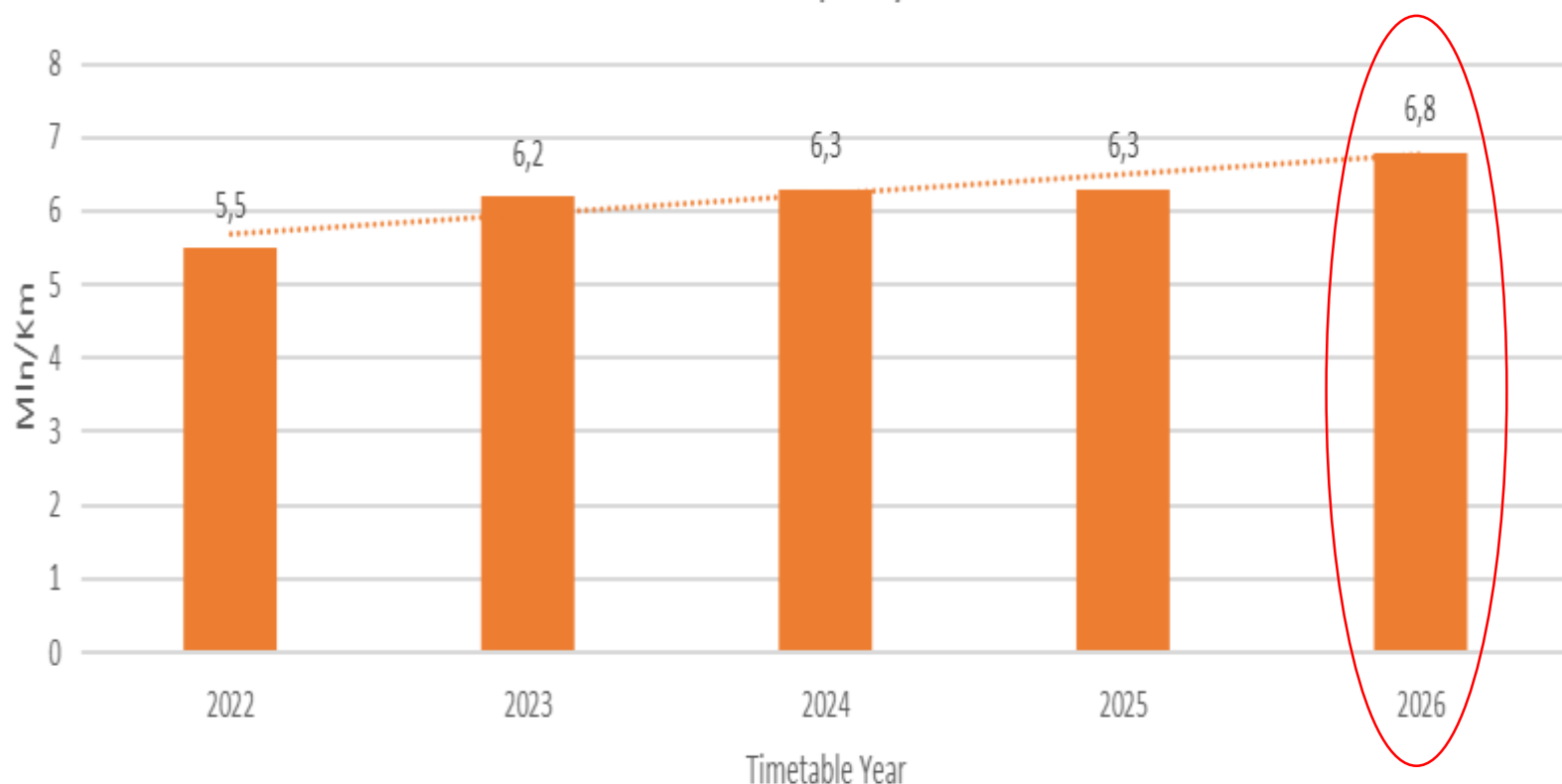
55 PaPs offered for Timetable 2026 (28 N-S and 27 S-N)
Deadline for path requests on **14.4.2025**

Stable amount of volumes of Capacity Offered on three main axes:

- From/to Polish Baltic ports main terminals in Czech Republic and Slovakia
- From/to Koper Central Europe
- From/to Italy Poland/ Central Europe

Overall Offered Capacity TT2026

Overall Volume Offered Capacity TT2022-TT2026



- Increasing of overall offered capacity TT2026, compared to previous years
- On specific axes AUT- IT and PAPs to/from Koper capacity offered has increased
 - 17 PaPs AUT-IT
 - 8 PaPs to/from Koper
- Due to TCRs/maintenance works planned in North/Eastern part of Poland, offer has been reduced
 - Just one pair of PaPs to/from Gdynia Port Ostrava
 - one pair of Multi Corridor PAPs (9,11) originally to/from Malaszewicze Ceska Trebova, now limited to Chalupki and RFC5
 - PaPs Zabrzeg Czarnolesie–Ostrava not possible to be offered
- «Premium Offer» slightly increased for TT2026

Premium Offer TT2026 - Summary

PaPs allowing higher standards vs usual standards parameters

Long PaPs Allows 590m max train length vs 525 standard paths , 2 PaPs offered

O/D Koper /Dobra Bohumin/Koper/Bohumin

1 PaP Dunajska Streda – Koper offered with 590m along all territories

Generally all PaPs to/from Koper offered standards higher than 525m, with differentiations between territories

Long PaPs Offered in cooperation with RFC11 Amber → 2 PaPs offered allowing for higher standards in terms of train length/weight (740m, 1600t on ZSR network; maximum allowed train length is 660m. Standard max train length from Czechowice Dziedzice to Zwardoń is 360m)

O/D 1 Czechowice Dziedzice - Bratislava-Petržľa

1 Bratislava-Petržľa - Czechowice Dziedzice

Heavy PaPs Max weight of wagons 1800t allowed, 4 PaPs offered

O/D 1 Villach-Trieste/ 1 Villach-Pordenone

1 Trieste-Villach/ 1 Pordenone – Villach

Overview of Long PaPs offered

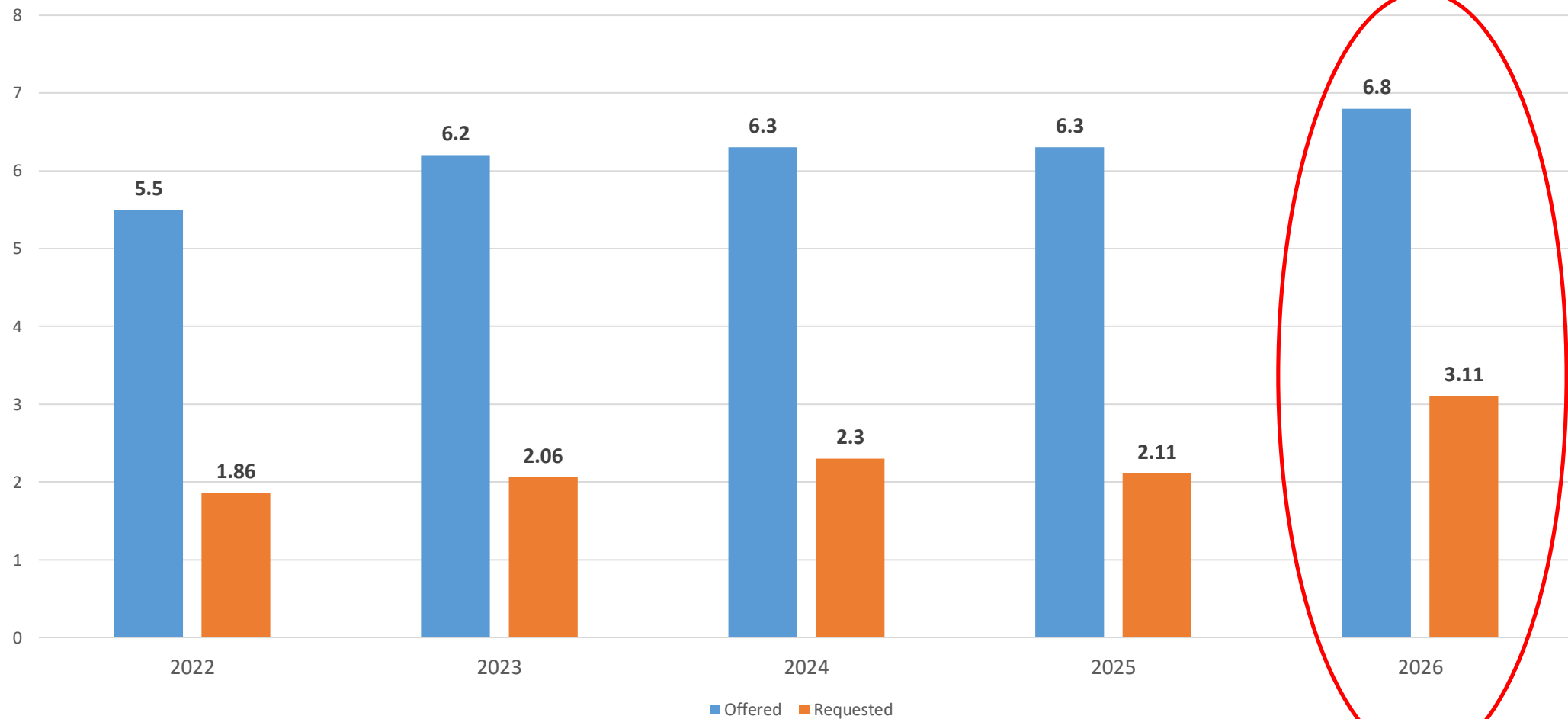
	Train lenght			
	SZCZ	OEBB-I	SZ-I	ZSR
PAP ID C5NP023	570m	590m	540m	
PAP ID C5NP024	570m	590m	590m	
PAP ID C5NP021	570m	590m	590m	
PAP ID C5NP022	570m	590m	590m	
PAP ID C5NP026		590m	590m	590m
PAP ID C5NP025		590m	540m	590m
PAP ID C5NP031	540m	590m	520m	
PAP ID C5NP032	540m	590m	520m	

Requested capacity TT2026 – General figures at 16 April 2025

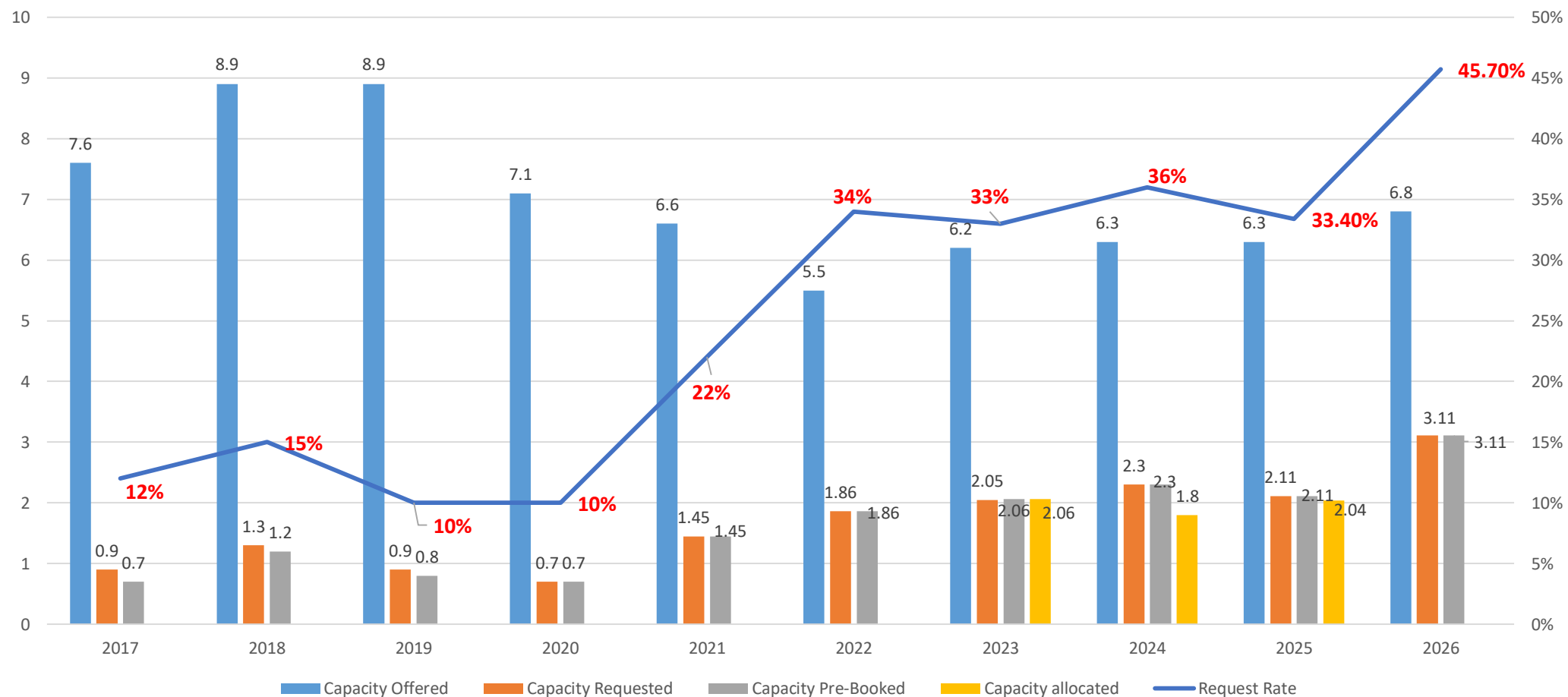
KPI	TT2023	TT2024	TT2025	TT2026	% Δ
Volumes of requests (PCS dossiers)	33	26	21* 23*	34	+61%
PaPs Offered (a)	55	55	53	55	+3,7%
PaPs Requested (b)	33	26	22* 24*	33	+50%
Number of conflicts	2	1	0	1	1
PaPs request ratio (b/a)	60%	50%	41%* 45%*	60%	+19%
Volume offered capacity (PaP Km*days) c	6.2	6.3	6.3	6.8	+7,9%
Volume of requested capacity (PaP Km*days) d	2.05	2.30	1.78* 2.11*	3.11	+74%
Capacity request ratio d/c	33%	36%	28%* 33,4%*	45%	+17%

In green – value in the PAMT Report on 22.04.24

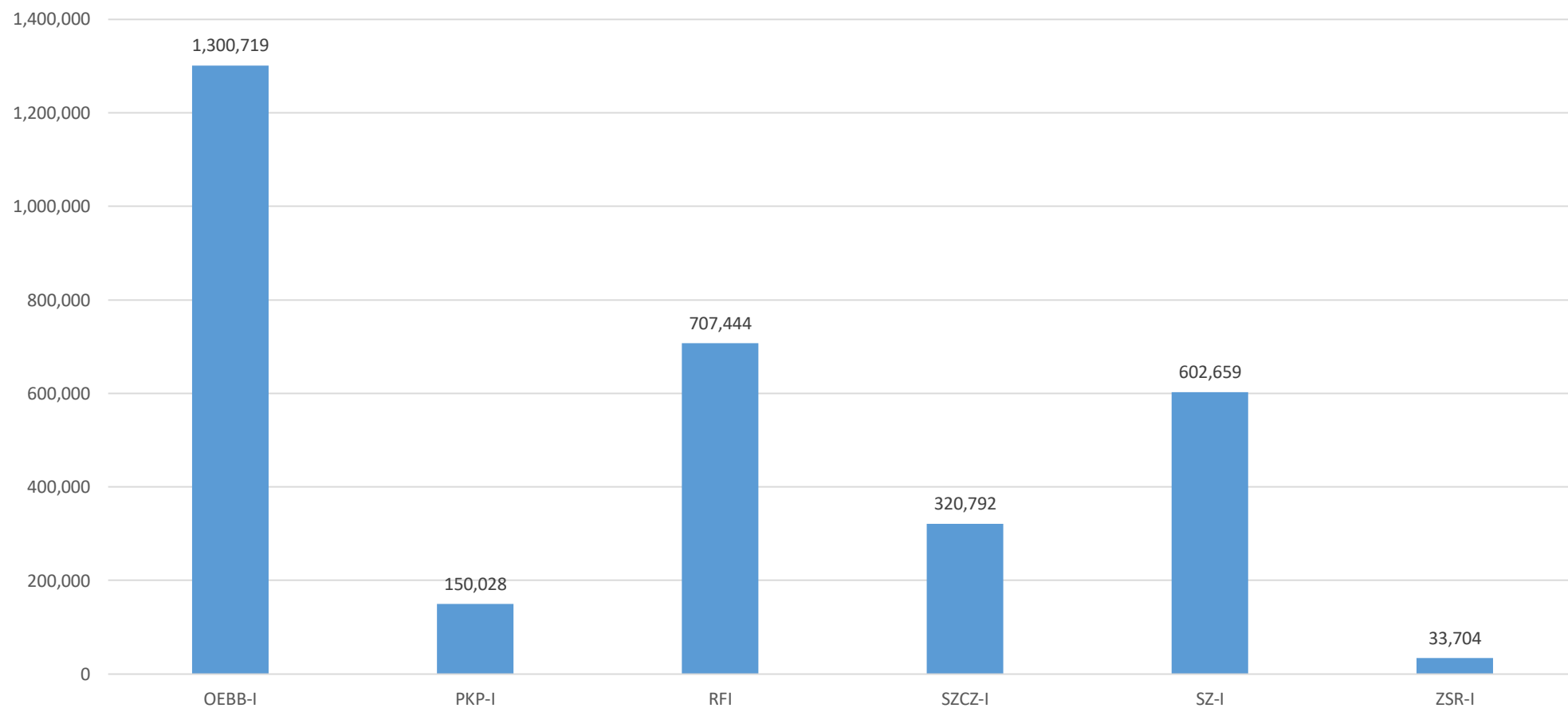
Volumes of Overall Capacity Offered and Requested TT2022 - TT2026



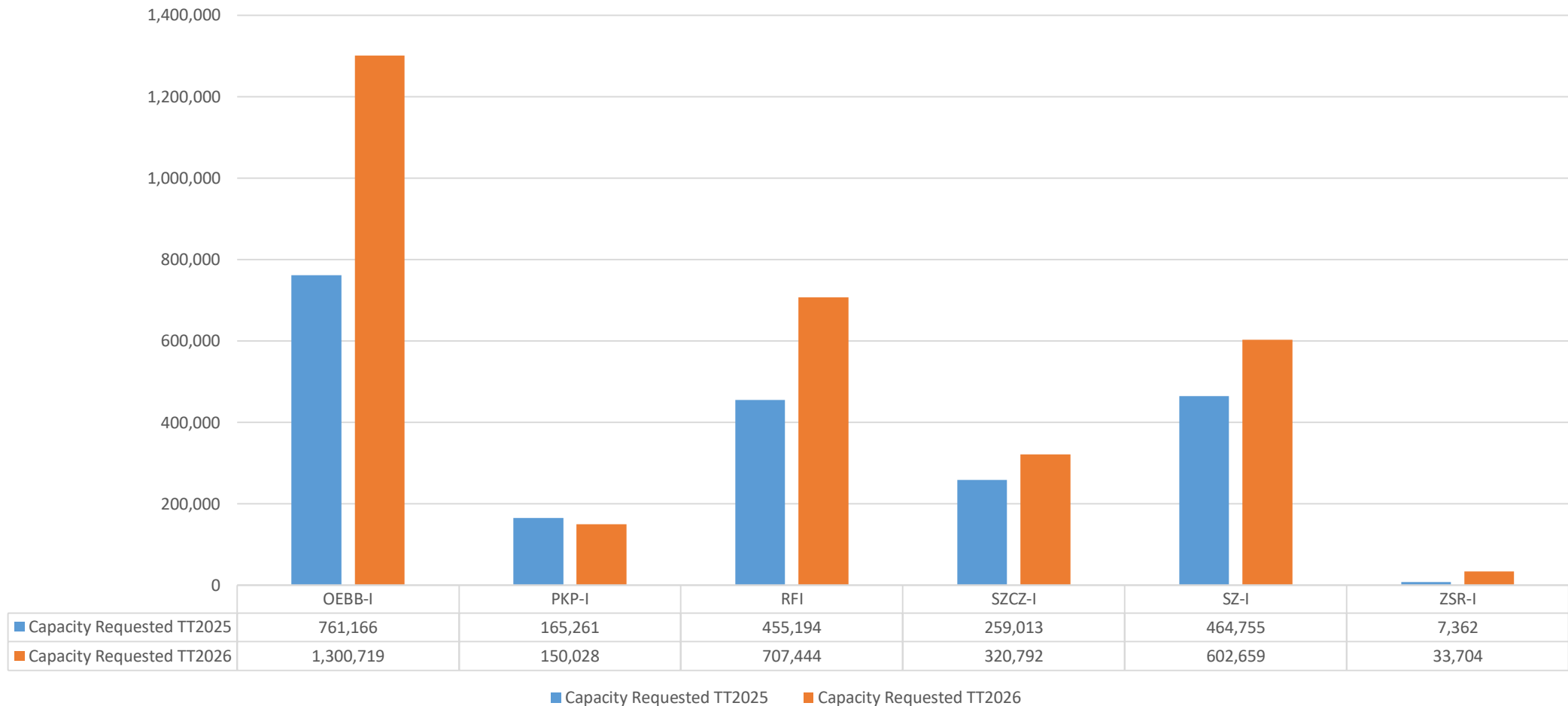
Overall Capacity Offered and Requested Trend TT2017-TT2026



Capacity Requested for each IM TT2026

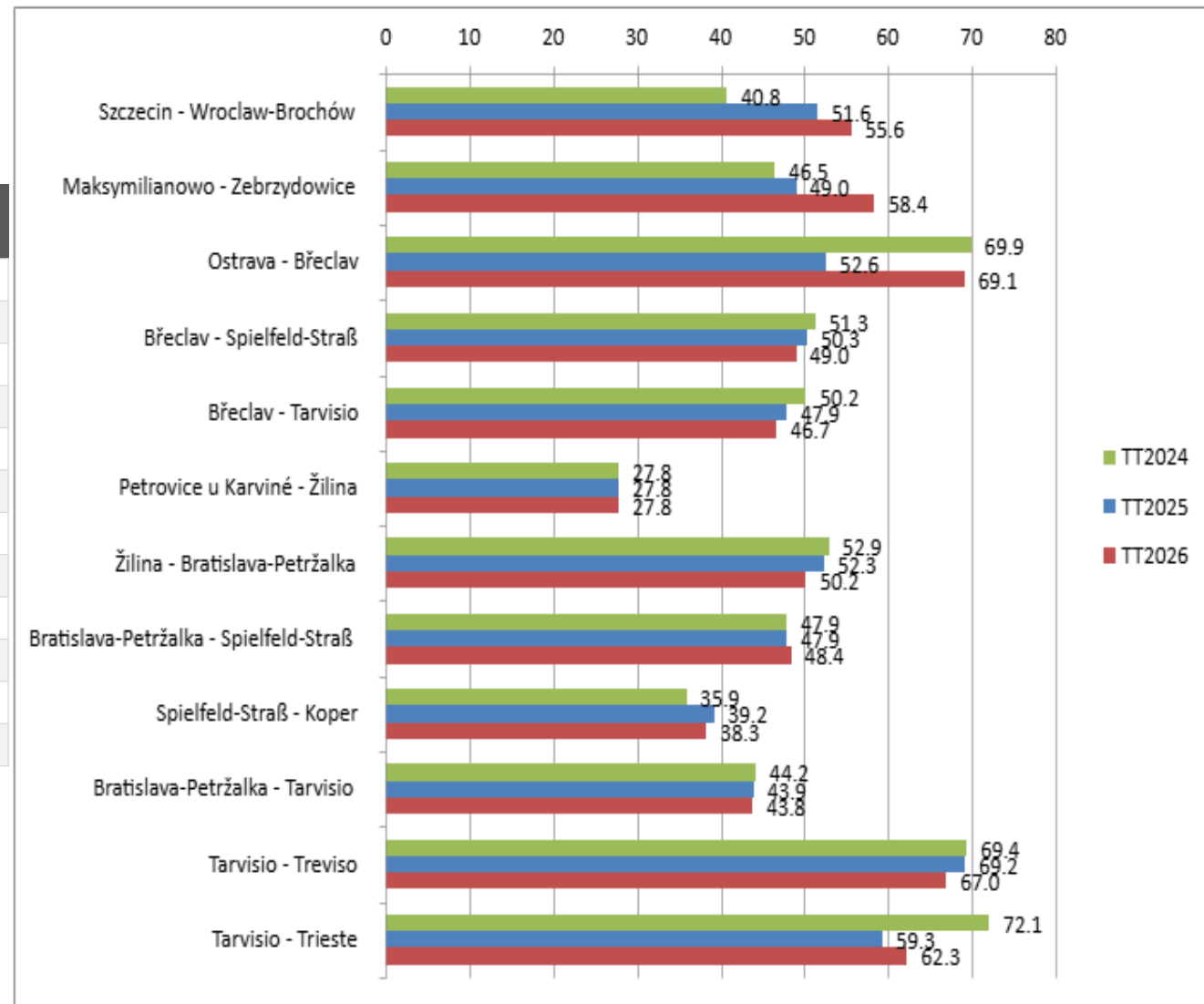


Comparison Requested Capacity for each IM TT2025 vs TT2026



Average Planned Speed of PaPs TT2026

RFC5 section	Distance (km)	Countries involved	TT2024	TT2025	TT2026
Szczecin - Wrocław-Brochów	356.3	1	40.8	51.6	55.6
Maksymilianowo - Zebrzydowice	455.7	1	46.5	49	58.4
Ostrava - Břeclav	181.8	1	69.9	52.6	69.1
Břeclav - Spielfeld-Straß	338.2	1	51.3	50.3	49
Břeclav - Tarvisio	472.2	1	50.2	47.9	46.7
Petrovice u Karviné - Žilina	94.7	2	27.8	27.8	27.8
Žilina - Bratislava-Petržalka	210.9	1	52.9	52.3	50.2
Bratislava-Petržalka - Spielfeld-Straß	295.6	1	47.9	47.9	48.4
Spielfeld-Straß - Koper	330.9	1	35.9	39.2	38.3
Bratislava-Petržalka - Tarvisio	429.6	1	44.2	43.9	43.8
Tarvisio - Treviso	194.5	1	69.4	69.2	67
Tarvisio - Trieste	174.6	1	72.1	59.3	62.3



Ratio of capacity allocated by C-OSS

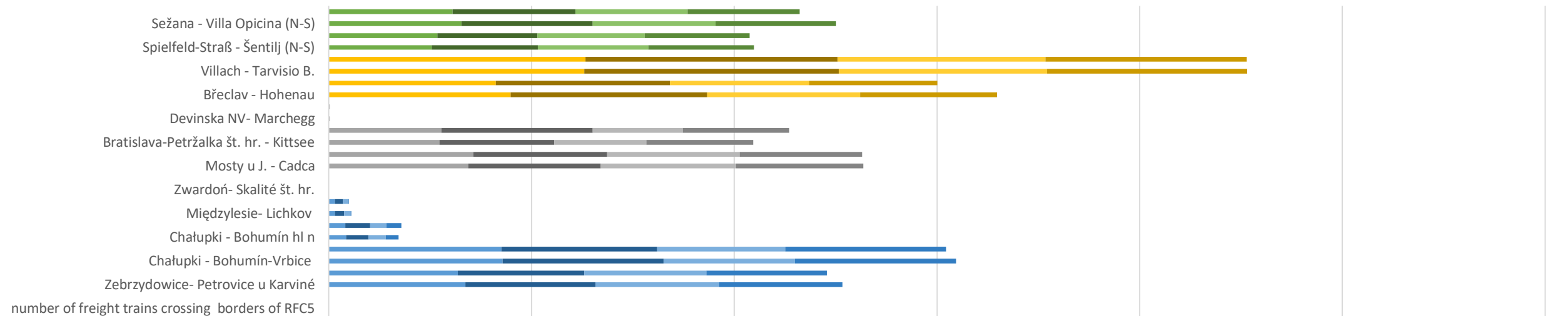
* Columns are RFC5 only

Between member states		Between operational points		Allocated by C-OSS 2021 (for TT2022)	Allocated by C-OSS 2022 (for TT2023)	Allocated by C-OSS 2023 (for TT 2024)	Allocated by C-OSS 2024 (for TT2025)
Czechia	Austria	Břeclav	Bernhardsthal	7,8%	10%	9,9%	5,6%
Poland	Czechia	Międzylesie	Lichkov	0,0%	0%	0%	0%
Poland	Czechia	Chałupki	Bohumín	6,2%	8,8%	7,4%	3,2%
Poland	Czechia	Zebrzydowice	Petrovice u Karviné	14,3%	6,1%	3,7%	2,2%
Czechia	Slovakia	Mosty u Jablunkova	Čadca	4,1%	3%	3,1%	4,6%
Austria	Slovakia	Kittsee	Bratislava-Petržalka	1,3%	0%	5,7%	5,2%
Austria	Slovakia	Marchegg	Devínska Nová Ves	0,0%	0%	0,0%	0%
Austria	Slovenia	Spielfeld-Straß	Šentilj	5,2%	4,8%	7,6%	7,5%
Austria	Italy	Thörl-Maglern	Tarvisio Boscoverde	3,9%	6,1%	3,5%	5,6%
Italy	Slovenia	Villa Opicina	Sežana	0,0%	0%	0%	0%
Poland	Slovakia	Zwardoń	Skalité	0,0%	0%	0%	0%

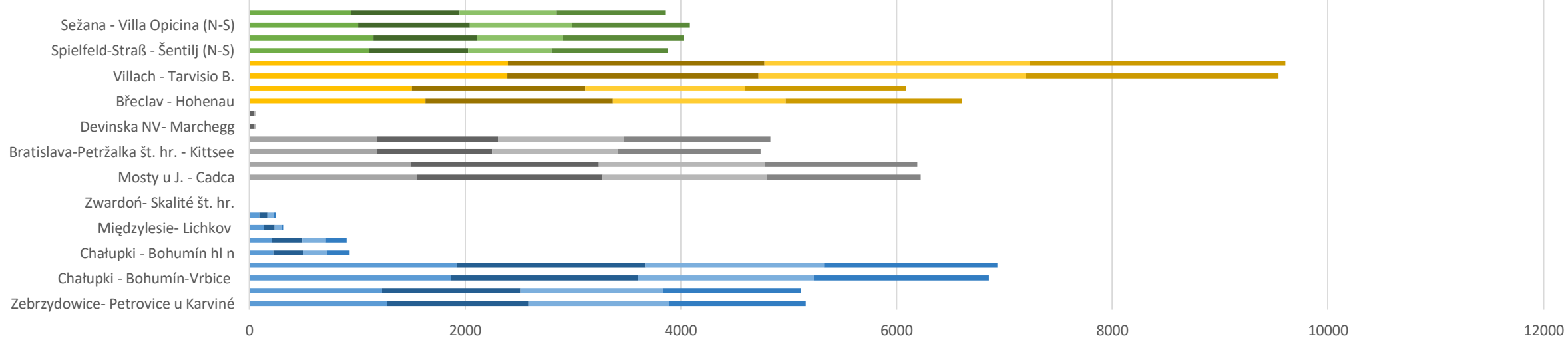


Number of train runs 2024 vs 2023

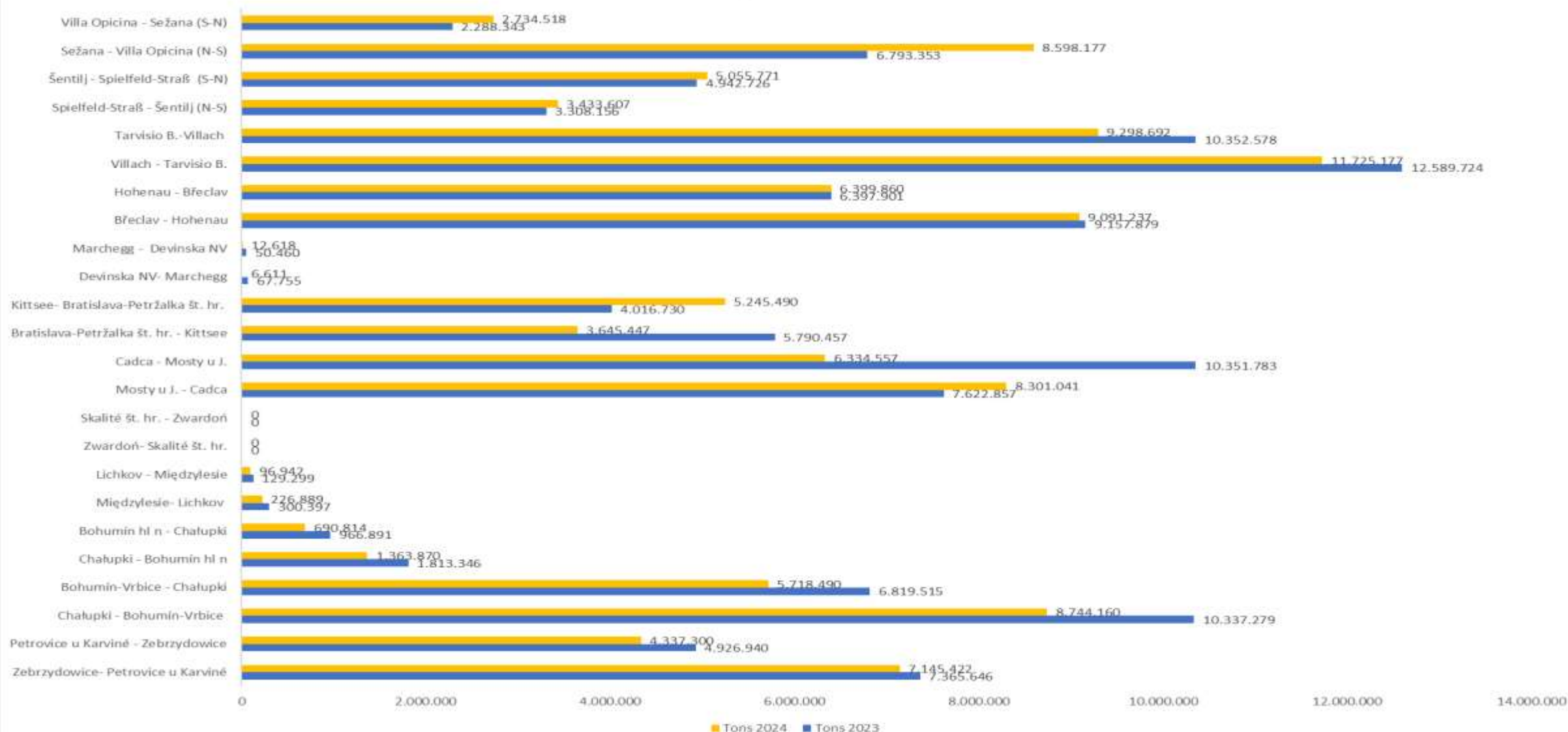
2024



2023



Tons transported 2023 - 2024





THANK YOU FOR YOUR ATTENTION!