

# Amber



## Rail Freight Corridor

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### **International Contingency Management Plan**

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*Re-routing scenarios*



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## Version control

Version	Author	Date	Changes
0.1	Balázs Lőrincz	12.05.2020	Draft version
1.0	Balázs Lőrincz	30.06.2020	Final version

## 1 General information

### 1.1. Introduction

In 2018 European Rail Infrastructure Managers (IMs) agreed on international processes for managing international disruptions due to unforeseen events, such as incidents, with the aim of minimising the impact on the railway system. These processes are described in RNE's "[Handbook for International Contingency Management \(ICM\)](#)".

These re-routing scenarios help traffic management and timetabling with the coordination of the deviation of freight trains in the plannable phase (as soon as possible after an incident) in case of larger incidents with an international impact and support RUs in planning their contingency management with the objective to increase possible use of deviation routes.

This document includes scenarios with the possible re-routing options for all sections with limited re-routing options on RFC Amber.

Railway Undertakings (RUs) are consulted on re-routing overview and re-routing scenarios and asked to give information on restrictions from their point of view. The feedback is not part of this document. The re-routing scenarios shall also serve as a basis for the RU contingency management with the objective to increase possible use of deviation routes.

### 1.2. Publication and updates

The national IMs are responsible to distribute this document or the contained information with the re-routing scenarios within their own organisation and to the RUs which run on their network. RFC Amber also publishes the document on its website and in RNE CIP and organises the consultation with RUs.

The re-routing scenarios for RFC Amber are updated every year until the end of November by the corridor organisation together with the IMs of RFC Amber.

### 1.3. Processes and communication for international disruptions

In case of international disruptions, international processes for incident management and incident communication which shall apply during the plannable phase are described in chapter 4 of the [Handbook for International Contingency Management](#). They do not replace national incident management procedures but complement them in order to facilitate a better international cooperation.

Chapter 5 of the Handbook for ICM defines the key roles of

- Incident manager of infrastructure manager and allocation body
- Communication manager of infrastructure manager
- Coordinator of the RFC

who are involved in the agreed processes for the management of international incidents.

All contacts of the [incident managers, communication managers](#) and the [RFCs](#) are collected and available in a common register managed by RNE.

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Representatives of RFC Amber member IMs are shown in [Annex 1](#).

Flowcharts of the processes are in [Annex 2](#) (Disruption management process) and [Annex 3](#) (Communication process).

#### 1.4. General requirements

RUs crossing a border must take all national rules into account (see network statement). For example: language requirements for the train drivers, other signalling and power systems.

#### 1.5. Definitions

##### 1.5.1. Definitions of infrastructure parameters

These definitions apply to information given in both re-routing scenarios and re-routing overview ([Annex 4](#)).

Term	Definition
Line section	Section of the normal RFC routing
Deviation route	Section which replaces the normal routing on the deviation route
Passenger	Section used for passenger traffic
Freight	Section used for freight traffic
Traction power	Catenary voltage
Train length	Maximum allowed length for a train (in meters, locomotive included)
Line category	e.g. C2, C3, D4 ...
Number of tracks	Number of tracks on the line section
Track gauge	e.g. GB, GB1, GC, etc.
Intermodal freight code	The information is mostly given with the PC code in standard format, e.g. P/C 70/400

Signalling	This column is filled out with the version of ETCS (when in use) or the STM
Speed	This is filled out with either the max speed for a freight train or the maximum speed allowed on the line section (in km/h)
Length of re-route option	In km
Train weight	The maximum weight (in tons) which can be handled by one locomotive
Gradient	Gradient (in permille) of the line section
Other border	Alternative border station
Miscellaneous	This column is used to give any useful extra information

Figure 1 - definitions of infrastructure parameters

### 1.5.2. Usability indication

In the event of a major incident there can be several possible re-routing options. For the scenarios the usability of these possible routes is indicated in three categories. This can facilitate the process of re-routing.

The categorization is defined in options A, B and C. There is no fixed definition for the degree of usability, but the assessment depends on several aspects regarding capacity, technical and/or organisational restrictions (possibilities and limitations). The classification is based on the expert estimates of experienced train traffic controllers (aimed at re-routing freight trains).

The categories are:

- A: good availability (no major restrictions)
- B: usability is reasonable (with some restrictions)
- C: usability is worst (some major capacity, technical and/or organisational restrictions)

### 1.5.3. Capacity indication

These re-routing options include all relevant and available information regarding technical parameters and a rough indication of capacity, but it should be born in mind that it is impossible to describe precise available capacity on any foreseen re-routing line.

Capacity indications which are given in this document are indications of the free capacity on a deviation route in case of an incident. The assessment is related to the traffic volume on RFC Amber and based on the following ranges:

- extremely limited: appr. < 10 trains per day per direction
- limited: appr. 10 – 24 trains per day per direction

- good: appr. 25 – 50 trains per day per direction
- excellent: > 50 trains per day per direction

Detailed information regarding the capacity available on a deviation route can only be given in case of an incident. The capacity depends very much on the concrete situation at the time of the incident, for example including the traffic volume at the time of the year/month and the situation regarding temporary capacity restrictions.

#### **1.5.4. Capacity taken into account**

This rerouting overview can only consider free capacity, so remaining after allocation from yearly timetable and ad hoc capacity (estimations on basis of historical information). This has led to situations that some lines are not shown because there is almost no capacity left and that the mentioned capacity in the table is lower than expected.

For heavily used networks discussions are ongoing between legislators and infrastructure managers to get the possibility to withdraw or reschedule already allocated capacity. This possibility which is not part of the existing European legislation, could give IMs the competence to create space to reallocate the capacity in favour of the rerouting of (international) freight trains.

### **1.6. Structure of the document**

The re-routing scenarios are presented in Chapter 2 as follows:

Each scenario is first introduced with an overview map of the relevant sections with limited re-routing possibilities. If the re-routing scenario has the same map as another, there is only a reference to the chapter where the map can be found. The overview is followed by detailed description of the re-routing options with characteristics and parameters. A table of all re-routing options is presented in this document as well as a full map including all routes is shown in [Annex 4](#) and [Annex 5](#).

The presented re-routing options focus on freight train re-routing.

### **1.7. Disclaimer/Limitation of Liability**

These re-routing scenarios serve for information only. Although every care has been taken by RFC Amber to ensure the accuracy of the information published, no warranty can be given in respect of the accuracy, reliability, up-to-dateness or completeness of this information. RFC Amber and the involved IMs/AB (allocation body) accept no liability for direct or indirect damages of material or immaterial nature arising from use or non-use of the published information. Moreover, all responsibility for the content of any external sites referred to by this document (links) is declined.

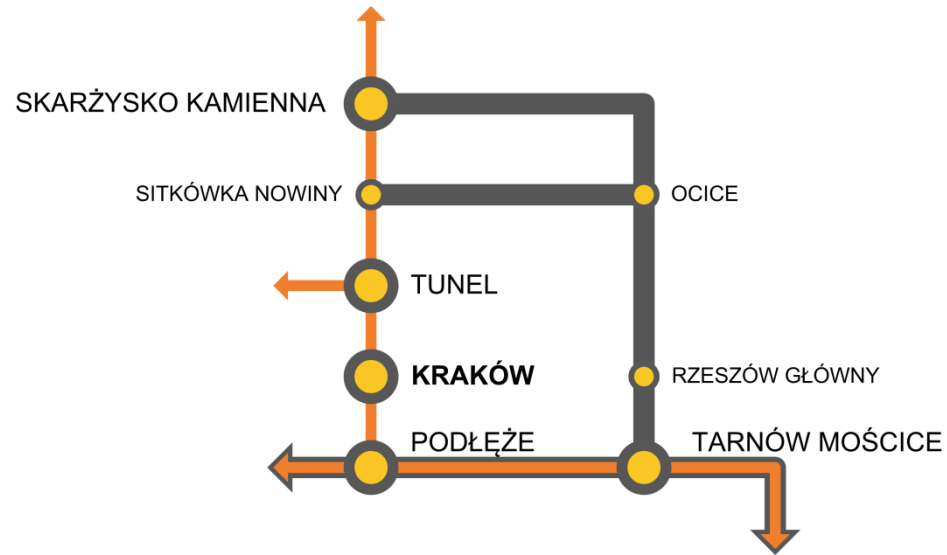
RFC Amber reserves the right to alter or remove the content, in full or in part, without prior notice.



The operational scenarios and the described information do not replace national incident management procedures and information from the national Network Statements but complement them in order to allow for a better international cooperation. The national incident management and Network Statement are always leading.

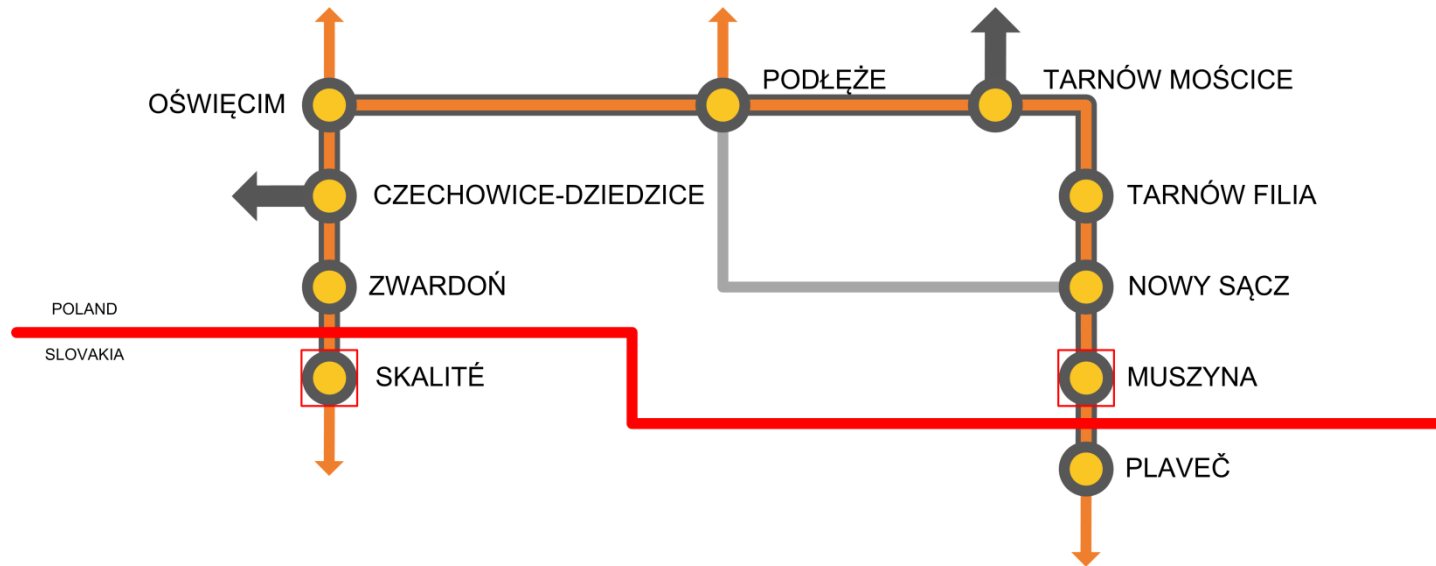
## 2 Re-routing scenarios

### 2.1. Skarżysko Kamienna - Sitkówka Nowiny - Tunel - Kraków - Podłęże - Tarnów Mościce



Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication	
		Passenger	Freight											N/S	S/N					
Skarżysko Kamienna - Sitkówka Nowiny - Tunel - Kraków - Podłęże - Tarnów Mościce	Skarżysko Kamienna - Ocice																			
	Sitkówka Nowiny - Ocice	Y	Y	3 kV DC	640	C3, D3, D4	1	upon request	upon request	SHP	60-80	109,3								
	Ocice - Rzeszów Główny	Y	Y	3 kV DC	600	D3	1	upon request	upon request	SHP	80-100	66,7								
	Rzeszów Główny - Tarnów Mościce	Y	Y	3 kV DC	640	C3, D3	2	upon request	upon request	SHP	80-120	83,6								

## 2.2. Podłęże - Tarnów Mościce - Tarnów Filia - Nowy Sącz - Muszyna



Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Podłęże - Tarnów Mościce - Tarnów Filia - Nowy Sącz - Muszyna	Podłęże - Oświęcim	Y	Y	3 kV DC	640	C3, D3	1, 2	GA	upon request	SHP	40-100	78,1		15	20				
	Oświęcim - Zwardoń	Y	Y	3 kV DC	360	C3, D3	1, 2	GA	upon request	SHP	50-100	90,5		25	20				

## 2.3. Muszyna - Prešov (- Košice)

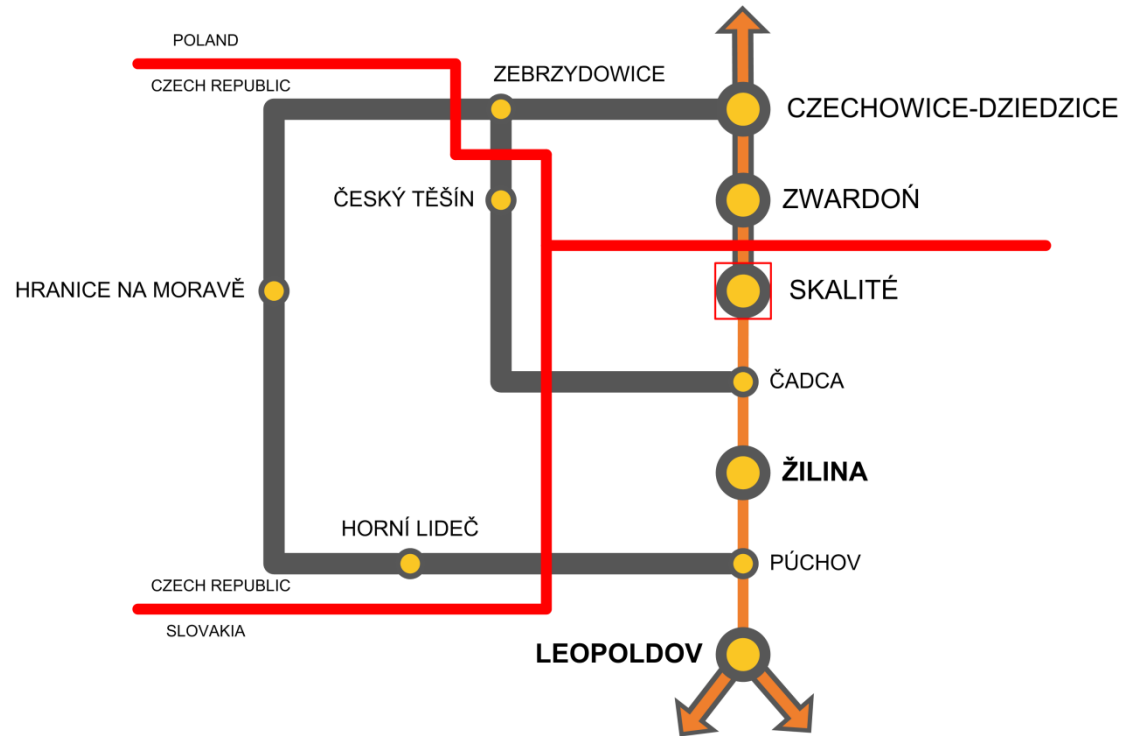
No alternative route available.

## 2.4. Podłęże - Oświęcim - Czechowice Dziedzice - Zwardoń

For schematic map see chapter 2.2.

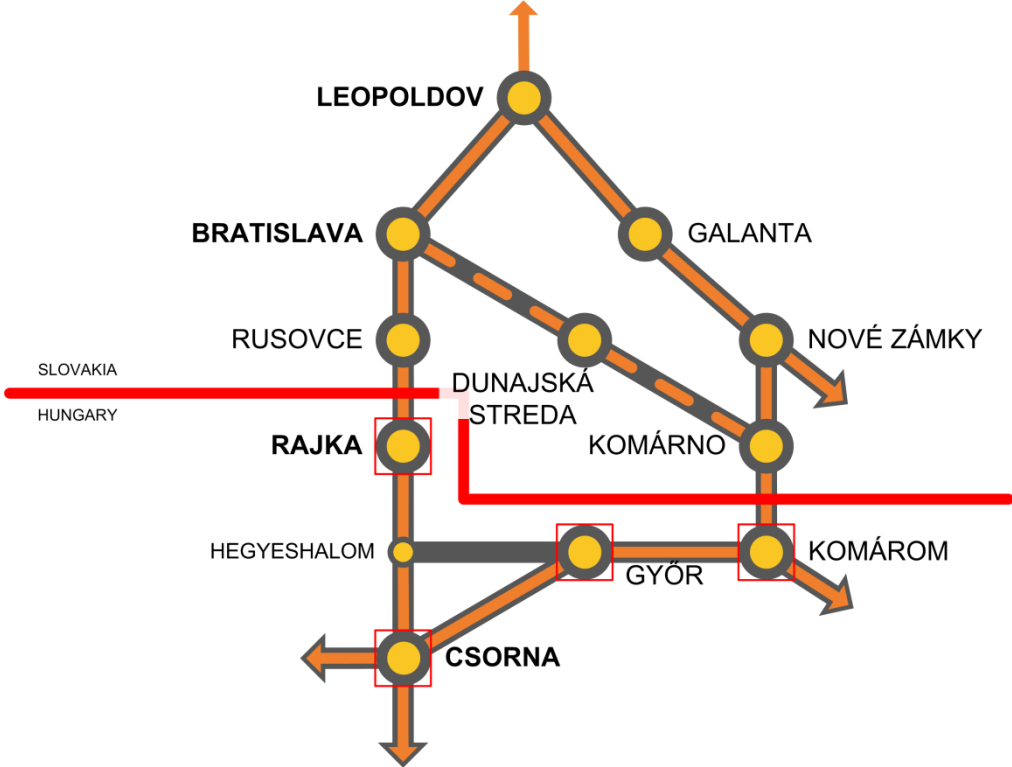
Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Podłęże - Oświęcim - Czechowice Dziedzice - Zwardoń	Podłęże - Tarnów	Y	Y	3 kV DC	750	D3	2	GB	upon request	SHP	80-120	59		10	5				
	Tarnów - Stróże	Y	Y	3 kV DC	620	C3	1	GA	upon request	SHP	60-70	57,4		25	20				
	Stróże - Nowy Sącz	Y	Y	3 kV DC	600	C3	2	GA	upon request	SHP	60-70	30,8		25	20				
	Nowy Sącz - Muszyna	Y	Y	3 kV DC	600	C3	1	GA	upon request	SHP	30-70	50,6		15	10				

## 2.5. Czechowice Dziedzice - Skalité - Čadca - Žilina - Púchov (- Leopoldov)



Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Czechowice Dziedzice - Skalité - Čadca - Žilina - Púchov (- Leopoldov)	Czechowice Dziedzice - Zebrzydowice	Y	Y	3 kV DC	650	C3, D3	2	GA, GB	upon request	SHP	70- 120	29,7							
	Zebrzydowice - Čadca	Y	Y	3 kV DC	700	D4	2	GB/0- VM	70/400	GSM-R	90	6,7		0	16	Petrovice (SŽDC)		A	excellent
	Zebrzydowice - Hranice na Moravě - Horní Lideč	Y	Y	3 kV DC	683	D4	2	7-GC	67/391	LVZ	160	133	N/S: Loko 193D/383: 1550 t; Loko 2x363.5: 2100 t S/N: Loko 193D/383: 2800 t; Loko 2x363.5: 3000 t	14	10	Petrovice (SŽDC)			
	Horní Lideč - Púchov	Y	Y	3 kV DC	645	D4	2	GB/0- VM	70/400	n.a.	90	21,1	T 1400; S 1300	0	18			A	excellent

### 2.6. Leopoldov - Bratislava - Rajka – Csorna



Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Leopoldov - Bratislava - Rajka - Csorna	Leopoldov - Galanta	Y	Y	25 kV AC	690	D4	2	GC/2-VM	80/400	n.a.	100	29,7	T 2600; S 2400	2	2			A	excellent
	Galanta - Palárikovo	Y	Y	25 kV AC	700	D4	2	GB/1-VM	70/400	GSM-R	120	32,3		4	4			A	good
	Palárikovo - Nové Zámky	Y	Y	25 kV AC	700	D4	2	GB/1-VM	70/400	GSM-R	120	10		2	1			A	excellent
	Nové Zámky - Komárno	Y	Y	25 kV AC	620	D4	1	GB/1-VM	70/400	n.a.	100	24,7	T 2200; S 2100	5	4			B	excellent
	Bratislava - Dunajská Streda	Y	Y	diesel	625	C4	1	GB/0-VM	70/400	analog r	80	38,9		5	5			B	good
	Dunajská Streda - Komárno	Y	Y	diesel	240	D4	1	GB/0-VM	70/400	analog r	80	53,1	4	3			B	limited	
	Komárno - Komárom	Y	Y	25 kV AC	620	D4	1	GB/1-VM	70/400	n.a.	80	8,7	T 2400; S 2200	8	4	Komárom (MÁV)		A	limited
	Komárom - Győr	Y	Y	25 kV AC	750	D3	2	GC	80/410*	ETCS L1 2.2.2	160	37,3		2,3	2,5			A	good
	Győr - Csorna	Y	Y	25 kV AC	600	C4	1	GA	80/410*	n.a.	120	58,1		5,8	6			A	limited

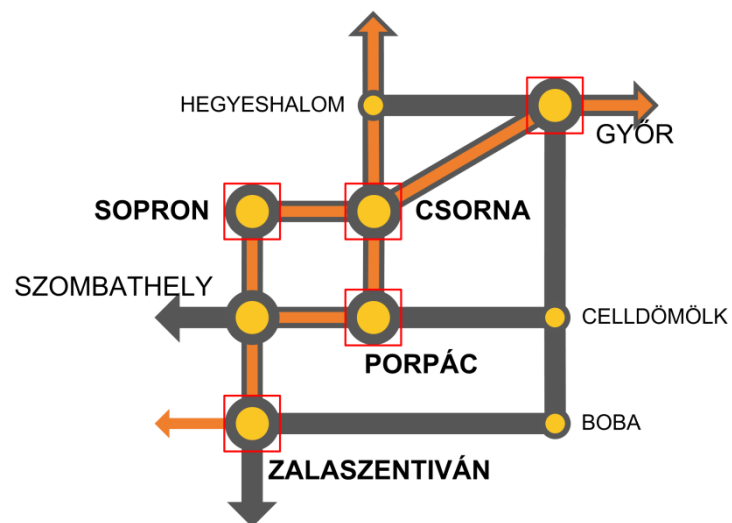
## 2.7. Hegyeshalom - Csorna

For schematic map see chapter 2.6.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Hegyeshalom - Csorna	Hegyeshalom - Győr	Y	Y	25 kV AC	750	C3	2	GC	80/410*	ETCS	160	46,5		5	3			A	excellent
	Győr - Csorna	Y	Y	25 kV AC	600	C4	1	GA	80/410*	n.a.	120	58,1		5,8	6			A	limited



## 2.8. Csorna - Sopron-Rendező - Harka - Szombathely



Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Csorna - Sopron-Rendező - Harka - Szombathely	Csorna - Porpác	Y	Y	25 kV AC	600	C2	1	GA	80/410*	n.a.	100	94,4		4,3	3,3			A	limited
	Porpác - Szombathely	Y	Y	25 kV AC	600	C2	2	GA	80/410*	n.a.	120	16,7		5,5	0			A	good

## 2.9. Csorna - Porpác - Szombathely

For schematic map see chapter 2.8.

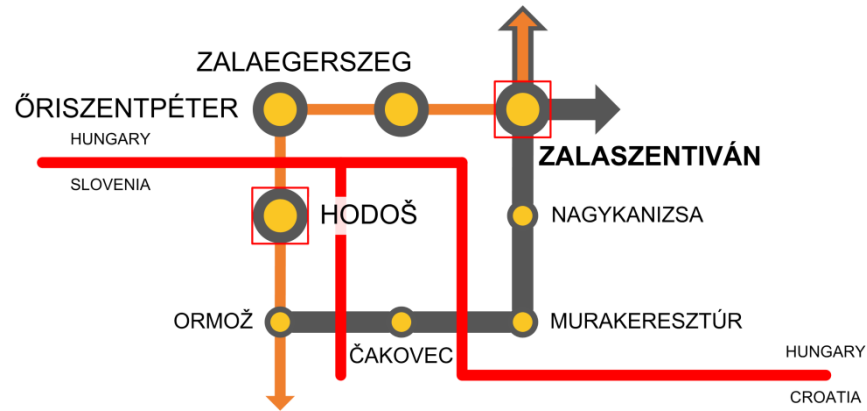
Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Csorna - Porpác - Szombathely	Csorna - Petőháza	Y	Y	25 kV AC	600	C4	1	GA	80/410*	n.a.	120	58,1		5,8	6			A	limited
	Petőháza - Sopron-Rendező	Y	Y	25 kV AC	600	C4	1	GA	80/410*	n.a.	100	26,3		6	7,5			A	limited
	Sopron-Rendező - Harka	Y	Y	25 kV AC	700	C4	1	GA	80/410*	GSM-R	110	3		0	11			A	limited
	Harka - Szombathely	Y	Y	25 kV AC	700	D4	1	GA	80/410*	GSM-R	120	57,1		6,9	8			A	limited

## 2.10. Hegyeshalom - Csorna - Sopron-Rendező/Porpác - Szombathely - Zalaszentiván

For schematic map see chapter 2.8.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Hegyeshalom - Csorna - Sopron-Rendező/Porpác - Szombathely - Zalaszentiván	Hegyeshalom - Győr	Y	Y	25 kV AC	750	C3	2	GC	80/410*	ETCS	160	46,5		5	3			A	excellent
	Győr - Celldömök	Y	Y	diesel	600	C2	1	GC	80/410*	n.a.	100	70,5		5,1	6,6			A	limited
	Celldömök - Porpác	Y	Y	25 kV AC	600	C2	1	GC	80/410*	n.a.	100	28,5		7	6,4			A	limited
	Porpác - Szombathely	Y	Y	25 kV AC	600	C2	2	GA	80/410*	n.a.	120	16,7		5,5	0			A	good
	Celldömök - Boba	Y	Y	25 kV AC	600	C3	2	GC	80/410*	n.a.	100	9,6		0	5			A	good
	Boba - Zalaszentiván	Y	Y	25 kV AC	650	D3	1	GC	80/410*	n.a.	100	47,7		10,6	10,1			A	limited

## 2.11. Zalaszentiván - Hodoš - Ormož



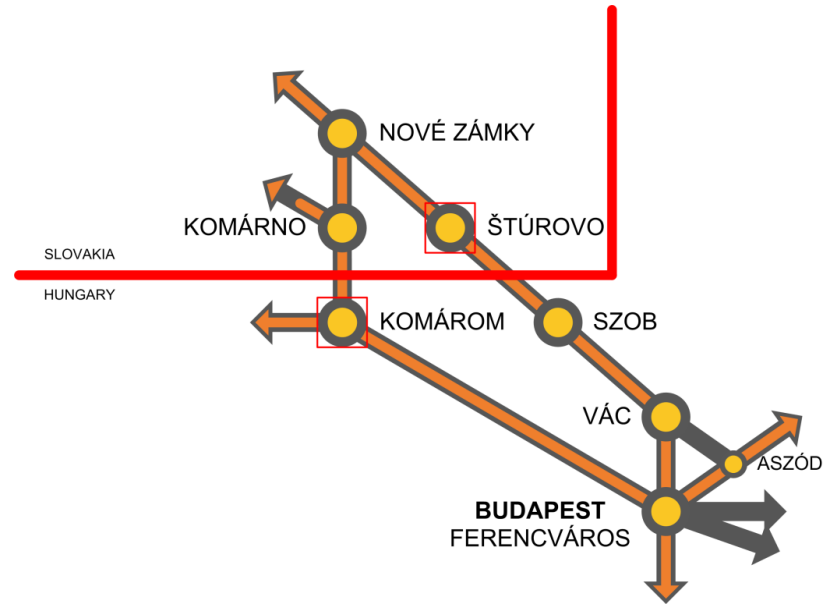
Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Zalaszentiván - Hodoš - Ormož	Zalaszentiván - Nagykanizsa	Y	Y	diesel	600	C2	1	GC	80/410*	n.a.	80	53,1		5	5			B	good
	Nagykanizsa - Murakeresztúr	Y	Y	25 kV AC	600	C2	1	GC	80/410*	n.a.	100	12,8		n/a	n/a			A	good
	Murakeresztúr - Čakovec	Y	Y	diesel	600	C2	1	GA	80/410	n.a.	80	11,6		n/a	n/a	Čakovec (HŽI)			
	Čakovec - Središče - Ormož	Y	Y	diesel	600	D4	1	GA, GB	P/C 80/401	RTC	100	11		4	0	Čakovec (HŽI)			

## 2.12. Leopoldov - Nové Zámky - Komárom

For schematic map see chapter 2.6.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Leopoldov - Nové Zámky - Komárom	Leopoldov - Trnava	Y	Y	25 kV AC	650	D4	2	GC/2-VM	70/400	ETCS1 Baseline 2 version 2.3 od	160	17,5	T 2600; S 2400	1	5			A	good
	Trnava - Bratislava Rača	Y	Y	25 kV AC	650	D4	2	GC/2-VM	70/400	ETCS1 Baseline 2 version 2.3 od	160	38,9	T 2600; S 2400	6	7			A	limited
	Bratislava Rača - Bratislava východ	N	Y	25 kV AC	700	D4	1	GB/1-VM	70/400	GSM-R	40	1,9	T 2600; S 2400	0	0			A	excellent
	Bratislava východ - Bratislava Predmestie	N	Y	25 kV AC	690	D4	1	GB/1-VM	70/400	GSM-R	60	3,5	T 2400; S 2200	4	2			A	good
	Bratislava Predmestie - Bratislava Petržalka	Y	Y	25 kV AC	690	D4	2	GB/1-VM	70/400	GSM-R	80	14,2	T 2400; S 2200	8	8			A	good
	Bratislava Petržalka - Rajka	Y	Y	25 kV AC	690	D4	1	GB/1-VM	70/400	GSM-R	80	14,7	T 2600; S 2400	0	3	Rajka (GYSEV)		B	good
	Rajka - Hegyeshalom	Y	Y	25 kV AC	750	C2	1	GA	80/410*	ETCS L1	100	15,8		2	4			A	limited
	Hegyeshalom - Csorna	Y	Y	25 kV AC	600	C2	1	GA	80/410*	n.a.	100	94,4		4,3	3,3			A	good
	Csorna - Győr	Y	Y	25 kV AC	600	C4	1	GA	80/410*	n.a.	120	58,1		6	5,8			A	limited
	Győr - Komárom	Y	Y	25 kV AC	750	D3	2	GC	80/410*	ETCS L1 2.2.2	160	37,3		2,5	2,3			A	limited

## 2.13. Nové Zámky - Komárom - Ferencváros



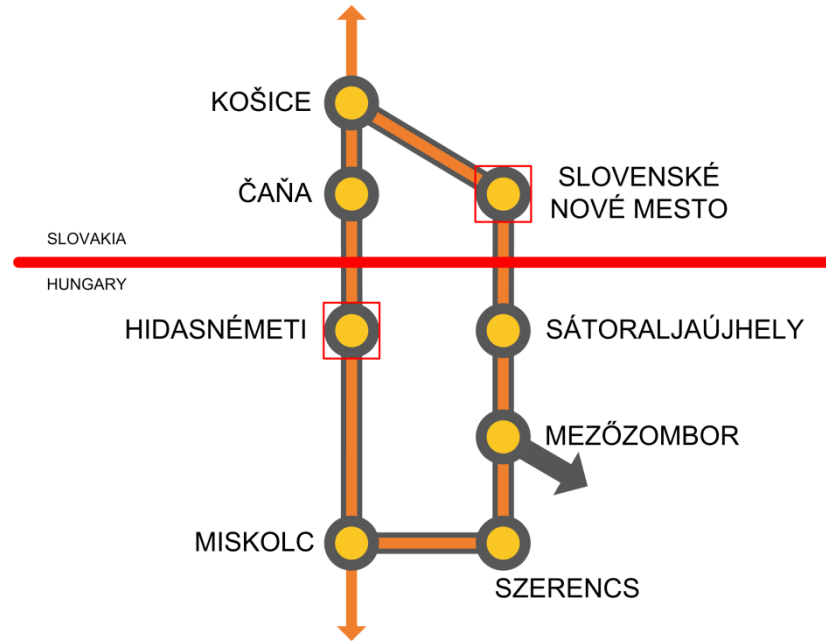
Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Nové Zámky - Komárom - Ferencváros	Nové Zámky - Štúrovo	Y	Y	25 kV AC	700	D4	2	GB	70/400	n.a.	120	58	T 2600; S 2400	3	3			A	good
	Štúrovo - Vác	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	100	30,4		4,6	4,6	Štúrovo (ŽSR)		A	good
	Vác - Rákospalota-Újpest	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	25,6		3,9	3,9			A	limited
	Rákospalota-Újpest - Rákosrendező elágazás	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	60	2,3		2,6	2,5			A	limited
	Rákosrendező elágazás - Angyalföldi elágazás	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	40	1		6,1	0			A	limited
	Angyalföldi elágazás - Rákos elágazás	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	80	6,4		5,9	6,9			A	limited
	Rákos elágazás - Kőbánya felső	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	60	2,3		5,9	3,5			A	limited
	Kőbánya felső - Ferencváros	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	60	4,6		5,6	0			A	limited

## 2.14. Nové Zámky - Štúrovo - Ferencváros

For schematic map see chapter 2.14.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Nové Zámky - Štúrovo - Ferencváros	Nové Zámky - Komárno	Y	Y	25 kV AC	620	D4	1	GB/1-VM	70/400	n.a.	100	24,7	T 2600; S 2400	5	4			B	excellent
	Komárno - Komárom	Y	Y	25 kV AC	620	D4	1	GB/1-VM	70/400	n.a.	80	8,7	T 2400; S 2200	8	4	Komárom (MÁV)		A	limited
	Komárom - Tata	Y	Y	25 kV AC	750	D3	2	GC	80/410*	ETCS L1 2.2.2	160	20		0,8	5,5			A	good
	Tata - Budaörs	Y	Y	25 kV AC	750	D3	2	GC	80/410*	ETCS L1 2.2.2	140	62,8		7,9	8,8			A	limited
	Budaörs - Kelenföld	Y	Y	25 kV AC	750	C3	2	GC	80/410*	ETCS	120	5,6		5,9	1,8			A	limited
	Kelenföld - Ferencváros	Y	Y	25 kV AC	750	C3	2	GC	80/410*	ETCS	80	5,9		6,8	3,8			A	limited

## 2.15. Košice - Hidasnémet - Felsőzsolca (- Miskolc)



Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Košice - Hidasnémet - Felsőzsolca (- Miskolc)	Košice - Michalány	Y	Y	3 kV DC	670	D4	2	GB/1-VM	70/400	n.a.	100	47,9	T4 2500; S 1500	15	15			A	good
	Michalány - Slovenské Nové Mesto	Y	Y	3 kV DC	700	D4	2	GB/1-VM	70/400	n.a.	120	13,8		7	11			A	good
	Slovenské Nové Mesto - Sátoraljajhely	Y	Y	diesel	600	D4	1	GB/1-VM	80/410*	n.a.	40	1,4	0	2	Slovenské Nové Mesto (ŽSR)		B	limited	
	Sátoraljajhely - Sárospatak	Y	Y	diesel	700	C2	1	GC	80/410*	n.a.	80	9,6	6,6	0			B	good	
	Sárospatak - Mezőzombor	Y	Y	diesel	700	C2	1	GC	80/410*	n.a.	100	31,5	8	7,4			B	limited	
	Mezőzombor - Felsőzsolca	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	37,5	2,1	5			A	good	

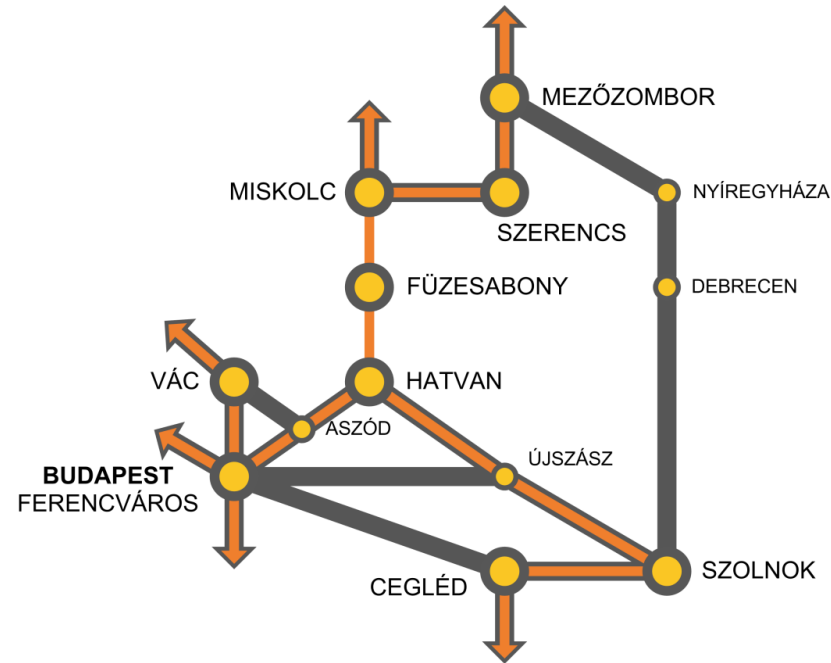
## 2.16. Košice - Sátoraljaújhely - Felsőzsolca (- Miskolc)

For schematic map see chapter 2.16.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Košice - Sátoraljaújhely - Felsőzsolca (- Miskolc)	Košice - Barca	Y	Y	3 kV DC	700	D4	2	GB/1-VM	70/400	n.a.	100	4,6	T4 3200; S 2500	4	0			A	good
	Barca - Hidasnémeti	Y	Y	25 kV AC	600	D4	1	GB/1-VM	70/400	n.a.	100	18,2	T4 3200; S 3000	4	0	Hidasnémeti (MÁV)		A	good
	Hidasnémeti - Felsőzsolca	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	100	59,9		3,1	2,2			A	limited

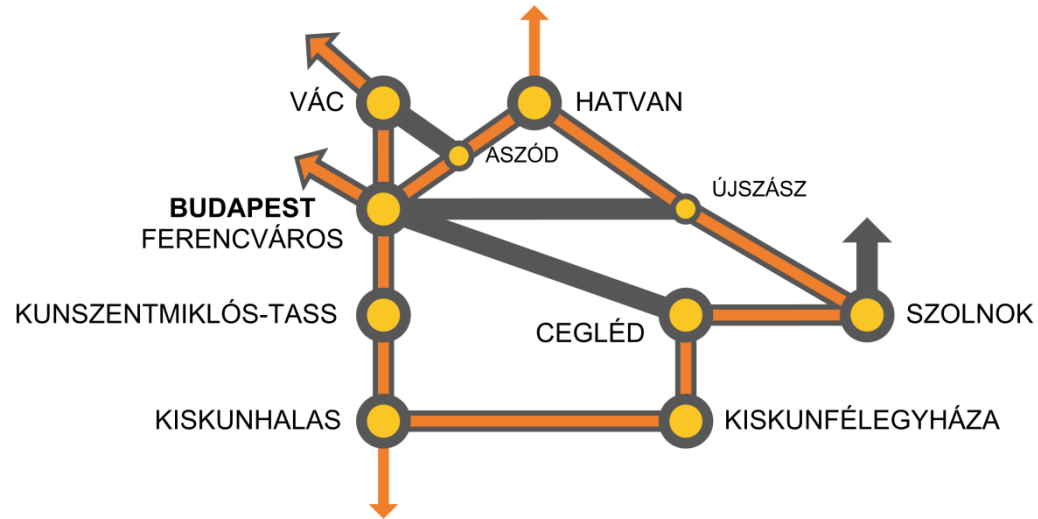


## 2.17. Felsőzsolca - Miskolc - Füzesabony - Hatvan - Ferencváros



Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Felsőzsolca - Miskolc - Füzesabony - Hatvan - Ferencváros	Felsőzsolca - Mezőzombor	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	37,5		5	2,1			A	good
	Mezőzombor - Nyíregyháza	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	120	42,1		3	0			A	limited
	Nyíregyháza - Püspökladány	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	91,7		2,8	5			A	limited
	Püspökladány - Cegléd	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	123,4		5,1	1,5			A	good
	Cegléd - Albertirsa	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	17,5		5,1	1,4			A	limited
	Albertirsa - Vecsés	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	120	34		3,3	2,7			A	extremely limited
	Vecsés - Kőbánya-Kispest	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	10,5		3,8	5,1			A	extremely limited
	Kőbánya-Kispest - Ferencváros	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	80	5,1		8	2,6			A	limited

## 2.18. Ferencváros - Kunszentmiklós-Tass - Kiskunhalas



Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight										N/S	S/N				
Ferencváros - Kunszentmiklós-Tass - Kiskunhalas	Ferencváros - Kőbánya-Kispest	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	80	5,1	2,6	8			A	limited
	Kőbánya-Kispest - Vecsés	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	10,5	5,1	3,8			A	extremely limited
	Vecsés - Albertirsa	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	120	34	2,7	3,3			A	extremely limited
	Albertirsa - Cegléd	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	17,5	1,4	5,1			A	limited
	Cegléd - Városhíd	Y	Y	25 kV AC	750	D3	1	GC	80/410*	n.a.	120	42,4	2,5	2,5			A	good
	Városhíd - Kiskunfélegyháza	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	13,7	1,3	0			A	good
	Kiskunfélegyháza - Kiskunhalas	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	100	45,7	2,9	2,8			A	good

## 2.19. Vác - Ferencváros - Aszód

For schematic map see chapter 2.18.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Vác - Ferencváros - Aszód	Vác - Vácrátót	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	80	9,1		8	3,4			A	extremely limited
	Vácrátót - Galgamácsa	Y	Y	diesel	750	C2	1	GC	80/410*	n.a.	80	14,9		10	12,1			B	good
	Galgamácsa - Aszód	Y	Y	diesel	700	C2	1	GC	80/410*	n.a.	80	9,8		0	5,3			B	good

## 2.20. Hatvan - Ferencváros

For schematic map see chapter 2.18.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Hatvan - Ferencváros	Hatvan - Újszász	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	100	52		3	2,3			A	limited
	Újszász - Rákos	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	100	76,1		5,3	6			A	limited
	Rákos - Kőbánya felső	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	80	3,1		3,4	5			A	limited
	Kőbánya felső - Ferencváros	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	60	4,6		5,6	0			A	limited
	Újszász - Újszászi elágazás	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	120	13,4		1,4	1,5			A	good
	Újszászi elágazás - Paládcipusztta elágazás	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	40	1,1		0	1			A	good
	Paládcipusztta elágazás - Cegléd	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	23,5		0,4	1,6			A	good
	Cegléd - Albertirsa	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	17,5		5,1	1,4			A	limited
	Albertirsa - Vecsés	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	120	34		3,3	2,7			A	extremely limited
	Vecsés - Kőbánya-Kispest	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	10,5		3,8	5,1			A	extremely limited
Kőbánya-Kispest - Ferencváros	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	80	5,1		8	2,6			A	limited	

## 2.21. Hatvan - Szolnok - Cegléd - Kiskunfélegyháza - Kiskunhalas

For schematic map see chapter 2.18.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Hatvan - Szolnok - Cegléd - Kiskunfélegyháza - Kiskunhalas	Hatvan - Rákos	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	58,5		6,8	5,6			A	limited
	Rákos - Kőbánya felső	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	80	3,1		3,4	5			A	limited
	Kőbánya felső - Ferencváros	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	60	4,6		5,6	0			A	limited
	Ferencváros - Soroksári út	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	100	1,8		9	0			A	good
	Soroksári út - Soroksár	Y	Y	25 kV AC	750	D3	1	GC	80/410*	n.a.	100	7,1		5	6			A	limited
	Soroksár - Kunszentmiklós-Tass	Y	Y	25 kV AC	750	C3	1	GC	80/410*	n.a.	100	44,6		4,3	5			A	limited
	Kunszentmiklós-Tass - Kiskunhalas	Y	Y	25 kV AC	700	C3	1	GC	80/410*	n.a.	100	73,6		2,4	3,8			A	good

## 2.22. Kiskunhalas - Kelebia

No alternative route available.

2.23. (Szombathely - Zalaszentiván - Zalaegerszeg - Óriszentpéter - Hodoš -) Ormož - Pragersko



Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
(Szombathely - Zalaszentiván - Zalaegerszeg - Óriszentpéter - Hodoš -) Ormož - Pragersko	Szombathely – Szentgotthárd (GYSEV)	Y	Y	25 kV AC	600	C2	1	GA, GB	80/410*	EVM	100			n/a	n/a			A	limited
	Szentgotthárd - Graz Hbf (ÖBB)	Y	Y	Diesel	500	D4	1	GA, G1, GA	P/C 80/410	PZB	120			n/a	n/a				
	Graz Hbf - Spielfeld	Y	Y	15 kv 16,7 Hz	590	D4	1	GA, G1, GA	P/C 80/410	PZB	100			n/a	n/a				
	Spielfeld - Maribor	Y	Y	3 kV DC	600	C3	1	GA, GB	P/C 80/401	ARB	80	18,6			9	9	Spielfeld (ÖBB)		
	Maribor - Pragersko	Y	Y	3 kV DC	597	C3	2	GA, GB	P/C 80/401	ARB	120	18,8			6	6			

## 2.24. (Szombathely - Zalaszentiván - Zalaegerszeg - Óriszentpéter - Hodoš -) Pragersko - Zidani Most - Ljubljana

For schematic map see chapter 2.23.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
(Szombathely - Zalaszentiván - Zalaegerszeg - Óriszentpéter - Hodoš -) Pragersko - Zidani Most - Ljubljana	Szombathely – Szentgotthárd (GYSEV)	Y	Y	25 kV AC	600	C2	1	GA, GB	C21/340	EVM	100			n/a	n/a			A	limited
	Szentgotthárd - Graz Hbf (ÖBB)	Y	Y	diesel	500	D4	1	GA, G1, GA	P/C 80/410	PZB	120			n/a	n/a	Szentgotthárd (GYSEV)			
	Graz Hbf - Bruck an der Mur	Y	Y	15 kv 16,7 Hz	590	D4	2	GA, G1, GA	P/C 80/410	PZB	n/a			n/a	n/a				
	Bruck an der Mur - Villach	Y	Y	15 kV 16,7 Hz	590	D4	2	GA, G1, GA	P/C 80/410	PZB	n/a			n/a	n/a				
	Villach - Rosenbach - Jesenice	Y	Y	15 kV 16,7 Hz	590	D4	1	GA, G1, GA	P/C 80/410	PZB	n/a			n/a	n/a	Rosenbach (ÖBB)			
	Jesenice - Ljubljana	Y	Y	3 kV DC	515	D4	1	GA, GB	P/C 99/429	ARB	75	63,8			16	7		A	limited

## 2.25. Zidani Most - Ljubljana

For schematic map see chapter 2.23.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Zidani Most - Ljubljana	Zidani Most - Sevnica	Y	Y	3 kV DC	570	D4	2	GA, GB	P/C 99/429	ARB	80	16,3		4	1			A	good
	Sevnica - Trebnje	Y	Y	diesel	550	C2	1	GA, GB	P/C 78/400	Operating block posts	60	31,3		20	17			B	limited
	Trebnje - Ljubljana	Y	Y	diesel	460	C2	1	GA, GB	P/C 80/400	Operating block posts	70	55,9		13	14			B	limited

## 2.26. Ljubljana - Divača

For schematic map see chapter 2.23.

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Ljubljana - Divača	Ljubljana - Jesenice	Y	Y	3 kV DC	515	D3	1	GA, GB	P/C 99/429	ARB	80	63,8		16	7			A	limited
	Jesenice - Nova Gorica - Sežana	Y	Y	diesel	480	C2	1	GA, GB	P/C 60/380	Operating block posts	60	129,8		26	24			B	limited
	Sežana - Divača	Y	Y	3 kV DC	600	D3	2	GA, GB	P/C 99/429	RTC	80	9,6		0	8			A	extremely limited

## 2.27. Divača – Koper

No alternative route available.

### 3 Annexes

#### 3.1. Annex 1: Representatives of RFC Amber member IMs

Country	Infrastructure Manager	Incident Manager (24/7)	Communication Manager (24/7)
Austria / Hungary	RAABERBAHN/GYSEV	Network coordinator in Sopron <a href="mailto:hfuir@gysev.hu">hfuir@gysev.hu</a>  László Pósalaki <a href="mailto:posalakil@vpe.hu">posalakil@vpe.hu</a>	via Incident Manager
Hungary	MÁV Magyar Államvasutak Zrt.	Incident dispatcher at NTCC (Language: HU/ expected from Jan 2021 also EN) Line phone: +3615113640 Mobil phone: +36303368943 email: <a href="mailto:uk.rhkir@mav.hu">uk.rhkir@mav.hu</a>  Only during office hours:  Rádi Soma Mátyás (EN) +3615117422 +36307436280 <a href="mailto:radi.soma.matyas@mav.hu">radi.soma.matyas@mav.hu</a>  Fejős György (EN,DE) +3615114792 +3620460511 <a href="mailto:fejos.gyorgy@mav.hu">fejos.gyorgy@mav.hu</a>	MÁVINFORM <a href="mailto:mavinform@mav.hu">mavinform@mav.hu</a> 0036 1 511 3700
Poland	PKP Polskie Linie Kolejowe S.A.	<a href="mailto:Idd.zmianowy@plk-sa.pl">Idd.zmianowy@plk-sa.pl</a> Landline: + 48 22 473 23 11 Mobile: + 48 600 084 155	<a href="mailto:Idd.zmianowy@plk-sa.pl">Idd.zmianowy@plk-sa.pl</a> Landline: + 48 22 473 23 11 Mobile: + 48 600 084 155
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Figure 2 - representatives of IMs

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### 3.2. Annex 2: Disruption management process

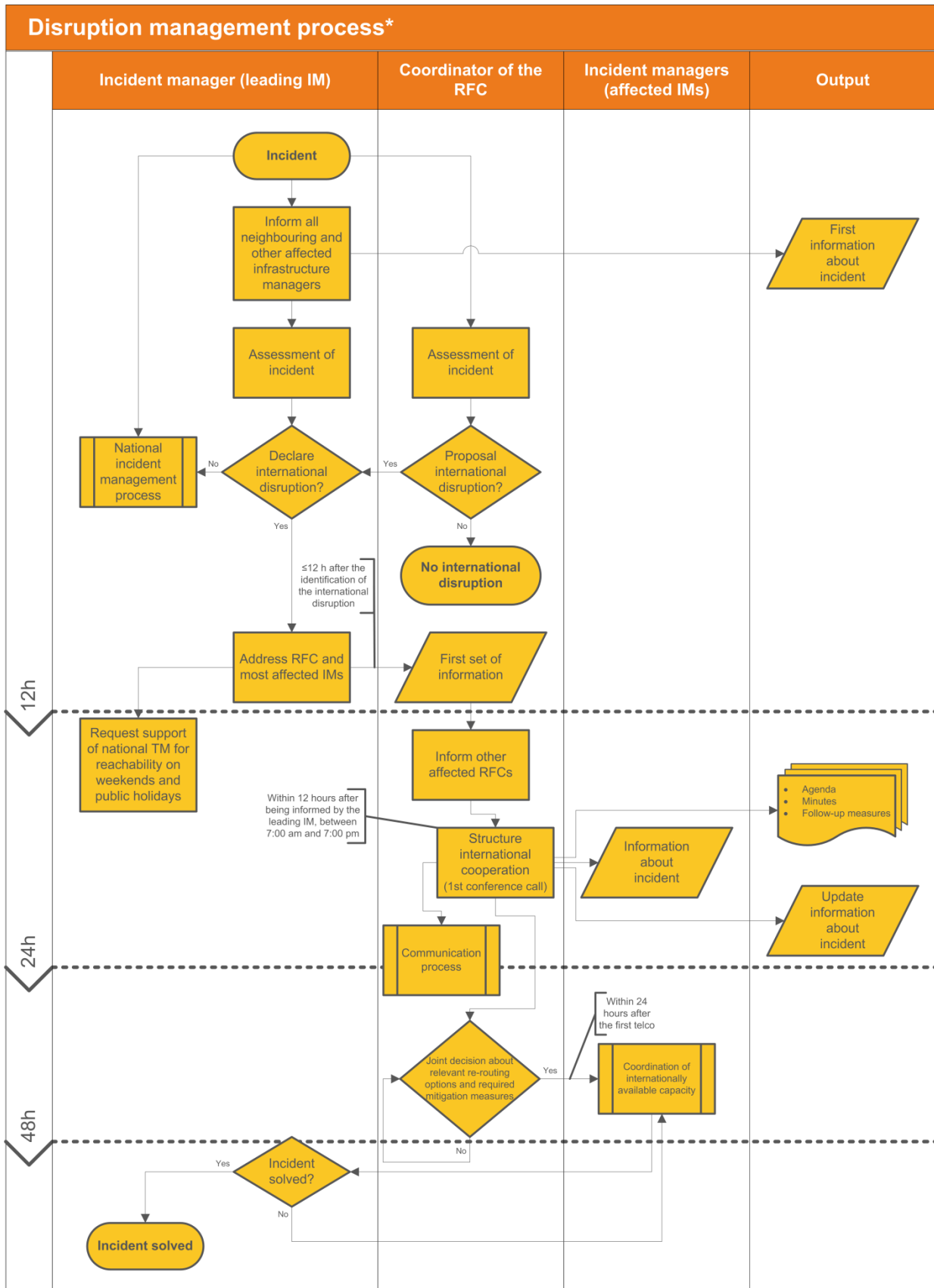
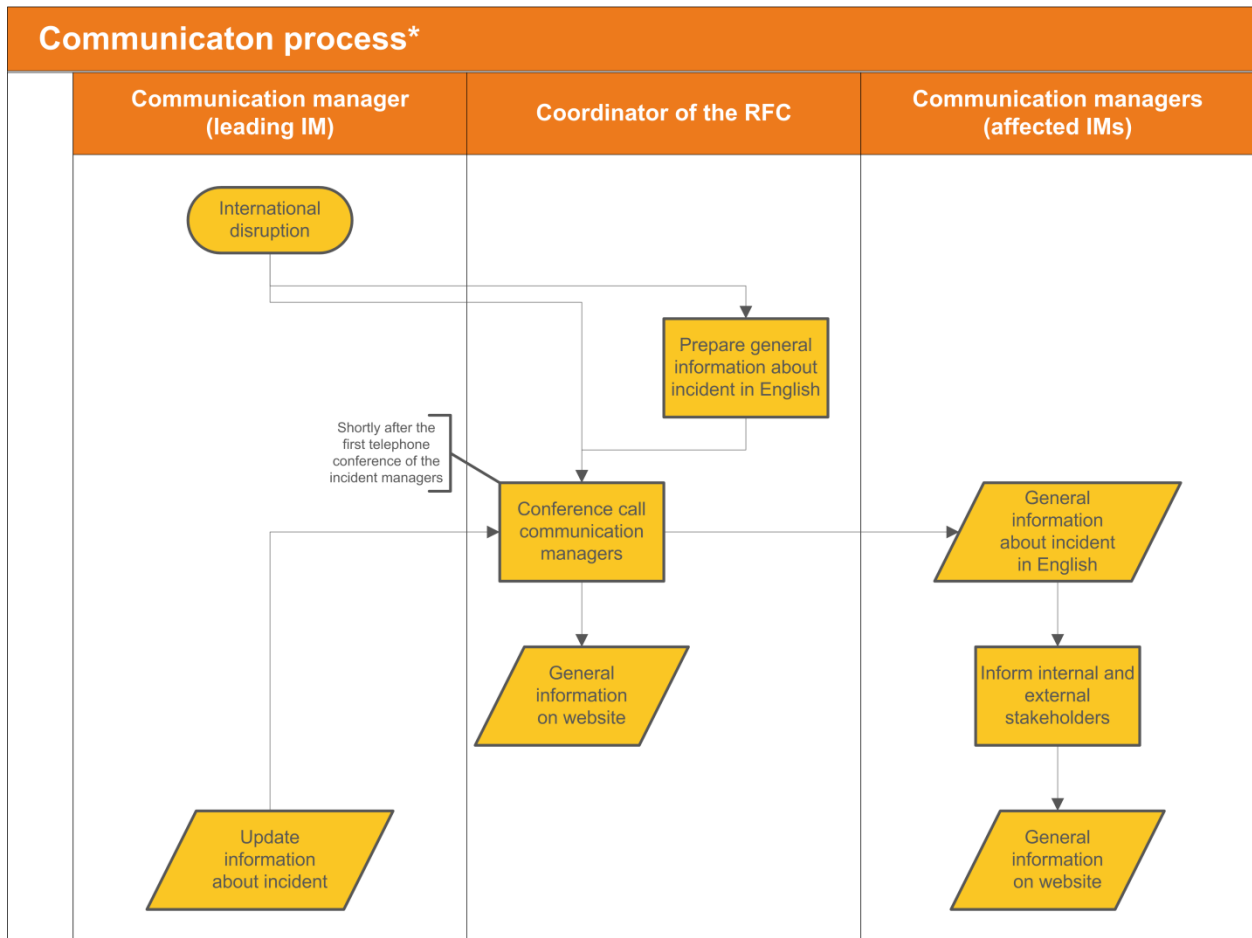


Figure 3 - disruption management process

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### 3.3. Annex 3: Communication process



\* process discription is on page 11 and 12 of the Handbook for International Contingency Management

Figure 4 - communication process

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### 3.4. Annex 4: Re-routing overview

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
Skarżysko Kamienna - Sitkówka Nowiny - Tunel - Kraków - Podłęże - Tarnów Mościce	Skarżysko Kamienna – Ocice																		
	Sitkówka Nowiny – Ocice	Y	Y	3 kV DC	640	C3, D3, D4	1	upon request	upon request	SHP	60-80	109,3							
	Ocice – Rzeszów Główny	Y	Y	3 kV DC	600	D3	1	upon request	upon request	SHP	80-100	66,7							
	Rzeszów Główny – Tarnów Mościce	Y	Y	3 kV DC	640	C3, D3	2	upon request	upon request	SHP	80-120	83,6							
Podłęże - Tarnów Mościce - Tarnów Filia - Nowy Sącz - Muszyna	Podłęże - Oświęcim	Y	Y	3 kV DC	640	C3, D3	1, 2	GA	upon request	SHP	40-100	78,1		15	20				
	Oświęcim - Zwardoń	Y	Y	3 kV DC	360	C3, D3	1, 2	GA	upon request	SHP	50-100	90,5		25	20				
Muszyna - Prešov (- Košice)	No alternative route available																		
Podłęże - Oświęcim - Czechowice Dziedzice - Zwardoń	Podłęże - Tarnów	Y	Y	3 kV DC	750	D3	2	GB	upon request	SHP	80-120	59		10	5				
	Tarnów - Stróże	Y	Y	3 kV DC	620	C3	1	GA	upon request	SHP	60-70	57,4		25	20				
	Stróże - Nowy Sącz	Y	Y	3 kV DC	600	C3	2	GA	upon request	SHP	60-70	30,8		25	20				
	Nowy Sącz - Muszyna	Y	Y	3 kV DC	600	C3	1	GA	upon request	SHP	30-70	50,6		15	10				
Czechowice Dziedzice - Skalité - Čadca - Žilina - Púchov (- Leopoldov)	Czechowice Dziedzice - Zebrzydowice	Y	Y	3 kV DC	650	C3, D3	2	GA, GB	upon request	SHP	70-120	29,7							
	Zebrzydowice - Čadca	Y	Y	3 kV DC	700	D4	2	GB/0-VM	70/400	GSM-R	90	6,7		0	16	Petrovice (SŽDC)		A	excellent
	Zebrzydowice - Hranice na Moravě - Horní Lideč	Y	Y	3 kV DC	683	D4	2	7-GC	67/391	LVZ	160	133	N/S: Loko 193D/383: 1550 t; Loko 2x363.5: 2100 t S/N: Loko 193D/383: 2800 t; Loko 2x363.5: 3000 t	14	10	Petrovice (SŽDC)			
	Horní Lideč - Púchov	Y	Y	3 kV DC	645	D4	2	GB/0-VM	70/400	n.a.	90	21,1	T 1400; S 1300	0	18			A	excellent
Leopoldov - Bratislava - Rajka - Csorna	Leopoldov - Galanta	Y	Y	25 kV AC	690	D4	2	GC/2-VM	80/400	n.a.	100	29,7		2	2			A	excellent
	Galanta - Palárikovo	Y	Y	25 kV AC	700	D4	2	GB/1-VM	70/400	GSM-R	120	32,3	T 2600; S 2400	4	4			A	good
	Palárikovo - Nové Zámky	Y	Y	25 kV AC	700	D4	2	GB/1-VM	70/400	GSM-R	120	10		2	1			A	excellent

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight										N/S	S/N				
	Nové Zámky - Komárno	Y	Y	25 kV AC	620	D4	1	GB/1-VM	70/400	n.a.	100	24,7		5	4		B	excellent
	Bratislava - Dunajská Streda	Y	Y	diesel	625	C4	1	GB/0-VM	70/400	analog r	80	38,9		5	5		B	good
	Dunajská Streda - Komárno	Y	Y	diesel	240	D4	1	GB/0-VM	70/400	analog r	80	53,1	T 2200; S 2100	4	3		B	limited
	Komárno - Komárom	Y	Y	25 kV AC	620	D4	1	GB/1-VM	70/400	n.a.	80	8,7	T 2400; S 2200	8	4	Komárom (MÁV)	A	limited
	Komárom - Győr	Y	Y	25 kV AC	750	D3	2	GC	80/410*	ETCS L1 2.2.2	160	37,3		2,3	2,5		A	good
	Győr - Csorna	Y	Y	25 kV AC	600	C4	1	GA	80/410*	n.a.	120	58,1		5,8	6		A	limited
Hegyeshalom - Csorna	Hegyeshalom - Győr	Y	Y	25 kV AC	750	C3	2	GC	80/410*	ETCS	160	46,5		5	3		A	excellent
	Győr - Csorna	Y	Y	25 kV AC	600	C4	1	GA	80/410*	n.a.	120	58,1		5,8	6		A	limited
Csorna - Sopron-Rendező - Harka - Szombathely	Csorna - Porpác	Y	Y	25 kV AC	600	C2	1	GA	80/410*	n.a.	100	94,4		4,3	3,3		A	limited
	Porpác - Szombathely	Y	Y	25 kV AC	600	C2	2	GA	80/410*	n.a.	120	16,7		5,5	0		A	good
Csorna - Porpác - Szombathely	Csorna - Petőháza	Y	Y	25 kV AC	600	C4	1	GA	80/410*	n.a.	120	58,1		5,8	6		A	limited
	Petőháza - Sopron-Rendező	Y	Y	25 kV AC	600	C4	1	GA	80/410*	n.a.	100	26,3		6	7,5		A	limited
	Sopron-Rendező - Harka	Y	Y	25 kV AC	700	C4	1	GA	80/410*	GSM-R	110	3		0	11		A	limited
	Harka - Szombathely	Y	Y	25 kV AC	700	D4	1	GA	80/410*	GSM-R	120	57,1		6,9	8		A	limited
Hegyeshalom - Csorna - Sopron-Rendező/ Porpác - Szombathely - Zalaszentiván	Hegyeshalom - Győr	Y	Y	25 kV AC	750	C3	2	GC	80/410*	ETCS	160	46,5		5	3		A	excellent
	Győr - Celldömölk	Y	Y	diesel	600	C2	1	GC	80/410*	n.a.	100	70,5		5,1	6,6		A	limited
	Celldömölk - Porpác	Y	Y	25 kV AC	600	C2	1	GC	80/410*	n.a.	100	28,5		7	6,4		A	limited
	Porpác - Szombathely	Y	Y	25 kV AC	600	C2	2	GA	80/410*	n.a.	120	16,7		5,5	0		A	good
	Celldömölk - Boba	Y	Y	25 kV AC	600	C3	2	GC	80/410*	n.a.	100	9,6		0	5		A	good
	Boba - Zalaszentiván	Y	Y	25 kV AC	650	D3	1	GC	80/410*	n.a.	100	47,7		10,6	10,1		A	limited
Zalaszentiván - Hodoš - Ormož	Zalaszentiván - Nagykanizsa	Y	Y	diesel	600	C2	1	GC	80/410*	n.a.	80	53,1		5	5		B	good
	Nagykanizsa - Murakeresztúr	Y	Y	25 kV AC	600	C2	1	GC	80/410*	n.a.	100	12,8		n/a	n/a		A	good
	Murakeresztúr - Čakovec	Y	Y	diesel	600	C2	1	GA	80/410	n.a.	80	11,6		n/a	n/a	Čakovec (HŽI)		
	Čakovec - Središče - Ormož	Y	Y	diesel	600	D4	1	GA, GB	P/C 80/401	RTC	100	11		4	0	Čakovec (HŽI)		
Leopoldov - Nové Zámky - Komárom	Leopoldov - Trnava	Y	Y	25 kV AC	650	D4	2	GC/2-VM	70/400	ETCS1 Baseline 2 version 2.3 od	160	17,5	T 2600; S 2400	1	5		A	good
	Trnava - Bratislava Rača	Y	Y	25 kV AC	650	D4	2	GC/2-VM	70/400	ETCS1 Baseline 2 version 2.3 od	160	38,9	T 2600; S 2400	6	7		A	limited

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
	Bratislava Rača - Bratislava východ	N	Y	25 kV AC	700	D4	1	GB/1-VM	70/400	GSM-R	40	1,9	T 2600; S 2400	0	0			A	excellent
	Bratislava východ - Bratislava Predmestie	N	Y	25 kV AC	690	D4	1	GB/1-VM	70/400	GSM-R	60	3,5	T 2400; S 2200	4	2			A	good
	Bratislava Predmestie - Bratislava Petržalka	Y	Y	25 kV AC	690	D4	2	GB/1-VM	70/400	GSM-R	80	14,2	T 2400; S 2200	8	8			A	good
	Bratislava Petržalka - Rajka	Y	Y	25 kV AC	690	D4	1	GB/1-VM	70/400	GSM-R	80	14,7	T 2600; S 2400	0	3	Rajka (GYSEV)		B	good
	Rajka - Hegyeshalom	Y	Y	25 kV AC	750	C2	1	GA	80/410*	ETCS L1	100	15,8		2	4			A	limited
	Hegyeshalom - Csorna	Y	Y	25 kV AC	600	C2	1	GA	80/410*	n.a.	100	94,4		4,3	3,3			A	good
	Csorna - Győr	Y	Y	25 kV AC	600	C4	1	GA	80/410*	n.a.	120	58,1		6	5,8			A	limited
	Győr - Komárom	Y	Y	25 kV AC	750	D3	2	GC	80/410*	ETCS L1 2.2.2	160	37,3		2,5	2,3			A	limited
Nové Zámky - Komárom - Ferencváros	Nové Zámky - Štúrovo	Y	Y	25 kV AC	700	D4	2	GB	70/400	n.a.	120	58	T 2600; S 2400	3	3			A	good
	Štúrovo - Vác	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	100	30,4		4,6	4,6	Štúrovo (ŽSR)		A	good
	Vác - Rákospalota-Újpest	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	25,6		3,9	3,9			A	limited
	Rákospalota-Újpest - Rákosrendező elágazás	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	60	2,3		2,6	2,5			A	limited
	Rákosrendező elágazás - Angyalföldi elágazás	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	40	1		6,1	0			A	limited
	Angyalföldi elágazás - Rákos elágazás	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	80	6,4		5,9	6,9			A	limited
	Rákos elágazás - Kőbánya felső	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	60	2,3		5,9	3,5			A	limited
	Kőbánya felső - Ferencváros	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	60	4,6		5,6	0			A	limited
Nové Zámky - Štúrovo - Ferencváros	Nové Zámky - Komárno	Y	Y	25 kV AC	620	D4	1	GB/1-VM	70/400	n.a.	100	24,7	T 2600; S 2400	5	4			B	excellent
	Komárno - Komárom	Y	Y	25 kV AC	620	D4	1	GB/1-VM	70/400	n.a.	80	8,7	T 2400; S 2200	8	4	Komárom (MÁV)		A	limited
	Komárom - Tata	Y	Y	25 kV AC	750	D3	2	GC	80/410*	ETCS L1 2.2.2	160	20		0,8	5,5			A	good
	Tata - Budaörs	Y	Y	25 kV AC	750	D3	2	GC	80/410*	ETCS L1 2.2.2	140	62,8		7,9	8,8			A	limited
	Budaörs - Kelenföld	Y	Y	25 kV AC	750	C3	2	GC	80/410*	ETCS	120	5,6		5,9	1,8			A	limited
	Kelenföld - Ferencváros	Y	Y	25 kV AC	750	C3	2	GC	80/410*	ETCS	80	5,9		6,8	3,8			A	limited
Košice - Hidasnémet - Felsőzsolca (- Miskolc)	Košice - Michalany	Y	Y	3 kV DC	670	D4	2	GB/1-VM	70/400	n.a.	100	47,9	T4 2500; S 1500	15	15			A	good
	Michalany - Slovenské Nové Mesto	Y	Y	3 kV DC	700	D4	2	GB/1-VM	70/400	n.a.	120	13,8		7	11			A	good
	Slovenské Nové Mesto - Sátoraljaújhely	Y	Y	diesel	600	D4	1	GB/1-VM	80/410*	n.a.	40	1,4		0	2	Slovenské Nové Mesto (ŽSR)		B	limited
	Sátoraljaújhely - Sárospatak	Y	Y	diesel	700	C2	1	GC	80/410*	n.a.	80	9,6		6,6	0			B	good
	Sárospatak - Mezőzombor	Y	Y	diesel	700	C2	1	GC	80/410*	n.a.	100	31,5		8	7,4			B	limited

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
	Mezőzombor - Felsőzsolca	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	37,5		2,1	5			A	good
Košice - Sátoraljaujhely - Felsőzsolca (- Miskolc)	Košice - Barca	Y	Y	3 kV DC	700	D4	2	GB/1-VM	70/400	n.a.	100	4,6	T4 3200; S 2500	4	0			A	good
	Barca - Hidasnémeti	Y	Y	25 kV AC	600	D4	1	GB/1-VM	70/400	n.a.	100	18,2	T4 3200; S 3000	4	0	Hidasnémeti (MÁV)		A	good
	Hidasnémeti - Felsőzsolca	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	100	59,9		3,1	2,2			A	limited
Felsőzsolca - Miskolc - Füzesabony - Hatvan - Ferencváros	Felsőzsolca - Mezőzombor	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	37,5		5	2,1			A	good
	Mezőzombor - Nyíregyháza	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	120	42,1		3	0			A	limited
	Nyíregyháza - Püspökladány	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	91,7		2,8	5			A	limited
	Püspökladány - Cegléd	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	123,4		5,1	1,5			A	good
	Cegléd - Albertirsa	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	17,5		5,1	1,4			A	limited
	Albertirsa - Vecsés	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	120	34		3,3	2,7			A	extremely limited
	Vecsés - Kőbánya-Kispest	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	10,5		3,8	5,1			A	extremely limited
	Kőbánya-Kispest - Ferencváros	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	80	5,1		8	2,6			A	limited
Ferencváros - Kunszentmiklós-Tass - Kiskunhalas	Ferencváros - Kőbánya-Kispest	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	80	5,1		2,6	8			A	limited
	Kőbánya-Kispest - Vecsés	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	10,5		5,1	3,8			A	extremely limited
	Vecsés - Albertirsa	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	120	34		2,7	3,3			A	extremely limited
	Albertirsa - Cegléd	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	17,5		1,4	5,1			A	limited
	Cegléd - Városhíd	Y	Y	25 kV AC	750	D3	1	GC	80/410*	n.a.	120	42,4		2,5	2,5			A	good
	Városhíd - Kiskunfélegyháza	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	13,7		1,3	0			A	good
	Kiskunfélegyháza - Kiskunhalas	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	100	45,7		2,9	2,8			A	good
Vác - Ferencváros - Aszód	Vác - Vácrátót	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	80	9,1		8	3,4			A	extremely limited
	Vácrátót - Galgamácsa	Y	Y	diesel	750	C2	1	GC	80/410*	n.a.	80	14,9		10	12,1			B	good
	Galgamácsa - Aszód	Y	Y	diesel	700	C2	1	GC	80/410*	n.a.	80	9,8		0	5,3			B	good
Hatvan - Ferencváros	Hatvan - Újszász	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	100	52		3	2,3			A	limited
	Újszász - Rákos	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	100	76,1		5,3	6			A	limited
	Rákos - Kőbánya felső	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	80	3,1		3,4	5			A	limited
	Kőbánya felső - Ferencváros	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	60	4,6		5,6	0			A	limited
	Újszász - Újszászi elágazás	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	120	13,4		1,4	1,5			A	good

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
	Újszászi elágazás - Paládicspuszta elágazás	Y	Y	25 kV AC	750	C2	1	GC	80/410*	n.a.	40	1,1		0	1			A	good
	Paládicspuszta elágazás - Cegléd	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	23,5		0,4	1,6			A	good
	Cegléd - Albertirsa	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	17,5		5,1	1,4			A	limited
	Albertirsa - Vecsés	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	120	34		3,3	2,7			A	extremely limited
	Vecsés - Kőbánya-Kispest	Y	Y	25 kV AC	750	D4	2	GC	80/410*	n.a.	120	10,5		3,8	5,1			A	extremely limited
	Kőbánya-Kispest - Ferencváros	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	80	5,1		8	2,6			A	limited
Hatvan - Szolnok - Cegléd - Kiskunfélegyháza - Kiskunhalas	Hatvan - Rákos	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	120	58,5		6,8	5,6			A	limited
	Rákos - Kőbánya felső	Y	Y	25 kV AC	750	C2	2	GC	80/410*	n.a.	80	3,1		3,4	5			A	limited
	Kőbánya felső - Ferencváros	Y	Y	25 kV AC	750	C3	2	GC	80/410*	n.a.	60	4,6		5,6	0			A	limited
	Ferencváros - Soroksári út	Y	Y	25 kV AC	750	D3	2	GC	80/410*	n.a.	100	1,8		9	0			A	good
	Soroksári út - Soroksár	Y	Y	25 kV AC	750	D3	1	GC	80/410*	n.a.	100	7,1		5	6			A	limited
	Soroksár - Kunszentmiklós-Tass	Y	Y	25 kV AC	750	C3	1	GC	80/410*	n.a.	100	44,6		4,3	5			A	limited
	Kunszentmiklós-Tass - Kiskunhalas	Y	Y	25 kV AC	700	C3	1	GC	80/410*	n.a.	100	73,6		2,4	3,8			A	good
Kiskunhalas - Kelebia	No alternative route available																		
(Szombathely - Zalaszentiván - Zalaegerszeg - Óriszentpéter - Hodoš -) Ormož - Pragersko	Szombathely – Szentgotthárd (GYSEV)	Y	Y	25 kV AC	600	C2	1	GA, GB	80/410*	EVM	100			n/a	n/a			A	limited
	Szentgotthárd - Graz Hbf (ÖBB)	Y	Y	Diesel	500	D4	1	GA, G1, GA	P/C 80/410	PZB	120			n/a	n/a				
	Graz Hbf - Spielfeld	Y	Y	15 kv 16,7 Hz	590	D4	1	GA, G1, GA	P/C 80/410	PZB	100			n/a	n/a				
	Spielfeld - Maribor	Y	Y	3 kV DC	600	D4	1	GA, GB	P/C 80/401	ARB	80	18,6		9	9	Spielfeld (ÖBB)			
	Maribor - Pragersko	Y	Y	3 kV DC	597	C3	2	GA, GB	P/C 80/401	ARB	120	18,8		6	6				
(Szombathely - Zalaszentiván - Zalaegerszeg - Óriszentpéter - Hodoš -) Pragersko - Zidani Most - Ljubljana	Szombathely – Szentgotthárd (GYSEV)	Y	Y	25 kV AC	600	C2	1	GA, GB	C21/340	EVM	100			n/a	n/a			A	limited
	Szentgotthárd - Graz Hbf (ÖBB)	Y	Y	diesel	500	D4	1	GA, G1, GA	P/C 80/410	PZB	120			n/a	n/a	Szentgotthárd (GYSEV)			
	Graz Hbf - Bruck an der Mur	Y	Y	15 kv 16,7 Hz	590	D4	2	GA, G1, GA	P/C 80/410	PZB	n/a			n/a	n/a				
	Bruck an der Mur - Villach	Y	Y	15 kv 16,7 Hz	590	D4	2	GA, G1, GA	P/C 80/410	PZB	n/a			n/a	n/a				
	Villach - Rosenbach - Jesenice	Y	Y	15 kv 16,7 Hz	590	D4	1	GA, G1, GA	P/C 80/410	PZB	n/a			n/a	n/a	Rosenbach (ÖBB)			
	Jesenice - Ljubljana	Y	Y	3 kV DC	515	D4	1	GA, GB	P/C 99/429	ARB	75	63,8		16	7			A	limited
Zidani Most - Ljubljana	Zidani Most - Sevnica	Y	Y	3 kV DC	570	D4	2	GA, GB	P/C 99/429	ARB	80	16,3		4	1			A	good
	Sevnica - Trebnje	Y	Y	diesel	550	C2	1	GA, GB	P/C 78/400	Operating block posts	60	31,3		20	17			B	limited

Line Section	Deviation route	Usage (Y/N)		Traction power	Train length	Line category	Number of tracks	Track gauge	Intermodal freight code	Signalling	Speed	Length of re-route option	Train weight	Gradient		Other border	Miscellaneous	Usability indication	Capacity indication
		Passenger	Freight											N/S	S/N				
	Trebnje - Ljubljana	Y	Y	diesel	460	C2	1	GA, GB	P/C 80/400	Operating block posts	70	55,9		13	14			B	limited
Ljubljana - Divača	Ljubljana - Jesenice	Y	Y	3 kV DC	515	D3	1	GA, GB	P/C 99/429	ARB	80	63,8		16	7			A	limited
	Jesenice - Nova Gorica - Sežana	Y	Y	diesel	480	C2	1	GA, GB	P/C 60/380	Operating block posts	60	129,8		26	24			B	limited
	Sežana - Divača	Y	Y	3 kV DC	600	D3	2	GA, GB	P/C 99/429	RTC	80	9,6		0	8			A	extremely limited
Divača - Koper	No alternative route available																		

\*With permission as special consignment

Figure 5 - re-routing overview

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### 3.5. Annex 5: RFC Amber ICM Schematic map

For realistic interactive map please visit [RNE's Customer Information Platform](#).

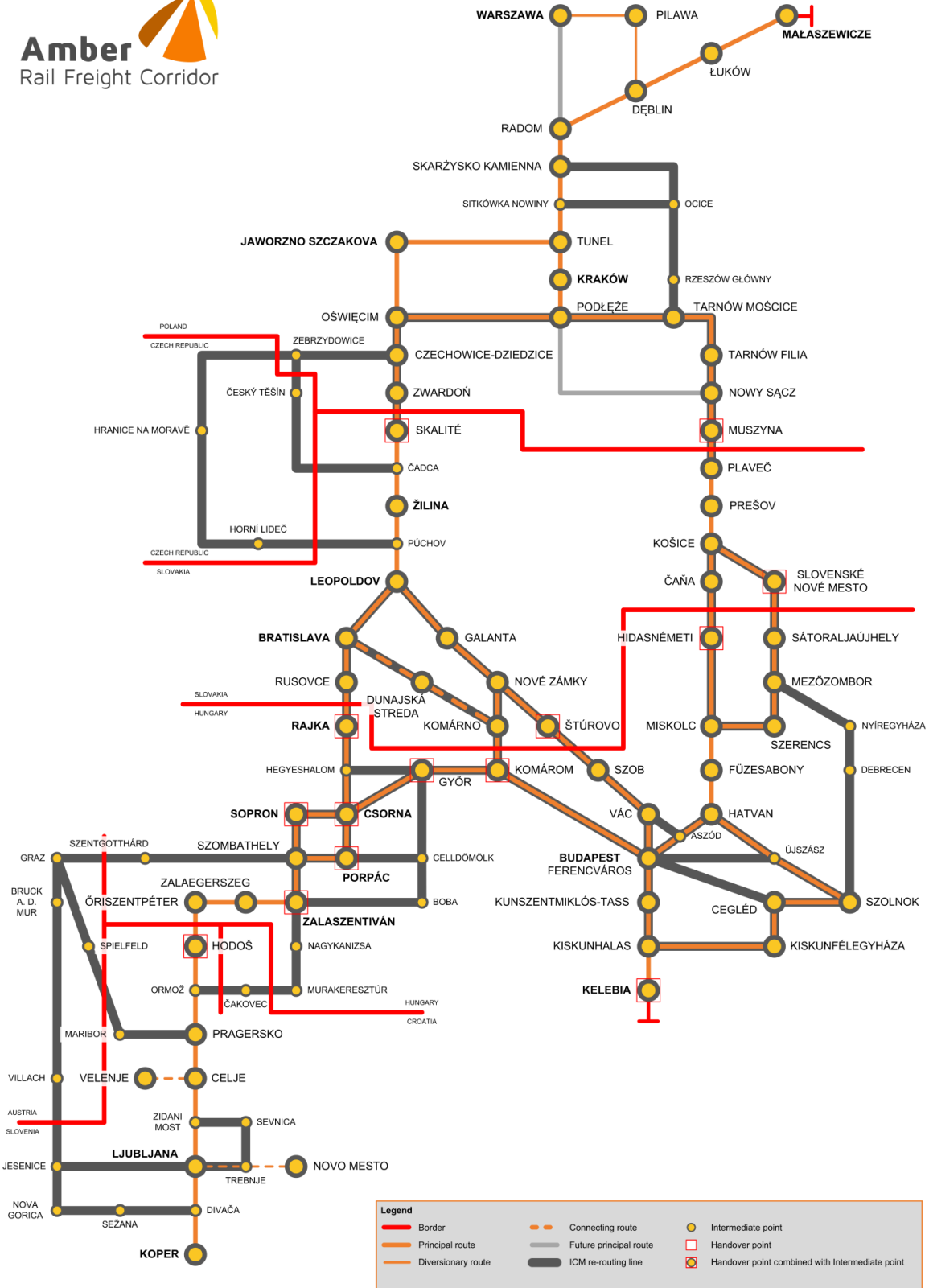
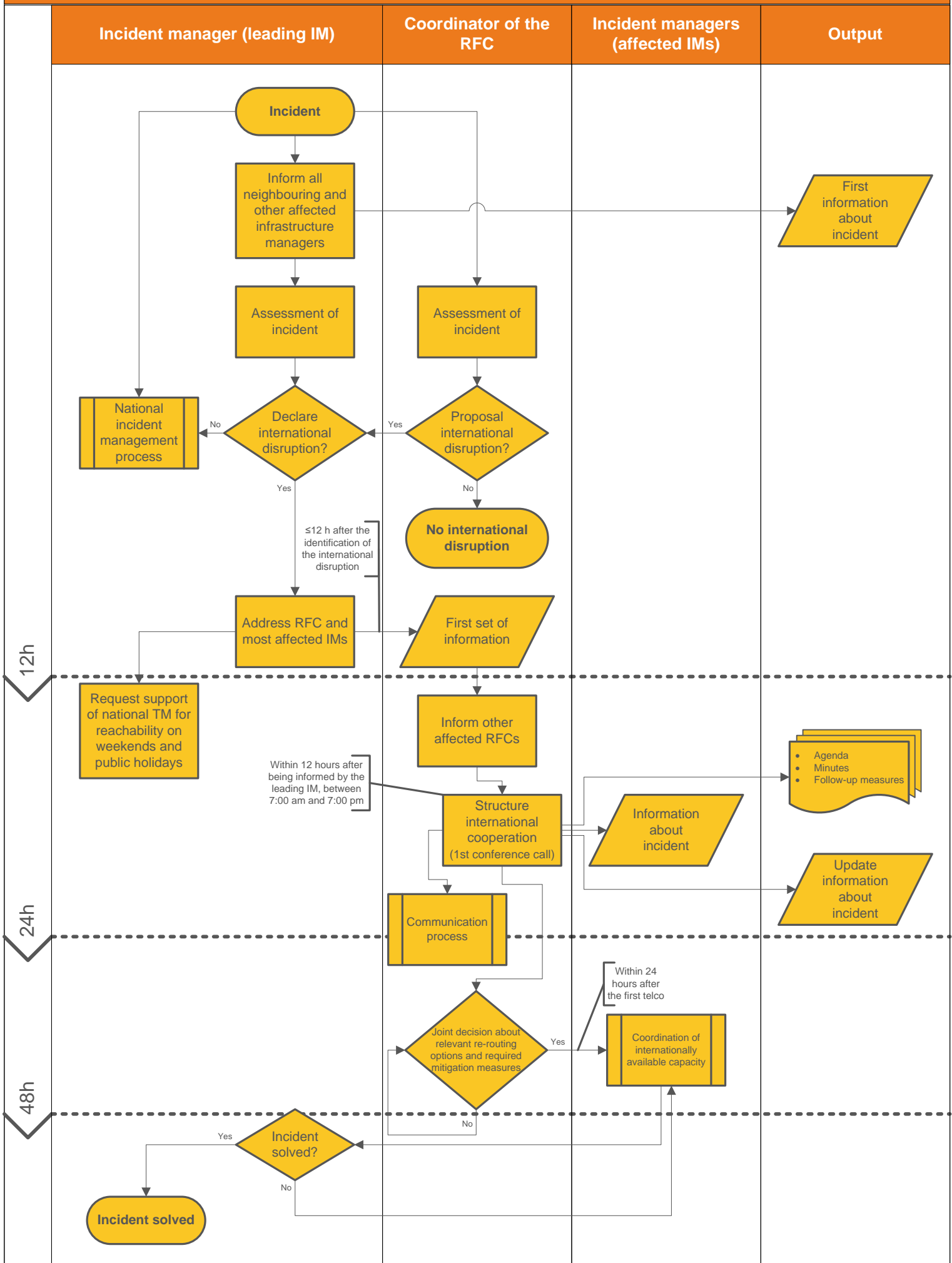


Figure 6 - ICM schematic map

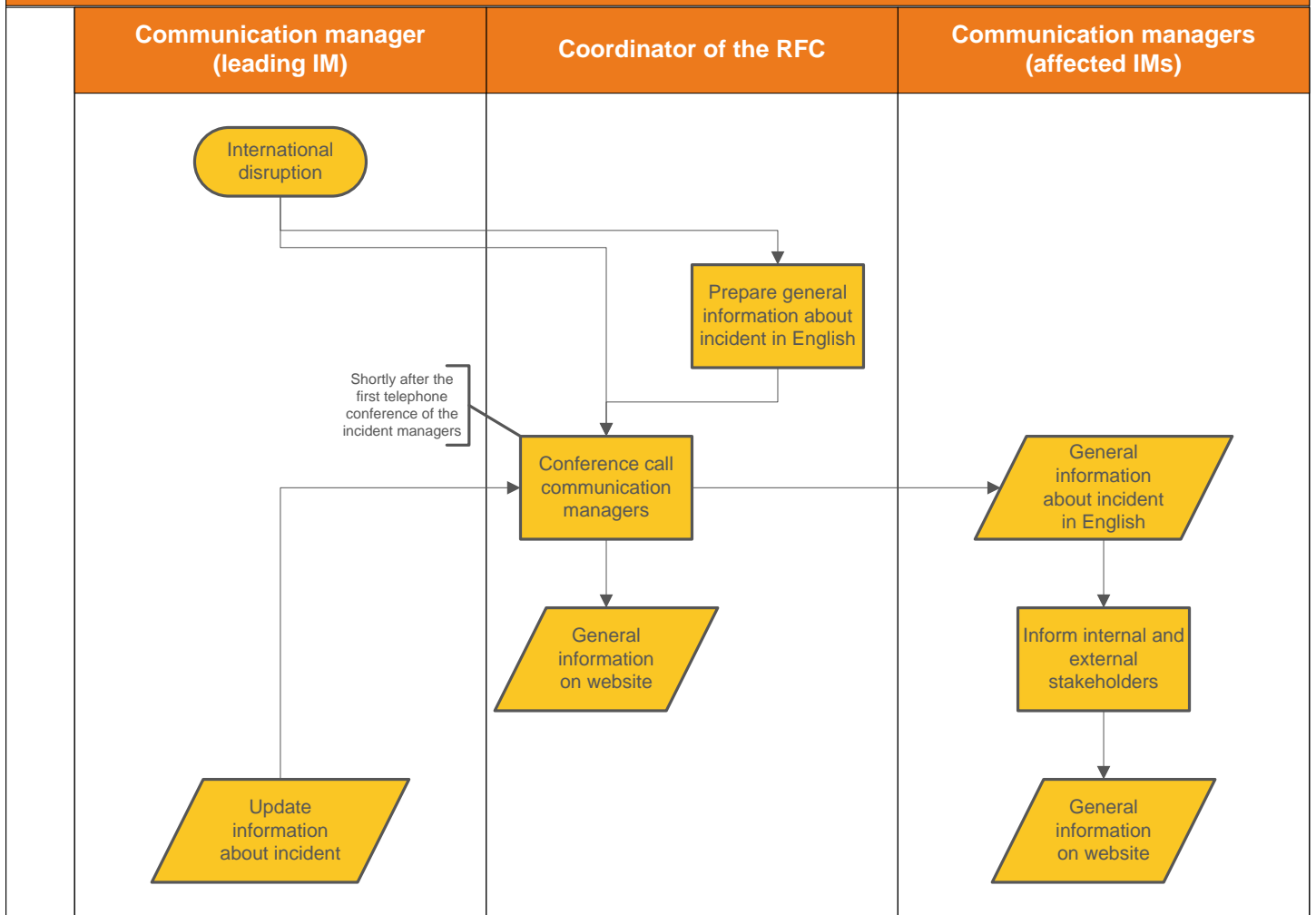
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# Disruption management process\*



\* process description is on page 10 and 11 of the Handbook for International Contingency Management

# Communication process\*



\* process discription is on page 11 and 12 of the Handbook for International Contingency Management





