



ŽELEZNICE SLOVENSKEJ REPUBLIKY

NETWORK STATEMENT FOR TIMETABLE 2019/2020



Approved by Director General of Železnice Slovenskej republiky
Ref. no. 27846/2018/O410-9

Effective since 09 December 2018

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The present Network Statement contains abbreviations and definitions presented in Annex 1.A and Annex 1.B.

RailNetEurope (RNE) has developed the glossary of terms related to the Network Statements in English language available on the RNE website: <http://www.rne.eu/organisation/network-statements/>.

1. GENERAL INFORMATION

1.1. INTRODUCTION

Železnice Slovenskej republiky, Bratislava in abbreviated form "ŽSR" has published the present Network Statement in accordance with the Act of the National Council of the Slovak Republic No. 513/2009 Coll. on Railroads and on amendments of some acts (hereinafter referred to as the "Act on Railroads") and directly effective provisions of European Union law.

1.1.1. Public Administration

The public administration bodies in the field of railroads shall consist of:

- a) the Ministry of Transport and Construction of the Slovak Republic (hereinafter referred to as the "Ministry")
- b) the Transport Authority (hereinafter referred to as the "Authority"), and
- c) the higher territorial unit

1.1.1.1. The Ministry of Transport and Construction of the Slovak Republic

Further to other competences in the field of railroads and transport on railroads referred to in the Act on Railroads and in the Act of the National Council of the Slovak Republic No. 514/2009 Coll. on the Transport on Railroads as amended by later regulations (hereinafter referred to as the "Act on Transport on Railroads"), the Ministry shall:

- a) decide, upon agreement with the Ministry of Defence of the Slovak Republic, on dissolution of a railway line,
- b) determine which railway lines shall be the main and the secondary railway lines and such classification publishes on its internet site,
- c) act as an investigating body in case of accidents and extraordinary events on railroads and special railroads.

Address: Ministry of Transport and Construction of the Slovak Republic
Námestie slobody č. 6
P.O.BOX 100
810 05 Bratislava

Further information is available on the Ministry website: www.mindop.sk.

1.1.1.2. Transport Authority

Further to other competences in the field of railroads and transport on railroads referred to in the Act on Railroads and in the Act on Transport on Railroads, the Authority shall:

- a) act as the regulatory authority for railroads, the safety authority for railroads, railway transport and railway vehicles and the licencing authority for railway transport;
- b) grant licences for provision of railway transport services to railway undertakings and decide to suspend a license validity and to repeal a license;
- c) issue safety certificates and safety authorizations, decides to amend, repeal, withdraw or extend its validity and check compliance with terms and conditions herein, and check compliance of infrastructure manager activities and railway undertakings with European Union legislation and national safety regulations;
- d) determine, through the generally binding regulation, the charges for access to the railway infrastructure within extent of a minimum assess package and access to the railway infrastructure connecting service facilities pursuant to Annex 13 part B of the Act on Railroads, and also charges for access and services in service facilities pursuant to Annex 13 part B, paragraph 2 of the Act on Railroads, which sole operator is infrastructure manager;
- e) issue and withdraw authorisations and additional authorisations for placing in service of railway vehicles and grant authorizations on the type of a railway vehicle,

- f) keep the national register of the vehicles and the railway infrastructure and issues confirmation on the registration;
- g) assign the register numbers to railway vehicles;
- h) issue and withdraw a train driver licence;
- i) approve, register and issue a confirmation on the mark of a railway vehicle owner;
- j) impose the fines for offences and for other administrative offenses committed on railroads, cable and special ways.

Address: Transport Authority
Letisko M. R. Štefánika
823 05 Bratislava
Tel.: +421-2-50 255 202
Fax: +421-2-55 568 002
E-mail: info@nsat.sk

Further information is available on the Authority website: www.ntsatsk.sk.

1.1.2. General information on the infrastructure manager

Železnice Slovenskej republiky, Bratislava in abbreviated form "ŽSR" (hereinafter referred to as "ŽSR") was established in accordance with the Act of the National Council of the Slovak Republic No. 258/1993 Coll. of 30 September 1993 on Železnice Slovenskej republiky as amended by later regulations, and has a special legal status.

Železnice Slovenskej republiky, Bratislava in abbreviated form "ŽSR" has been incorporated in the Business Register of District Court Bratislava I, Section Po, Insert No. 312/B.

Company name: Železnice Slovenskej republiky, Bratislava
Registered office: Klemensova 8
813 61 Bratislava
Identification number: 31 364 501

Core activities of ŽSR in relation to applicants for infrastructure capacity and to railway undertakings shall comprise:

- management and operation of the railway infrastructure,
- allocation of infrastructure capacity,
- provision of services to railway undertakings by means of:
 - minimum access package,
 - track access including access to service facilities (if any),
 - services in service facilities
 - negotiated additional services,
 - negotiated ancillary services,
- establishment and operation of railway, telecommunication and radio networks,
- construction, repair and maintenance of railway lines,
- other business activities as incorporated into the Business Register,
- levying charges for access to the railway infrastructure.

Organizational structure of ŽSR Directorate General and ŽSR is available on the ŽSR website www.zsr.sk in the section "About us".

1.2. OBJECTIVE

The Network Statement's objective is to inform Applicants for railway infrastructure capacity and other interested parties about railway infrastructure managed by ŽSR, and the terms and conditions for allocation of capacity and use.

The Network Statement presents:

- also the services that are provided on the railway infrastructure managed by ŽSR on the date of publication of this document, with information regarding where they are accessible, the conditions that apply for gaining access to the services, and what charges for provided services apply,
- also the services provided by other service providers on the basis of requirement of those service providers and information which they require to publish.

1.3. LEGAL FRAMEWORK

General legislative conditions for the operation of railway infrastructure, the operation of transport on railway infrastructure and the rights and obligations of natural and legal entities related to these activities are stipulated in the legislative regulations.

1.3.1. European Union legislation related to railway transport

The list of European legislation related to the subject of the Network statement:

Safety

Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive) as amended.

– Note: with effect from 16 June 2020, Directive (EU) 2016/798 of the European Parliament and of the Council is repealed.

Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety.

Capacity allocation

Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area, as amended.

Rail freight network

Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight.

TSI

Operation and control

Commission Decision 2012/757/EU of 14 November 2012 concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system in the European Union and amending Decision 2007/756/EC, as amended.

The current texts of European rail transport legislation and information about them can be found at <http://eur-lex.europa.eu> and in Annex 1.3.1.

1.3.2. Legislation of the Slovak Republic

- Act of the National Council of the Slovak Republic No. 513/2009 Coll. on Railroads and on amendment and completion of certain acts as amended by later regulations (hereinafter “Act on Railroads”),
- Act of the National Council of the Slovak Republic No. 514/2009 Coll. on the Transport on Railroads as amended by later regulations (hereinafter “Act on the Transport on Railroads”),
- Act of the National Council of the Slovak Republic No. 258/1993 Coll. on Železnice Slovenskej republiky as amended by later regulations,
- Decree of the Ministry of Transport, Posts and Telecommunications of the Slovak Republic No. 351/2010 on the Transport Order of Railroads as amended by later regulations,
- Measure of the Railway Regulatory Authority No. 1/2017 of 8 February 2017 on the regulatory framework for laying down charges for the access to railway infrastructure,
- Measure of the Railway Regulatory Authority No. 2/2018 of 7 September 2018 setting the charges for the access to railway infrastructure and service facilities.

The current legislation of the Slovak Republic on railroads and transport on the railroads and information about them can be found at the website www.slov-lex.sk and at the website of the Transport Authority www.nsat.sk in the section "Legislation of the Slovak Republic and the EU/ Legislation on railroads and traffic on the railroads".

1.3.3. Regulations of ŽSR

Regulations of ŽSR lay down the rules for organization and provision of railway operation and are presented in Annex 1 of the “Contract for access to the railway infrastructure”.

More information is available on the ŽSR website www.zsr.sk in the section “Railway Infrastructure/Legislation/ŽSR Regulations”.

1.4. LEGAL STATUS

1.4.1. General Remarks

The Network Statement is based on the legislative regulations of the Slovak Republic and on transposed EU directives provisions.

Comments, suggestion and requests regarding the Network Statement can be addressed to the Department of Commerce of ŽSR Directorate General.

1.4.2. Liability

ŽSR shall be responsible for the information provided within this Network Statement.

The timeliness and content of information on service facilities of other entities and on services provided in those facilities shall be the responsibility of an operator of such facilities.

1.4.3. Remedy Procedures

The regulatory body shall be obliged to deal with appeals and complaints at unfair and discriminatory decision-making and activity of infrastructure manager (hereinafter referred to as the “IM”) or service facility operator relating to:

- a) the railway network statement and criteria contained within it,
- b) the allocation process in provision of the infrastructure capacity,
- c) the access to the railway infrastructure and to railway services provided therein,
- d) the apply of charging scheme for use of the railway infrastructure, service facilities and railway services provided therein.

Appeals and complaints may be submitted by any applicant for an access to railway infrastructure or by other person if it believes that it has been unfairly treated, discriminated or is in any other way aggrieved. The regulatory body shall be entitled to initiate proceedings also on its own initiative. If no real alternative is available and all requests for service facility capacity cannot be satisfied, the applicant may submit a complaint to the regulatory body to investigate it. The regulatory body shall be entitled to initiate proceedings also on its own initiative.

The applicant for access to service facility in accordance with Annex 13 part B, second point of the Act on Railroads and for provision of services in this facility may file a complaint to the regulatory body, in case there is no real alternative and it is not possible to satisfy all applications for this service facility capacity.

The regulatory body must decide on any complaints and take action to remedy the situation within a maximum period of six weeks from the day of initiation of proceeding. If additional documents have been required in proceeding, the deadline shall lapse from the day of additional documents delivery. The remedy shall mean an imposition of obligation to refrain from unfair and discriminatory behaviour and to remove an illegal status.

In the event of appeals against a refusal to allocate infrastructure capacity, or against the terms of an offer of IM capacity, the regulatory body shall either confirm that no modification of the IM's decision is required, or it shall require modification of that decision in accordance with an instruction specified by the regulatory body along with it.

In case of a complaint concerning access to services facilities and the supply of services in this facility, subject that complaint is justified following its review, the regulatory body decides on the appropriate measures to ensure that an appropriate part of the capacity was provided to the applicant.

1.5. STRUCTURE OF NETWORK STATEMENT

The structure and the content of the "Network Statement" takes into account the relevant requirements of Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area, as amended.

This Network Statement is structured into 6 chapters and further details are presented in the annexes:

1. General information
2. Access conditions – provides information on access to the railway infrastructure, licence, safety certificate, etc.
3. Infrastructure – provides information on the railway infrastructure, extent of the network, network description, traffic restrictions, service facilities, etc.
4. Capacity allocation – describes procedures for the allocation of infrastructure capacity
5. Services – describes services provided by the IM and other entities
6. Charges – provides information on the minimum access package, track access to service facilities, and more.

1.6. VALIDITY AND UPDATING PROCESS

1.6.1. Validity Period

The Network Statement shall be effective from 11 December 2018 whereas the information contained herein shall be applicable during the validity period of the Timetable 2019/2020, i.e. from 15 December 2019 to 12 December 2020.

1.6.2. Updating Process

The Network Statement shall be kept up to date and modified as necessary. Present publication with already incorporated amendments (amendment will be recorded in the note of amendments and amendments shall be marked with a vertical line on the outer edge) will be published on the ŽSR website www.zsr.sk.

The RUs and applicants shall be informed of any change in the Network Statement via electronic mail.

1.7. PUBLISHING

The Network Statement is available in Slovak and English version on the ŽSR website: www.zsr.sk. The Network Statement shall be provided by ŽSR on request to the RU free of charge and sent via electronic mail.

1.8. CONTACTS

The necessary contacts are listed in [Annex 1.8](#).

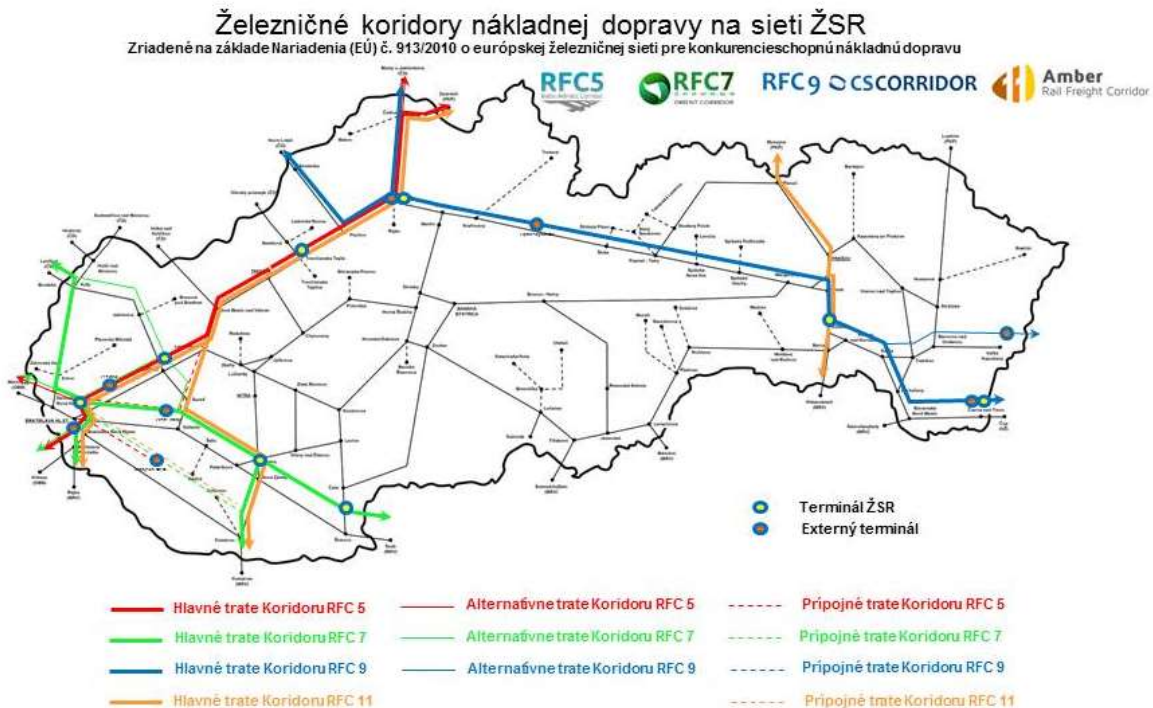
1.9 RAIL FREIGHT CORRIDORS

In 2010 the European Parliament and the Council laid down the rules for the establishment of a European railway network for competitive rail freight, consisting of international freight corridors (hereinafter referred to as "RFC").

The aim is to achieve reliable and good quality railway freight services to be able to compete with other modes of transport.

The main objective to initiate the Regulation 913/2010/EU of the European Parliament and of the Council on the European railway network for competitive rail freight (hereinafter: "the Regulation") was to improve the services provided by the IMs to international freight operators.

The rail freight corridors located on the railway lines of ŽSR: **"Baltic – Adriatic"**, **"Orient/East Mediterranean"**, **"Czech-Slovak"** and **"Amber"**.



Pic. 1 Rail Freight Corridors identification on the railway infrastructure managed by ŽSR

“Baltic – Adriatic” Corridor (RFC 5)

The corridor was put into operation on 10 November 2015. The corridor office is situated in Warsaw. Corridor provides north-south railway connection from the Baltic Sea to the Adriatic Sea. RFC 5 crosses six countries (Poland, Czech Republic, Slovak Republic, Austria, Italy and Slovenia) and comprises member’s infrastructure managers of concerned countries.

Further information is available on the website - www.rfc-baltic-adriatic.eu

“Orient/East Mediterranean” Corridor (RFC 7)

The corridor was put into operation on 10 November 2013. The corridor office is situated in Budapest. Corridor provides railway connection between Central Europe and the Black Sea ports (Romania, Constanta) and the Aegean Sea ports (Greece, Thessaloniki and Athens). It crosses seven countries and comprises respective railway infrastructures of Germany (DB), Czech Republic (SŽDC), Austria (ÖBB), Slovak Republic (ŽSR), Hungary (MÁV and GYSEV), Romania (CFR), Bulgaria (NRIC), Greece (OSE) and also one allocation body (VPE, Hungary) is member of the corridor.

Further information is available on the website - www.rfc-orient-eastmed.eu

“Czech-Slovak” Corridor (RFC 9) – Rhine-Danube

The corridor was put into operation on 10 November 2013. Corridor activities are carried out in cooperation between SŽDC and ŽSR, no legal person was established. Both partners will alternate in carrying out the role of C-OSS on a yearly rotation principle. Corridor is defined by the route Praha – Horní Lideč / Ostrava – Žilina – Košice – Čierna nad Tisou (alternatively Maťovce) – Slovak-Ukrainian border as it crosses two countries and comprises respective railway infrastructures of the Czech Republic (SŽDC) and Slovakia (ŽSR). The corridor has been named Czech-Slovak and at present it becomes part of RFC9 corridor as its branch.

Further information is available on the website - www.rfc-czech-slovak.eu.

“Amber” Corridor (RFC 11)

The corridor will be put into operation in January 2019. Corridor provides south-north railway connection from the Adriatic Sea to Belarus. RFC 11 crosses four countries (Slovenia – Hungary – Slovakia - Poland) and comprises member’s infrastructure managers of concerned countries.

Information about the corridor will be available on the corridor’s website.

Information on other corridors is available on the website www.rne.eu/rail-freight-corridors-rfcs.html.

Cooperation agreements among the regulatory bodies located in the on RFC 5 and RFC 7 with participation of the regulatory body of the Slovak Republic (available only in English language) is published on the Authority website: <http://drahy.nsat.sk/regulacia-na-zeleznicnych-drahach/koridory-medzinarodnej-nakladnej-dopravy/regulacia-dohody-o-spolupraci/>

Corridor Information Document (CID)

Information on the terms and conditions of the use of rail freight corridors should be drawn up, published and regularly updated for each Rail Freight Corridor.

Based on the common structure developed by RailNetEurope (RNE), the Corridor Information Document shall be published on websites of respective corridors and also at: www.rne.eu/rail-freight-corridors-rfcs.html.

1.10 RAILNETEUROPE – INTERNATIONAL COOPERATION BETWEEN INFRASTRUCTURE MANAGERS

RailNetEurope was created in January 2004. As a non-profit making association of Railway Infrastructure Managers and Allocation Bodies (IMs/ABs), it is dedicated to facilitating International Traffic on the European Rail Infrastructure.

More information on cooperation between IMs and RNE is available on the RNE website:

<http://www.rne.eu/organisation/rne-approach-structure/>.

1.10.1 One-Stop Shop (OSS)

Based on recommendation of RNE a single One Stop Shop (OSS) contact point has been established in each Member State. Any applicant can choose any OSS to apply their requirements for international train paths, except for requests for infrastructure capacity earmarked for RFC.

Customers of RNE Members who run international rail services can therefore make use of the RNE One Stop Shop's bundle of services:

- Network of contact points providing:
 - all the necessary information for gaining network access,
 - processing applications for international rail transport,
 - international train path management (ITPM),
- OSS experts drawn from sales and timetabling merge their expertise in these fields to serve customers together with the OSS contact points.
- IT tools further assist applicants by giving price estimates for rail infrastructure use, by coordinating international train path ordering and supply processes, and by tracking and tracing international trains in real time.

OSS contact point:

ŽSR OSS	Železnice Slovenskej republiky Directorate General Department of Transport Klemensova 8 813 61 Bratislava	Tel.: +421 2 2029 2552, 3024 E-mail: oss@zsr.sk
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The list of OSS contact points in other Member States is made available at the RNE website: <http://www.rne.eu/organisation/oss-c-oss/>, and at the ŽSR website www.zsr.sk in the section "Railway undertakings/OSS".

References to Network Statements of RNE members are available on the website:

<http://www.rne.eu/organisation/rne-network-members/>.

1.10.2 RNE Tools

PCS



PCS is an international path request coordination system for Railway Undertakings (RUs) and other Applicants, Infrastructure Managers (IMs,) Allocation Bodies (ABs) and Rail Freight Corridors (RFCs). The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Furthermore, PCS is the only tool for publishing the binding PaP and RC offer and for managing international path requests on RFCs.

Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu. More information can be found on <http://pcs.rne.eu>

CIS



CIS is an infrastructure charging information system for Applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems. Access to CIS is free of charge without user registration.

More information can be found on <http://cis.rne.eu> or can be requested via the RNE CIS Support: support.cis@rne.eu.

TIS



TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from [IM name]'s systems. The IMs send data to TIS, where all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: support.tis@rne.eu. More information can be found on <http://tis.rne.eu>.

2. ACCESS CONDITIONS

2.1. INTRODUCTION

Chapter 2 of present Network Statement describes the conditions under which ŽSR grants railway undertakings' access to the railway infrastructure. These conditions also concern parts of rail freight corridors on the railway network managed by ŽSR.

2.2. GENERAL ACCESS REQUIREMENTS

ŽSR shall be obliged to ensure the access to the railway infrastructure within entire network operated by him, to any railway undertaking under the following conditions:

- a) the entity is in possession of a valid license to provide the transport services issued by a licensing Member State's authority,
- b) the entity is in possession of a valid safety certificate,
- c) the entity has concluded insurance liability contract for damages caused by operation of railway transport during the entire period of operation of railway transport,
- d) the entity has concluded the contract for access to the railway infrastructure with ŽSR,
- e) the entity has concluded the contract with ŽSR-Railway Power Engineering Centre in case the RU intends to provide transport service using vehicles of electric traction,
- f) the entity has concluded the contract with ŽSR on provision of activities regarding refuelling the RUs motive power units in case the RU will operate the transport by motive power units of independent traction,
- g) the technological procedures for departing and/or terminating trains in respective railway stations has been negotiated with the respective ŽSR Regional Directorates,
- h) the train path has been allocated or the entity provides transport services for an applicant to whom the infrastructure capacity has been allocated.

Conditions for submitting a request to obtain a licence, safety certificate and their content are defined by the Act on Railroads, the Act on Transport on Railroads and the Decree on transport order on railroads.

2.2.1. Conditions for applying for capacity

The applications for allocation of infrastructure capacity can be submitted by the applicant.

Applications shall be submitted to ŽSR and in case of an application for pre-arranged paths and reserve capacity earmarked for relevant RFCs shall be submitted to relevant Corridor OSS.

ŽSR shall allocate the infrastructure capacity for the period not exceeding the Timetable validity period - in this case the railway infrastructure capacity (hereinafter referred to as the "infrastructure capacity") is the same as the train path and the conditions for capacity allocation are the same as the conditions for allocation of a train path. Train path shall be allocated to the applicant who has entered into a contract:

- a) on access to the railway infrastructure (for RUs which intends to provide transport services on allocated train path) or
- b) on infrastructure capacity allocation (for applicants who are non-RUs or for RUs which intends to enable to use the allocated train and provide transport services by other RU).

The entity intending to apply for a train path shall have concluded a relevant agreement.

Forms of applications, types of train paths, order methods, priorities of order processing and time schedule are presented in Chapter 4.

Conditions for capacity allocation on different RFCs are indicated in relevant corridor information documents.

Any trading with allocated infrastructure capacity among its recipients shall be prohibited and shall lead to exclusion of a recipient from the further allocation. Allocated infrastructure capacity cannot be

transferred by the recipient to another person. Recipient who is not RU, shall enable, in conducting its business activity, to use of an allocated capacity by the RU.

2.2.2. Railway undertakings allowed to perform train operations

The RUs which complies with the conditions laid down in the Act on the Transport on Railroads can operate railway transport on the railway network.

2.2.3. Licenses

One of the basic documents that the RU needs in order to provide transport services on railroad shall be **the license** issued by the Licensing Authority of any Member State.

The license in the Slovak Republic shall be issued, withdrawn and the fulfilment of the requirement herein shall be checked by the Transport Authority.

Conditions for granting a licence in the Slovak Republic shall be governed by the Act on the Transport on Railroads.

Detailed information is available on the Authority website: www.nsat.sk
(<http://drahy.nsat.sk/povolenia-a-licencie-na-zeleznicnych-drahach/>)

2.2.4. Safety certificate

The RU shall be in possession of a safety certificate not later than on date of the start of provision of transport service on railway infrastructure operated under the licence. The safety certificate shall be issued by the body designated by the Act on Railroads in accordance with the conditions specified therein.

Detailed information about issuance of safety certificate by the Transport Authority is available at the Transport Authority website: www.nsat.sk
(<http://drahy.nsat.sk/bezpecnost-na-zeleznicnych-specialnych-a-lanovych-drahach/bezpecnostne-osvedcenia/>).

2.2.5. Cover of liabilities (insurance)

The requirements relating to insurance is met provided that the applicant demonstrates to the licensing authority its liabilities in the event of accidents, in particular in respect of passengers and their luggage, carried load and mail as well as the third parties. The insurance must cover the whole period during which transport services are provided under the licence.

2.3. GENERAL BUSINESS CONDITIONS

General business conditions between ŽSR and the applicant shall concern the following two contracts:

1. Contract on the access to railway infrastructure
2. Contract on the infrastructure capacity allocation.

2.3.1. Contract on the access to railway infrastructure

Contract on the access to railway infrastructure is an agreement concluded between ŽSR and the Railway undertaking, containing requirements and conditions regarding the access to the railway infrastructure managed by ŽSR.

ŽSR shall be obliged to conclude the contract for access to the railway infrastructure with the RU under non-discriminatory terms. Conditions for access to the railway infrastructure shall be agreed within the Contract on access to the railway infrastructure on fair and non-discriminatory basis in accordance with rules for infrastructure capacity allocation in terms of the Act on Railroads, with safety authorization of ŽSR and the conditions stipulated in this Network Statement.

[Standard format for contract between ŽSR and the Railway Undertaking:](#)

[Article I: Subject of the contract](#)
[Article II: Duration of the contract](#)
[Article III: Conditions of access to railway infrastructure](#)
[Article IV: Price terms](#)
[Article V: Payment conditions](#)
[Article VI: Obligations of Railway Undertaking](#)
[Article VII: Obligations of Infrastructure Manager](#)
[Article VIII: Joint Convention](#)
[Article IX: Compensation](#)
[Article X: Means of contractual relationship termination](#)
[Article XI: Transitional and final provisions](#)

[Annex 1: Rules and guidance of Infrastructure Manager applicable to Railway Undertaking](#)
[Annex 2: Investigation of causes of accidents and extraordinary incidents in railway operation](#)
[Annex 3: Inspection activities, conditions for access to railway pathway administered by ŽSR](#)
[Annex 4: Occupational Safety and Health](#)
[Annex 5: Transport of extraordinary consignments](#)
[Annex 6: Operational traffic management and temporary capacity restrictions](#)
[Annex 7: Rescue measures system](#)
[Annex 8: Simplified technological procedures for freight trains](#)

Template Contract on access to the railway infrastructure is presented in [Annex 2.3.1](#) and is subject to amendments in case of changes to legislation and in other justified cases.

The RU who intends to use the services provided by ŽSR shall be obliged to conclude separate contracts on provision of requested services. Services provided by ŽSR are presented in Chapter 5.

2.3.2. Contracts on infrastructure capacity allocation

Contract for infrastructure capacity allocation is an agreement concluded between ŽSR and the Applicant who is non-RU for capacity allocation in the form of a train path.

The contract shall govern specific rights and obligations of ŽSR and the Applicant relating to allocated infrastructure capacity and specify the date by which the applicant shall designate the RU to use of an allocated capacity. The designated RU shall have concluded the Contract on access to the railway infrastructure.

[Standard format for contract between ŽSR and the Applicant, which is not a railway undertaking:](#)

[Article I: Subject of the contract](#)
[Article II: Duration of the contract](#)
[Article III: Obligations of the Applicant](#)
[Article IV: Obligations of Infrastructure Manager](#)
[Article V: Charging scheme](#)
[Article VI: Price terms](#)
[Article VII: Joint Convention](#)
[Article VIII: Final provisions](#)

[Annex 1 List of allocated train paths for Timetable 20XX / 20XX](#)
[Annex 2 Technical and operation parameters of allocated train paths](#)

Template Contract on infrastructure capacity allocation is presented in [Annex 2.3.2](#). and is subject to amendments in case of changes to legislation and in other justified cases.

2.3.3. Framework agreement

Železnice Slovenskej republiky as the infrastructure manager shall not conclude/enter into any framework agreements with applicants.

2.4. OPERATIONAL RULES

The transport on the railway infrastructure shall be operated in such a way as to ensure protection of life and persons, property and environment.

The RU that provides the transport services on the railway infrastructure is obliged to observe the following provisions laid down in:

- international conventions and agreements (for international services),
- Legislation of the EU and the Slovak Republic,
- rules and regulations issued by ŽSR the use of which is agreed in the Contract on the access to railway infrastructure

Scheduled operational restraints

ŽSR shall be entitled to change the form of railway infrastructure operation or restrain railway infrastructure operation or its part:

- A) during a time when the traffic on the railroad is not performed,
- B) for a time necessary to maintain or repair the railroad or to renew its operation after an accident or extraordinary event, or at a request of other subjects.

Ad A)

Closure of transport operation can be introduced during a time when the traffic on the railroad is not performed or even it can be performed under limited occupancy of traffic control centres. **Closure of transport operation** is a condition when traffic control centres during a given time period performs transport operation in limited extent or not at all although trains are running. Traffic control centre may not be occupied by a traffic employee during that time. Lines with closure of transport operation are presented in Annex 2.4. ŽSR interrupts closure of transport operation at the request filed pursuant to Chapter 4.3.

To order an interruption to closure of transport operation for transportation of extraordinary consignments, ŽSR developed "Guidelines for the provision of additional services to railway undertakings on the carriage of extraordinary consignments using the railway infrastructure managed by ŽSR" The guidelines are available on ŽSR website: www.zsr.sk in the section "Railway undertakings/Other services/Extraordinary consignments".

Ad B)

Organisational units of ŽSR administrating the railway infrastructure are obliged to ensure repairs and maintenance of the railway infrastructure installations primarily within appropriate train pauses and without restraining railway services or with the least possible impact on the railway services.

Scheduled temporary limitation to functionality of railway infrastructure installations managed by ŽSR, which restrains movement of railway vehicles on the railway infrastructure or the way of providing for their movement, is called a scheduled closure. In terms of the provisions of the Regulation ŽSR DP 4, this is a duly scheduled, prepared and authorized modification to the way of operational utilisation of railway infrastructure installation carried out according to pre-arranged closure documentation.

ŽSR has published "Guidelines for charging the closure of operational capacity on ŽSR network" under which other subject should order closure or restriction of operational infrastructure capacity. The guidelines are made available on the ŽSR website: www.zsr.sk in the section "Railway undertakings/Infrastructure/General Information".

The planned closure of the railway infrastructure installation shall only be carried out in accordance with the current regulations of ŽSR and the applicable legislation of the Slovak Republic.

Unscheduled operational restraints

In case of train services restriction is caused by a technical failure, exceptional event or accident, ŽSR and the RU shall without delay make efforts to exercise the measures foreseen by the emergency plan and the measures needed to restore usual situation. For this purpose, ŽSR in cooperation with the RU shall have elaborated an emergency plan, which is in accordance with Act on Railroads.

ŽSR and the RU shall follow the conditions set out in the Regulation ŽSR Z 17 in the event of unscheduled operational restraints.

2.4.1. Work activity of ŽSR employees on the roof of motive power units (MPUs)

In accordance with applicable provisions of Articles 5, 6 and 7 of the Act No. 124/2006 Coll. of the National Council of the Slovak Republic on Occupational Safety and Health Protection and in terms of contracts on the operation of railway infrastructure, the RU shall be obliged to ensure and provide the IM with written documentation according to the following points.

The RUs shall incorporate into local labour and safety regulations according to the type of operated electric traction MPUs:

1. Based on identification of dangers and threats, the RU shall assess the risks and process the risk assessment document - analysis of the risks and hazards that may arise at accessing and work on MPU roof,
2. (a) The conditions and principles of the safe procedure for access to MPU roof,
2. (b) The conditions and principles of safe procedure and safety of work on the MPU roof,
2. (c) The procedure of safe ensurance of MPU collectors according to the type of collectors for prevention of accidents, both electric and mechanical, in the work performed for the disconnection of damaged MPU collectors.

RUs as compiler of the abovementioned documents shall provide and perform a proven instruction for the IM.

3. For updating the currently used Minutes from inspecting the place of operational malfunction, the RU is required to provide IM schematic sketches of all types of pantographs used with display the individual parts of the collectors to indicate the source of failure - the cause of the fault if it is due to faulty part of the collector.

The RU's representative (engine driver) shall write down to "Occupational order in OSH part/OSH record book of the respective regional maintenance workplace SMSÚ EE TV, indicating the extent of the measures taken to ensure the safe MPU condition for the work of the IM staff involved, and shall sign it.

4. The RU shall order with permanent order at respective ŽSR Regional Directorate – Section of Electrical Engineering and Power Engineering (OR SEE) specified services related to disconnecting and securing a collector related to the securing and securing of the collector in accordance with the applicable provisions of the contract on access to the railway infrastructure and the Network Statement.

The documents referred to in points 1, 2. a), b), c) and (3) shall be provided in an electronic form by RU to ŽSR – Department of control, command and signalling technology and electrical engineering as an excerpt of the relevant provisions of the applicable local labour and safety regulations of the relevant MPU type.

2.5. TRANSPORT OF EXCEPTIONAL CONSIGNMENTS

The RU involved in transport of exceptional consignments shall follow provisions of UIC Leaflets 502-1 and 502-2 and the Regulation ŽSR Z 7 and Z 1 (Articles 1330-1345) which concerns negotiating applications for consent for transport of exceptional consignment and setting conditions for its transportation. The RU shall address applications for consent on exceptional consignment transportation to Department of Traffic Management of ŽSR - Directorate General (urmiza@zsr.sk).

A consignment is considered to be exceptional if its external dimensions, its weight or its properties give rise to particular operational difficulties for ŽSR. Transportation of coupled broad-gauge wagons on railway lines managed by ŽSR shall be performed under valid rules for transport of exceptional consignments (except wagons designated MC and MC-02). Such consignments can be transported only under special technical, technological and operational conditions set out by ŽSR - Directorate General.

Additional services related to transport of exceptional consignments shall be charged on the basis of "Guidelines for the provision of additional services to the RUs involved in transport of exceptional consignments using the railway infrastructure managed by ŽSR". The guidelines can be consulted on the ŽSR website www.zsr.sk in the section "Railway undertakings/Other services/Exceptional consignments".

2.6. DANGEROUS GOODS

Any RU involved in the transport of dangerous goods, i.e. goods that may, due to their characteristics cause explosion, fire or damage to wagons, railway installations or other objects as well as injuries, intoxication, burns or other risks to health, shall be obliged to adhere to relevant legislation of the Slovak Republic and the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) or Annex 2 of the Agreement on the International Goods Transport by Rail (SMGS).

The RU is obliged to label wagons loaded with dangerous consignments and provide required information in the train inventory. In case of doubts on composition of the train, staff of ŽSR shall be entitled to require the RU to submit accompanying documents. The RU shall be obliged to submit the requested accompanying documents immediately. If on the grounds of submitted documents it will be found that train comprises unlabelled wagon with dangerous goods or relevant information is not on dangerous goods is not contained in the train inventory (delivered by the RU), the RU shall be obliged to label the wagon or update the train inventory (indicate the relevant additional data for relevant wagons) otherwise the train shall not be dispatched.

In case of transport of dangerous goods and in accordance with RID, the RU shall be obliged to present ŽSR documentation on such transported goods, in particular: name of the goods in terms of Harmonised Commodity Code (NHM), UN-Code, Kemler-Code, transported quantity, position and number of wagons in the train.

Procedures in case of accidents or exceptional events related to the transport of dangerous goods are regulated by Annex 7 of the Contract on access to the railway infrastructure; Annex 7.

2.7. RAILWAY VEHICLES ACCEPTANCE PROCESS

The RU shall operate railway vehicles in terms of applicable legislation of the Slovak Republic and the European Union.

Rolling stock units and traction engines must be marked with VKM and other appropriate information in accordance with applicable legislation.

Motive power units and traction engines authorized to operate on the ŽSR network shall possess authorization for putting into operation or additional authorization for operation by Transport Authority. List of motive power units and traction engines is indicated in the national vehicle register and also in Central administration of master data (CSKMD). Motive power units or traction engines not listed in national vehicle register or CSKMD shall not be operated on ŽSR network, subsequently the RU shall officially request the Authority to issue authorization or additional authorization for operation. In case transportation of traction engine is classified as exceptional consignment (excess of NM_{ŽSR}, excess

o load or unbalanced load on the axle), the RU shall negotiate respective conditions for respective carriage with the Department of Traffic Management of ŽSR DG - URMIZA
Regulation ŽSR D 2/81 – “Transport of company types-vehicles” comprises only track engines owned by ŽSR.

The RU shall be responsible for good technical conditions, maintenance and operation of railway vehicles.

The following railway vehicles can be operated on the railway lines managed by ŽSR:

1. type-approved by the Transport Authority and with an authorisation for placing in service of railway vehicle issued by the Authority in accordance with the Act on Railroads;
2. for which an authorisation for placing in service was issued before 19 July 2008 in track section from a state border to a first border crossing station;
3. which are operated in accordance with the RIV and RIC agreements;
4. from non-member states of the Community which are operated in accordance with the PPPW and PPGW agreements,
5. authorised for placing in service in other Member State and to which additional authorization for placing in service was issued by the Authority.

Procedures for placing in service of railway vehicles are published on the Authority website: www.nsat.sk, in the “Interoperability” section.

One of the documents necessary for authorization for placing in service of foreign railway vehicle on the railway infrastructure of ŽSR is a statement of ŽSR as the IM (Expertise Department of ŽSR DG) on the possibility and conditions of intended service in terms of compatibility between railway vehicle and railway infrastructure.

Detailed procedure for submission of necessary documents for obtaining ŽSR’s statement is presented in Annex 2.7.A.

The track clearance for motive power units on the network of ŽSR is assessed by its transverse effects on the railway track and track loading category. Clearance conditions for motive power units are presented in Annex 2.7.B.

2.8. PROFESSIONAL COMPETENCE, MEDICAL AND PSYCHOLOGICAL FITNESS OF STAFF

Each RU shall be responsible for ensuring that all its employees comply with the requirements laid down by the relevant legislation and decrees of the Ministry and EU legislation.

Acquiring, retaining and verifying professional competence of the RU staff in the Slovak Republic shall be performed by education facility authorized by the Ministry which shall grant a professional competence certificate (Article 32 of the Act on Railroads and Article 30 of the Act on the Transport on Railroads).

Medical and psychological fitness of the RU staff in the Slovak Republic shall be verified by the legal person authorized by the Ministry (Article 33 of the Act on Railroads and Article 32 of the Act on the Transport on Railroads).

The RU can conclude a contract on specific health care (orders volumes) with medical facilities authorized by the Ministry.

The list of legal persons authorized to assess medical and psychological fitness is published on the Ministry website www.mindop.sk, in the section “Transport/Railway transport/Department of State Railway Administration/List of authorised legal entities”.

The person driving a railway vehicle shall be required to have provable knowledge of track conditions, as well as the local conditions in the stations where transport operation is to be carried out.

The RU shall be responsible for training its employees, validity of professional examinations, knowledge of track conditions and local conditions in the stations located on the network managed by ŽSR in compliance with applicable national and EU legislation.

2.8.1. CONDITIONS FOR GRANTING A DEROGATION FROM B1 LEVEL REQUIREMENTS OF SLOVAK LANGUAGE PROFICIENCY FOR TRAIN DRIVERS OF RAILWAY UNDERTAKINGS OPERATING AT THE BORDER CROSSING STATION

ŽSR shall grant an exemption from knowledge of the B1 level of Slovak language for train drivers of a railway undertaking according to Annex 4 of the Act on the Transport of Railways under the following conditions:

1. An applicant for a derogation shall be a railway undertaking carrying on the border crossing between the Slovak Republic and an EU Member State the transport of trains on the basis of a contract on access to the railway infrastructure concluded between the Railway Undertaking and the Railways of the Slovak Republic.
2. The application shall be submitted in the Slovak language. In order to minimize the controversial explanation of the application and its requirements, the required documents may also be provided in English. The language used for communication under the conditions of Železnice Slovak Republic is the Slovak language.
3. The application shall be submitted to the following address: Directorate General of Railways of the Slovak Republic, Department of Transport, Klemensova 8, 81361 Bratislava.

Information on the request for exemption, the conditions of the ŽSR for granting the exemption and the conditions for considering the application for exemption are set out in the following documents:

- Application for a B1 level language training exception (model) - Appendix 2.8.1.A.
- Conditions of the Railways of the Slovak Republic to grant a derogation from B1 level knowledge of the driver for Infrastructure Manager - Annex 2.8.1.B
- The conditions for assessing the request for a B1 level instructor's knowledge of the driver's infrastructure manager - Annex 2.8.1.C.

2.9. TECHNICAL PROCEDURES IN RAILWAY STATIONS

The RU for activities related to departing, transiting and terminating trains in railway stations proceeds in terms of simplified technological procedures set out in Annex 2.9.A, and those are also attached to the operational rules of respective railway stations.

Simplified technological procedures are not applicable for railway stations listed in Annex 2.9.B. Technological procedures at such traffic points that are attached to the operational rules for railway stations, shall be approved between the RU and relevant ŽSR Regional Directorate listed in Annex 2.9.B.

Simplified technological procedures shall not apply to operations with passenger trains. In traffic points of departure, termination or change in composition of passenger train, the RU and relevant Regional Directorate shall agree on technological procedures that are attached to operational rules for respective railway stations.

Technological procedures shall be approved prior to departure/arrival of a first train from/to a traffic point.

3. INFRASTRUCTURE

3.1. INTRODUCTION

The purpose of this chapter is to provide information about the railway infrastructure managed by ŽSR and on the terminals, sidings and service facilities connected to railway network managed by ŽSR, in particular the description and characteristics of railway lines and other railway infrastructure installations. As the extent of the useful information is large, it is not possible to mention all the information in this section.

Detailed information are available on the ŽSR website www.zsr.sk in the section “Railway Infrastructure/Marketing/Network Statement/Railway Infrastructure Interactive Maps”.

Due to detailed specification of information on the track sections, the links to Track condition tables are referred to in individual subchapters of Chapter 3 and are available on the ŽSR website www.zsr.sk in the section “Railway Infrastructure/Marketing/Track condition tables”, and referred to in the application ŽSR Info Map made available on the ŽSR website: www.zsr.sk (hereinafter referred to as “the application ŽSR Info Map”)

Given the fact that individual track characteristics may change, especially following traffic closures, the information provided in this chapter shall have mainly information purpose.

3.2. EXTENT OF NETWORK

The main characteristics of the railway network managed by ŽSR (as of 31 December 2017):

Total construction length of tracks	(km)	3,626.441
thereof:		
Operated:	(km)	3,579.749
➤ single tracks		2,563,202
➤ double tracks		1,016.547
thereof		
➤ narrow gauge track		46.201
➤ broad gauge tracks		98.717
➤ normal gauge tracks		3,434.831
Electrified	(km)	1,587.607
➤ AC 25 000 V/50 Hz		760.978
➤ AC 15 000 V/16,7 Hz		1,736
➤ DC 3 000 V		778.692
➤ DC 1 500 V (TER)		40.774
➤ DC 600 V (ERT) special railroad		5,427
Total construction track length	(km)	6,868.309
Number of switches		8,415
Number of bridges		2,301
Total length of bridges	(m)	51.216
Number of tunnels		76
Total length of tunnels	(m)	45.007
Number of level-crossings		2,102

3.2.1. Limits

The network of ŽSR and its technical description is presented in respective annexes referred to in Chapter 3 and is available on the ŽSR website and through the application ŽSR Info Map.

3.2.2. Connected Railway Networks**Tab. 1: List of the border crossings with connected IMs**

No.	Border Crossing - ŽSR	Border Crossing - Connected	Railway administration
1	Kúty	Lanžhot	SŽDC (CZ)
2	Holíč nad Moravou	Hodonín	SŽDC (CZ)
3	Skalica na Slovensku	Sudoměřice nad Moravou	SŽDC (CZ)
4	Vrbovce	Velká nad Veličkou	SŽDC (CZ)
5	Horné Srnie	Vlářský průsmyk	SŽDC (CZ)
6	Lúky pod Makytou	Horní Lideč	SŽDC (CZ)
7	Čadca	Mosty u Jablunkova	SŽDC (CZ)
8	Skalité	Zwardoń	PKP (PL)
9	Plaveč	Muszyna	PKP (PL)
10	Medzilaborce	Łupków	PKP (PL)
11	Maťovce	Užgorod	UZ (UA)
12	Čierna nad Tisou	Čop	UZ (UA)
13	Slovenské Nové Mesto	Sátoraljaújhely	MÁV (HU)
14	Čaňa	Hidasnémeti	MÁV (HU)
15	Lenartovce	Bánréve	MÁV (HU)
16	Filakovo	Somoskőújfalu	MÁV (HU)
17	Štúrovo	Szob	MÁV (HU)
18	Komárno	Komárom	MÁV (HU)
19	Rusovce	Rajka	GySEV (HU)
20	Lučenec	Ipolytarnóc	MAV (HU)
21	Malé Straciny	Nógrádszakál	MÁV (HU)
22	Bratislava-Petržalka	Kittsee	ÖBB (AT)
23	Devínska Nová Ves	Marchegg	ÖBB (AT)

The border crossings Lučenec – Ipolytarnóc and Malé Straciny - Nógrádszakál, which are part of the peage line Lučenec – Malé Straciny – Velký Krtíš, are also opened for the international transportation. Within the transitional period rules and conditions for international transportation shall apply.

Description of railway networks of neighbouring countries is indicated in Network Statements of the neighbouring IMs.

Information on terminals, sidings, special railroad TREŽ and service facilities connected to the railway network managed by ŽSR are presented in Chapter 3.6.

3.3. NETWORK DESCRIPTION

3.3.1. Geographic identification

ŽSR tracks are marked with the numbers starting from 101 to 130 (pursuant to the timetable information instruments). Within one track, or one numerical designation, there may be included more track sections which are not directly connected to each other.

Classification of individual track sections into these lines under track conditions table can be found in the Annex 3.3.1.A and the railway network map managed by ŽSR in Annex 3.3.1.B.

Integration of railway lines managed by ŽSR into corridors

A. Railway lines of ŽSR integrated into the Pan-European Corridors being part of the Trans-European transport network TEN-T.

Corridor IV: Berlin/Nürnberg - Prague - state border Czech Republic/Slovak Republic - Kúty - Bratislava – Štúrovo, or Rusovce - state border Slovakia/Hungary - Budapest/Constanta/Thessaloniki/Istanbul

Corridor V branch Va: Bratislava - Žilina - Čierna nad Tisou - state border Slovak Republic /Ukraine - Lviv

Corridor VI: Gdansk - Warszawa - Katowice - Zwardoň - state border Poland/ Slovak Republic - Čadca - Žilina

B. Railway lines of ŽSR integrated into the Rail Freight Corridors (RFC)

Baltic-Adriatic (RFC 5) - Swinoujscie/Gdynia – Katowice – **Ostrava/Žilina – Bratislava/Vienna/Klagenfurt** – Udine – Venice/ Trieste/Bologna/Ravenna
Graz – Maribor – Ljubljana – Koper/Trieste

Orient/East Mediterranean (RFC 7):

- Bucharest - Constanta

Bremerhaven/Wilhelmshaven/Rostock/Hamburg – Prague – **Vienna/Bratislava – Budapest**
– Vidin – Sofia – Burgas/Svilengrad (state border

Bulgaria/Turkey)/ Promachonas – Thessaloniki – Athens – Patras,

Czech-Slovak (RFC 9): Prague – Horní Lideč – **Žilina – Košice - Čierna nad Tisou (state border Slovak Republic /Ukraine)**

Amber (RFC 11): Koper – Ljubljana – state border Slovenia/Hungary – Zalaszentivan – Sopron/Csorna – / (state border Hungary/Serbia) – Kelebia – Budapest – Komárom – **Leopoldov / Rajka – Bratislava – Žilina – Katowice / Kraków – Warszawa / Łupków – Terespol** – (state border Poland/Belarus)

3.3.1.1. Track Typologies

The railway lines managed by ŽSR comprise the main and the secondary lines in terms of the Act on Railroads and this classification is published on the Ministry website www.mindop.sk in the section “Transport/Railway transport/State railway administration department/List of main and secondary lines“.

For charging purposes individual track sections are divided into categories 1 – 5 and are presented in Annex 3.3.1.1 and in the application ŽSR Info Map.

Further track classification by its technical characteristics is presented in the following subchapters and through the application ŽSR Info Map.

3.3.1.2. Track Gauges

Track nominal gauge is 1,435 mm (95.91 % of the tracks) on railway network managed by ŽSR.

Other track gauges:

Broad-gauge:

1,520 mm line sections: Haniska pri Košiciach ŠRT – Maťovce ŠRT – Uzhorod PSP (UZ)
Vých UZ km 271.0 ŠRT - Čierna nad Tisou ŠRT

Narrow-gauge:

1,000 mm line sections: Poprad-Tatry - Starý Smokovec - Štrbské Pleso (TEŽ)
Starý Smokovec - Tatranská Lomnica (TEŽ)
Štrba - Štrbské Pleso (OZ)

760 mm line section: Trenčianska Teplá – Trenčianske Teplice (TREŽ)

3.3.1.3. Traffic Points

Position of traffic points over the railway network and its kilometrical distances are provided in Track condition tables.

List of traffic points for rail passenger transport on ŽSR network for the purposes of charging the access to passenger stations provided to the Railway Undertakings operating rail passenger transport is presented in [Annex 3.3.1.3.A](#).

Traffic points for freight trains are considered marshalling yards, train formation facilities and freight terminals in the ownership or administration of ŽSR, which are divided into categories. List of traffic points for freight trains on the ŽSR network for the purposes of charging the track access to passenger stations provided to the Railway Undertakings in freight stations is presented in [Annex 3.3.1.3.B](#).

Information on technical facilities, number and length of station tracks and platforms in traffic points are referred to in the application "ŽSR Info Map".

3.3.2. Capabilities

3.3.2.1. Track clearance

Track clearance ensures spatial transitivity of the railroad and is determined by dimensional parameters for location of buildings and equipment in relation to the track for provision of safe clearness for railway vehicles with respective profile. At ŽSR the [Enhanced static profile G2](#) has been defined as the basic rolling stock profile, to which matches the corresponding [Track gauge Pz](#). This profile is also defined by the IM as the loading gauge (NM_{ŽSR}).

Loading gauge defines the space, which cannot be exceeded by any part of the rolling stock or the freight being carried. Loading gauges effective for individual tracks are listed in Track condition tables and in the regulation ŽSR Z 6 – "Track clearance of ŽSR railway lines".

Vehicle static profile / Loading gauge – ŽSR (G2/NM_{ŽSR}) and table of half-width of the loading dimension are presented in [Annex 3.3.2.1](#).

The clearance with regard to combined transport (P/C codes) and information on railway line categories by vehicle profile clearance are presented in [the application ŽSR Info Map](#) in Track condition tables and Regulation ŽSR Z 6 - "Track clearance of ŽSR railway lines".

3.3.2.2. Weight Limits

Railway lines are classified into vertical loading categories according to their loading capacity corresponding to the weight categories of model schemes for railway vehicles in accordance with EN 15 528 and UIC Leaflet 700.

Tab. 2: Categories of vertical track loading capacity according to UIC Leaflet 700

Category of vertical track loading capacity	Maximum axle load	Max. weight per 1m of rail length inducted by rolling stock
A	P = 16 t	p = 5,0 t/m
B1	P = 18 t	p = 5,0 t/m
B2	P = 18 t	p = 6,4 t/m
C2	P = 20 t	p = 6,4 t/m
C3	P = 20 t	p = 7,2 t/m
C4	P = 20 t	p = 8,0 t/m
D2	P = 22,5 t	p = 6,4 t/m
D3	P = 22,5 t	p = 7,2 t/m
D4	P = 22,5 t	p = 8,0 t/m
E4	P = 25 t	p = 8,0 t/m
E5	P = 25 t	p = 8,8 t/m

ŠRT P = 24.5 t p = 9 t/m

Categories of vertical track loading capacity are presented in the application “ŽSR Info Map” and in Track condition tables.

3.3.2.3. Line Gradients

More detailed information on the gradient conditions of individual tracks and track sections is provided in the track conditions tables and in the application “ŽSR Info Map”.

3.3.2.4. Line Speeds

More detailed information on line speeds is provided in the track conditions tables and in the application “ŽSR Info Map”.

3.3.2.5. Maximum train lengths

Length of the passenger trains is limited by the length of platforms. Platforms length details at individual traffic points are presented in the application ŽSR Info Map and in Annex 3.3.1.3. More detailed information on the maximum train length at individual track sections can be found in the track conditions tables, in the application “ŽSR Info Map”.

3.3.2.6. Power supply

Railway lines are divided into electrified and non-electrified and the extent is distinguished in different colour in the application ŽSR Info Map published on the ŽSR website www.zsr.sk.

Electrified lines are further divided by traction systems as shown in the table:

Tab. 3: Traction systems

<i>Traction system</i>	<i>Lines</i>
Direct current (600 V)	TREŽ
Direct current (1,5 kV)	TEŽ, OZ
Direct current (3 kV)	state border UA/SR - Čierna nad T. – Košice – Žilina – Púchov/Čadca – state border SR/CZ, Púchov (outside) – Lúky pod Makytou – state border SR/CZ
	state border UA/SR - ŠRT Maťovce – Haniska pri Košiciach ŠRT
	Maťovce – Bánovce nad Ondavou – Michalany
	Trebišov – Výh.Slivník
	state border PL/SR – Plaveč – Kysak
	Košice – Haniska pri Košiciach
	state border HU/SR – Čaňa – Barca
	Čadca – Skalité state border SR/PL
	Vrútky – Martin
	Výh UZ km 271,0 ŠRT - Čierna nad Tisou ŠRT
Alternating current, single-phase (25 kV 50Hz)	Banská Bystrica - Zvolen – Hronská Dúbrava – Šurany – Nové Zámky
	Šurany – Palárikovo
	Nové Zámky – Komárno – state border SR/HU
	state border HU/SR Rusovce/Štúrovo – Bratislava – Kúty – state border SR/CZ
	Bratislava node
	Púchov – Bratislava hl.st.
	Leopoldov – Galanta
	Sereď – Trnava – Kúty
	Kúty – Holíč nad Moravou - state border SR/CZ
Alternating current, single-phase (15 kV 16,7 Hz)	Bratislava-Petržalka – state border SR/AT

3.3.3. Traffic Control and Communication Systems

Information on traffic control and communication systems is provided in the track condition tables and in the application ŽSR Info Map.

Information for passengers on train location is available on the ŽSR website www.zsr.sk in the section “Public and Media“, or through mobile network operator service by sending SMS to 7036.

The RUs providing rail services may obtain information on their train location by IS PIS-Operator/Train location or by IS TIS.

3.3.3.1. Signalling Systems

Information on signalling systems can be found in the printed timetables and track conditions tables (Table 1).

3.3.3.2. Traffic Control Systems

Information on the traffic control systems are presented in the following documents:

- level crossing interlocking systems – in the track conditions tables,
- track interlocking systems and station interlocking systems – in Track conditions tables and in the application “ŽSR Info Map”.
- indicators of firing of bearings, indicators of wheel flats, indicators of hot rims and indicators of hot brakes are presented in the track conditions tables, in the application “ŽSR Info Map”.

3.3.3.3. Communication Systems

Information on the train radio system on the individual railway line sections is provided in track conditions tables (Table 2) and in the application “ŽSR Info Map”.

Driver's cab shall **obligatory** contain on-board (vehicle) radio equipment ensuring communication with the employee controlling traffic on the lines with remote controlled safety installation:

- Nové Mesto nad Váhom – Myjava,
- Plaveč – Kysak (sections: Plaveč – Prešov, Výh Ličartovce zast. – Kysak),
- Trnava – Kúty,
- Bratislava-Nové Mesto - Podunajské Biskupice – Komárno,
- Bratislava-Vajnory – Odb. Močiar – Odb. Vinohrady – Bratislava-Rača,
- Bratislava-Rača – Trnava – Nové Mesto nad Váhom – Zlatovce (outside) – Púchov.

The track with a remote controlled safety installation without mandatory equipment of a driver's cab with on-board (vehicle) radio equipment:

- Košice – Zvolen (sections: Výh Chym - Čečejevce, Výh Drienovec – Výh Dvorníky-Zádiel, Jablonov nad Turňou – Výh Tunel, Výh Brzotín – Slavec-jaskyňa; Gemerská Hôrka – Výh Čoltovo zast., Výh Lúčna – Výh Vinohrady výh. no. 202, Jesenské – Výh Lúka).

Communication between the train driver and the employee controlling traffic through digital radio system GSM-R:

- state border AT/SK – Devínska Nová Ves – Bratislava hlavná stanica (main station) – Senec – Nové Zámky,
- Bratislava node,
- Žilina – Čadca – state border SK/CZ,

Detailed information can be provided by ŽSR DG - Department of CCS and Electrical Engineering.

3.3.3.4. Train Control Systems

Information on train interlocking system at relevant track sections is provided in the track conditions tables (Table 1) and in the application ŽSR Info Map. In connection with deployment of interoperability along railway lines, ETCS (European Train Control System) is rolled out on upgraded track sections in accordance with applicable EU and national legislation.

ETCS complemented with the radio-communication GSM-R system is part of the European Rail Traffic Management System (ERTMS).

Railway lines equipped with ETCS:

- Bratislava - Rača (outside) – Púchov (ETCS L1)
- Považská Teplá (outside) – Žilina (outside) (ETCS L1)
- Žilina (outside) – Čadca (ETCS L2)

Railway lines planned to be equipped with ETCS are presented in Chapter 3.8.

3.4. TRAFFIC RESTRICTIONS

The RU shall be duly informed about upcoming restrictions of infrastructure operation or shortly after their occurrence. Detailed information on restrictions of infrastructure operation is published on the ŽSR website www.zsr.sk in the section “Railway undertakings/Temporary capacity restrictions”.

3.4.1. Specialised Infrastructure

ŽSR has designated no railway infrastructure for specified types of traffic.

3.4.2. Environmental Restrictions

No specific restrictions.

3.4.3. Dangerous Goods

No specific restrictions.

3.4.4. Tunnel Restrictions

Information about tunnel restrictions are provided in the track conditions tables in Table 5 – track vehicle clearance profile and places where side clearance gauge cannot be maintained, intermodal transport profile - codification and in Table 7 – Provisions of local importance: Part F. Tunnels.

3.4.5. Bridge Restrictions

Information about bridge restrictions are provided in the track condition tables in Table 4 – Track clearance in terms of railway vehicles carrying capacity: Column 4 – Places and conditions of restriction or permit for exceptional clearance of railway vehicles and motive power units.

3.5. AVAILABILITY OF THE INFRASTRUCTURE

Transport on railway lines managed by ŽSR is usually operating continuously. Lines where the transport on certain days and hours is not operating are provided in [Annex 2.4.](#)

The RU shall be informed on restrictions of infrastructure operation on individual lines due to scheduled closure of traffic in due time so as to be able to require re-routing; in case of unscheduled closure of traffic the RU shall be informed without a delay.

More detailed information on scheduled and unscheduled restrictions of infrastructure operation is provided in Chapter 2.4., and information on capacity allocation for planned maintenance and repairs is provided in Chapter 4.5.

3.6. SERVICE FACILITIES AND SERVICES OF ŽSR

“Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services” setting out the details of the procedure and criteria to be followed for access to the services to be provided at the service facilities referred to in points 2, 3 and 4 of Annex II of Directive 2012/34/EU establishing a single railway area.

This chapter describes service facilities. ŽSR intended for the provision of services related to railway transport to railway undertakings and services provided to ŽSR by railway undertakings. The list of these facilities can be found in annexes referred to in this chapter.

3.6.1. Passenger stations

Passenger stations – a service facility providing track access services for passenger transport and which are intended for the carriage of passengers and luggage and courier parcels by rail. In addition to technical installations at these stations, also facilities that serve passengers are located, in particular:

- ticket offices;
- waiting rooms;
- luggage storage;
- information offices; customer centres;
- train information system (train arrival and departure time; train delay and platform information)
- platforms;
- facilities with technical equipment for Persons with Reduced Mobility (list of railway stations is presented in application “ŽSR Info Map”, list of railway stations equipped with lifting platforms is presented in application “ŽSR Info Map”);
- restaurants; buffets;
- kiosks;
- sanitary facilities, e. g. toilet facilities, public washrooms and showers.

List of passenger stations and stops on ŽSR network and services provided for passengers is presented in the application”.

ŽSR also operates the Integrated Passenger Transport Terminal in Moldava nad Bodvou mesto. The terminal serves as a connection between railway and bus transportation. The services provided by bus operators are presented in Annex 5.3.1.1.

The Railway Undertaking is obliged to place any waste generated from the cleaning of passenger wagons to contractually agreed places.

3.6.2. Freight terminals

Freight terminal is a facility adjusted for the purpose of loading and/or unloading of goods from/on the freight trains, intermodal transshipment, for the purpose of creating or changing the formation of freight trains and for purposes of exercising procedures at the Ukrainian border.

Detailed information on the possibility of cargo handling in stations and intermodal transport terminals managed by ŽSR are presented in the application “ŽSR Info Map”.

The Railway Undertaking is responsible for removing any garbage from the handling points generated during the handling of the goods (loading/unloading).

3.6.3. Marshalling yards and train formation stations

Train formation stations are traffic points with track branching and technical equipment intended for sorting of wagons, shunting, formation and change the composition of a train.

ŽSR offers shunting operations and technical office services in selected marshalling yards and train formation stations.

The list of stations in which ŽSR performs shunting operations and technical office services is provided in Annex 54.3.2.1.

3.6.4. Storage sidings

ŽSR provides storage siding service in traffic points on the railway network managed by ŽSR, irrespective of the transport or traffic division of the station tracks. Storage of a railway vehicle will be monitored in each traffic point with a rail branching in which a railway vehicle can be stored.

List of traffic points with tracks intended for storage siding service is presented in [Annex 3.6.4](#).

3.6.5. Maintenance facilities

ŽSR does not operate maintenance facilities for repairs and maintenance of railway vehicles.

3.6.6. Other technical facilities, including cleaning and washing facilities

ŽSR operates:

- traffic control systems listed in Chapter 3.3.3.2.,
- rail weighing system listed in the application “ŽSR Info Map”,
- loading ramps and safety gantry listed in the application “ŽSR Info Map”,
- electrical pre-heating systems listed in [the application “ŽSR Info Map” and in Annex 5.4.2](#).

ŽSR does not operate cleaning and washing facilities for railway vehicles.

3.6.7. Relief facilities

ŽSR does not operate relief facilities.

3.6.8. Refuelling facilities

The Railway Undertaking shall be allowed to refuel a motive power unit only on the common loading and unloading tracks of railway stations, and providing that the RU is in possession of mobile refuelling technology and protective equipment and approved “Emergency Plan” in accordance with the Act of the National Council of the Slovak Republic No. 364/2004 Coll. on Waters and on amendment of the Act of the Slovak National Council No. 372/1990 Coll. on Offences as amended by later regulations (hereinafter referred to as the “Water Act”).

The RU is obliged prior to concluding an agreement on refuelling to apply at respective Regional Directorate of ŽSR for approval of technology procedures at respective railway station where refuelling will be carried out.

Information on refuelling conditions is provided in the [Annex 3.6.9.A](#) and in the “Agreement on the provision of activities concerning refuelling power motive units of RUs on the ŽSR network”, template of which is presented in [Annex 3.6.8.B](#).

Please note that the RU concludes the contract for refuelling of **its own motive power units**. In case the RU intends to provide refuelling of motive power units of **other** entities, each of these entities shall also meet the above mentioned conditions under the Water Act.

3.6.9. Locations for ticketing services

For the provision of access to locations for ticketing services, the provision of suitable non-residential premises for the purposes of selling and dispatching tickets during the validity of a single timetable is considered to be:

- provision of non-public, non-residential premises - separate rooms in passenger stations specially allocated to the Railway Undertaking for the purpose of sale with standard technical availability of utilities (electricity, heat) - so-called “brick and mortar ticket offices”. Air conditioning is not considered to be standard.

- provision of a part of public areas in the lobby of passenger stations and other public places in passenger stations for the location of self-service facilities - vending machines or kiosks, booths, etc. providing sales and issuing of tickets. The cost of placing and operating such a facility is determined by the area of the user area beneath the facility.

The provided non-residential premises for customer centers are not considered as locations for ticketing services.

The list of traffic points for ticketing services is presented in [Annex 3.6.9](#).

3.6.10. Other facilities

Other service facilities and services of ŽSR will be added to this document. The website will contain all the descriptions, documents describing the description of individual devices, a description of the access conditions and charging conditions and service facilities and services of ŽSR.

3.7 SERVICE FACILITIES NOT ADMINISTERED BY ŽSR

ŽSR at its website: www.zsr.sk in the section „Railway Undertakings/Other services/Service facilities services“ has published:

- General Information on Service Facilities (what is a service facility and who is it operated by) and
- Common Template for Service Facilities (prepared by RNE in cooperation with regulatory bodies).

This section of the website will disclose information about service facilities that are not in the administration of ŽSR, or links to operators of service facilities.

3.7.1 Freight terminals

Detailed information on:

- freight terminals of other entities - sidings (also locomotive depots, wagon depots and storage sidings for passenger transport) are listed in [Annex 5.3.1.2.A](#),
- freight terminals of other entities - intermodal transport terminals are listed in [Annex 5.3.1.2.B](#).

3.7.2 Port facilities

Two inland waterway ports are connected to railway network managed by ŽSR by means of siding tracks – The Port of Bratislava and The Port of Komárno. More detailed information on maritime and inland port facilities can be obtained from the owner - Slovenská plavba a prístavy, a.s. Bratislava, at its website www.spap.sk.

3.8. INFRASTRUCTURE DEVELOPMENT

List of railway projects with five years perspective and beyond is published on the ŽSR website www.zsr.sk in the section “Railway Undertakings/Railway lines modernization”.

4. INFRASTRUCTURE CAPACITY ALLOCATION

4.1. INTRODUCTION

In accordance with Article 34 (6) (a) of the Act on Railroads, ŽSR shall be obliged in addition to the basic obligations of the railroad operator to allocate railway infrastructure capacity in a fair and non-discriminatory manner to applicants until all infrastructure capacity has been used. ŽSR shall allocate infrastructure capacity in the form of a train path for for the timetable validity period.

4.2. DESCRIPTION OF PROCESS

Infrastructure capacity allocation shall be conducted on non-discriminatory basis under priority rules presented in Chapter 4.4.

The Department of Commerce of ŽSR DG (see Annex 1.8) is responsible for applications processing and subsequent infrastructure capacity allocation.

On lines incorporated into Rail Freight Corridors (RFC) located on the rail network managed by ŽSR, those of pre-arranged paths (PaP) and RFC reserve capacity, infrastructure capacity may be allocated also by the Corridor OSS (C-OSS). Conditions and procedures for allocating infrastructure capacity by C-OSS are published by each corridor in their Corridor Information Document (CID) and Framework for capacity allocation. Additional information is provided on the website of each RFC (see Chapter 1.9)

Applications for infrastructure capacity allocation shall comply with the following requirements:

- Specified time schedule according to Chapter 4.3.
- Specified form and manner according to Chapter 4.2.1.

4.2.1 Forms and methods for infrastructure capacity allocation requests

ŽSR shall not allocate infrastructure capacity for a period not exceeding the Timetable validity period.

The capacity for a timetable validity period is allocated on the basis of train paths:

Train paths are classified by:

- 1) *Method of arrangement:*
 - a. Pre-arranged Paths
 - i. international paths for RFCs located on the railway network managed by ŽSR (PaP and capacity reserve paths)
 - ii. other international paths
 - iii. national paths
 - b. Paths according to requests of the applicant
- 2) *Deadline for application submissions:*
 - a. for a new annual timetable
 - b. for current/applicable timetable

Train paths application forms may be applied by the applicant:

- 1) in specified manner through the RNE Path Coordination System (RNE PCS),
- 2) in specified manner through the Information System of ŽSR (IS PIS),
- 3) in written form (via e-mail).

Train path application principles:

- A) for international train paths
 1. applications to the annual timetable and to the changes of the annual timetable are submitted:

- through the IS RNE PCS,
- in written form (via e-mail) pursuant to template provided in Annex 4.3.C.

2. ad-hoc applications

- shall be accepted through the IS RNE PCS - for train paths of capacity reserve on RFCs
- through the IS PIS (OSS order tool) - for trains without special timetable,
- through the PIS VDS PT - for trains with special timetable.

B) For national train paths

- 1) applications to the annual timetable and to the changes of the annual timetable are accepted through the e-mail only, in accordance with template provided in Annex 4.3.C.
- 2) ad-hoc applications are accepted only if sent by means of:
 - IS PIS (Path order; Simplified path order - for trains with no special timetable).
 - PIS VDS PT - for trains with special timetable, for test runs or technical and safety tests.

General principles:

- Any international train path shall be harmonized and approved with concerned neighbouring IMs and the Applicants. Non-harmonized and internationally non-agreed train paths are considered to be inaccurate and will not be implemented in the timetable. In case of changes in international paths (also abroad) a new path harmonization is necessary.
- Prior to applying for a **train service on-request** the applicant shall activate such a path through IS PIS (simplified order application). Activation date and potential changes of parameters shall be approved by all concerned parties.
- Shall a train path is allocated to an applicant that is not a RU with concluded valid contract for access to the railway infrastructure with respective IMs, such applicant is obliged to notify in writing not later than 30 days prior to train ride in accordance with template presented in Annex 4.2.1, a business firm of the RU which will be enabled to use the train path. Intended RU must have entered into the Contract for access to the railway infrastructure with respective IM/IMs.
- Shall an application for infrastructure capacity not fulfil required terms, or is factually inaccurate, the IM shall be entitled to reject it in written (sufficiently by e-mail). The applicant is then required to modify the application in order to meet the prescribed requirements and factually accurate. Accordingly adjusted application shall be deemed duly filed.

PROCEDURE FOR APPLICATION OF CHANGES IN TRAIN PATH ORDERS

I. Requests for changes in submitted train path orders in the course of train timetable formation process (X-12 - X-2) and changes in train timetable

Shall requested changes of any parameter in submitted train path order do not have substantial impact on arrangement of timetable (e.g. train composition, partner RU...), applicant may set up requested change directly by change of electronically submitted order (PCS) or by supplementing order sent by e-mail.

Shall the requested changes of any parameter in submitted train path order do have substantial impact on arrangement of timetable (e.g. change in origin/destination/intermediate railway station on the railway network managed by ŽSR, if requested railway station is not located along original path, train speed,...), it is necessary to cancel previous request and submit a new train path order.

Impact on arrangement of timetable shall be assessed by Department of Transport of ŽSR - Directorate General (refer to Annex 1.8). Impact on change of order to application priority rules for train paths allocation process is indicated in Chapter 4.4.

II. Requests for changes in allocated train paths (in the course of timetable validity period)

Changes in some parameters that do not have a substantial impact on allocated timetable (e.g. train composition, departure time from station of origin, shortening the path...), is possible to make electronically via IS PIS (simplified order tool) or via e-mail addressed to respective ŽSR - Regional Directorate.

For changes in parameters of allocated train paths that do have a substantial impact on allocated timetable, it is necessary to submit new train path request.

Changes in parameters of allocated train paths that do have substantial impact on allocated timetable shall be considered:

- different day of train ride as under allocated calendar,
- different partner RU abroad for allocated international paths, if this results to that a train path cannot be used for the entire distance,
- change in origin/destination/intermediate railway station on the railway network managed by ŽSR, if requested railway station is not located along the original path,
- change in the parameters of the train (especially a series of motive power unit, train weight, type of road load, braking conditions, structural / desired vehicle speed train, the actual braking area percent), which negatively affects the observance of driving times of allocated timetable.

4.3. SCHEDULE FOR PATH REQUESTS AND ALLOCATION PROCESS

The capacity will be allocated by ŽSR in compliance with Schedule for preparation of Timetable 2019/2020 (Annex 4.3.B). **ŽSR reserves the right to retain minimum 25% of capacity of relevant line.**

Information on the available free capacity is at the disposal of all potential applicants for the specific capacity during the timetable validity period (Annex 4.3.A). For detailed information about line capacity please contact Department of Transport of ŽSR - Directorate General (refer to contact details in Annex 1.8.).

Applicant submits infrastructure capacity request in the form of train paths, which should be incorporated into the annual timetable pursuant to deadlines hereunder.

Train path application principles:

A) For a new Annual Timetable

Fig. 4: Deadlines for requesting the allocation of infrastructure capacity to the timetable

Annual Timetable 2020/2021			
	Activity	Deadline	Liabe entity
Applications to annual timetable	Train path order	Second decade of April 2020	RU
	Preparation and publication of draft timetable for passenger services	Second half of May 2020	ŽSR
	Publication of draft international timetable for passenger services	Second half of May 2020	ŽSR
	Publication of draft international timetable for freight services	June 2020	ŽSR
	Deadline for RUs objections for freight services	End of first decade of July 2020	RU
	Deadline for RUs objections for passenger services	End of first decade of July 2020	RU
Late applications	Applications received from	The day following train path order deadline - April 2020	RU
	Applications received until	October 2020	RU
Validity of annual timetable from		13 December 2019	
Validity of annual timetable until		XX December 2020	

Detailed timetable planning process is provided in Annex 4.3.B.

B) For current/applicable timetable

- For planned changes of valid timetable

Deadlines for applications to scheduled change of the timetable 2018/2019 shall be published in detailed schedule of changes for timetable 2018/2019, which shall be after deadline approval presented in Annex 4.3.B.

- For ad-hoc train paths
 - 1) at the latest *30 days* prior the departure time from the station of origin for reserve capacity paths of RFCs,
 - 2) at the latest *6 hours* before the departure time from the station of origin for other pre-arranged paths and paths that may be composed of pre-arranged paths.
 - 3) at the latest *5 working days* before the departure time the station of origin for train paths requiring arrangement of special timetable, for test runs or technical and safety tests,
 - 4) *at the latest 3 working days* prior the day of scheduled ride from/to with closure of traffic.

C) For changes of parameters of allocated paths (e.g. exceptional stopover of regular passenger trains)

C1) at the latest *3/6 hours* before the departure time from the station of origin.

- Applications for the transport of empty passenger carriages **without passengers** (i.e. ride to / from repair service), with no overrun planned train normative – shall be ordered by the carrier ZSSK directly at its own ZSSK dispatching system; at other undertakings through OSS office;
- Applications for extra passengers carriages **with passengers** that will be conducted throughout the whole train run and will not exceed planned train normative, shall be ordered by the carrier ZSSK directly at its own ZSSK dispatching system; at other undertakings through OSS office

C2) at latest 2 working days prior to the planned inclusion of extra carriages on the train or emergency train stop,

- **Other cases** (extra carriages conducted only for a part of train path, train path orders) shall be upon order processed **by OSS Office**.

Templates of train paths orders and planned inclusion of extra carriages on the train or extraordinary train stop are presented in Annexes 4.3.C and 4.3.D.

Validity of ordered train paths

Validity of ordered train paths shall be defined in the Regulation DP 2 “Operational information system”:

- 24 hours - Trains, for which RU has not requested a call off, and which departure from departure traffic point on ŽSR network has not been realized within 24 hours from scheduled departure shall be automatically called off within the PIS system.
- 24 hours - Shall a train is standstill in intermediate traffic point for more than 24 hours (from the arrival to that traffic point), the IS PIS shall automatically terminate the train. A train may be standstill only in intermediate traffic point, not in departure, neither in terminate traffic point.

4.4. CAPACITY ALLOCATION PROCESS

ŽSR shall allocate the infrastructure capacity on a non-discriminatory basis and proceed in such a manner that any of the applicants is preferred.

Within the process of planning and coordination ŽSR may prioritize specific applications for transport services only if the rail infrastructure is congested.

Infrastructure capacity requests for a period of annual timetable are processed in the form of train paths.

Train paths applications of the RUs and other applicants are processed according to the time schedule (refer to Chapter 4.3).

General conditions relating to the processing applications of the RUs:

- Train routes shall be granted following the arrangement of paths in accordance with the capacity limits of the railway network managed by ŽSR in accordance with the Regulation ŽSR DP8 – “Establishment of timetable tools”.
- Timetable preparation is required to comply with applicable technical procedures of works in railway stations, as well as the procedures agreed between ŽSR and the applicants.
- In case no technological procedures for operations are developed for the RU on defined technological processing times of the train in the railway station, ŽSR plans standard track occupancy of 120 minutes for both departing and terminating trains. In case of insufficient capacity of station tracks, ŽSR can determine shorter technology times upon agreement with the RU and following development of technological procedures for operations for specific trains.
- Following a final draft timetable is prepared (according to the time schedule), the applicant shall confirm consent with the schedule within 10 days. If the applicant fails to confirm acceptance and also if there is request of another applicant for the same capacity, ŽSR may allocate the infrastructure capacity to this other applicant. In this case the applicant loses offered path.
- In the event of train delay, ŽSR cannot guarantee compliance with overall running time of a train and also shall not guarantee possibility to carry out agreed transport operations in intermediate/termination railway stations.

In the event of train delays, the applicant is obliged to seek information at dispatching office of ŽSR about possibility of carrying out agreed transport operations under the timetable in intermediate/destination railway station.
- In the case of non-compliance with planned departure from the departure/intermediate railway station and occupation of running track, dispatching office of ŽSR is entitled due to capacity reasons to refuse a ride of other trains of the same RU to/through such a railway station.
- Train paths requests to the annual timetable and its scheduled amendments delivered after deadlines set out in work schedule for timetable preparation process (refer to Chapter 4.3.B) are processed (train paths allocation) in order of request delivery (governed by the rule of "first come, first served basis").

Ad hoc train paths shall be allocated in order of time of receipt of the application (governed by the rule of "first come, first served basis"). In the case the requests are delivered at the same time, ŽSR shall apply the following priority rules.

1. transport services under public service obligation.
2. passenger transport services,
3. freight transport services,
4. other transport services.

- The application is considered as delivered based on the **date and time** in respect of:
 - a) the registration through the information system (IS); in the event of IS failure the applicant shall deliver an application for train paths by e-mail, fax or in written form.
 - b) the delivery of an application by e-mail, fax or in written form,
 - c) the most recent change in already received train path application that changes technical and operational parameters of the train path (e.g. change of path itinerary, change in speed of the train, etc.). This means that if the original application is made after the deadline, priority of application is to be assessed according to delivery time of a last change.

In case time conflict occurs in the course of processing demands of more RUs or other applicants (i.e. requirements for the same time position of regular/irregular train on the same track section) ŽSR develops train paths proposals so as to best meet the needs of all applicants.

ŽSR will facilitate a meeting with respective applicants to resolve any conflicts. This meeting is based on the fact that within a reasonable time, free of charge and in written or electronic form the following information will be provided:

- a) train paths required by all other applicants in the same sections,
- b) train paths provisionally allocated to all other applicants in the same section
- c) alternative train paths proposed in the same sections,
- d) clear definition of criteria for infrastructure capacity allocation process.

This information in accordance with respecting commercial confidentiality will be provided without disclosing the identity of other applicants, unless applicants concerned have agreed with such disclosure.

4.4.1. Coordination process

Within coordination process ŽSR shall have the right to propose infrastructure capacity that differs, within reasonable limits, from the infrastructure capacity which was requested. At this proposal ŽSR shall proceed in accordance with following principles:

- Requests for train paths for the annual timetable and its planned changes delivered within deadlines specified in timetable planning process (refer to Chapter 4.3). Requirements delivered before the deadline set out in timetable planning process shall always have priority over orders received after the final deadline. For the requests delivered prior to the deadline, ŽSR shall apply the following priority rules.
 1. transport services under public service obligation,
 2. agreed international train paths on the trans-European rail network for passenger services not covered by point 1,
 3. agreed international train paths on the trans-European rail freight network,
 4. international passenger transport services not covered by point 1 or 2,
 5. international haulage services which do not fall under point 3,
 6. other transport services.

In line with abovementioned principles, ŽSR shall propose to the Applicant with priority a train path in accordance with the parameters of the application, the other Applicants will be proposed train paths with parameters that differs as little as possible from their requests (i.e. alternative train paths).

4.4.2. Dispute resolution process

In case the applicant does not agree with performed coordination of requests, they notify their disapproval in writing within three days after delivery of ŽSR's proposal for capacity allocation: disapproval shall be justified. In case the applicant will claim or disagree with allocated infrastructure capacity, ŽSR shall put forward a resolution on such claim or disapproval within 10 working days after delivery of the applicant's disapproval.

In case the applicant does not agree with the decision of ŽSR or procedures of ŽSR's infrastructure capacity allocation process, they have the right to lodge a complaint to the Transport Authority. The Transport Authority shall either confirm that no modification in ŽSR's decision and procedures is required, or recognize the legitimacy of a complaint and issue an order to remedy.

4.4.3. Congested infrastructure

Congested infrastructure shall mean a section of a railway network for which demand or infrastructure capacity cannot be fully satisfied during certain periods, even after negotiation with applicants and coordination pursuant Chapter 4.4.1 of the different requests for infrastructure capacity. The same applies also to railway lines or their sections on which it can be foreseen will suffer from insufficient capacity in the near future. When such situation occurs, ŽSR shall immediately declare a disputed railway network section to be congested railway infrastructure (publish on the ŽSR website www.zsr.sk in the section "Railway Infrastructure/Marketing /Information for RUs/Announcements"). At the same time it shall carry out a capacity analysis; this shall not apply unless infrastructure capacity enhancement plan is already being implemented.

The purpose of capacity analysis is to determine the restrictions on infrastructure capacity, which prevent requests for capacity from being adequately met, and to propose method of enabling it. The capacity analysis result shall be the identification of the reasons for the railway infrastructure congestion and what measures might be taken in the short and medium term to ease the congestion.

A capacity analysis shall be completed within six months after declaring the railway infrastructure as congested.

Within six months of the completion of a capacity analysis, ŽSR shall be obliged in cooperation with the congested infrastructure users to produce a capacity enhancement plan.

When the railway infrastructure is congested, ŽSR is entitled to apply the following priority rules:

1. Transport services under public service obligation,
2. Agreed international train paths on the trans-European rail network for passenger services,
3. Agreed international train paths on the trans-European rail freight network,
4. International passenger transport services not covered under point 1 or 2,
5. International freight transport services not covered under point 3,
6. Other transport services.

On other lines, ŽSR is entitled to apply the following priority rules:

1. Transport services under public service obligation,
2. Transport services in passenger transport,
3. Transport services in freight transport,
4. Other transport services.

In the case that given line section is declared to be congested, ŽSR shall offer to applicants other paths with sufficient capacity and shall examine the possibilities for increasing the capacity on the congested line section. The applicant does not have to agree with suggested tracks and can propose re-routing.

ŽSR may require the railway network user to surrender the train path, which over a period of one month has been used **less than 50%**; this shall not apply unless this was due to non-economic reasons beyond the user's control, in particular through limitation of the operation by ŽSR. **If the railway network user after the notice of ŽSR continues to use the train path less than 50%, ŽSR shall withdraw a train path from the user.**

4.4.4. Impact of framework agreements

ŽSR registers no concluded framework agreements for the period of validity of the Network Statement.

ŽSR as an infrastructure manager shall not conclude/offer to enter into any framework agreements with applicants.

4.5 INFRASTRUCTURE CAPACITY ALLOCATION FOR MAINTENANCE AND RENEWAL

Requests for infrastructure capacity for the purpose of performing the planned maintenance shall be submitted in the same dates and in the same manner as the requests for train path allocation. The capacity for performing of planned maintenance and renewal is taken into account when capacity is allocated to the applicants.

In case of unscheduled renewal and maintenance works, ŽSR shall inform interested parties on non-availability of capacity at the earliest convenience.

4.6 NON-USE / CANCELLATION RULES

The infrastructure capacity allocated to the Applicant cannot be transferred to another person.

Any trading with allocated infrastructure capacity among its Applicants shall be prohibited and shall lead to exclusion of the Applicant from the further infrastructure capacity allocation.

Utilization of allocated infrastructure capacity by the RU when performing business activity of the applicant who is non-RU shall not be considered as a transfer.

In case the Applicant cannot use allocated infrastructure capacity for reasons on the side of ŽSR, the Applicant is entitled to use the offered spare infrastructure capacity (diversions). This spare infrastructure capacity shall be allocated free of charge.

From the point of view of the assigned train path, the infrastructure capacity is considered to be used on a given day if it has been used at least between two traffic points on that day. By using the path on one inter-station section at one time period, the Applicant shall be denied the right to use the path on the other initially assigned sections.

The RU is obliged notify ŽSR and cancel train ride electronically as soon as the RU finds that for operational reasons from its side conducting a train service is not possible. Train rides for which cancellation by the RU has not been required and departure from the departing traffic point on the railway network managed by ŽSR has not been conducted within 24 hours before scheduled time of departure will be automatically cancelled in the IS PIS.

For cancelled path the RU is obliged to pay a fee U_1 pursuant to Chapter 6.2.

The infrastructure capacity thus made vacant may then/subsequently allocated to any another Applicant.

4.6.1. Rules for Railway Undertakings

The applicant must designate, not later than 30 days before scheduled departure of a train from a departure traffic point, the RU who will be using the allocated infrastructure capacity. If the applicant fails to do so, the applicant is obliged to pay a fee U_1 pursuant to Chapter 6.

4.6.2. Non-use of the allocated infrastructure capacity

ŽSR shall be entitled to withdraw the allocated infrastructure capacity from the Applicant in case:
the capacity has been used by less than the set limit, or has not been used during a period of one month,

the RU has ceased to fulfil the conditions for the provision of transport services on the railway network managed by ŽSR as defined in Chapter 2.2. of the present Network Statement,

the Applicant has not paid the invoiced charge for the access to railway infrastructure in terms of Chapter 6.7 of the present Network Statement,

the RU uses railway infrastructure in contradiction to the allocated infrastructure capacity,

the route has been cancelled or infrastructure capacity has been withdrawn on the neighbouring infrastructure.

In the event of low utilization of allocated infrastructure capacity, ŽSR may offer to the Applicant an alternative path depending on availability of infrastructure capacity. ŽSR is also entitled to withdraw the allocated infrastructure capacity in case the Applicant does not accept such offer within 10 days.

ŽSR shall apply this procedure in case the allocated infrastructure capacity has not been used by the Applicant during a period of one month by less than the following limits:

in case another applicant requests train path in a conflicting time position and originally allocated train path has been used by less than 50%,
in case train is regularly delayed by more than 20 minutes on the allocated infrastructure capacity caused by reasons of the RU representing more than 50% of the number of operated train paths.
in case of a third overrun of train stopping time in a railway station of the agreed traffic reasons with result in delays of trains of other RUs.

ŽSR may require the railway network user to surrender the train path, which over a period of one month has been used **less than 50%**; this shall not apply unless this was due to non-economic reasons beyond the user's control, in particular through limitation of the operation by ŽSR. **If the railway network user following the notice of ŽSR continues to use the train path less than 50%, ŽSR shall withdraw a train path from the user.**

4.7 TRANSPORTATION OF EXTRAORDINARY CONSIGNMENTS, DANGEROUS GOODS, TEST RUNS AND TECHNICAL AND SAFETY TESTS OF RAILWAY VEHICLES

In case the RU intends to transport goods requiring exceptional measure it is obliged to indicate this within train path application. Following an assessment of necessary measures, ŽSR shall propose appropriate train path and declare conditions for the given transport operation.

From 6 June 2016 application for approval to transport extraordinary consignment can be submitted electronically through the "Web form", which is located on the ŽSR website www.zsr.sk in the section "Railway Undertakings/Other services/Extraordinary consignments". The electronic application fully replaces "Application for consent on the transportation of extraordinary consignment" in .pdf, .xls or .doc format. This new application form has a wider content and is more user friendly for both parties - the orderer of extraordinary consignment as well as the developer of permits for extraordinary consignment - URMIZA.

URMIZA will accept both forms of application - whether through a web form or the completed form in pdf, xls or doc. There is no need to send both forms of application.

Test runs and technical and safety tests of railway vehicles shall be governed by conditions set out in Regulation ŽSR Z1 and Z8 and in Table 5 of respective working timetable.

In case the RU requires carry out test runs or technical and safety tests of railway vehicles at a speed higher than the line speed limit and it is possible to allocate appropriate train paths from annual timetable, such request will be processed by dispatching office of ŽSR. The RU is requested to send such train path application through IS PIS (Path order tool).

In case the RU requires carry out test runs or technical and safety tests of railway vehicles:

- at a speed higher than the line speed limit,
- at a speed not higher than the line speed limit, but with special requirements (e.g. notable exceeding of driving times),
- development of a specific timetable,
- for which, given the train parameters there is no appropriate train path in the annual timetable then such requirements can be implemented only under a "route dispatch order" issued by Department of Transport of ŽSR – Directorate General, which will contain all conditions for performance of such test runs or technical and safety tests of railway vehicles.

The RU is obliged to request Department of Transport of ŽSR – Directorate General through PIS VDS PT to issue a "route dispatch" with special timetable at latest 5 working days before initiation of test runs or technical and safety tests of railway vehicles.

4.8 SPECIAL MEASURES TO BE TAKEN IN THE EVENT OF DISTURBANCE

4.8.1. Principles

In the case of disturbance of train traffic caused by accident, exceptional event or technical failure, ŽSR shall make all necessary measures to restore normal service conditions. In case of accidents, emergencies or disturbance of train traffic procedures presented in Annexes 2 and 7 of the contract for access to the railway infrastructure shall apply.

Each failure to the equipment of ŽSR discovered by the RU's employees has to be immediately announced to a person managing the traffic at ŽSR (dispatcher, traffic controller, etc.), who shall undertake all measures to prevent possible accident or exceptional event. In case it is necessary to interrupt the traffic operation on the given section, the IM shall notify all the RUs about such situation and expected time of disturbance of train traffic.

4.8.2. Operational Regulation

The traffic on the ŽSR infrastructure is managed in compliance with the valid timetable. Exceptional events affecting the fulfilment of timetable (regardless of whether caused by ŽSR or the RU) operational transport management has to be applied. The aim of operational traffic management at ŽSR in particular shall be:

- a) fulfilment of timetable,
- b) ensuring the conditions for smooth handover of the trains,
- c) fulfilment of adopted modification plan prepared according to the current RUs applications,
- d) provision of the transport during emergencies.

Priority of train rides in case of traffic emergencies (train delays, closure of traffic, diversion of a train due to impassability of track section, deployment of exceptional trains) shall be set out in Regulation ŽSR Z1, article 1277.

- a. urgent assistance trains;
- b. special trains in the public interest (designated transport under public service obligation);
- c. international Ex, R trains;
- d. national Ex, R trains and international Nex, Os trains;
- e. national Os trains;
- f. national Nex and Sv trains;
- g. other international freight trains;
- h. other national freight trains;
- i. special purpose trains.

Rides of power motive units and serial trains referred to in subparagraphs c), d) and e) are given priority as for a type of a train for which they are intended.

If the train service cannot be performed on the originally planned train path, ŽSR proposes a solution to the RU, which makes statement or suggest an alternative solution. In principle following situations may occur:

- a) train terminates and will not continue along originally planned train path; replacement bus service can be introduced for passenger transport;
- b) train waits in the traffic point situated on the original train route for the end of the reason for which train should operate on diversion – train run on a diversion route will not take place;
- c) Train operates upon the approval of the RU along a diversion route.

4.8.3. Scheduled constraints

ŽSR has elaborated strategic long-term and medium-term railway infrastructure investment development plans. These investment plans are then incorporated into an annual plan of closures of traffic, which is published on the ŽSR website. Modernization plan for lines belonging to RFCs is published at websites of respective corridors (refer to Chapter 1.9).

ŽSR specifies the plans in the annual closure plan, which is the basis for the subsequent formation of monthly closure plans. ŽSR consults monthly closure plans with stakeholders. In the consultations, RUs shall submit a proposal to adjust the train paths concerned.

The lists of planned closures are published on the ŽSR website www.zsr.sk in the section "Railway Undertakings/Temporary capacity restrictions".

4.8.4. Unscheduled constraints

In cases of operation disruption on given part of the railway infrastructure, emergency or if it is utterly necessary, ŽSR can withdraw allocated infrastructure capacity without prior notice over a time period necessary for restoration of operation. ŽSR shall announce any such operation disruption to the RU along with estimated time of disruption and proposal for dealing with this situation. The RU comments on submitted proposal or submits own proposal on how to proceed with the operation of the affected train (cancellation of a train ride, holding on until operation is restored, diversion routes, etc.).

4.9 CAPACITY ALLOCATION FOR SERVICE FACILITIES

4.9.1. Traffic points with tracks intended for provision of storage track services

The Railway Undertaking, in the event of a planned long-term wagon/wagons storage shall request the ŽSR dispatching centre by telephone to store wagon/wagons or the entire train set in a traffic point with tracks intended for provision of storage track services. The dispatching centre will comply with the requirement or design another DB based on the current operational situation. In the case of service (operational) deactivation of the wagon / wagon, the decommissioning requirement is not required.

The beginning and end of the stay of the wagon shall be recorded in the information system by the date (calendar day) and the time (hour and minute) of the arrival and departure of the wagon from DB.

4.9.2. Capacity allocation of location for ticketing services

4.9.2.1. Request for capacity allocation of location for ticketing services

The Railway Undertaking (hereinafter referred to as the "Applicant") shall send a written application for capacity allocation of location for ticketing services to the operator's address: ŽSR Property Management Bratislava, Holekova 6, 811 04 Bratislava or email to the ŽSR Property Management Bratislava Secretariat: SM.BA@zsr.sk. The application must be signed by a person authorized to sign on behalf of the railway undertaking. The applicant shall include in the application the minimum data from Annex 3.6.10 (List of locations for ticketing services), which include:

- room number
- building
- name of the transport point
- room designation
- surface area related to location for ticketing services for which the allocation is intended.

In case of interest in placing self-service devices (machines) or booths, kiosks, the applicant shall indicate in the application:

- name of the transport point,
- number of self-service devices (machines) or stalls, kiosks, etc. to be placed,
- Identification of self-service devices (machines) or stands, kiosks, etc. (floor plan in cm, dimensions in cm - width/height/depth),
- location of the device, situational layout, location description.

At the same time, in the application the indication of the time span, resp. period of use of MPPD during timetable validity.

ŽSR allocates capacity for location for ticketing services for a maximum of a single timetable period.

Deadlines set for the processing of an application by the railway undertaking:

- (1) submission of an application to railway undertakings no earlier than 10 months and no later than 4 months before the entry into force of the GVD
- (2) assessing whether the application has been duly filed and contains all required information under these Conditions of Use of the Railway Network necessary for its proper handling without undue delay, but no later than 14 calendar days after receipt of the request

- (3) an invitation to the railway undertaking within a maximum period of 21 calendar days from the receipt of the request to supplement the missing data
- (4) sending missing data no later than 7 calendar days after receipt of the call; if the applicant fails to submit this information within the stipulated deadline, ŽSR shall refuse the application in this case
- 5) evaluating the application and sending a notification to the railway undertaking on the evaluation of the application no later than 60 days prior to the entry into force of the GVD.

In case of positive acceptance of the request, ŽSR railway companies will enter into a contract for the use of MPPD (hereinafter referred to as the "Contract"), an integral part of which will be an annex with the list of allocated MPPD capacity for the relevant GVD duration. The right of access to railway infrastructure and services related to rail transport is not transferable to other applicants.

If the applicant does not intend to avail himself of the right to access the railway service service or service assigned to the ŽSR, he shall inform the ŽSR without undue delay.

Upon an "ad hoc" request or a delayed request of the railway undertaking, the ŽSR shall respond without undue delay, but no later than within 5 business days of its delivery. The deadlines set out in points (2) to (4) shall also be applied appropriately to an "ad hoc" application and a delayed application which the ŽSR will evaluate and send a notification of its evaluation to the railway undertaking no later than 30 calendar days after the receipt of the "ad hoc" .

In order to maintain the abovementioned deadlines, it is sufficient to send the shipment for postal delivery or to perform the e-mail operation on the last day of the deadline.

4.9.2.2. Coordination process

If ŽSR receives a request for capacity allocation of location for ticketing services that conflicts with another application or relates to the already allocated location for ticketing services capacity, they will initiate, as appropriate, a process of coordination with the affected applicants in order to ensure that all applications are matched. Within the framework of the co-ordination process, the ŽSR and the applicants have the right to invite the regulator as an observer. If even after the coordination procedure it is not possible to comply with all requests for access to the MPPD, the ŽSR shall without undue delay inform the applicant concerned. The ŽSR, in cooperation with the applicants concerned, will assess real alternatives pursuant to Article 12 of Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017.

In the event that it is not possible to satisfy all the applicable requirements of the applicants, ŽSR shall be entitled to preferentially allocate capacity to an applicant who:

1. Provides regular passenger services at the traffic point on the basis of the allocation of train paths, i.e. account shall be taken of the planned number of trains of the applicant stopping at the traffic point. At traffic points with a greater number of locations for ticketing services offered, the capacity is allocated proportionally to the allocated capacity of train paths,
2. at the time of submission of the application, has already concluded a contract for the use of locations for ticketing services,
3. at the time of submission of the application, a public-service contract having as its subject the provision of transport services at the traffic points in which the RU requests the capacity allocation of locations for ticketing services,
4. has first submitted a request for capacity allocation.

If ŽSR and the applicant conclude that there are no real alternatives and the applications for capacity allocation of locations for ticketing services cannot be met after the co-ordination process, ŽSR may reject the request.

Within the framework of the coordination process, ŽSR and the applicants have the right to invite the regulatory body as an observer.

4.10 RAIL REPLACEMENT BUS SERVICE

Rail replacement bus service is a bus passenger service operated in the event of scheduled or unscheduled disruption of rail transport service on railway lines and/or special railroad.

Rail replacement bus service can be deployed for reasons on the side of the IM, the RU, force-majeure or a third party, preventing the RU from provision of transport services on the railroad.

During the duration of a rail replacement bus service for reasons on the side of the IM, the U₁ fee for the unused route shall not be invoiced to the RU in accordance with Chapter 6.2, Part I. Charges for Minimum Access Package of the Network Statement.

During the duration of a rail replacement bus service for reasons on the side of the RU, the U₁ fee for the unused route shall not be invoiced to the RU in accordance with Chapter 6.2, Part I. Charges for Minimum Access Package of the Network Statement.

Rail replacement bus service can be operated by the RU or its designated RU on the condition that it has a valid transport license, concession or other authorization which in accordance with Act No. 56/2012 Coll. authorizes to run public transport services on the basis of contract of carriage of passenger transportation under a contract of carriage of passengers.

In the event that the Contract on the access to railway infrastructure defines that a rail replacement bus service shall be provided by the RU at its own expense, it means that the RU is not entitled to reimbursement of these costs by the IM. In the event that the Contract on the access to railway infrastructure not defines that the Rail replacement bus service shall be provided by the RU at the cost of the IM, it means that the RU ensures a rail replacement bus service at its expense and at the same time is not entitled to reimbursement of these costs by the IM.

If the RU is about to deploy a rail replacement bus service, it is obliged to inform the IM without delay and agree on its implementation, in particular on the duration of a rail replacement bus service and the modification or cancellation of the train paths.

Rail replacement bus service is governed by the timetable of the replaced train. For a rail replacement bus service all the operational traffic rules and timetable utilities valid in relation to the passengers as for the train (designation, dispatch, connections, collection of dynamic rail replacement bus service movement information, etc.) shall apply.

In the event the RU ensures a rail replacement bus service, instead of the concerned assigned train path or part thereof, this shall not be considered to be the utilization of the allocated railway infrastructure capacity. At a time when the RU does not use allocated capacity, the IM may allocate the such a vacant infrastructure capacity (path time position) to any other Applicant.

5. SERVICES

5.1. INTRODUCTION

The four groups of services provided by ŽSR or other service providers to the RUs in a non-discriminatory manner are presented in Chapters 5.2 - 5.5.

5.2. MINIMUM ACCESS PACKAGE

The minimum access package provided by ŽSR shall comprise:

- a) handling of requests for railway infrastructure capacity;
- b) the right to utilise capacity which is granted;
- c) use of the railway infrastructure, including track points and junctions;
- d) train control including signalling, regulation, dispatching and the communication and provision of information on train movement;
- e) use of electrical supply equipment for traction current, where available;
- f) other information required to implement or operate the service for which capacity has been granted.

Charge for utilization of the installations mentioned above shall be included in charge for access to the railway infrastructure presented in Chapter 6.3.1.

5.3. ACCESS TO SERVICES FACILITIES AND SUPPLY OF SERVICES

The RU shall be entitled to the access including track access to service facilities and services presented in Chapters 5.3.1.1 - 5.3.2.2 provided by:

- ŽSR under Contract on operation of railway infrastructure or under separately concluded contracts, if applicable.
- Other operators of service facilities and service providers within these facilities under the terms published on their respective websites.

5.3.1. Access to service facilities

5.3.1.1. Passenger stations

Passenger stations are all traffic points for the embarkation and disembarkation of passengers. ŽSR is in charge of the operation of passenger railway stations.

- ŽSR provides the access to stations for RUs under the contract on the access to railway infrastructure,
- the access is subject to charging scheme under Annex 2 of Measure No. 2/2018 and is provided in Chapter 6.3.2.

List of passenger stations and stops on the ŽSR network:

- with its technical equipment and with services provided to the public is listed in the application "ŽSR Info Map".

The scope of services provided and their pricing at the Integrated Passenger Transport Terminal in Moldava nad Bodvou is described in the "Product Catalogue of Integrated Passenger Transport Terminal Moldava nad Bodvou mesto" (Annex 5.3.1.1.).

5.3.1.2. Freight terminals

The operators of freight terminals are:

- A. ŽSR,
- B. other entities.

ad A.

- access to freight terminals in ownership/administration of ŽSR is provided by ŽSR to RUs under contract for access to the railway infrastructure,
- access is subject to charging scheme under Annex 2 of Measure No. 2/2018 (letter c) and is provided in Chapter 6.3.2.

The list of freight terminals of ŽSR and its technical facilities is provided in the [application "ŽSR Info Map"](#).

ad B.

- access to freight terminals in ownership/administration of other entities is provided under conditions set out by relevant owner/operator.

The list of freight terminals of other entities connected to the railway network managed by ŽSR and a link to their website is provided in [Annex 5.3.1.2.A \(sidings\) and 5.3.1.2.B \(Intermodal transport terminals\)](#).

5.3.1.3. Marshalling yards and train formation facilities, including shunting facilities

ŽSR is in charge of the operation of marshalling yards and train formation facilities, including shunting facilities.

- access to these stations is provided by ŽSR to RUs under contract for access to the railway infrastructure,
- access is subject to charging scheme under Annex 2 of Measure No. 2/2018 and is provided in Chapter 6.3.2

The list of marshalling yards of ŽSR and its technical equipment is listed in the [application "ŽSR Info Map"](#).

5.3.1.4 Traffic points with tracks intended for provision of storage track services

On the grounds of current traffic situation and in agreement with the RU, ŽSR designates specific stations with tracks intended for provision of storage track services where wagons may be stored for the required time. Access to such designated stations is provided by ŽSR to RUs under Contract for the access to railway infrastructure.

Access is subject to charging scheme in terms of Annex 2 of Measure No. 2/2018 (letter d)).

5.3.1.5 Maintenance facilities

Facilities for the repair and the maintenance of railway vehicles are maintenance excluding facilities wider scope of maintenance services dedicated for high speed train or other types of railway vehicles requiring specific facilities (these are provided in Chapter 5.5.4).

ŽSR does not own or operate such facilities.

Access to facilities for the repair and maintenance of railway vehicles owned / managed by other entities is provided under terms to be determined by the owner / operator.

List of such facilities of other entities connected with the railway network managed by ŽSR and link to their respective websites upon reception of data will be referred to in [Annex 5.3.1.5](#).

5.3.1.6. Other technical facilities, including cleaning and washing facilities

Other technical facilities, including cleaning and washing facilities are facilities for standstill of wagons and train-sets mainly for the purpose of cleaning and washing.

ŽSR does not own or operate any such facilities.

Access to these technical facilities owned / managed by other entities is provided under terms to be determined by relevant owner / operator.

The list of such facilities of other entities connected with the railway network managed by ŽSR and link to their website upon reception of data will be referred to in Annex 5.3.1.5.

5.3.1.7. Inland port facilities

Port facilities are facilities located within port sites and serve for activities related to transshipment of cargo between the different transport modes (water - rail/road).

ŽSR does not own or operate such facilities.

Access to the port facilities owned / managed by other entities is provided under terms to be determined by relevant owner / operator.

Two inland ports are connected to the railway network managed by ŽSR: Port of Bratislava Pálenisko and Port of Komárno.

For more information on inland port facilities please consult the port authority: Slovenská plavba a prístavy, a.s. Bratislava; website: www.spap.sk.

5.3.1.8 Relief facilities

ŽSR does not own or operate relief facilities and does not recognize any other relief facilities in ownership/administration of other entities connected to the railway network managed by ŽSR.

5.3.1.9. Refueling facilities

Refueling facilities allow fuels to be filled into motive power units. ŽSR does not own or operate any such facilities.

Access to the port facilities owned/managed by other entities is provided under terms to be determined by relevant owner/operator.

The list of such facilities of other entities connected with the railway network managed by ŽSR and link to their website upon reception of data will be referred to in Annex 5.3.1.5.

5.3.1.10. Location for ticketing services

In the event of a positive decision regarding a request of the Railway Undertaking, ŽSR shall enter into Agreement on the use of location for ticketing services (hereinafter referred to as the "Agreement") the integral part of which shall be the annex with the list of allocated location for ticketing services capacity for the relevant period of validity of the timetable, unless the Railway Undertaking has already concluded this Agreement with ŽSR. If such Agreement has already been concluded, ŽSR will enter into Agreement with the Railway Undertaking. This procedure is also applied in the case of positive decision regarding ad hoc request and a delayed request. The right of access to these service facilities and services related to rail passenger transport is not transferable to other applicants.

If the applicant does not intend to exercise the above right of access to the service facility or rail passenger related service assigned to the ŽSR, he shall inform the ŽSR without undue delay.

ŽSR hands over the location for ticketing services to applicants for the period of validity of a single timetable through take-over/hand-over protocol of the location for ticketing services (hereinafter referred to as "the Protocol") that precedes the conclusion of the Agreement on the use of location for ticketing services. The general terms of use of the location for ticketing services are part of the Agreement between the Infrastructure Manager and the Railway Undertaking. Template of the Agreement on the use of location for ticketing services is set out in Annex 5.3.1.10.A and the General Terms and Conditions for the use of access services to location for ticketing services are listed in Annex 5.3.1.10.B.

Access to service facilities is charged according to Annex 2 of Measure No. 2/2018 (letter b)).

5.3.2. Supply of services in service facilities

5.3.2.1. Shunting operations

ŽSR provides shunting operations and a technical office services in the core business as part of the use of railway infrastructure.

Information on the provision of the shunting operations and a technical office services is given in Annex 5.3.2.1.

5.3.2.2. Public intermodal transport terminal

The extent of activities in a public intermodal transport terminal is presented in Annex 5.3.2.2, which will be supplemented after putting a public terminal in service.

Charging scheme for public intermodal transport terminal services is presented in Chapter 6.3.3.

5.4. ADDITIONAL SERVICES

5.4.1. Traction current

ŽSR shall provide traction current supply services for motive power units on non-discriminatory principle...

In case the RU intends to use motive power units of electric traction, shall be entitled to conclude the contract on the electricity offtake with ŽSR - Railway Power Engineering Centre (refer to contact details in Annex 1.8.).

The RU shall conclude a separate contract on the electricity offtake also in the following cases:

- if uses the motive power units with electric traction for shunting,
- if other RU cooperating with relevant RU uses motive power unit of electric traction for train ride to border-crossing station on the railway network managed by ŽSR (with exception of border station Bratislava-Petržalka).

5.4.2. Services for trains

Pre-heating of passenger trains

In the stations equipped with electricity pre-heating stands, ŽSR provides for possibility of heating, air conditioning etc. In such case, the technological procedure of activities shall include the time of addition of wagons and connection of trainsets to pre-heating stands.

The RU may use this service under conclusion of a separate contract with ŽSR - Railway Power Engineering Centre (refer to contact details in Annex 1.8.).

The list of such facilities is presented in the application ŽSR Info Map and in Annex 5.4.2.

Charging scheme for electric energy supply for the purposes of pre-heating is referred to in Chapter 6.3.4.

5.4.3. Services for exceptional transports and dangerous goods

If the RU requests for services related to the exceptional transports (accompanying a train by ŽSR staff member, interruption of closure, disassembling and assembling of platform shelters, etc.) or transport of dangerous goods (e.g. additional services for radioactive material transports), railway undertaking shall state so in the request for this kind of transport. Depending on the nature of specified transport ŽSR defines in the conditions for exceptional transport authorization which services are to be provided for the RU. Charging scheme for provision of such services is set under Guidelines on charging scheme for additional services published on the ŽSR website www.zsr.sk in the section "Railway undertakings/Other services/Exceptional consignments".

5.4.4. Other additional services

Processing of a path study – at any moment applicants may apply in writing or electronically (RNE PCS, IS PIS) at the Department of Transport of ŽSR DG (refer to Chapter 1.8) for the elaboration of a path study for the purpose of planning the existing or perspective transports. The elaborated study does not possess the quality of allocated capacity and does not oblige ŽSR to grant priority to applicant when allocating the train path into the annual timetable. The study may serve as a basis for submitting of train path orders within deadlines set in **schedule for timetable planning process** and its changes (refer to Chapter 4.3.). However, train path elaborated according to such order may differ from the processed study.

The service is provided free of charge.

5.5. ANCILLARY SERVICES

5.5.1. Access to the telecommunication network

ŽSR provides data, voice and internet services and rental of digital circuits and networks. Railway undertaking is obliged to conclude a separate contract with ŽSR - Railway Telecommunications (contact in Annex 1.8). Conditions for provision of telecommunications and informatics services and charging scheme for these services are published on the ŽSR website www.zsr.sk in the section "Public and media/About us/Internal Organizational units/Railway Telecommunications Bratislava".

5.5.2. Provision of supplementary information, consultancy

ŽSR provides the following services against a charge:

- a) Provision of regulations. The RU orders the regulations at its own expenses at ŽSR-Logistic and Procurement Centre (CLaO) Trnava - allocation depot Bratislava main station (Predstaničné námestie 1, Tel.: +421-2-2029 4242).
- b) Commercial services.
Commercial services performed by the ŽSR staff following an order of the RUs in particular traffic point are subject to a separate invoicing between ŽSR and the RU, whereby the invoiced amount equals average unit price for the relevant commercial service (separately for passenger and freight transport) and the performance in the particular traffic point. The RU shall conclude a contract with the relevant ŽSR Regional Directorate.

5.5.3. Technical inspection of rolling stock

Technical inspection of rolling stock is provided by ŽSR – Railway Research and Development Centre. More information is published on the ŽSR website www.zsr.sk in the section "Public and media/About us/Internal Organizational units/ Railway Research and Development Centre/Products and services/Technical inspections.

The RU shall be responsible for technical condition of railway vehicles. Procedure to be followed by staff of ŽSR in case failure on rolling stock is presented in the contract for access to the railway infrastructure.

The list of facilities of other entities connected to the railway infrastructure managed by ŽSR, which provides such a service and link to their websites is provided in [Annex 5.3.1.5.](#)

5.5.4. Specialized heavy maintenance services

ŽSR does not provide specialized heavy maintenance services for railway vehicles.

The list of facilities of other entities connected with railway infrastructure managed by ŽSR, which provides such a service and link to their websites is presented in [Annex 5.3.1.2.A.](#)

6. CHARGES

The following subchapters contain charging principles, schemes and tariffs for:

- Access to the railway infrastructure managed by ŽSR (minimum access package and access including track access to service facilities and to services provided in these facilities),
- Services (additional and ancillary) provided by ŽSR.

Charging principles, schemes and tariffs for the access to service facilities of other providers and to services provided in these facilities and services provided by other entities shall not be subject of this chapter, and shall be found on relevant websites of such entities/operators.

6.1 CHARGING PRINCIPLES

Charging principles shall be governed by Measure No. 1/2017 of the Transport Authority of 8 February 2017 on regulatory framework for laying down charges for the access to railway infrastructure and service facilities (hereinafter referred to as "Measure No. 1/2017"):

- Charging scheme shall be based on the same principles for the entire railway network managed by ŽSR.
- Principles shall be equal and non-discriminatory for all railway undertakings, which provide services of the same type on the same or similar part of railway infrastructure.

Measure No. 1/2017 is presented in [Annex 6.1](#).

Regulated charges shall be determined on the basis of variable economically eligible costs incurred by ŽSR directly related to a train operation on the railway infrastructure in order to provide regulated services. These costs are part of overall economically eligible costs following fixed cost share deduction.

From 1 January 2019, maximum amount of charges for the access to railway infrastructure and service facilities shall be governed by Measure No. 2/2018 of the Transport Authority of 7 September 2018 setting the charges for the access to railway infrastructure and service facilities (hereinafter referred to as "Measure No. 2/2018"), while the maximum amount of charges shall not be exceeded.

ŽSR levies charges for the access to rail infrastructure and service facilities within a fixed maximum amount, however ŽSR may announce reduction of these charges subject to non-discriminatory conditions laid down in advance. Reductions are published at the ŽSR website: www.zsr.sk in the section "Railway Undertakings/Infrastructure/Infrastructure charge" and RUs are informed about the reduction in advance written notice. Reduced charges shall apply as early as on the day of the publication, and are not provided retroactively. In the case of various reduced payments for certain segments (complete trains, regular trains, etc.), only one reduced payment is provided; the one that is lower (i.e. it is not possible to combine the reduced fees).

General payment terms for RUs are presented in the Network Statement, Chapter 6.7. Agreed payment terms between the IM and the RU are presented in the Contract on the use of railway infrastructure.

6.2 CHARGING SYSTEM

6.2.1. Charges for minimum access package

For the purposes of charging, the railway lines managed by ŽSR are divided into five categories:

Main lines:

Category 1 – major railway lines of great economic and national significance, in principle double track and single track electrified railway lines of trans-regional importance, connecting railway lines in large nodes and their connections to border stations and corridors,

Category 2 – other main lines intended for fast rail passenger services not included in Category 1.

Secondary lines:

- Category 3 – secondary railway lines of regional importance,
- Category 4 – secondary railway lines with simplified traffic control,
- Category 5 – narrow gauge railway lines intended for passenger services.

1. Maximum charges for ordering and allocating of infrastructure capacity – U_1

Regarding maximum charges U_1 , different tariffs are laid down depending on the manner of train path request placement. Within the meaning of Measure No. 2/2018, differentiated tariffs shall apply in terms of the timetable planning process and its amendments, for:

- a train according to the timetable requested for a new timetable or for an amendment of the valid timetable,
- an ad hoc train ordered outside the process of valid timetable planning process.

A train according to the timetable requested for a new timetable or for an amendment of the valid timetable is considered to be:

- a regular train operated on the day of planned operation according to the timetable,
- a train on demand requested by a railway undertaking into the timetable (is indicated in the timetable as an abbreviation of a railway undertaking) and run on the day it could be operated.

An ad hoc train ordered outside the timetable planning process is considered to be:

- a regular train operated on a different day than on the day of planned operation as requested for the timetable,
- a train on demand using a pre-arranged train path (train path for the train on demand) that no railway undertaking has made request for within the timetable planning process and its amendments (vacant path, vacant RFC path);
- a special train for which a special timetable has been drawn up,
- a train which in the course of its run has its train number changed,
- train on demand requested by a railway undertaking for the timetable, and run on other date than the date it could be run under the timetable,
- the first and all other train follow-ups.

An infrastructure capacity shall be requested by a railway undertaking for the timetable validity period in the form of a train path and for ad hoc requests in the form of an electronic train path request. Infrastructure capacity is deemed to be allocated:

- a) for regular trains operated under the timetable – allocation of a train path for a regular train for a day of scheduled train run in accordance with the timetable,
- b) for trains on demand requested by railway undertaking for the annual timetable - allocation of a train path for the day on which the train can be activated as required in accordance with the timetable,
- c) for trains on demand, which have not been requested by railway undertaking for the annual timetable - by activating a train path by a railway undertaking and upon confirmation of train path request by employee of ŽSR,
- d) for ad hoc trains – upon confirmation of train path request by employee of ŽSR.

Infrastructure capacity charge for **trains requested for the applicable timetable and its amendments** shall apply:

- a) for regular trains in accordance with the timetable, in case a train run has been performed on a day of scheduled train run in accordance with the timetable, or if a train has been cancelled on that day (over the whole or part of the train path), the infrastructure allocation shall be charged for the planned train path distance according to the timetable for that day,
- b) for trains on demand ordered by a railway undertaking for the timetable, in case a train run has been performed on the day on which the timetable could have been activated in accordance with the timetable, or a train has been cancelled on that day (over a whole or part of a train

path), the infrastructure capacity allocation shall be charged for the scheduled train path distance according to the timetable for that day.

Infrastructure capacity charge for **trains requested outside the timetable planning process and its amendments – ad hoc trains** shall apply:

- a) for regular trains in accordance with the timetable - in case a train run has been performed on a different day than scheduled train run in accordance with the timetable, or if a train has been subsequently cancelled on that day (over the whole or part of a train path) - charge for infrastructure capacity allocation for requested train path distance according to the train path request by railway undertaking,
- b) for trains on demand requested by railway undertaking for the timetable - in case a train run has been performed on a different day than on which it could have been activated in accordance with the timetable, or if a train has been subsequently cancelled on that day (in whole or part of a train path) - charge for infrastructure capacity allocation for requested train path distance according to the path request by railway undertaking,
- c) for trains on demand (pp) that has not been ordered by railway undertaking for the timetable, follow-up trains (without changing train's number over the whole path) and special trains and train run has been performed or subsequently canceled (over the whole or part of a train path) - charge for infrastructure capacity allocation for ordered train path distance according to the path request by a railway undertaking,
- d) in the case of trains that changed its train number and train run has been performed or a train has been subsequently cancelled (over the whole or part of a train path) - charge for infrastructure capacity allocation for requested train path distance according to the train path request by railway undertaking;

In some cases, it may happen that one train has different rates applied in terms of the timetable planning process and its amendments. This can occur for trains that change its train number (from train on demand to regular train, etc.) during its run, or for trains that are requested over the part of a train path as trains on demand of railway undertaking with a calendar limitation.

In the case of replacement of part or the whole train path by a replacement bus service **for the reasons on the side of ŽSR** (infrastructure limitation), infrastructure capacity charge U_1 for the unrealized train performance (section operated by replacement bus service) **shall not be applicable**.

In the case of replacement of part or the whole train path by a replacement bus service **for the reasons on the part of the Railway Undertaking**, infrastructure capacity charge U_1 for the unrealized train performance (section operated by replacement bus service) **shall be applicable**.

2. Maximum charges for traffic management and organization – U_2

For the purposes of setting charges for traffic control and management per train-kilometre, the category of railway line over which a train run is performed, and the travelled distance over a respective category of railway line are relevant.

3. Maximum charges for ensuring serviceability of railway infrastructure – U_3

For the purposes of setting charges for ensuring operability of the railway infrastructure per thousand gross-ton km, the category of railway line over which a train run is performed, the train weight over a respective category of railway line, the travelled distance over a respective category of railway line and the traction index - k_e are relevant.

Traction index k_e – is an index reflecting a train run with motive power unit of engine traction on electrified lines of respective category. In case a train includes motive power unit of engine traction on electrified line, increased index shall apply. In other cases, basic index shall apply.

In cases where ŽSR does not provide to a railway undertaking the possibility of change train from engine traction to electric traction, basic traction index k_e shall apply. The list of railway lines with an indication of relevant traffic points for which the basic coefficient shall apply:

<i>Railway line section</i>	<i>Traffic point</i>
Komárno – Komárno závody	Komárno závody
Nové Mesto nad Váhom – Nové Mesto n. V. výh č. 53/54	Nové Mesto n. V. výh č. 53/54
Bánovce nad Ondavou – Bánovce nad Ondavou odb.	Bánovce nad Ondavou odb.

In these traffic points the basic coefficient shall apply for passenger and freight trains.

<i>Railway line section</i>	<i>Traffic point</i>
Zvolen nákl. st. – Zvolen východ	Zvolen východ

In this traffic point the basic coefficient shall apply for freight trains only.

4. Maximum charge for the use of electrical supply equipment for supply of traction current U_4

For the purposes of setting the charges for the use of electrical supply equipment for traction current supply – for one thousand gross ton-kilometres the weight of train, the traction of active motive power unit and the distance travelled are relevant. Charge U_4 shall apply on condition that a train run has been performed on an electrified railway line (regardless of the form of power supply) and active motive power unit of electric traction is integrated in a trainset.

6.2.2. Charges for the access and the services supplied in service facilities

1. Maximum charge for the access to passenger stations, its premises and facilities including facilities for travel related information U_{SZ1}

Within the item concerning maximum charge for the access to passenger stations, its premises and facilities including devices for travel information, annual timetable is substantial under which traffic points are defined from which passenger trains depart (departure traffic point), traffic points where trains terminate and traffic points where trains stop. The term “stop” shall also be considered to mean a stop on request – in such case the possibility of stop shall be considered as a scheduled stop. Schedule of stops for regular trains may be obtained from the annual timetable. In so far as in passenger services, there is a possibility that within a train run calendar, a train may have different length of paths with different number of traffic points - in such case the plan is considered to be a scheduled train path valid for the given calendar day of a train run.

In case of exceptional trains that are not included in annual timetable (special trains), the timetable for a special train shall be applied instead of timetable plan.

Extraordinary train stopping at a traffic point where according to timetable train should not have to stop is not considered to be scheduled stop and therefore stopping at such traffic point shall not be charged.

Charge is calculated only for **actually realized performances**, i.e. if the train runs only over a part of the path, the charge applies only to that part of the path; if the train is cancelled over the whole path, the charge shall not be applied. In the case where a part of the path is realized by a replacement bus service and a traffic point will be served by a replacement bus service, the charge U_{SZ1} **shall be applied irrespective of the reason for which a replacement bus service had been introduced.**

Shortening of a train path in passenger service - i.e. outside the scheduled annual timetable - in this case charges for stopping according scheduled annual timetable shall not be applied, but charges shall be applied according to actually travelled train path.

Charges for stopping of a train at a traffic point shall be expressed in euros excluding VAT. The departure point the destination traffic point shall count against the total number of train stoppings. The charge is dependent on the traffic point category for passenger trains and train type. It shall not apply to Rv and Sv trains.

2. Maximum charge for the access to location for ticketing services in passenger stations U_{SZ2}

Terms and conditions of sale: Price is set per one square meter of a sales office for one month excluding VAT. Charge is applicable for each commenced calendar month of service provision.

3. Maximum charges for the access to train formation stations and and train formation equipment including shunting facilities and to freight terminals solely operated by ŽSR U_{Sz3}

For the purposes of setting the charges for access to **train formation stations** and train formation facilities and to freight terminals **operated solely by ŽSR**, actual train run and the changes in train composition over the whole train run is substantial, i.e. the charge applies for **actually realized performances**. Charges for the access of a train to a traffic point shall be expressed in euros excluding VAT. The departure point the destination traffic point shall count against the total number of train accesses.

This charge shall be applied for train formation at a departure traffic point, possible change in train set-up during its route at intermediate traffic node, and for train processing at terminate traffic node. In case of an international train service – origin or destination traffic node is a traffic node - state border, for which the item shall not be charged. The essential component is categorization of traffic nodes for freight stations.

Charge for the use of traffic nodes in freight transport shall not be applied for Rv trains.

4. Maximum charge for the access to storage tracks U_{Sz4}

For the purposes of charging for the use of storage tracks U_{Sz4} the following definitions apply:

Storage track - each station track in a traffic point on the ŽSR railway network, regardless of its transport or shipping division. Storage of a wagon is tracked in each traffic point with track branching where the wagon can be parked.

Wagon - a railway rolling stock comprising a passenger wagon or a freight wagon, motive power unit (locomotive) and a track-laying machine. It has a 12-digit number assigned by the Transport Authority on the basis of the issued permit or, respectively, additional authorization for operation on the ŽSR network. Every wagon is monitored irrespective of the mode of transport. The unique identifier is the wagon number.

Entity to be accounted for storage tracks charging - a railway undertaking which has transported the wagon to a traffic point. The provision of a service for the use of storage tracks, provided that the service provision is fulfilled, shall also be deemed to be the case where the railway undertaking has not previously requested it.

The time between two assignments - the time of the wagon storage between the arrival to a traffic point and the departure from the same traffic point in the length of a wagon's continuous stay. The time during which a wagon is outside the ŽSR railway network (tracks inside repair shops, wagon depots or locomotive depots, as well as privately - owned branch lines or sidings, leased lines, etc.) is not counted into the duration of the stay.

Determination of the starting time of storage track service

Upon completion of a **train run** in a destination traffic point, respectively after decoupling of wagons in an intermediate traffic point, a certain amount of time is set during which a railway undertaking carries out necessary operations related to train processing and transport operations related to stay of a train in a traffic point (handover of motive power unit, unloading of goods, removing of an obstacle on unloading, findings of goods damage, transport service administration, etc.). After this period, storage track service shall start to apply.

Based on the above mentioned, the start time for the supply of storage track service is determined to be 36 hours from the arrival of a wagon by a train to a traffic point.

In the case where a wagon arrives to a traffic point in a different way than by a train (e.g. shunting service), i.e. when a wagon is returning (also multiple wagons) from the tracks outside the railway network managed by ŽSR (siding rail, station depot), in the same or adjacent traffic point, this time period shall not be again deducted from the length of storage track service provision.

Determination of the end time of storage track service

Prior departure of a train, coupled wagons from departure traffic point, or following coupling of wagons at intermediate traffic point to a continuous train, it is necessary to carry out operations related to train processing and transport operations related to a wagon. At the same time, a train ready for departure may wait for departure for traffic reasons.

Based on the above mentioned, the end time for the supply of storage track service is determined to be 36 hours from the arrival of a wagon by a train to a traffic point.

In the case where a wagon arrives to a traffic point in a different way than by a train (e.g. shunting service), i.e. when a wagon is departing (also multiple wagons) from the tracks outside the railway network managed by ŽSR (siding rail, station depot), in the same or adjacent traffic point, this time period shall not be again deducted from the length of storage track service provision.

Tracking a wagon standstill

The beginning and end of the stay of the wagon shall be recorded in the information system by the date (calendar day) and the time (hour and minute) of the arrival and departure of a wagon from a traffic point.

Charge is determined for each commenced 24 hours of a wagon storage in a traffic point, after deduction of the given times at the beginning and the end of the storage track service.

One traffic point – As a one traffic point (for the purposes of storage track service) is considered a traffic point with a unique numerical designation, as well as traffic points, which are individually numbered for internal purposes of ŽSR, but they constitute one integral technological unit (so called nodal traffic point). Nodal traffic points include:

1. Bratislava predmestie (145169), Bratislava filiálka (145367)
2. Bratislava východ (145060), Bratislava východ odchodová skupina Sever (191270), Bratislava východ odchodová skupina Juh (191288), Bratislava-Vajnory (132167)
3. Čierna nad Tisou (138602), Dobrá (138701)
4. Košice (136002), Košice nákladná stanica (136010)
5. Štúrovo (135269), Štúrovo tranzitná skupina (135277)
6. Trnava (136762), Trnava nákladná stanica (136788)
7. Zvolen nákladná stanica (132332), Zvolen východ (182337), Zvolen osobná stanica (132233)
8. Žilina-Teplička (189357), Žilina-Teplička odchodová skupina (189365), Žilina-Teplička smerová skupina (189381), Žilina-Teplička Intermodal Transport Terminal (189399), Žilina-Teplička vchodová skupina (189373).

Applying nodal traffic point principle is only possible if transfer of wagons within the node is realized by a shunting service. In the case where wagon shunting within a node is carried out by a train, traffic points associated within the nodal traffic point are considered as a separate traffic points.

In order to determine charges for the use of storage tracks, substantial is the length of stay of a wagon on the ŽSR tracks is longer than the charge-free stay (36 hours after arrival of the wagon by train to traffic point and 36 hours before the wagon leaves traffic point).

The item U_{sz4} will be charged to a railway undertaking which has delivered a wagon to a traffic point by a train (by a terminating train or transit train with processing).

Due to the fact that information on train composition is provided by a railway undertaking, even if there is a situation that the wagon is registered in a traffic point and at the same time it receives information on its occurrence in another traffic point but is not assigned to any train (the wagon has been manually entered using the PIS application) - a new date and time of arrival of the wagon in another traffic point is also the date and time of the end of the wagon stay in the original traffic point. Similarly, if the wagon is registered in the traffic point and at the same time receives information on its occurrence on

the train (train inventory) in another traffic point - the date and time the departure information of such a train from another traffic point is also the date and time of ending the wagon stay in the original traffic point. If the wagon is registered in the traffic point and at the same time receives information on its arrival in the same traffic point - the date and time the arrival information of that train is also the date and time of the end of the original wagon's stay in this traffic point.

6.2.3. Exemptions for diversion routes charges

In case the train ride cannot be realized along the originally planned route for reasons on the side of ŽSR, the railway undertaking is called upon to submit an enforceable proposal. In principle, the following may occur:

- a) The train will be terminated and will not be continued along the originally planned train path - charge is made for the actual route covered;
- b) The train will wait at the traffic point on the original train path for termination of the reason for which it should have travelled over a diversion route, i.e. a train will not run over a diversion route - charge is made for the original planned and subsequently for actual route covered;
- c) The train will be operated subject to the approval of the railway undertaking along a diversion route - if a diversion route is longer than the original route, charge is made for the originally scheduled train path; in case where a diversion route is shorter than the original one - charge is made for a diversion (actual) route covered;
- d) For passenger trains, stopping according to the scheduled timetable shall not be charged - i.e. no charge is made either for the scheduled stop on a by-pass route or for the actual stopping of the train on a diversion route.

In order to ensure the correct clearance of train diversion routes, as well as the possibility of checking the reason for the diversion, the railway undertaking is obliged, after the performance of a by-pass ride, to request ŽSR for settlement in the terms of points a) - d). The application comprises the indication what train and what limitation occurs on the side of ŽSR. The railway undertaking shall submit its requests to the Department of Commerce of ŽSR without delay, not later than 5 working days following the realization of a ride over a diversion route. ŽSR reserves the right to assess the eligibility of the request and its possible rejection. In the event that the railway undertaking does not submit the request within the specified time limit, its request will be rejected and a train run will take place over a diversion route, the actual train (diverted) route will be charged.

6.3 TARIFFS

Payments for access to railway infrastructure in the extent of the minimum access package and access to infrastructure connecting service facilities, as well as access charges and services in service facilities operated by ŽSR are determined under Measure No. 2/2018 and are presented in chapters 6.3.1. to 6.3.5.

Payments for access to the service facilities of other entities connected to the railway network in the administration of ŽSR and payments for services rendered to them are provided at the websites of the relevant entities.

For tariff scheme of the exclusion or limitation of operational railway capacity by other entity, refer to Annex 2 "Guidelines for charging the exclusion of the operational capacity of ŽSR network". The guidelines are made available at the ŽSR website www.zsr.sk in the section "Railway undertakings/Infrastructure/General information".

6.3.1 Minimum access package

ŽSR stipulates tariffs for the period from 1 January 2019 in the extent of the minimum access package at the level of maximum charges in terms of Annex 2 of Measure No. 2/2018. Measure No. 2/2018 is presented in Annex 6.3.1.

6.3.2 Rates for the access to infrastructure connecting service facilities

ŽSR stipulates tariffs for the period from 1 January 2019 in the extent of the access and the services in service facilities operated by ŽSR at the level of maximum amount of charges in terms of Annex 2 of Measure No. 2/2018. Measure No. 2/2018 is presented in Annex 6.3.1.

6.3.3 Supply of services referred to in 5.3

Tariffs for services of public intermodal transport terminals are presented in Annex 5.3.2.2. Tariffs for ticket sales points at passenger stations and tariffs for the use of storage tracks intended for temporary storage of wagons between two assignments are specified in Annex 2 of Measure No. 2/2018.

6.3.4 Additional services

Traction current

Tariffs for supply of traction current are listed in a separate agreement to be concluded between the RU and ŽSR - Railway Power Engineering Centre (contact in Annex 1.8).

Services for trains – pre-heating of trains for passenger transport

Tariffs for electricity supply from pre-heating stands are provided in a separate agreement to be concluded between the RU and ŽSR - Railway Power Engineering Centre (contact in Annex 1.8).

The services for transportation of exceptional consignments (e.g. train accompanied by ŽSR staff member) and dangerous goods (e.g. additional services for the transportation of radioactive material)

Charging scheme for the provision of such services shall be regulated by Guidelines on provision of additional services for RUs for transportation of exceptional consignments over the railway infrastructure managed by ŽSR.”

Processing of a train path study

The service is provided free of charge.

6.3.5 Ancillary services

Access to telecommunication network

Tariffs for services of telecommunications and informatics are published on the ŽSR website www.zsr.sk in the section "Public and medias/About us/Internal Organizational units/Railway Telecommunications Bratislava".

Providing additional information and consultation

Tariffs for additional information and consultation will be provided and contracted on case by case basis with an organizational unit of ŽSR provided in the relevant point of Chapter 5.5.2.

6.4 FINANCIAL PENALTIES AND INCENTIVES

6.4.1. Non-usage charges

ŽSR shall not charge additional fees for non-usage of allocated train path. Fee for ordering and allocation of capacity U_1 in terms of Measure No. 2/2018 shall be charged even if allocated path has not been used/has been cancelled in terms of Chapter 6.2.

6.4.2. Reduction fee for Framework Agreements

ŽSR shall not conclude/enter into Framework Agreements.

6.4.3 Reduction fee for ERTMS equipped motive power units

ŽSR shall not provide any discounts for train paths operated by motive power units equipped with ETCS or railway vehicles with reduced noise levels and/or emissions.

6.5 COMPENSATION REGIME

ŽSR provides for all RUs that have concluded the contract for access to the railway infrastructure services with ŽSR, implementation of compensation regime for the purpose of improving the quality of performance.

In case the RU is interested in monitoring, evaluating and claiming compensations for delayed trains, the RU shall conclude with ŽSR - Department of Traffic Management (contact in Annex 1.8). Agreement on common measures to ensure quality of railway infrastructure transport services (hereinafter as "Quality Agreement", Annex 6.5.).

Based on the agreement, qualitative indicators are monitored and evaluated within individual transport modes:

A. Passenger services

Train delay in terminate station on ŽSR railway infrastructure of more than:

- 5 minutes for higher quality category trains – delay penalty of 33.19 EUR/train
- 20 minutes for higher quality category trains – delay penalty of 165.97 EUR/train,
- 30 minutes for other trains – delay penalty of 16.60 EUR/train,
- 60 minutes for other trains – delay penalty of 33.19 EUR/train

Categories of monitored trains (=higher quality trains, other trains) are agreed between the RU and ŽSR in the quality agreement.

B. Freight services

1. Compliance with departure time of a monitored train from an origin station on the railway network managed by ŽSR at interval of 60 minutes to 0 minutes.
2. Compliance with arrival time of a monitored train to a terminate station on the railway network managed by ŽSR at interval of + 60 minutes

Penalties: not observing the indicator no. 2 - 33.00 EUR per train. The indicator no. 2 shall be evaluated only if the Indicator 1 has been met.

The list of monitored trains is agreed between the RU and ŽSR under the Quality Agreement.

Evaluation method:

- train shall be counted once only - delayed in one of the intervals.
- reasons for train delay are divided into 3 different categories:
 1. delay on the side of ŽSR;
 2. delay on the side of the RU;

3. delay caused by unspecified subjects – mainly external causes and secondary delays.
- if a train is delayed over the set limit, responsibility is on the side of the party that has the largest share of all delays.
 - impairment of value of a delay within the train route is not deducted - resulting summary of the delays may be greater than the total train delay.
 - In the case of equal delay time, or if the unspecified reasons causing delay poses the largest share of a delay, penalty shall not apply.
 - delay shall be taken into account within railway network managed by ŽSR only – for international train services, only a delay on ŽSR railway network shall be taken into account.
 - delay coding system is in compliance with the UIC Leaflet 450-2.

Template Quality Agreement can be consulted in [Annex 6.5](#).

6.6 CHANGES TO CHARGES

Maximum charges for the access to railway infrastructure, which are subject to regulation, as well as the calculation method shall change upon publication of a new decree of the Authority.

6.7 BILLING ARRANGEMENTS

Decisive factors for calculation of the maximum charge for the use of railway infrastructure in domestic passenger and freight services shall be the train type, the track category, the length of route sections of the operated services, the number of stops of a passenger train, the number of used terminals in freight transportation and the gross train weight. The gross train weight shall be calculated as follows:

- a) for a passenger train as a sum of coaches weight in tones and the weight of passengers in tones (the seat number multiplied by the coefficient of 0.08),
- b) for a freight train as a sum of wagons weight and the weight of the loaded goods in kilograms.

The final weight shall be rounded up to whole tones.

Payment terms for invoicing for the access to railway infrastructure

The RU may choose one of the following forms of invoicing when negotiating the Contract on the use of railway infrastructure. It is also possible to change the invoicing method, which is agreed in a valid and effective Contract on the use of railway infrastructure by mutual agreement, to one of the following methods:

I. No advance-payment system

- settlement invoice issued not later than the 10th day of the following month,
- on the grounds of invoice issued in terms of contract for access to the railway Infrastructure,
- invoice due date shall be 14 days, by payment order.

II. No advance-payment system

- settlement invoice issued not later than the 10th day of the following month,
- cashless method of payment through direct deposit – on the grounds of invoice issued in terms of contract on access to the railway infrastructure,
- invoice due date shall be 14 days by encashment.

Advance-payment system

- advance payment in the amount of 90% of scheduled monthly volumes in 3 advance payments – invoice for repetitive fulfilment issued on the 1st, 10th and 20th day of the month (in the amount of 30% of performance volume) and settlement of issued invoice at the latest by the 10th day of the following month,
- on the grounds of issued invoice in terms of contract for access to the railway infrastructure,
- invoice due date shall be 21 days, by payment order.

ŽSR shall notify the RU of any change of bank account details and other data necessary for payment and billing in a timely manner.

The invoiced amount for traction electric energy complies with the regulated prices in terms of the decisions of the Regulatory Office for Network Industries and the measured consumption and the consumption calculated by means of an approved calculation method via measure units.

Amount invoiced for heat (consumed in the ŽSR premises used by the employees of the RU) complies with the regulated prices in terms of the decisions of the Regulatory Office for Network Industries and the measured consumption and the consumption calculated by means of an approved calculation method via measure units.

Invoiced amount for water supply (consumed in the ŽSR premises and used by the RU employees) equals to amount invoiced to ŽSR by a relevant water and sewage company, and the measured consumption calculated in terms of the Act No. 442/2002 Coll. on Public Water Supply Systems and Public Sewage Systems and on amendment and supplement of the Act No. 276/2001 Coll. on Regulation in Network Industries and on amendment and supplement of some acts.

Billing conditions for other services are set out in relevant contracts concluded between ŽSR and the RU.