

4.

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Railway and Terminal Advisory Groups
Customer views on recent developments
in RFC AMBER and future expectations**



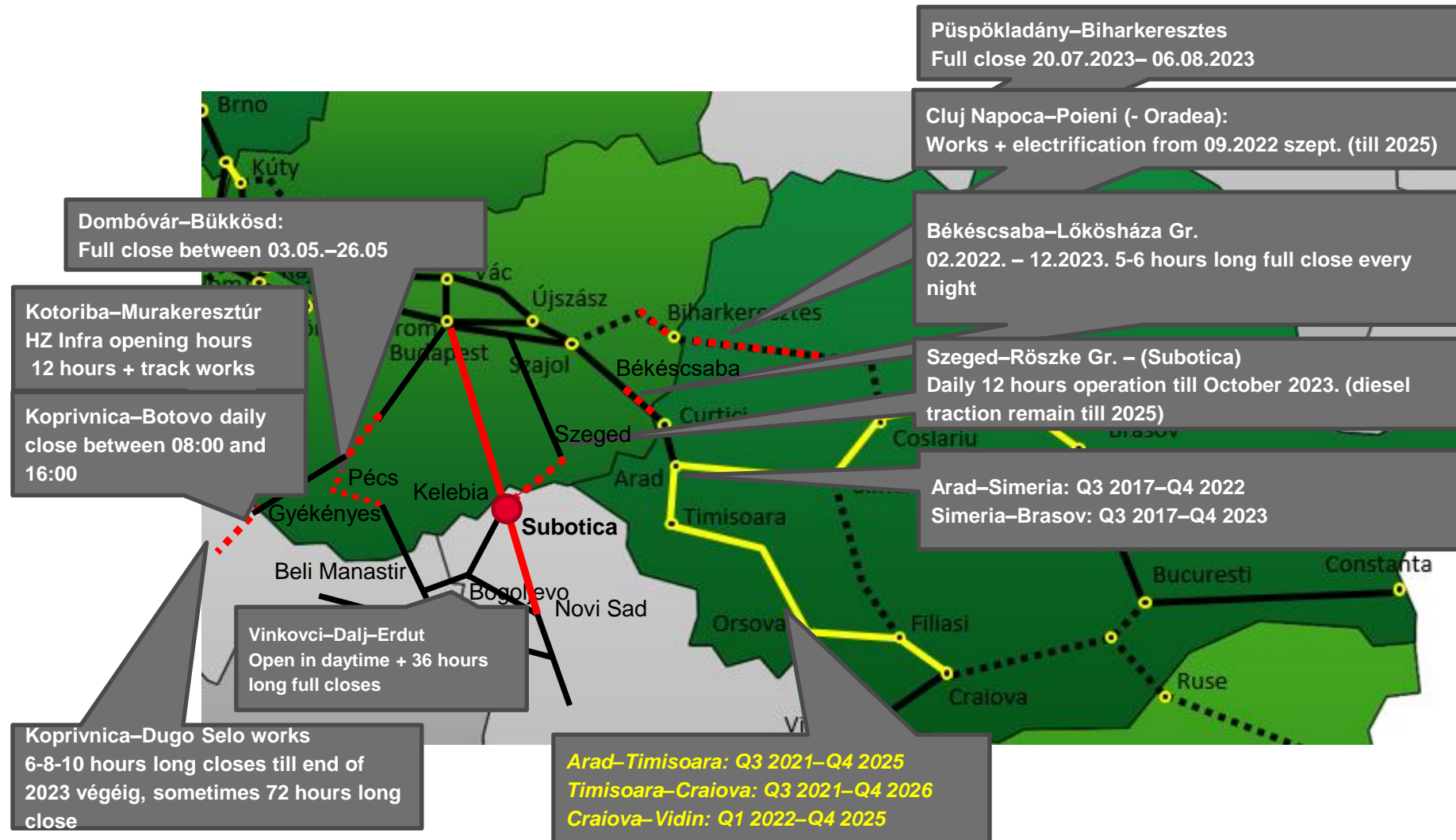
**RFC Amber RAG-TAG-meeting
18.05.2023**



RFC11 Topics

- | | |
|----|--|
| 1. | Track works and the cosequences in HU |
| 2. | New AŽP/SZ Infra request for non Slovenian RUs |
| 3. | TEN-T/ETC aligment vs. Małaszewicze |

1. Track works and the consequences in HU



Fact:

- Railway traffic volume dropped by 50-70% on the Balkan route because of the unpredictable costs and transit time.

Background:

- Non harmonized track works between Budapest (HU) and Beograd (SRB) then in the direction to North-Macedonia and Bulgaria.
- Capacity and quality of the detour routes are poor
- The available infrastructure started to be congested in 2022 on the HU and SRB side also

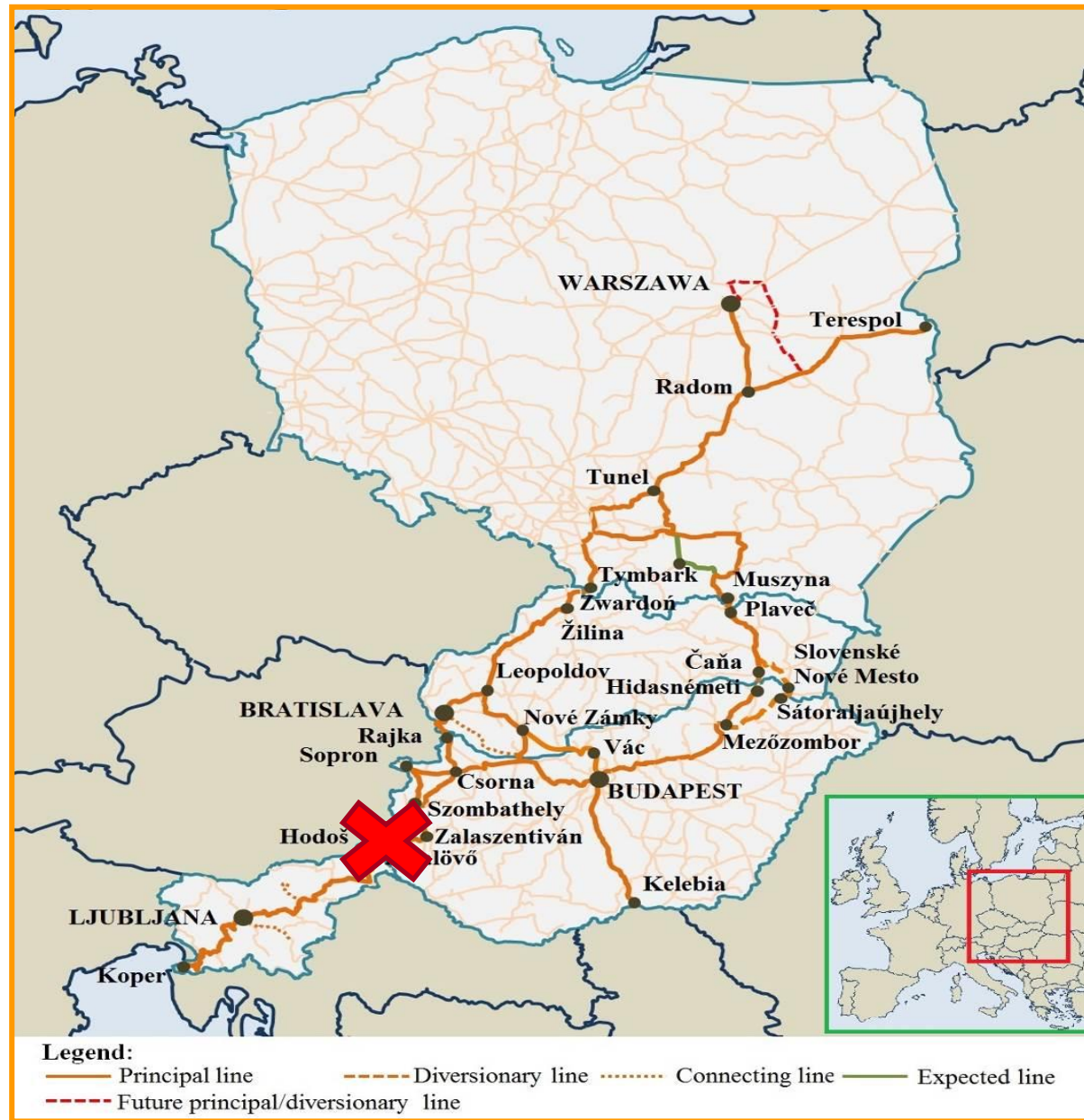
Fact:

- Based on the capacity allocation regulation in HU (55/2015. NFM) in case of overloaded infrastructure the responsible for capacity allocation have to check the usage of the blocked capacity items and in case of non satisfactory usage (60%) they have to withdraw the allocated train paths!

Remarks:

- The Hungarian and Serbian IMs did not offer proper (same capacity) detour routes for the RUs
- The diversionally railway line rehabilitation and the works on the common handover border station are in the same time
- Some RUs spent energy and money to represent itself on FTE International Timetabling Conferences to have harmonized timetable for international freight trains
- The infrastructure become overloaded in August 2022 but train path usage was evaluated in April 2023
- RUs with FTE train paths threatend to cancell their agreed international train paths by the Hungarian Capacity Allocation Office because of non staisfactory usage.

2. New AŽP/SZ Infra request for non Slovenian RUs



Current status (between 2001 and 2022):

New border between HU-SLO

- 2000.11.16. Agreement between HU and SLO about the new border crossing
- 2001.05.16. Official opening event, the joint handover station is Hodoš
- 2010.05.18. Electrification on HU side between Zalaegerszeg-Hodoš (~25kV)
- 2016.06.10. Electrification on SLO side between Hodoš-Pragersko (=3kV), system change in Hodoš (~25kV / =3kV)

Based on the state agreement the border crossing traffic was regulated in many topics, like;

- Language
- Railway safety and traffic management:
 - Trains are running to/from Hodoš with HU locomotives and staff
 - On Hodoš railway station SZ Infra rules are valid
 - IMs may agree in to use Hungarian rules in the case of not safety relevant topics
- 2001: When the agreement was signed there were only two state owned railway companies
- 2022: **46! RUs** are running on this border section
- 2001-2022. Traffic was (is) running without any problem

2. New AŽP/SZ Infra request for non Slovenian RUs

| First railway package of 2001, Second railway package of 2004, Third railway package of 2007 | |
|--|--|
| Őrszentpéter – Border. | Border – Hodoš handover railwaystation |
| HU RU : Licence, Safety Certificate, train path owner | SLO RU : Licence, Safety Certificate, train path owner |
| → HU locomotive and locomotive driver between Őrszentpéter – Hodoš handover railwaystation | |
| Fourth railway package of 2016 | |
| Őrszentpéter - OH. | OH. – Hodoš üzemváltó állomás |
| HU RU : Licence, Safety Certificate, train path owner ???? | |
| → HU locomotive and locomotive driver between Őrszentpéter – Hodoš handover railwaystation | |

There are rules in the 4th Railway package about border crossings: (EU) 2016/798 DIRECTIVE Art.10. (8); (EU) 2018/763 IMPLEMENTING REGULATION Art. 3. (11):

„Where the applicant indicates in its application that it intends to operate to stations in neighbouring Member States with **similar network characteristics** and **similar operating rules**, when those stations are close to the border, **the single safety certificate shall also be valid to such stations without requesting an extension** of the area of operation, following **consultation of the national safety authorities** of the neighbouring Member States by the safety certification body.”

- July-August 2022. AŽP check
- 05.08.2022. SŽ - Infrastruktura, d.o.o. inform MÁV about new rules of operation from 01. October 2022 (2 months!) – only for 12 RUs!
- September 2022 – New and not clear information about requirements;
 - Infrastructure Access Contract for 1 kilometers
 - Train path request by HU RU
 - B1 level Slovenian language knowledge
- Deadline was 30.09.2022 – **Impossible to fulfill the criterias in 55 days**
- Deadline was postponed till non-defined date on 30. September
- In the meantime we put a lot of energy to
 - *Convince AZP to change their minde (no success)*
 - *Hungrail (Hungarial Rail Associaton) organized a meeting in Hodos border station with 23 HU RU participation but only SZ Infra was presented from SLO side*
- After huge efforts and lot of energy (e.g. communication language was Slovenian) RCH got the licence 10 hours before the final deadline (31.01.2023)

Main findings/pain points

13 years after the RFC Regulation;

- RUs (and international freight traffic) are still neglected
- Cooperation of Regulatory Bodies still not working
- Consultation with Customers (RUs) is still not evident
- Level and cost of bureaucracy is increasing
- **SZ Infra was always supporting and their colleagues were ready to find the solution for the self made problem**
- **No success without solution for the communication language in the rail sector**
- **New legal situation is clear – all responsibility on RU side!**

Is the Baltic Sea – Adriatic Sea Corridor the future of RFC11?

What happen with the missing lines? E.g

- **Easter branch of RFC11**
- **HU/SLO connection**
- What is the future of the planned Polish infratructure deveopments in Małaszewicze area?
- Małaszewicze is still the connecting point of the OSJD Corridor 1!
- What will happen with the Chinese – Europe traffic?

Silk Road by rail has 3 main branches and covers a distance of 10,000 - 12,000 km

