

RFC 11 Amber Corridor RAG / TAG Meeting

19th February 2019, Ljubljana

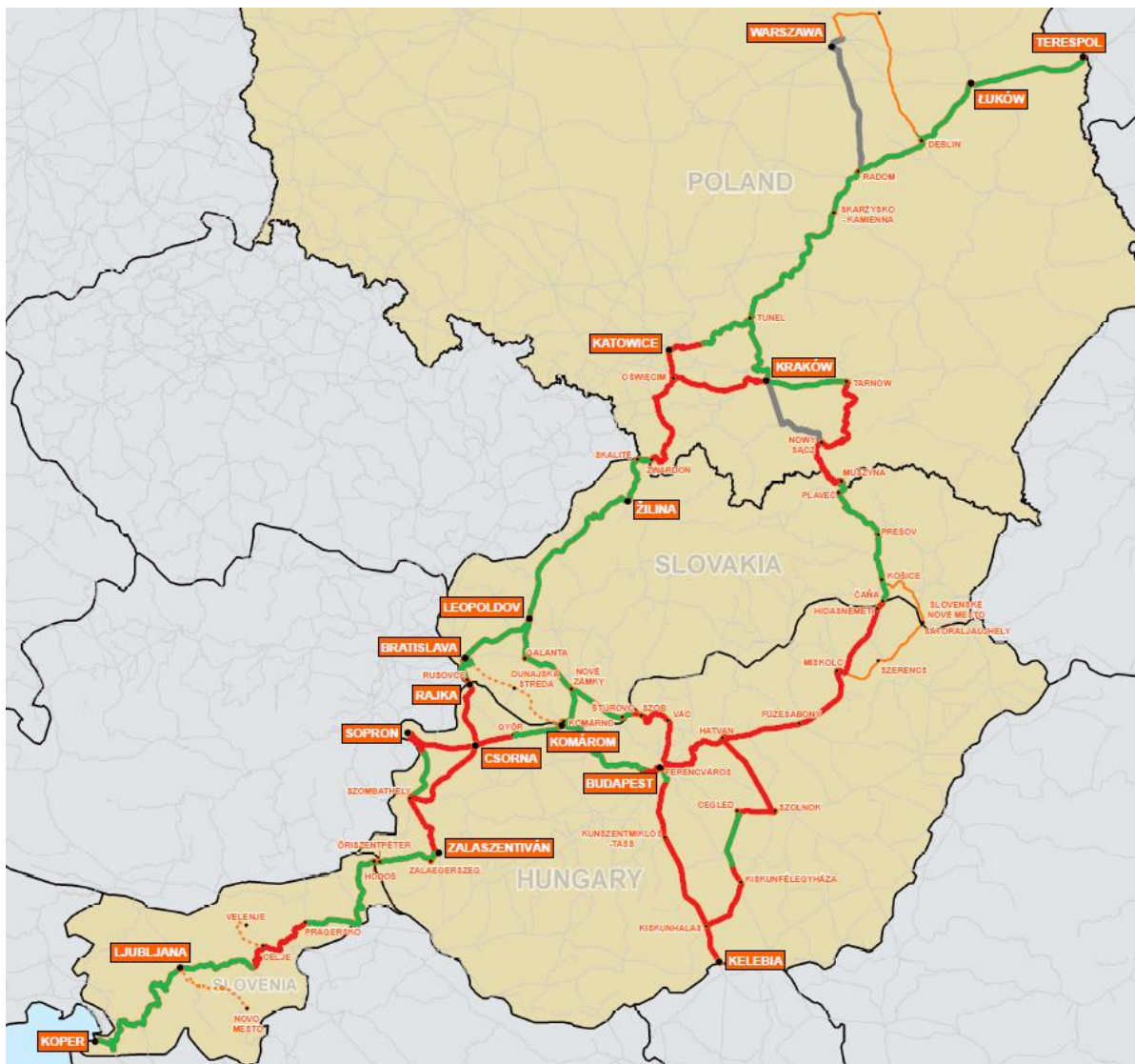


The current conditions of railway lines along the corridor are quite different.

Based on the Act 39. of 1315/2013 EU regulation, by 2030 every main lines have to have the possibility to be used by trains with:

- 22.5 axle load
- 100 km/h speed
- 740 m train length
- ETCS
- Lines have to be electrified

Current situation – axle load

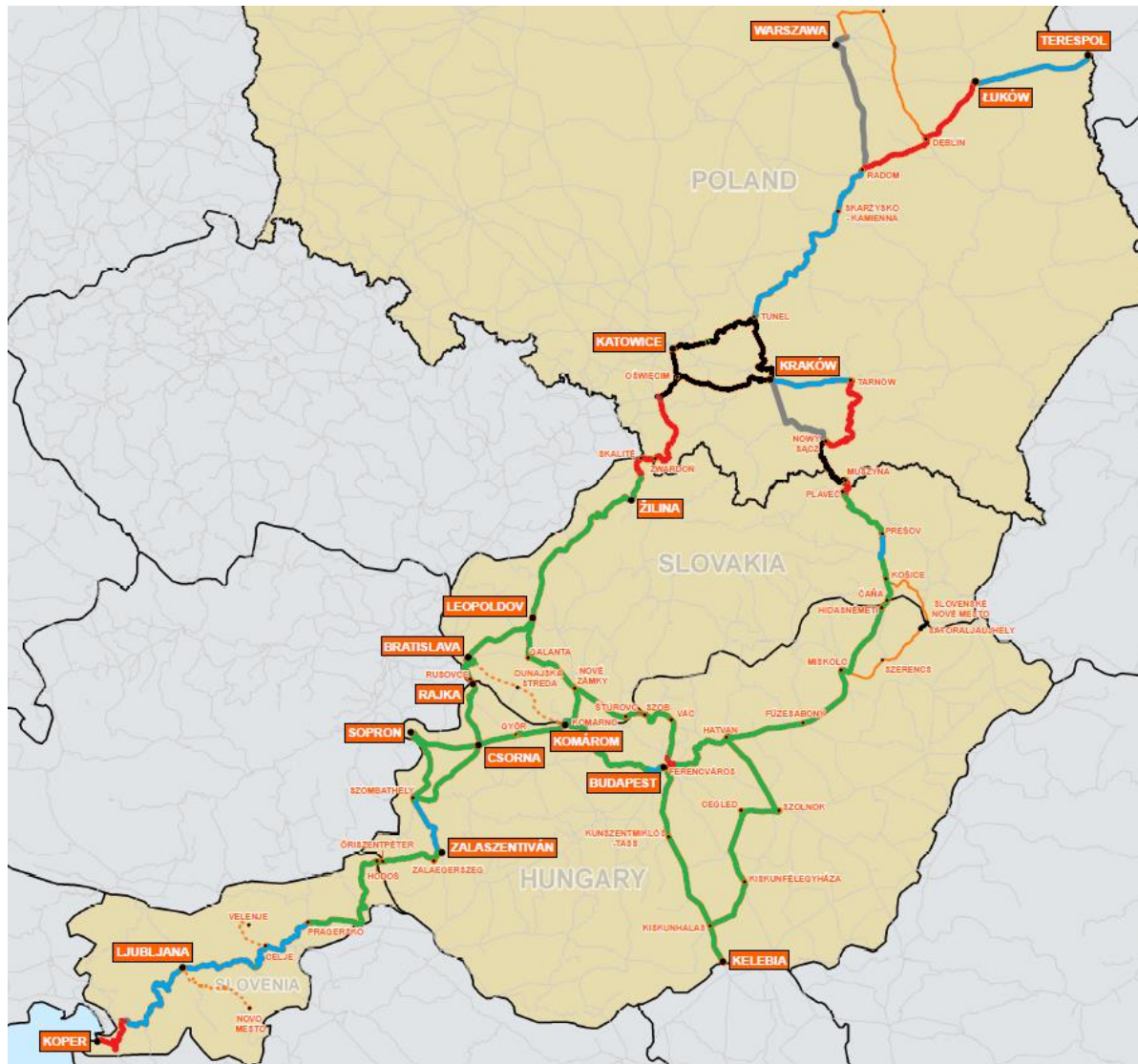


Green lines – not less, than 22,5 t
Red lines – under 22,5 t

However, all the red-marked lines are 20 t / axle at least – no railway lines are part of the corridor with less, than 20 tons axle load.

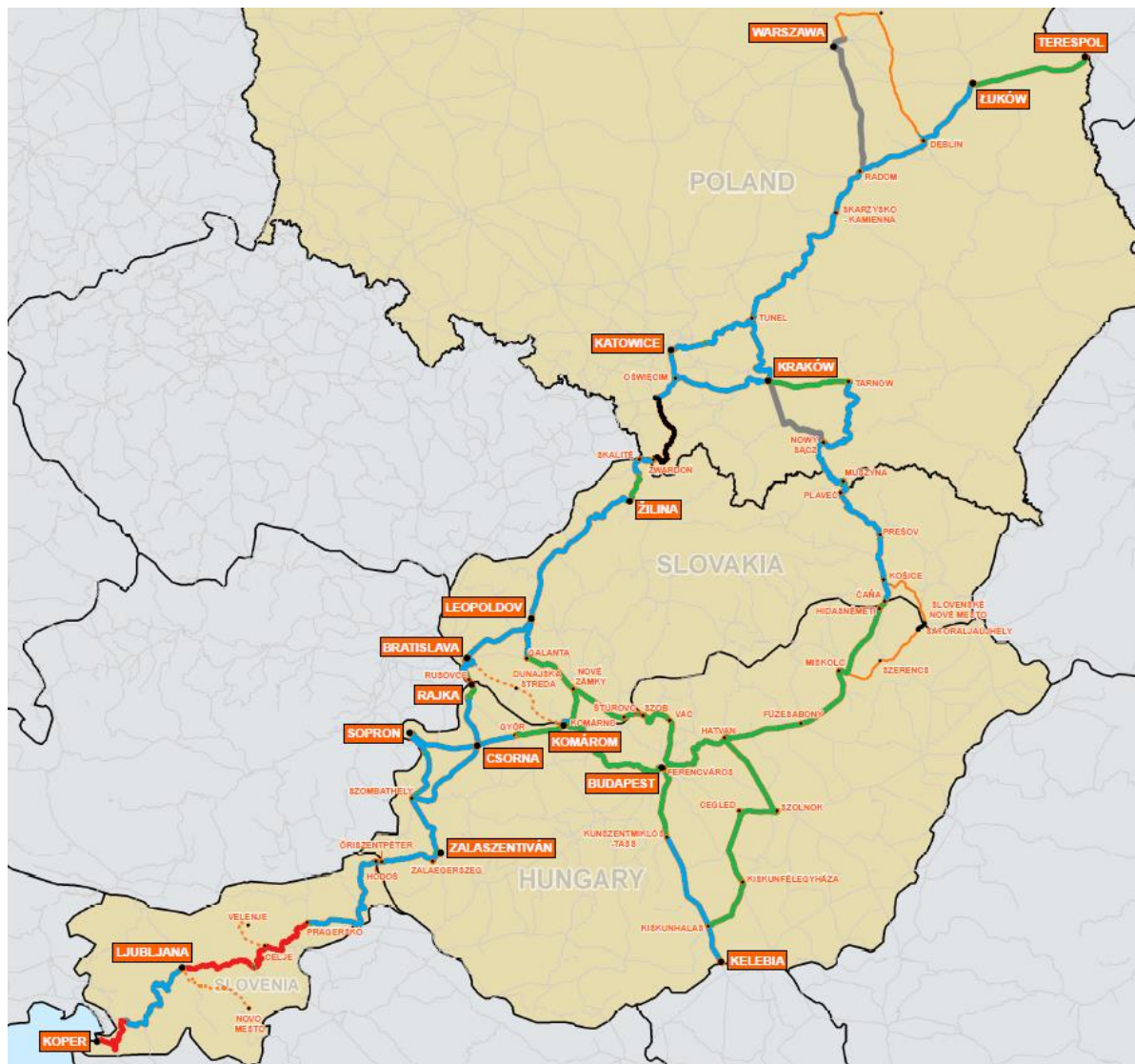
Weight of modern multisystem locomotives are always higher than 21 t /axle!

Current situation – maximal speed



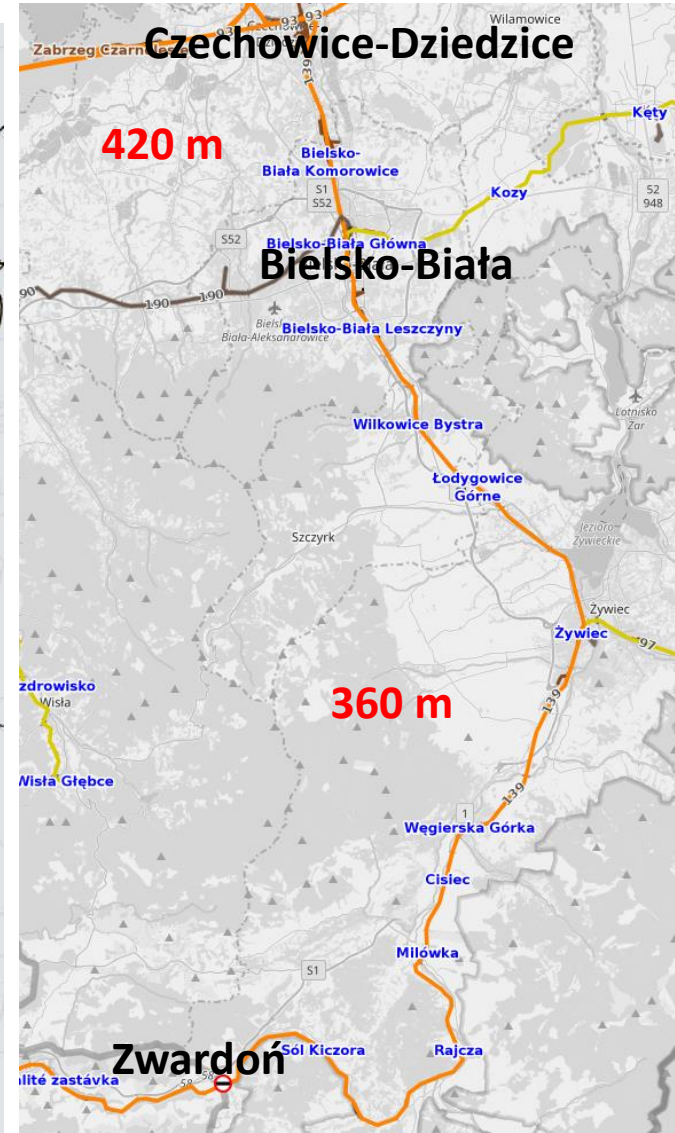
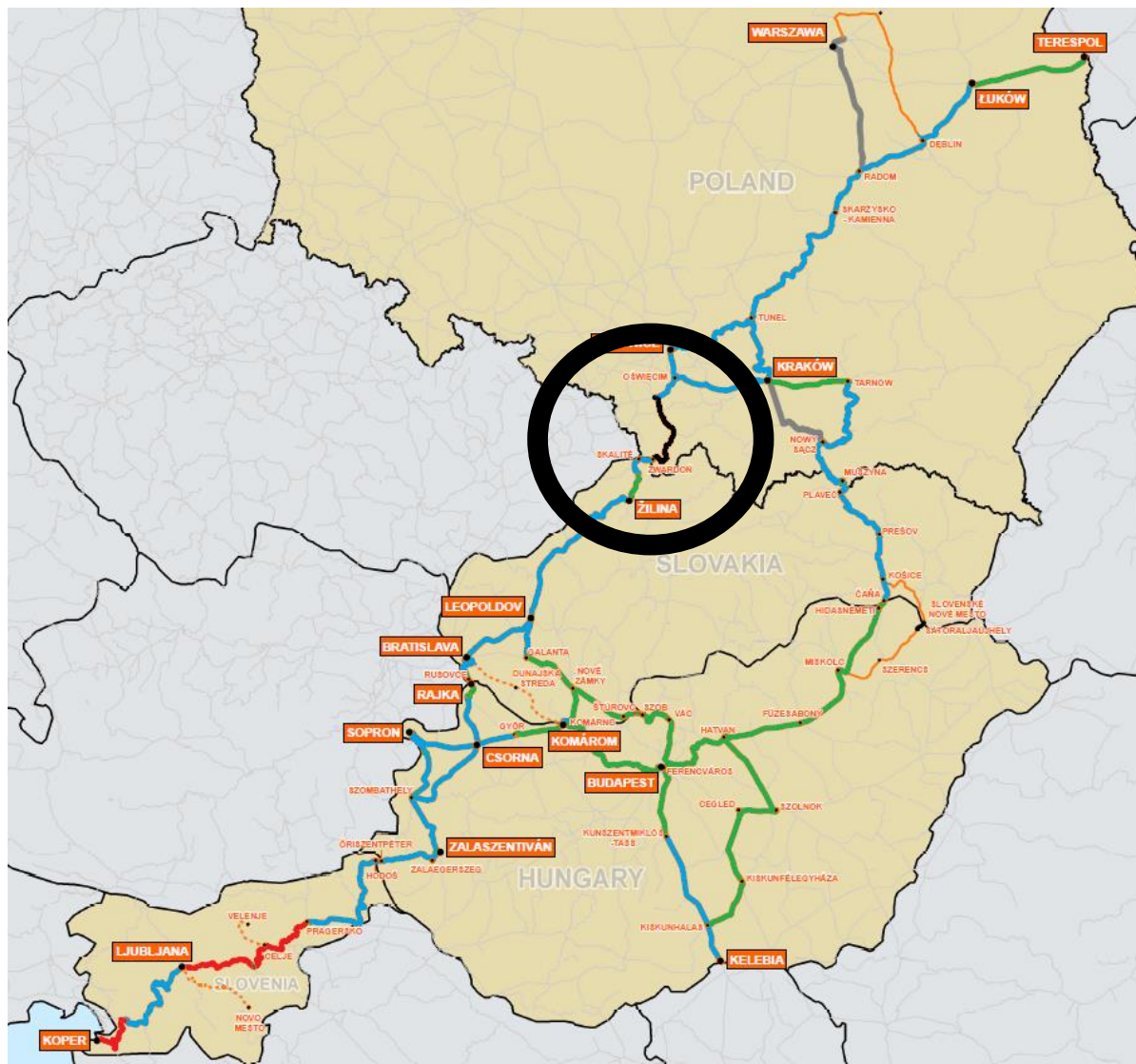
Green lines: not less, than 100 km/h
Blue lines: between 80 – 100 km/h
Red lines: between 50 – 80 km/h
Black lines: less, than 50 km/h (on some sections)

Current situation – train length



Green lines: not less, than 740 m
Blue lines: between 600 – 740 m
Red lines: between 500 – 600 m
Black lines: less, than 500 m

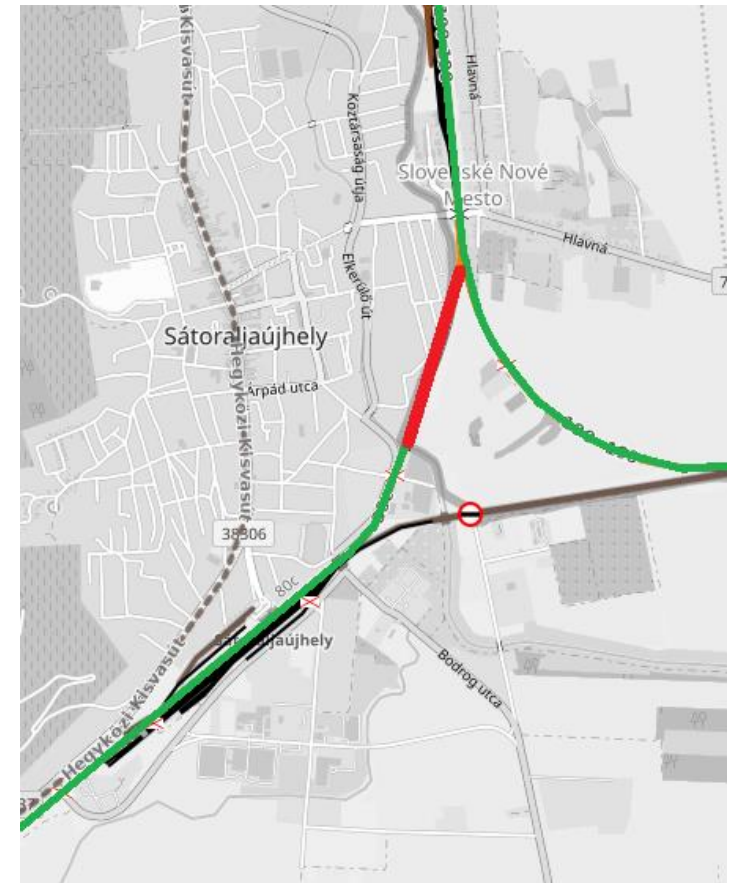
Current situation – train length



The implementation plan of the corridor contains all information about track renewals and rebuilds being done or planned for the next 5-10 years.

1. Target of axle load has been fulfilled in Slovakia by now, and will be fulfilled in Slovenia (by 2027) and most of the MÁV-part of Hungarian infrastructure (by 2024). On the GYSEV part of Hungary and in Poland, there are no plans at the moment to reach this target completely.
2. Target of maximal speed is more or less fulfilled in Slovakia and Hungary, and will be fulfilled in Slovenia (by 2027). On the Polish part, there are no plans at the moment to reach this target completely.
3. Target of train length has only been fulfilled in MÁV part of Hungary by now. On the GYSEV part of Hungary, in Slovenia, in Slovakia and in Poland, there are no plans at the moment to reach this target completely.

- The renovation and electrification works of railway line Mezőzombor – Sátoraljaújhely – Sátoraljaújhely/Slovenské Nové Mesto border (MÁV section) have started in 2017 and are planned to be finished until the summer of 2019.
- After the works will be finished, there will be a short gap in the electrification between the border and Slovenské Nové Mesto station



Renovation works of Karawankentunnel on SI-AT border will start in 05/2020 and are planned to last until 06/2021.

- The works are causing the need of rerouting international freight trains via Villa Opicina / Sežana border or Spielfeld-Straß / Šentilj border
- As Villa Opicina station is often overcrowded, Spielfeld border crossing may be preferred
- RUs are waiting for the Commitment of SŽ-Infrastructure to finish all works on Spielfeld – Zidani Most line until the beginning of works, and to prepare this line with D4 line category

Serious capacity problems at Terespol/Malasewite area

- Lack of coordination in track works
- Lack of capacity
- Missing alternative routes/ border crossing points
- Wide gauge lines are always congested

OBOR initiative – RFC11 should be connected with Belorussian Railway -> continuously growing volumes between Asia and Europe.

Some remarks regarding the published PaP-Catalogue for TT 2020:

1. In SI, there are 2 trains / direction / day between Koper and Hodoš, transit time is around 10-11 hours, maximal train length is 525 m, line category is C3 → it seems, that the corridor cannot provide us better circumstances, than we have now
2. One PaP from Koper leads to Kelebia, with around 30 hours transit time → it is much faster to run via Croatia from SI to RS
3. There is no connection between Koper (or SI) and Poland covered by PaPs
4. There are some PaPs with quite good quality between Hungary and Easter-Slovakia, but they don't give good connections to the other PaPs in HU
5. From the three daily PaPs to and from Poland two PaPs avoid the 360m-section. These two ones have the same geography but they are offered with significantly different train parameters and transit times → why are they different?

- What is the description of the corridor train? Which parameters identify a train to be corridor train on RFC11? E.g : freight train between Košice – and Miskolc could be corridor train?
- Is there competition among RFC lines for freight traffic? In PL-SLO and back direction RFC5 offers better parameters via CZ (*Petrovice u Karviné – Zebrzydowycze or Bohumin – Chalupki border crossings*) And there is the daily fight between RUs and SZI for 550 meter long train paths between Divača-Koper so the max. 360 meter train parameter on the PL-SLO route not competitive at all
- Who is the responsible for capacity allocation for the double (RFC5 and RFC11) and triple (RFC5, RFC7, RFC11) multi corridor sections?

- Documentation and map of RFC11
- www.iho.hu
- www.openrailwaymap.org

Thank you for your attention!