

AMBER RAIL FREIGHT CORRIDOR

Key activities in RFC AMBER

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RAG-TAG-meeting | Prague, 7 October 2022

A short introduction to RFC AMBER



RFC Amber | Who we are

- Co-operation of five railway Infrastructure Managers and one Allocation Body: **SŽ-I** (Slovenia), **GYSEV** (Hungary), **MÁV** (Hungary), **ŽSR** (Slovakia), **PLK** (Poland) and the Hungarian Rail Capacity Allocation Office **VPE**
- First EU Rail Freight Corridor established on the initiative of Member States concerned: **Poland, Slovakia, Hungary, Slovenia**



RFC Amber – Opening Event



Koper, 18 October 2019



RFC Amber | Routing



Commission Implementing Decision EU (177/2017):

„Koper – Ljubljana –/Zalaszentiván – Sopron/Csorna –/(Hungarian-Serbian border) – Kelebia – Budapest –/– Komárom – Leopoldov/Rajka – Bratislava – Žilina – Katowice/Kraków – Warszawa/Łuków – Terespol – (Polish-Belarusian border)”



Routing elaborated together with RUs to reflect market demand



Seamless electrified principal route

End-to-end ca. 1400 km, total line-length ca. 3300 km



Connected to global maritime transport

Seaport of Koper (> 50% rail share in hinterland traffic)



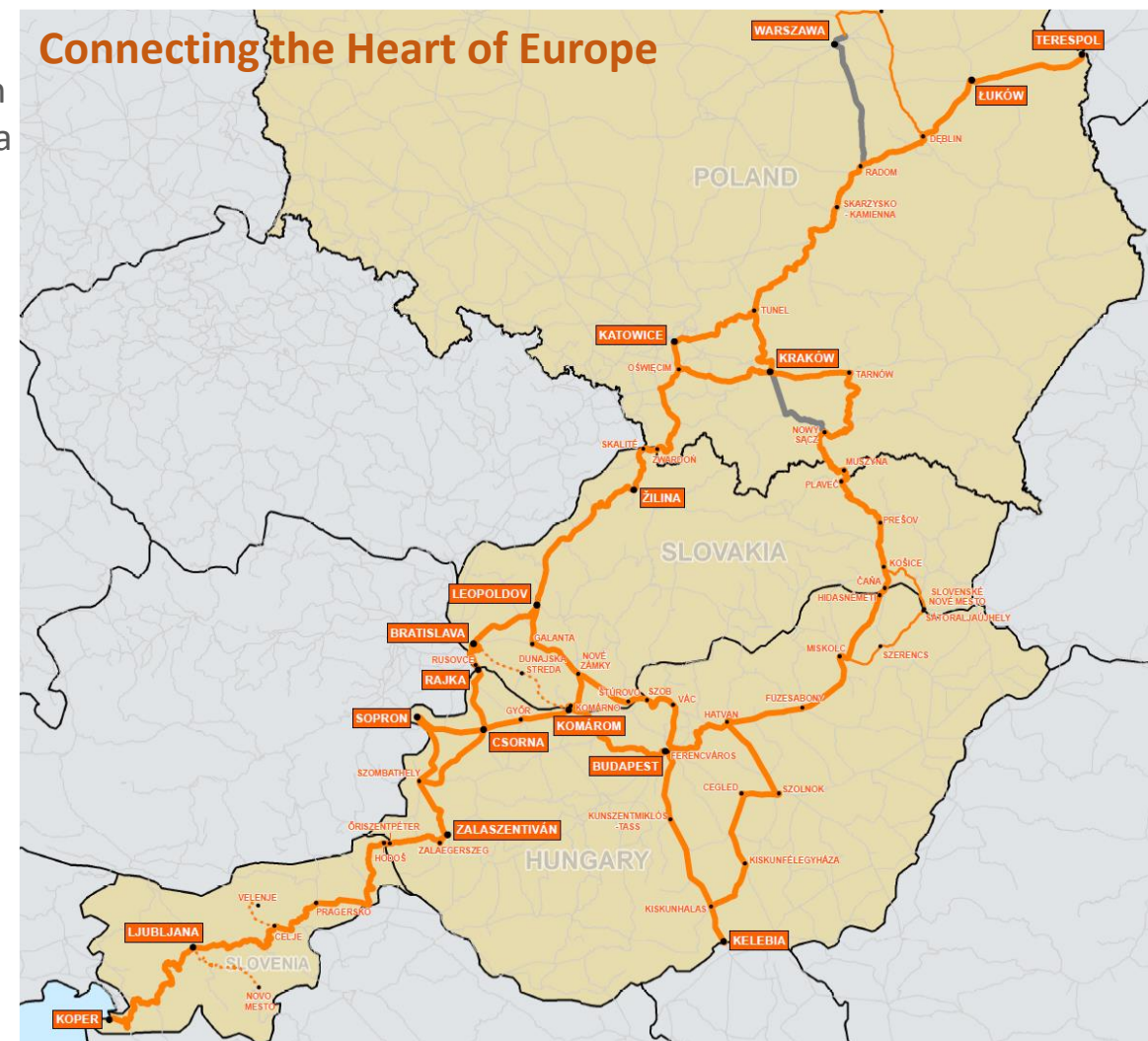
Gateway to South-Eastern Europe

Connection to Transbalkan-route (via Kelebia)



Gateway to Euro-Asian railway routes

Trans-Siberian / Euro-Asian Railway Routes (via Terespol/Malaszewicze)



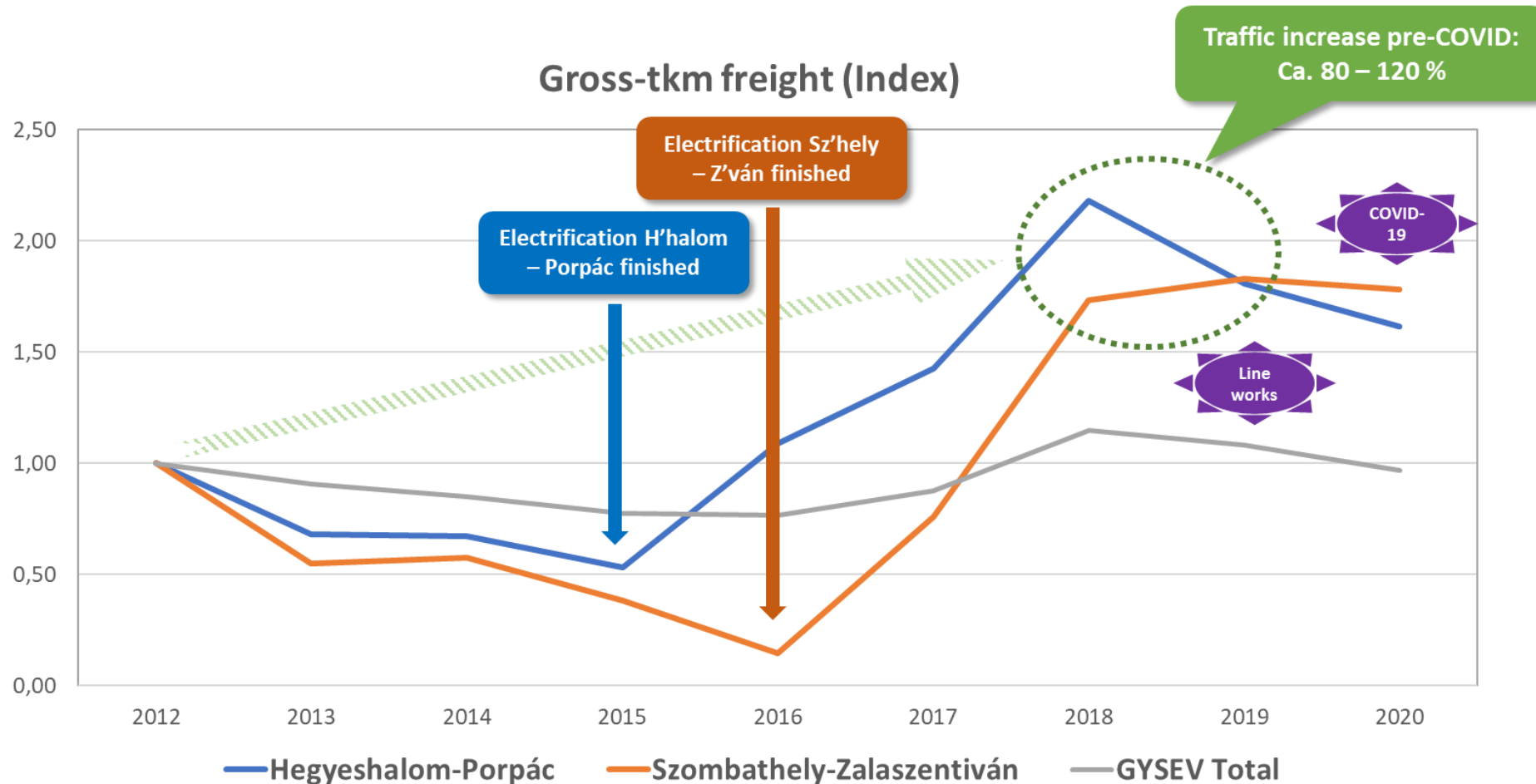
RFC Amber | Important traffic functions

- **Port-hinterland traffic from and to Koper**
 - Koper – Central Hungary (Budapest)
 - Koper – Slovakia (Dunajska Streda / Žilina)
- **Bi-lateral freight traffic south-eastern Poland – eastern Slovakia**
- **Flat north-south route east of the Alps with continuous intermodal P400-profile**
- **Automotive**
- **Potential to develop Euro-Asian traffic via Terespol/Malaszewicze**
- **Part of the EU-Ukraine Solidarity Lanes**



Traffic Development on the RFC AMBER North-South axis in Western Hungary

Freight traffic development on GYSEV North-South Axis versus GYSEV total network



Connecting Europe Express on RFC AMBER



Connecting Europe Express on RFC AMBER

Sopron



Ljubljana



Language project on RFC AMBER



Language project for the HU-SK border

- Implemented by RFC AMBER Member MÁV
- Objective: Break down language barriers by making use of Art. 1(3) of Regulation (EU) 2019/554 amending Annex VI to Directive 2007/59/EC on the certification of train drivers operating locomotives and trains on the EU railway system
- Allowing train drivers in certain cases to become exempted from requirements of knowledge of the Hungarian language at level B1 when operating between the state border and the Hungarian border station

Language project for the HU-SK border

- Concerning two border crossing on RFC AMBER:
 - Komárom (HU) – Komárno (SK)
 - Hidasnémeti (HU) – Čaňa (SK)
- 67 type sentences, so-called pre-defined messages (PDMs) defined, covering very common emergency situations and three cases in daily operations:



- 1) A locomotive of an incoming train **disconnects** from the train and **connects** to a departing train
- 2) A locomotive of an incoming train **disconnects** from the train and **returns** to the home country as a loco train
- 3) A locomotive **enters** in the country as a locomotive train and then **connects** to a departing train

Language project for the HU-SK border

- Railway Undertakings wishing to make use of this possibility are invited to request an exemption from the railway Infrastructure Manager, in this case MÁV.
- In order to being granted the exemption, certain requirements have to be fulfilled, in particular is a Railway Undertaking obliged to test its employee's knowledge regarding the pre-defined messages.
- The application process for granting an exemption is regulated in Section 3.4.2.1 of the Network Statement (VPE).



Longer trains on RFC AMBER



Starting points

- Increased train length high-ranking expectation by railway undertakings in the RFC AMBER User Satisfaction Surveys
- Train length restrictions identified as barrier in RFC AMBER Bottleneck Study
- TT 2019-2021: Train paths with increased train length Czechowice Dziedzice (PL) – Žilina (SK)
- 2019-2021: Investigation of bigger train length in Western Hungary key activity of RFC-AMBER-Member GYSEV in the Interreg-project CORCAP (Capitalising TEN-T corridors for regional development and logistics)
- 20 October 2021: TEN-T Demo-Train – first 740 meter long freight train on the section Sopron – Budapest

Analysis of RFC AMBER lines in Western Hungary

- Current max train length on Western Hungarian North-South route 600-650 m
- Almost all lines single-track, with freight and regional traffic, partly even long-distance Intercity-traffic
- Investigation of infrastructure and timetable
- Identification of time windows for longer trains by line section



Capability of sidings to handle 740 m train length:

suitable: ● not suitable: ●

TEN-T Demo-Train (20 October 2021)



- Organized in connection with International Rail Freight Workshop in Sopron
- In presence of high-level representatives of the EU-Commission, Hungarian Ministry for Innovation and Technology and Ministry for Foreign Affairs and Participants from seven countries and several RFCs

TEN-T Demo-Train (20 October 2021)



Between Sopron and Győr



Overtaking in Szárliget

Arrival in Kelenföld



Ongoing activities and outlook

- Ongoing: Planning of train paths for future PaP-offer in RFC AMBER C-OSS & Timetable WG
- Started: Extension of investigation for longer trains to further corridor sections
- Interim result: paths and exact time windows Ferencváros – Óriszentpéter and Rajka – Csorna
- Target: Paths available for TT 2024 Žilina – Bratislava – Rajka – Szombathely (– Hodoš) and v.v.
 - Indicative parameters:
 - 700 meter
 - 1.600 tons

More information

- Website: rfc-amber.eu
- Promotional video:
<https://www.youtube.com/watch?v=CxkenAvexoQ>
- Contact:
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Thank you for your attention!

www.rfc-amber.eu