

RFC 11 Amber Corridor TAG/RAG meeting

15.11.2021





**KEEP
CALM
ONLY
78 DAYS
TO GO!!**

Is there a way to the Balkan in 2022?

Soroksár - Kelebia (- Novi Sad)

Total close btw. 01.02.2022 – 30.11.2023

The possibilities btw. Kiskunhalas-Kelebia are unknown

Püspökladány–Biharkeresztes:

Total close: June 2022 – November 2022

Békéscsaba - Lőkösháza Gr.

Between February 2022 – December 2023 5-6 hours total exclusion per night (no parallel close with line 101). Q1- Q2 2022, 2x10 days total close

Szeged - Rösztke Gr. – (Subotica)

Reconstruction of HU section unknown (18,5 ton)
Total close : minimim till October. 2022

Arad–Simeria: Q3 2017 – Q4 2022

Simeria–Brasov: Q3 2017 – Q4 2023

Subotica – Horgos Gr.: Total close between 06.2021-12. 2022.

Arad–Timisoara: Q3 2021 – Q4 2025

Timisoara–Craiova: Q3 2021 – Q4 2026

Craiova–Vidin: Q1 2022 – Q4 2025

Total closes in diversionary routes:

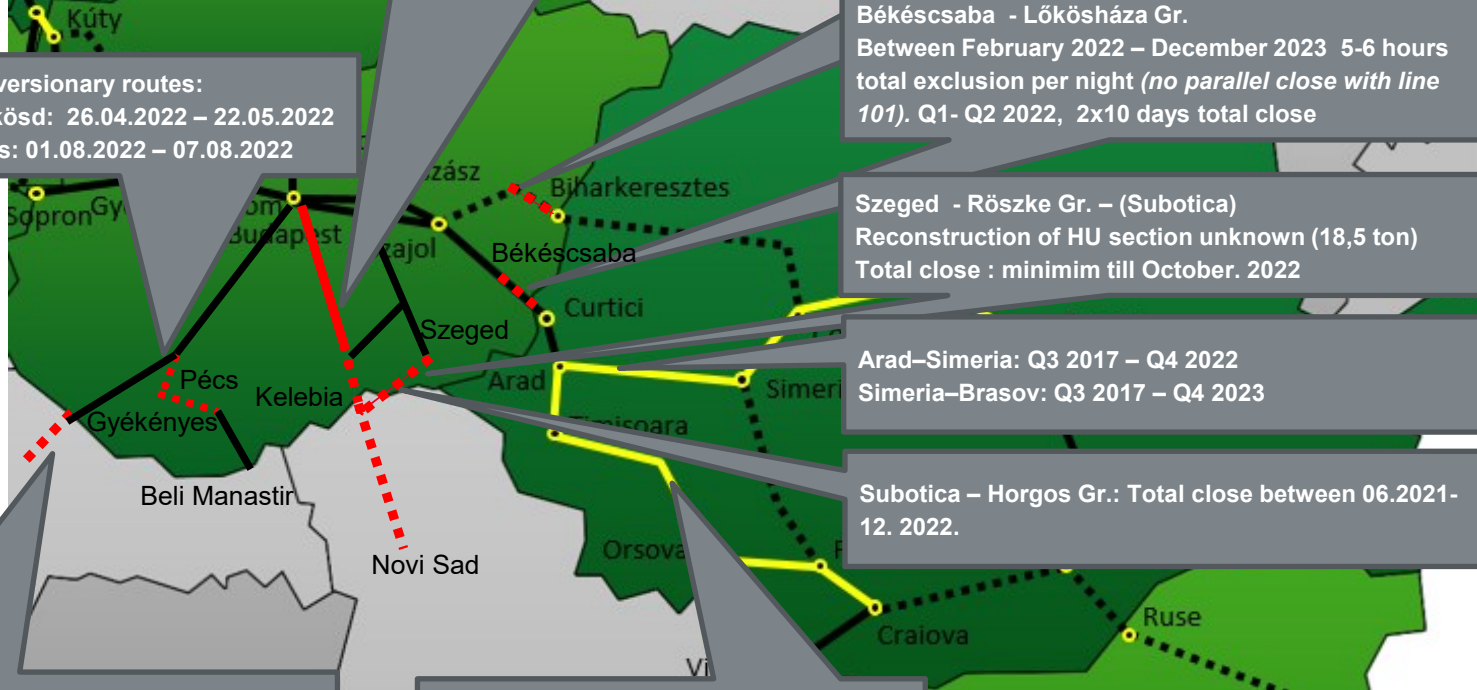
Dombóvár – Bükkösd: 26.04.2022 – 22.05.2022

Szentlőrinc – Pécs: 01.08.2022 – 07.08.2022

Koprivnica – Dugo Selo reconstruction

8 hours of closes per day until 2023

Occasionally 72 hours lon total closes

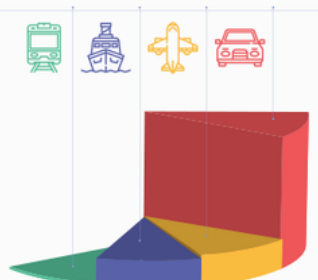


Parallel works on the Serbian network.

2021 EUROPEAN YEAR OF RAIL



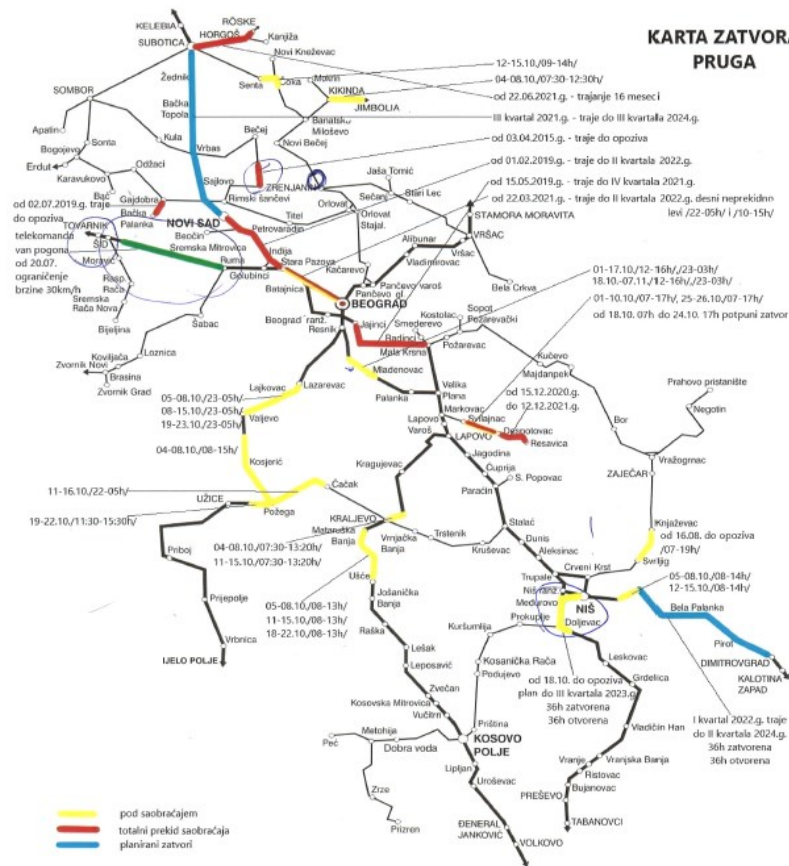
ONLY **0.5%** OF EU TRANSPORT EMISSIONS COME FROM RAILWAYS



#EUYearofRail

Greenhouse gas emissions from transport in the EU (2017)

KARTA ZATVORA PRUGA



In Slovenia we have got the information about the planned works between **Ljubljana and Divača** in late May, only 2-3 months in advance. This short time was not enough for us to prepare with alternative operational solutions and rerouting options.

It is the main route to:

- Port Koper
- Italy



In Croatia Rijeka – Šapjane line total close between 20.11.2021 - 15.05.2022 (info published on 12.11.2021)

Does any IMs care about RU and Customer needs and are they willing to follow the rules by Recast?

According to Annex VII. of Directive 2012/34/EU, track possessions with medium impact should be announced 24 months prior to the change of timetable. Also based on this Directive IMs should set up a coordination with RUs 18/13.5 months prior to the change of timetable.

Annex. VII. 2012/34/EU

As regards train operations crossing more than one network, the infrastructure managers concerned should coordinate to minimise impact of capacity restrictions on the traffic and to synchronise works on a given route or avoid restricting capacity on a diversionary route. (published as 2017/2075/EU)