

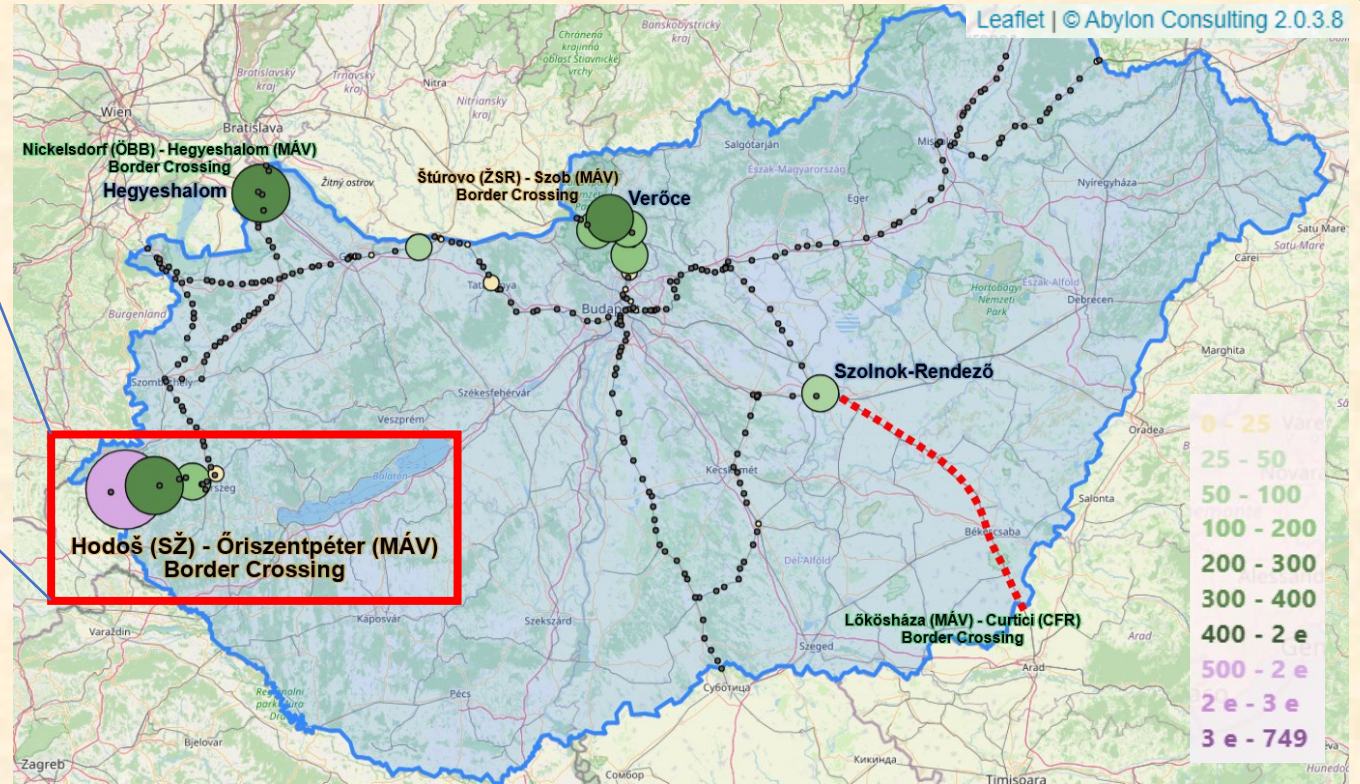
AMBER RAIL FREIGHT CORRIDOR

Issues at the Őriszentpéter/Hodoš border crossing

Szabolcs Tál | Train Performance Monitoring WG leader
TAG/RAG meeting | 23 May 2024 | Sopron

Analysis of Delay Code 40: Usage and Impact

UIC Delay Code 40: The neighbouring IM did not grant permission for the train

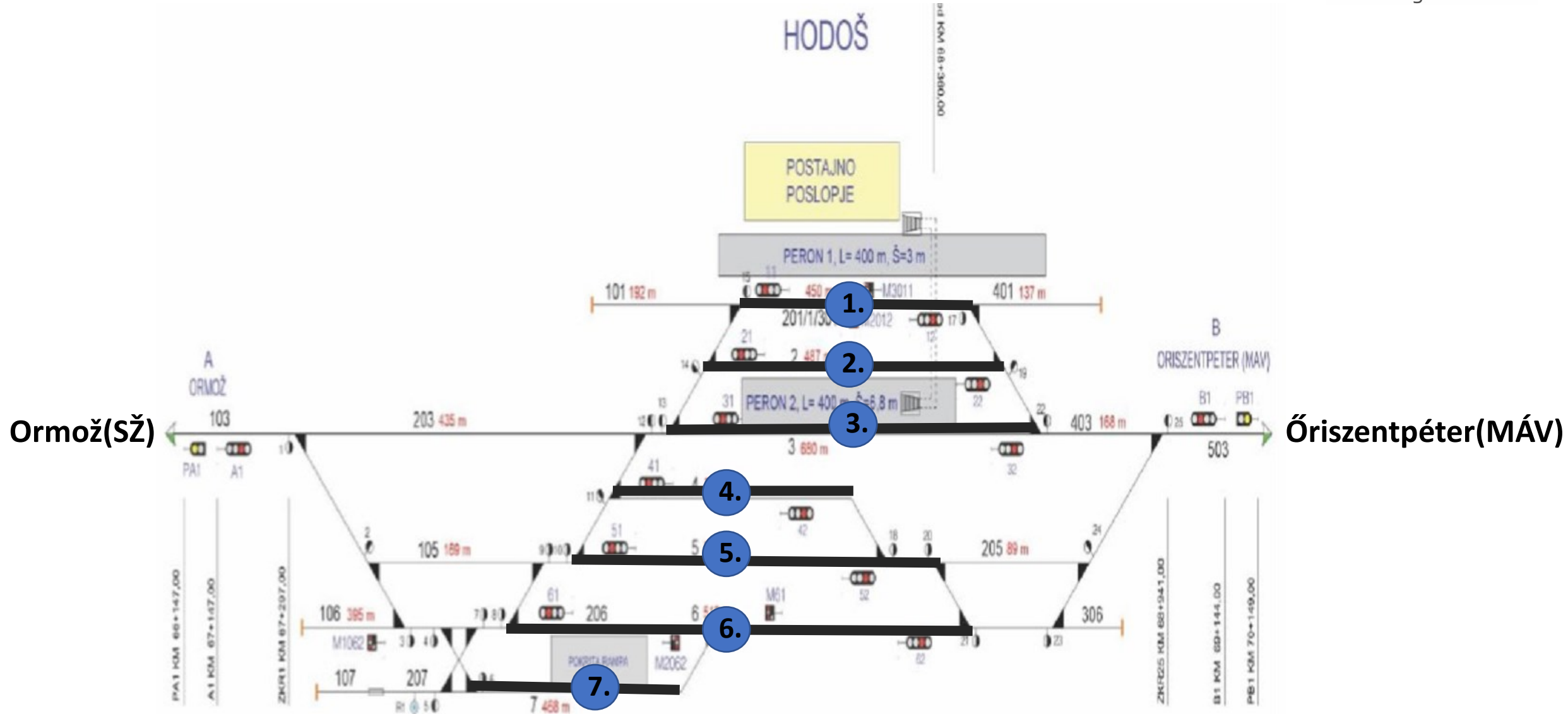


Trains are stopped at 4 stations on the Hungarian side when SŽ does not permit entry into their rail network:

- Óriszentpéter (84 858 minutes)
- Zalalövő (45 104 minutes)
- Andrásida (17 306 minutes)
- Zalaszentiván (3971 minutes)

Station	Recorded delay (min)	Affected trains
Óriszentpéter	84 858	749
Hegyeshalom	46 771	347
Verőce	37 320	205

Layout of the Infrastructure at Hodoš



Investigation Results

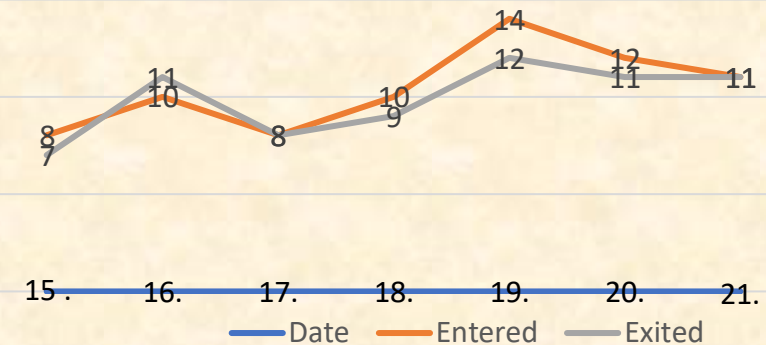
Investigation Period: 15 April – 21 April

Key facts:

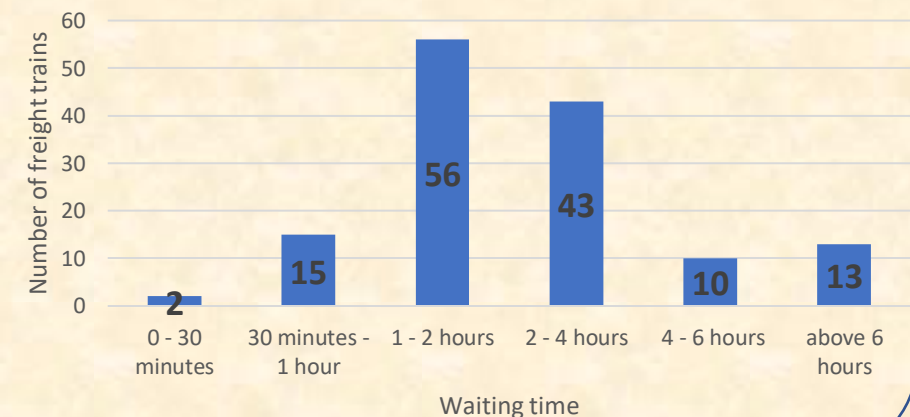
- Delay code 40 was used in 20 cases to explain delays on the Hungarian side.
 - In 4 cases was the recorded delay more than 90 minutes.
 - In 8 cases, the recorded delay did not exceed 30 minutes.
 - No trains had to be stopped at Andrásida or Zalaszentiván.
-
- The overall number of international freight trains was 139.
 - 13 waited more than 6 hours at Hodoš.
 - Only 2 were able to depart within 30 minutes from the time of arrival.
 - 8 freight trains waited more than 6 hours in the SLO-HU direction.
 - All of them were running according to the „train for train” principle.

Number of international freight trains at the Óriszentpéter/Hodoš border crossing

15.04.2024.-21.04.2024.

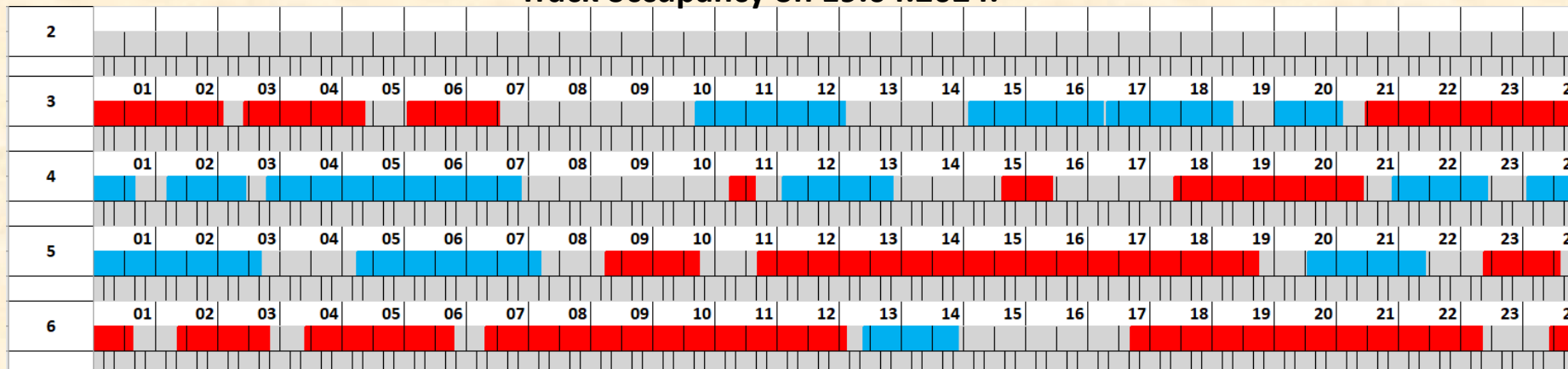


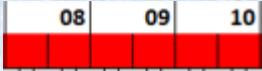
Waiting time distribution



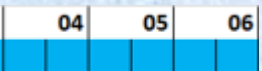
Track Occupancy Log

Track occupancy on 19.04.2024.

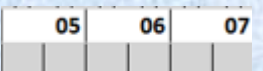




Train awaiting forwarding to Hungary

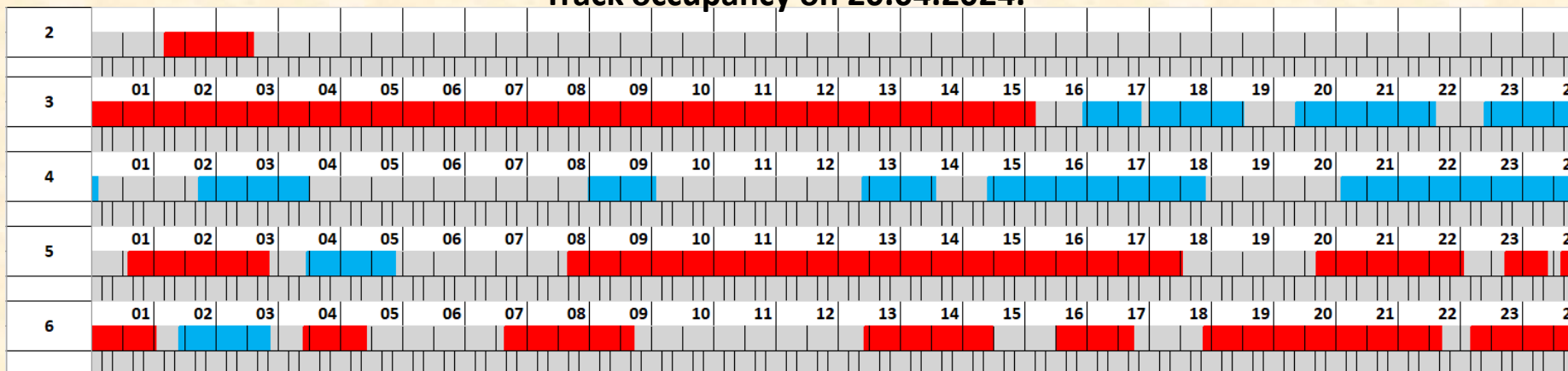


Train awaiting forwarding within Slovenia



Unoccupied track

Track occupancy on 20.04.2024.



Space-Time Diagram

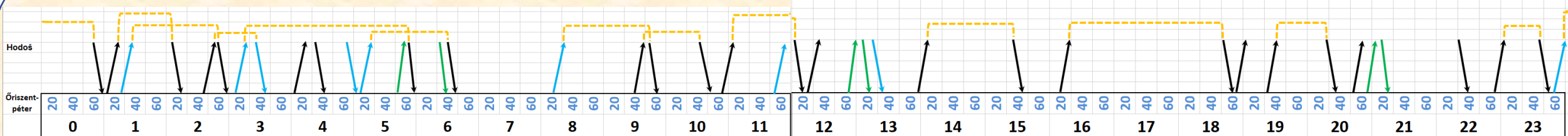
Legend



Hodoš

Space-time diagram for 19.04.2024.

Hodoš



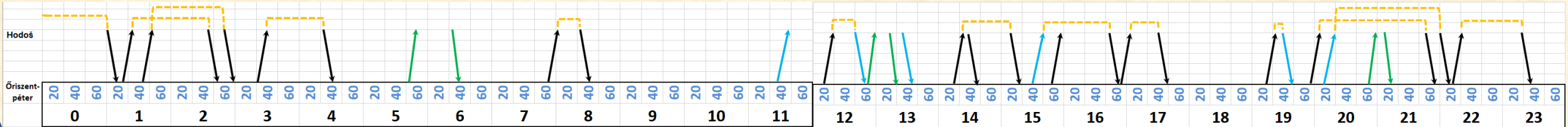
Óriszentpéter

Óriszentpéter

Hodoš

Space-time diagram for 20.04.2024.

Hodoš

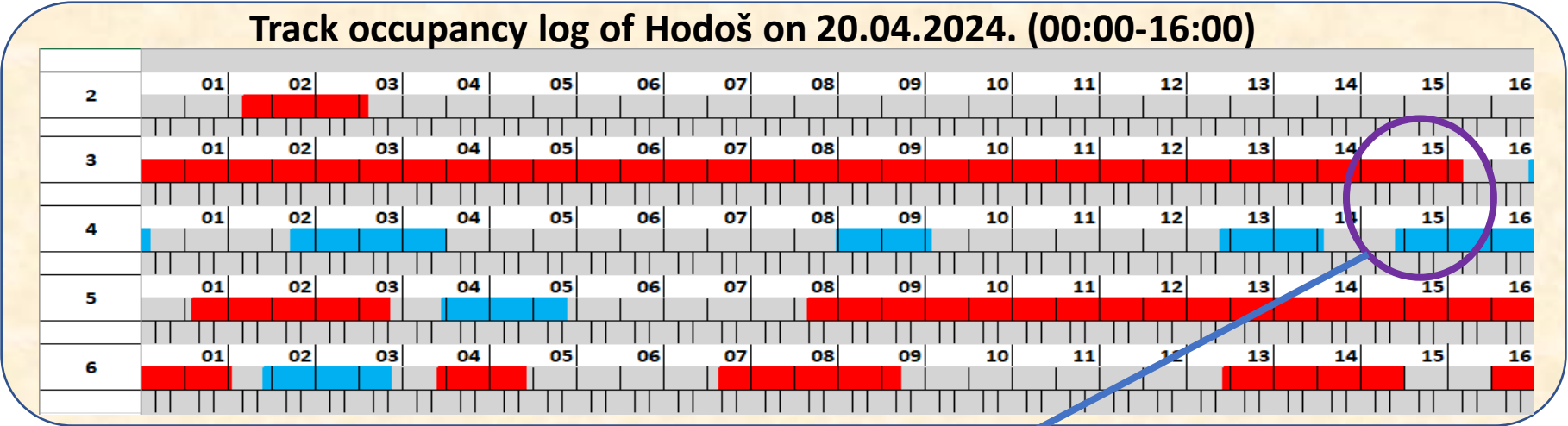


Óriszentpéter

Óriszentpéter



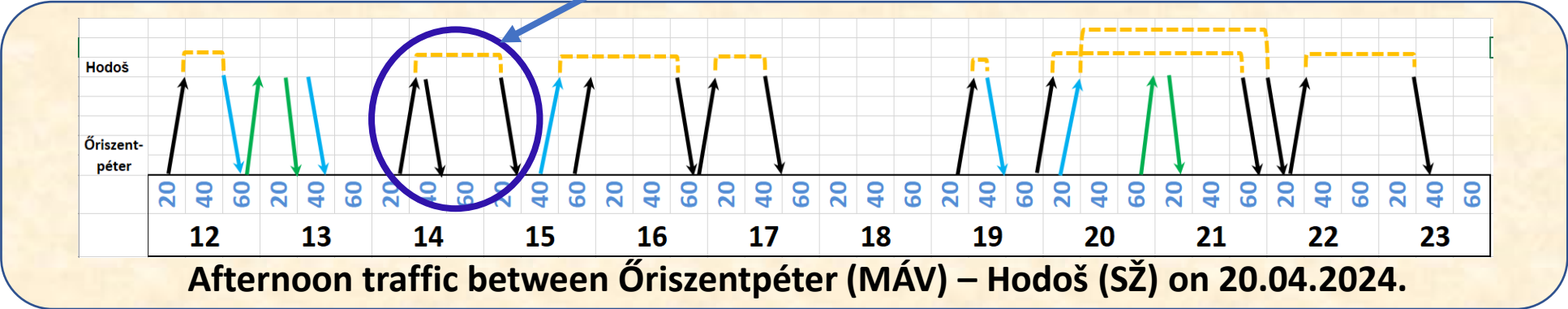
Impacts of the „train for train” principle



More than 16 hours waiting time in Hodoš -> another freight train from Hungary at ~ 14:25 proceed to Hungary with the same train driver ->

Concerned RU -> only one train pair daily

Cause:
 - „Smaller” RUs (few trains daily)
 - Managing traffic on the „train for train” principle
Effect (in case of significant delays):
 - Prolonged dwelling times



New TEN-T Regulation (not finalized)

Article 18

Operational priorities for the ~~European Transport Corridors~~

1. *The Rail Freight governance shall make all possible efforts to ensure by 31 December 2030, that, on the European Transport Corridors, the quality of services provided to railway undertakings and technical and operational requirements for infrastructure use do not prevent the operational performance of rail freight services along the European Transport Corridors from meeting the following target values:*
 - (a) *for each internal cross-border section the dwelling time of all freight trains crossing the border between two Member States **does not exceed 25 minutes** on average, except at the sections where a change of track gauge takes place or where the checks carried out at a border where the controls have not yet been lifted on trains in application of point 1.2 of Annex VI of Regulation (EU) 2016/3991 do not allow for this time-limit to be complied with. Dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of procedures or considerations of infrastructural, operational, technical and administrative nature. Dwelling time does not include the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it;*



AMBER RAIL FREIGHT CORRIDOR

Thank you for your attention!

Szabolcs Tál | Train Performance Monitoring WG leader
TAG/RAG meeting | 23 May 2024 | Sopron