

RAG spokesmen - Feed-back

Raised Issues by Rus

- Problems at Dobova Station
- Infrastructural and operational capacity at Villa Opicina
- PAPS
- Track closures
- Bottlenecks
- Realisation of standard gauge tracks on the Spanish part (pointed out in Budapest) ⇒ Answer by ADIF on behalf of Government Commissioner for the Mediterranean Corridor

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Problems at Dovoba Station (1/2)



- Delays for checks by border police for trains from Croatia (not a member of Schengen area)
- Delays for change locomotive in Dobova (both in Croatia and Slovenia). The station is too often overloaded

Consequences:

- **Extra costs for RUs:** extra working hours for locomotives, drivers, track possession fees, shunting (cost 200-300EUR/train);
- **Losing of allocated path** in Villa Opicina
- **Bad quality** of traffic entering Villa Opicina.
- **Lack of traffic information** arriving at border (delays or characteristics of transport).

We loses our competitiveness against road transportation which has not face to this additional border activities

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Problems at Dovoba Station (2/2)

Proposals

- **Additional police team** should work in Dobova station.
- **Slovenian IM should coordinate the acceptance of the trains from Croatia**, based on the existing 24-hour plan for Villa Opicina station, which they receive every day.
- So, it would prevent Dobova (and Villa Opicina) stations from being blocked by trains.

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Infrastructural and operational capacity at Villa Opicina (1/2)

- At Villa Opicina, Customs Service today takes 2 hours due to distance of the Customs Offices.
- The alternative would be to operate the Customs service:
 - at the first UE Railway station (Dobova, SZ) or
 - at destination of the train or;
 - At Villa Opicina, if we decide to open there a new Customs Office.
- The nightly interruptions for the extraordinary maintenance activities for the renewal of the electric traction in Villa Opicina and in Bivio d'Aurisina-Villa Opicina section, are not coordinated with the daily interruptions for ordinary maintenance on the Monfalcone- Portogruaro line: in fact in the time between this two interruption the line is dedicated to passenger trains, than is impossible for freight trains to continue towards the east.

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Infrastructural and operational capacity at Villa Opicina (2/2)

- There is a structural **shortage of tracks** (most of them have limited lengths and therefore often require additional shunting operations for the positioning of trains);
- The wagons of all the RUs are positioned on a single track, and therefore sometimes even **complex shunting operation are needed to prepare those leaving first;**
- The Bologna-Padova section, with the additional high speed trains to Venice, has led to a **drastic reduction in the daytime capacity**, which does **not allow arrivals in Villa Opicina from 7.30 to after 13.00**

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PaPs

- Some IF would like to request PaPs between Gyékényes (HU-Cro border) and Villa Opicina (IT-SLO border) for 2 train pairs per day in every 12 hours. The latest PaP catalogue covers 1 of them, but they need the second one as well (according to *customer capacity wish list* file for C-OSS);

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Track closures (1/2)

- In 2020 TT in Austria a track closure at Karavanken tunnel (allowed axle load D4) will start (07 Sept 2020 – 30 Sept 2021).
- Slovenian line section (Zidani Most and Maribor-Sentilj) will be the alternative route for international freight trains (huge volume) inter alia between Koper and Austria. Currently the allowed axle load on this line varies between C3 and D4.
- Slovenian infrastructure announced that this parameter will be improved D4 by the beginning of the 2020 TT.
- Slovenian NS for 2020 TT does not cover yet data modification.

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Track closures (2/2)

- From this year in Serbia started track closure in RFC10. We are looking for alternative routes between Balkan (GR, TR) and CEE/WE region.
- The best alternative might be in Croatia (Zagreb-Gyékényes), but also it will have track closures.
- We ask HZ Infra to take into account this aspect in the planning and execution of its track closure, and inform as soon as possible RUs about the opportunities of rail freight trains.

It would be desirable a major **harmonization of the interruptions between the various countries** (combine the infrastructural works in the same period of time and communicate the alternative routes to be used).

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Bottlenecks

- Allowed train length in Slovenia between Koper and Divaca is 505m (annual path request max. 555m). In order to increase rail freight transportation volume it have to be improved. What is your plan to develop this section (timing)?
- Port of Koper capacity is low for RUs considering 3-4 new freight RUs got licenses in Slovenia. Do you plan to modify access to the port of Koper track capacity and/or to enhance port of Koper?