



Capacity strategy of ŽSR for the annual timetable 2027

Železnice Slovenskej republiky



November 2023

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0 History of changes

| View Full Version | Edited by | Date | Description of the change |
|-------------------|----------------|------------|-------------------------------|
| 3.0a | Bc. Jakub Kuna | 01.11.2023 | Creating a document structure |
| 3.0b | Bc. Jakub Kuna | 27.2.2024 | Comment |
| 3.1 | Bc. Jakub Kuna | 21.3.2024 | Incorporation of comments |
| 3.1 | Bc. Jakub Kuna | 16.4.2024 | Final structure |

0.1 Introduction and scope of this document

An essential part of the TTR process is pre-planning, the first element of which is the capacity strategy. Article 26 of the EPaR Directive 2012/34/EU requires EU Member States to ensure that capacity allocation schemes for rail infrastructure follow the principles set out in EU legislation to enable Infrastructure Manager (IM) to make optimum efficient use of available infrastructure capacity. In order to effectively meet this legal requirement, it is important to have timely knowledge of the capacity available for given timetables and general capacity needs. The capacity strategy process should help to gather and organize this information and establish general principles to be further used in the capacity planning and allocation process. This knowledge also needs to be shared and harmonized with relevant stakeholders.

This document describes the process by which IMs and allocating bodies (hereafter referred to as ABs) must prepare capacity strategies in accordance with the TTR principles. Infrastructure Managers shall follow these procedures under the chapter 'Transition Period' and thereby support internationally harmonized capacity management processes within the Single European Railway Area.

This guide follows the principles set out in:

Description of the Capacity Redesign and Timetable Development Process version 2.0, which includes further description and glossary of terms used in this document.

Directive 2012/34/EU, in particular:

- Article 26, according to which EU Member States shall ensure that capacity allocation schemes for railway infrastructure follow the principles set down in EU legislation and thus allow the IM to make optimum and effective use of the available infrastructure capacity.
- Article 8, according to which EU Member States (taking into account the need to cooperate with neighbouring IM) shall draw up five-year rail infrastructure development strategies as well as IM business plans to ensure optimal and efficient use, provision and development while ensuring a financial balance and providing means for these objectives to be achieved.
- Article 30 and Annex V, which describes the basic principles and parameters of multiannual (minimum 5 years) contractual agreements between competent authorities and infrastructure managers, including all aspects of infrastructure management: maintenance and renewal of the infrastructure already in operation and construction of new infrastructure.

0.2 List of abbreviations and explanatory notes

| Shortcut | Meaning of |
|----------|---|
| AC | Alternating current (<i>AC</i>) |
| AD HOC | Paths off trains ordered by the applicant that were constructed outside the annual TT development process |
| AH | Automatic line block system |
| AT | Republic of Austria |
| CZ | Czech Republic |
| CRD | Traffic Management Centre |
| DC | Direct current (<i>DC</i>) |
| DOT | Remote controlled track |
| DOZZ | Remotely operated safety device |
| EE | Electrical engineering and power engineering |
| EPaR | European Parliament and Council |
| ERTMS | European Rail Traffic Management System |
| ETCS | European Train Control System |
| EU | European Union |
| GSM-R | Global Mobile Communication System for Rail |
| HKV | Driving rail vehicle |
| HU | Republic of Hungary |
| IA | Investment action |
| IS | Information system |
| IT | Information Technology |
| IZ | Investment assignment |
| KRK | Comprehensive reconstruction of the track |
| KRT | Comprehensive reconstruction of the line |
| KRTV | Comprehensive reconstruction of the overhead contact line |
| KRŽI | Comprehensive reconstruction of railway infrastructure |

| | |
|----------|--|
| KRŽM | Comprehensive reconstruction of the railway bridge |
| KRŽZ | Comprehensive reconstruction of the railway superstructure |
| CS ŽSR | Capacity strategy of ŽSR |
| IM | Infrastructure Manager |
| N/a | Results unavailable (Not available) |
| ND | Freight transport |
| NPIM | National TTR Implementation Manager |
| PAX | Passenger transport |
| OZT | Communication and safety systems |
| PDO | Transport Service Plan |
| PIS | Operational Information System |
| PL | Republic of Poland |
| POD | Transport Recovery Plan |
| POO | Recovery and Resilience Plan |
| POTR | Temporary line speed restriction |
| PPŽS | Network Statement |
| PZZ | Level crossing safety equipment |
| TT (GVD) | Annual timetable (<i>Train timetable</i>) |
| RFC | Rail Freight Corridor |
| RNE | RailNetEurope (<i>Association of IMs and AB in the EU</i>) |
| SR | Slovak Republic |
| SROV | Collection of track closure orders |
| SZZ | Station safety equipment |
| SŽCZ | Správa Železnic, státní organizace |
| TCR | Temporary Capacity Restrictions (<i>Planned Temporary Capacity Restrictions</i>) |
| TIOP | Integrated passenger transport terminal |

| | |
|----------|---|
| TNS | Traction substation |
| TTP | Book of track conditions |
| TTR | TimeTabling and Capacity Redesign (<i>Intelligent Rail Capacity Management</i>) |
| TU | Track section |
| TV | Traction lines |
| TZZ | Track-side signalling equipment |
| zab. zar | Signal&Control system |
| ŽI | Railway infrastructure |
| žkm | Railway kilometre |
| ŽSR | Železnice Slovenskej republiky |

| Explanation | Description |
|------------------|--|
| Applicant | A railway undertaking or an international grouping of railway undertakings or other persons or legal entities as well as the competent authorities pursuant to Regulation (EC) No 1370/2007 and consignors, freight forwarders and combined transport operators having a public service or commercial interest in the procurement of infrastructure capacity |
| IM | Infrastructure Manager, who is responsible for the Capacity Strategy development process. Several IMs may develop a common Capacity Strategy |
| Terminal | The installation which has been specially arranged to allow the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services and either the forming or the modification of the composition of freight trains, and, where necessary, performing border operations and procedures with European third countries. |
| Service facility | is the installation , including ground area, buildings and equipment, which has been specially arranged as a whole or in part to allow the supply of one or more of services listed in Act of the National Council of the Slovak Republic No.513/2009 Coll. on railways and on amendment of certain acts, as amended, in § 54 Conditions of access to services in Annex 13, Part B, second to fourth points. |

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0.3 List of contacts

List of IMs concerned and contact information of National TTR Implementation Managers (NPIMs):

| Name of IM | Position | Name | Tel. number | Email |
|--|----------|----------------------|------------------|------------------------------|
| Železnice Slovenskej republiky | NPIM | Ivana Makarova | +421 2 2029 3037 | makarova.ivana@zsr.sk |
| Správa železnic, státní organizace | NPIM | Richard Těhník | +420 972 244 641 | tehnikr@spravazeleznic.cz |
| Österreichische Bundesbahnen INFRA AG. | NPIM | Jean-Marc Hillenberg | +436 648 217 242 | jean-marc.hillenberg@oebb.at |
| Magyar Államvasutak Zrt. | NPIM | Zoltán Imre Kovács | +36 30 565 5613 | kovacs.zoltan.imre@mav.hu |
| Polskie Linie Kolejowe S.A. | NPIM | N/a | N/a | N/a |
| VAS Ukrzaliznycia | NPIM | N/a | N/a | N/a |

0.3.1 Boundary sections of selected lines

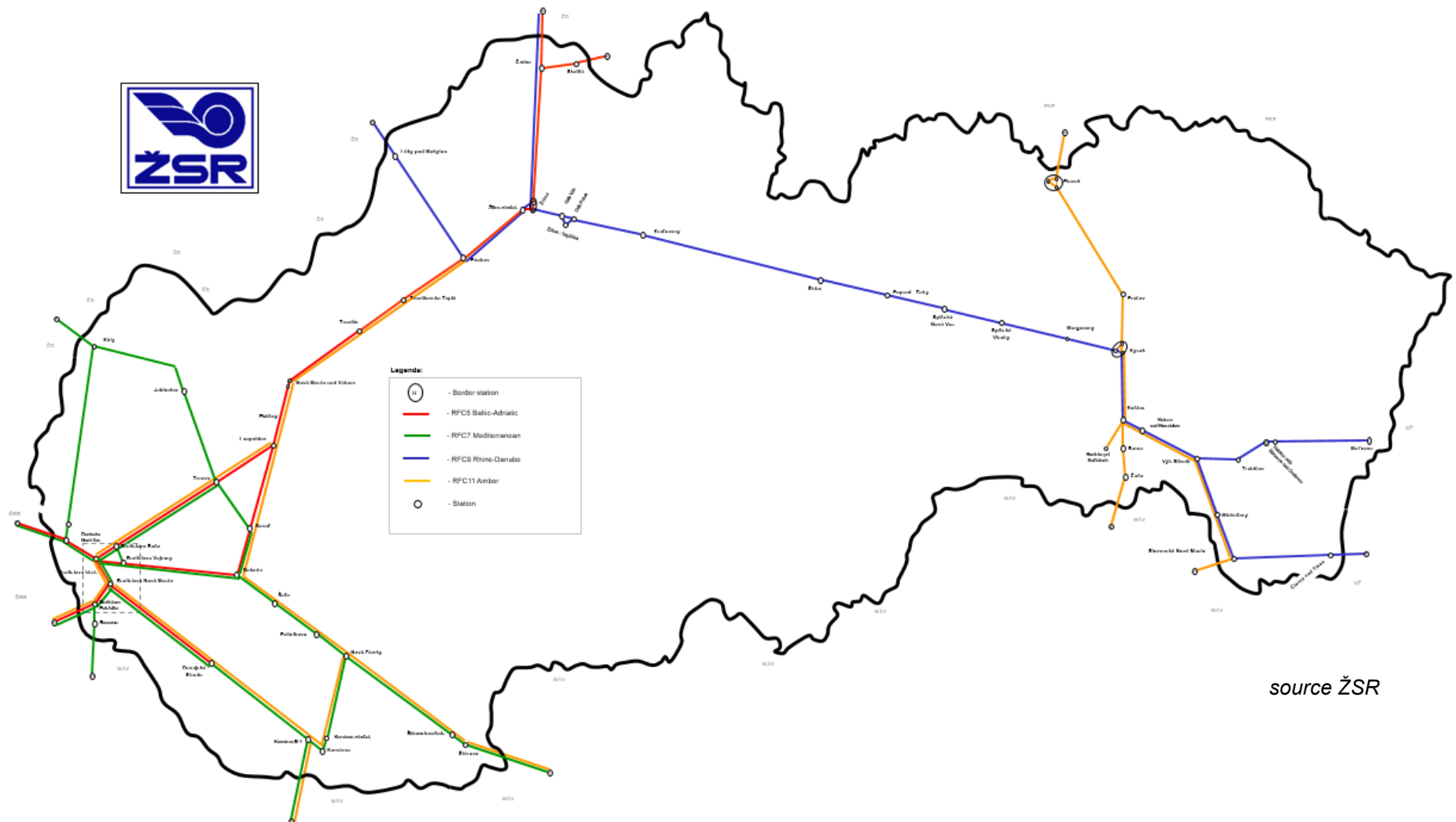
List of selected border crossings of ŽSR with neighbouring countries:

| Name of border section | Neighbouring country | Type of transport operated |
|--------------------------------|----------------------|----------------------------|
| Kúty - Lanžhot | Czech Republic | Passenger, Freight |
| Devínska Nová Ves - Marchegg | Republic of Austria | Passenger, Freight |
| Bratislava-Petržalka - Kittsee | Republic of Austria | Passenger, Freight |
| Rusovce - Rajka | Republic of Hungary | Passenger, Freight |
| Štúrovo - Szob | Republic of Hungary | Passenger, Freight |
| Komárno - Komárom | Republic of Hungary | Passenger, Freight |
| Čadca - Mosty u Jablunkova | Czech Republic | Passenger, Freight |
| Skalité - Zwardoń | Republic of Poland | Passenger, Freight |
| Čaňa - Hidasnémeti | Republic of Hungary | Passenger, Freight |
| Plaveč - Muszyna | Republic of Poland | Passenger, Freight |
| Maťovce ŠRT - Uzhgorod | Ukraine | Freight |
| Lúky pod Makytou - Horní Lideč | Czech Republic | Passenger, Freight |
| Čierna nad Tisou - Čop | Ukraine | Passenger, Freight |

0.4 Geographical area CS ŽSR TT 2027

ŽSR has developed this Capacity Strategy of ŽSR for TT 2027 in the scope of line sections of corridors RFC5 "Baltic-Adriatic", " RFC7 "Orient/East-Med" and RFC9 "Rhine-Danube" and RFC11 "Amber" - (including alternative and connecting lines) as an important railway connection running in the axis North-South, West-South, East-West on which a significant volume of international railway traffic is realized.

Figure 1: Visualization of the geographical area of the lines included in the CS ŽSR TT 2027



source ŽSR

0.4.1 Specification of the geographical area of CS ŽSR TT 2027

In terms of the territorial division of the Slovak Republic, the lines in the scope of the Capacity Strategy of ŽSR for TT 2027 are located in the south-western and north-western part of the Slovak Republic, in the territories of the Bratislava, Trnava, Nitra, Trenčín, Žilina, Prešov and Košice regions.

0.4.1.1 Basic track section data

| Track | TTP | No. Of tracks | Length in km | Vertical load category | P/C Profile | Traction system | Maximum line speed in km/h | Corridor |
|--|----------------------------|---------------|--------------|------------------------|-------------|---|----------------------------------|-----------------|
| Devínska Nová Ves - Devínska Nová Ves št.hr. | (TTP 126B) | 1 | 3.62 | C3 | 70/400 | Unelectrified | 80 | RFC 5 RFC 7 alt |
| Devínska Nová Ves - Bratislava hl. st. | (TTP 126A) | 2 | 12.841 | D3/D4 | 70/400 | 25kV, 50Hz | 140 | RFC 5 RFC 7 alt |
| Bratislava hl. st. - Bratislava-Nové Mesto | (TTP 127G) | 1 | 5.11 | D4 | 70/400 | 25kV, 50Hz | 80 | RFC 5 RFC 7 |
| Bratislava-Nové Mesto - Bratislava-Petržalka - Kitsee (AT) | (TTP 127C) | 2 | 14.98 | D4 | 80/400 | 25kV AC, 50Hz; Zhlavie BA-Petržalka-Kitsee (AT) 15kV, 16,7 Hz | 60 | RFC 5 RFC 7 |
| Bratislava hl.st. - Bratislava-Rača | (TTP 125A) | 2 | 7.4 | D4 | 70/400 | 25kV AC, 50Hz | 160 | RFC 5 RFC 7 |
| Bratislava-Rača - Puchov | (TTP 125A) | 2 | 150 | D4 | 99/429 | 25kV AC, 50Hz | 160 | RFC 5 |
| Puchov - Žilina | (TTP 106A) | 2 | 43 | D4 | 70/400 | 3Kv | 160 Žilina Zr.st. - Žilina 40 | RFC 5 |

| | | | | | | | | |
|--|--------------------------------|---|------|----|--------|-----|--|-------|
| Žilina - Čadca - Mosty u Jablunkova (CZ) | (TTP 106D) | 2 | 41 | D4 | 70/400 | 3Kv | 140 Krásno - Čadca 100; Čadca - Čadca nr. hr. 80 | RFC 5 |
| Žilina Zr.stanice - Budatín odb. | (TTP 106E) | 1 | 0.58 | D4 | 70/400 | 3Kv | 40 | RFC 5 |
| Čadca - Skalité Zwardoň | (TTP 114B) | 1 | 20 | D4 | 70/400 | 3Kv | 100 Skalité - Skalité nr. hr. 70 | RFC 5 |

| Track | TTP | No. of tracks | Length in km | Vertical load category | P/C Profile | Traction system | Maximum line speed in km/h | Corridor |
|---|----------------------------|---------------|--------------|------------------------|-------------|---|----------------------------|--------------------------|
| Bratislava hl. st. - Galanta | (TTP 120A) | 2 | 48,69 | D4 | 70/400 | 25 kV, 50Hz | 140 | RFC 5 alt. RFC 7 |
| Galanta - Sered' | (TTP 128A) | 2 | 12 | D4 | 80/400 | 25kV, 50Hz | 100 | RFC 5 alt. RFC 7 alt. |
| Sered' - Leopoldov | (TTP 128A) | 2 | 16.9 | D4 | 80/400 | 25 kV, 50Hz | 100 | RFC 5 alt. |
| Bratislava-Nové Mesto - Dunajská Streda | (TTP 124A) | 1 | 37.31 | C4/D4 | 70/400 | BA-Nové Mesto, km 3,520= 25kV, 50 Hz single phase; Komárno, km 2,500= 25kV, 50 Hz single phase | 80 | RFC 5 alt. RFC7 alt. |

| Track | TTP | No. of tracks | Length in km | Vertical load category | P/C Profile | Traction system | Maximum line speed in km/h | Corridor |
|---|----------------------------|--------------------------------------|--------------|------------------------|--|-----------------|----------------------------|----------|
| Szob (HU) - Štúrovo - Bratislava hl. st. | (TTP 120A) | 2 | 149 | D4 | 70/400 | 25 kV, 50Hz | 140 | RFC 7 |
| Bratislava hl. st. - Kúty - Lanžhot (CZ) | (TTP 126A) | 2 | 74 | D3/D4 | 70/400 | 25 kV , 50Hz | 140 | RFC 7 |
| Devínska Nová Ves - Devínska Nová Ves št.hr. | (TTP 126B) | 1 | 3.62 | C3 | 70/400 | 25 kV, 50Hz | 80 | RFC 7 |
| Bratislava-Nové Mesto - Bratislava-Petržalka - Rusovce - Rajka (HU) | (TTP 127C) | 2; Petržalka - Rusovce 1 | 27 | D4 | 70/400 | 25 kV, 50 Hz | 80 | RFC 7 |
| Komárom (HU) - Komárno - Nové Zámky | (TTP 120B) | 1 | 33 | D4 | 70/400 | 25 kV, 50Hz | 100 | RFC 7 |
| Trnava - Bratislava hl. st. | (TTP 125A) | 2 | 46 | D4 | 99/429 Svätý Jur - Bratislava hl. st. = 70/400 | 25 kV, 50Hz | 160 | RFC 7 |
| Trnava - Kúty | (TTP 128C) | 1 | 69 | D4 | 70/400 | 25kV, 50Hz | 90 | RFC 7 |

| | | | | | | | | |
|--|----------------------------|---|------|----|--------|------------|-----|-------|
| Trnava - Sered' | (TTP 128B) | 1 | 46 | D4 | 70/400 | 25kV, 50Hz | 80 | RFC 7 |
| Sered' - Galanta | (TTP 128A) | 2 | 12 | D4 | 80/400 | 25kV, 50Hz | 100 | RFC 7 |
| Bratislava hl. st. - Bratislava-Nové Mesto | (TTP 127G) | 1 | 5,11 | D4 | 70/400 | 25kV, 50Hz | 80 | RFC 7 |

| Track | TTP | No. of tracks | Length in km | Vertical load category | P/C Profile | Traction system | Maximum line speed in km/h | Corridor |
|-------------------------------------|----------------------------|---------------|--------------|------------------------|--|-----------------|----------------------------|----------|
| Komárom (HU) - Komárno - Nové Zámky | (TTP 120B) | 1 | 33 | D4 | 70/400 | 25 kV, 50Hz | 100 | RFC 7 |
| Trnava - Bratislava hl. st. | (TTP 125A) | 2 | 46 | D4 | 99/429 Svätý Jur - Bratislava hl. St. = 70/400 | 25 kV, 50Hz | 160 | RFC 7 |
| Trnava - Kúty | (TTP 128C) | 1 | 69 | D4 | 70/400 | 25kV, 50Hz | 90 | RFC 7 |
| Trnava - Sered' | (TTP 128B) | 1 | 46 | D4 | 70/400 | 25kV, 50Hz | 80 | RFC 7 |
| Sered' - Galanta | (TTP 128A) | 2 | 12 | D4 | 80/400 | 25kV, 50Hz | 100 | RFC 7 |

| | | | | | | | | |
|--|----------------------------|---|-------|----|--------|--|----|-------|
| Bratislava hl. st. - Bratislava-Nové Mesto | (TTP 127G) | 1 | 5,11 | D4 | 70/400 | 25kV, 50Hz | 80 | RFC 7 |
| Bratislava-Nové Mesto - Bratislava-Petržalka - Kitsee (AT) | (TTP 127C) | 2 | 14.98 | D4 | 80/400 | 25kV, 50Hz; Zhlavie BA-Petržalka - Kitsee (AT) 15kV, 16,7 Hz | 60 | RFC 7 |

| Track | TTP | No. Of tracks | Length in km | Vertical load category | P/C Profile | Traction system | Maximum line speed in km/h | Corridor |
|------------------------------|----------------------------|---------------|--------------|------------------------|-------------|----------------------------------|-----------------------------------|----------|
| Čierna n/Tisou nr.hr- Košice | (TTP 101A) | 2 | 94,539 | D4 | 70/400 | 3 kV | 100 (SNM - Michalany - 120) | RFC9 |
| Košice - Kralovany | (TTP 105A) | 2 | 209,488 | D4 | 70/400 | 3 kV | 120 | RFC9 |
| Kraľovany - Puchov | (TTP 106A) | 2 | 81,95 | D4 | 70/400 | 3 kV | 120 (Žilina zr.st - Púchov - 160) | RFC9 |
| Žilina - Čadca šr.hr. | (TTP 106D) | 2 | 32,056 | D4 | 70/400 | 3 kV | 140 | RFC9 |
| Púchov - Lúky p/Makytou | (TTP 106F) | 2 | 21,031 | D4 | 70/400 | 3 kV (ŽST Púchov = 25 kV, 50 Hz) | 90 | RFC9 |

| Track | TTP | No. of tracks | Length in km | Vertical load category | P/C Profile | Traction system | Maximum line speed in km/h | Corridor |
|------------------------------|----------------------------|---------------|--------------|------------------------|-------------|-----------------|----------------------------|----------|
| Maťovce - Bánovce n/Ondavou | (TTP 104A) | 1 | 28,959 | D4 | 70/400 | 3 kV | 80 | RFC9alt |
| Bánovce n/Ondavou - Trebišov | (TTP 103A) | 1 | 10,764 | D4 | 70/400 | 3 kV | 100 | RFC9alt |
| Trebišov - Výh. Slivník | (TTP 103B) | 1 | 15,3 | D4 | 70/400 | 3 kV | 80 | RFC9alt |

| Track | TTP | No. Of tracks | Length in km | Vertical load category | P/C Profile | Traction system | Maximum line speed in km/h | Corridor |
|------------------------------------|----------------------------|---------------|--------------|------------------------|-------------|-----------------|--|----------|
| Slovenské Nové Mesto - Barca St. 1 | (TTP 101A) | 2 | 94,539 | D4 | 70/400 | 3 kV | 100 (SNM - Michal'any - 120) | RFC11 |
| Haniská pri Košice - Barca | (TTP 109A) | 2 | 6,14 | D4 | 70/400 | 3 kV | 100 | RFC11 |
| Hidasnémeti - Barca | (TTP 109B) | 1 | 18,211 | D4 | 70/400 | 3 kV | 100 | RFC11 |
| Barca - Barca St. 1 | (TTP 101A) | 1 | 1,121 | D4 | 70/400 | 3 kV | 100 | RFC11 |
| Barca St. 1 - Košice | (TTP 101A) | 2 | 3,814 | D4 | 70/400 | 3 kV | 100 | RFC11 |
| Košice - Kysak | (TTP 105A) | 2 | 15,738 | D4 | 70/400 | 3 kV | 100 | RFC11 |
| Kysak výh. č. 39/40 - Plaveč št.hr | (TTP 107A) | 1 | 75,932 | D4 | 70/400 | 3 kV | Plaveč nr. hr.- Lipany 60 km/h; Lipany - Prešov 100 km/h; | RFC11 |

| | | | | | | | | |
|--|----------------------------|---|-------|----|--------|------|------------------------|-------|
| | | | | | | | Prešov - Kysak 80 km/h | |
| Kysak - Kysak výh. č. 39/40 = "Kysacka spojka" | (TTP 107C) | 1 | 0,851 | D4 | 70/400 | 3 kV | 80 | RFC11 |

| Track | TTP | No. of tracks | Length in km | Vertical load category | P/C Profile | Traction system | Maximum line speed in km/h | Corridor |
|---|----------------------------|---------------|--------------|------------------------|-------------|-----------------|-----------------------------|-----------|
| Slovenské Nové Mesto - Barca st. 1 | (TTP 101A) | 2 | 94,539 | D4 | 70/400 | 3 kV | 100 (SNM - Michaľany - 120) | RFC11 alt |
| Sátorajauhely (HU) - Slovenské Nové Mesto | (TTP 101C) | 1 | 2,0 | D4 | 70/400 | Unelectrified | 40 | RFC11 alt |

1 Expected capacity for TT 2027

1.1 Additional available capacity for TT 2027

This chapter contains information on ŽSR Investment Actions (IA) that are **implemented or planned to be implemented by the time of validity of TT 2027 with a positive impact on the capacity of railway lines** under ŽSR management. In the overview table below, a description of the positive impact on the capacity of the railway is also provided.

Table 1: List of IAs with a positive impact on capacity

| Action number | Track section | Description | Impact | Benefits | Project approved by IM | Funding secured |
|---------------|--|---------------|--|--|------------------------|-----------------|
| A16204 | Bratislava - Nové Mesto - Bratislava ÚNS | KRŽZ | safety/ reduction of operating costs costs in subsequent years. | improving the technical condition | Yes | Yes |
| ZSR038 | Bratislava Rača - Trnava - Leopoldov | CRD | Elimination of high occupancy rates, preemption, delays, inability to bundle schedules | construction of AH + double track couplings | Yes | Yes |
| A19157 | CR/SR Devínska Nová Ves | Modernization | increasing the line speed up to 200 km/h, //safety and traffic flow// passenger safety, increasing the culture, comfort and fluidity of travel | Reduction of travel time// improvement of the quality of infrastructure in terms of safety, reliability and efficiency | Yes | Yes |
| A06099.1 | Poprad Tatry - Krompachy | Modernization | increasing the line speed up to 160km/h, //safety and traffic flow// passenger safety, //interchange crossing of roads | Reduction of travel time// improvement of the quality of infrastructure in terms of safety, reliability and efficiency | Yes | No |
| Action number | Track section | Description | Impact | Benefits | Project approved by IM | Funding secured |
| A16199 | Trnava - Kúty, Šelpice - Boleráz | KRŽI | increase of line speed to 100km/hour, modernisation of the Klčovany stop, construction | Reduction of travel time// improvement of the quality of infrastructure | Yes | No |

| | | | | | | |
|--------|-----------------------------------|-------------|---|---|-----|----|
| | | | modifications of the bridge at km 12,180, new TV columns, modification of the equipment | in terms of safety, reliability and efficiency | | |
| A17093 | Prešov - Veľký Šariš | KRŽŽ | Increase in space permeability, line speed, safety of traffic, passengers, level crossings// Reduction of maintenance costs | improving the technical condition of the railway superstructure | Yes | No |
| A16021 | Veľký Horeš - Streda nad Bodrogom | KRK | achieving the standard speed of 100km/hr// improving the substandard condition of the railway substructure// reducing maintenance costs// | improving the technical condition | Yes | No |
| A17088 | Nižná Myšľa - Ruskov | Modernizing | Construction of TV at track No.2// Reconstructed railway superstructure/un derneath - bridges and culverts in the whole section// Bohdanovce, Vyšná Myšľa - new platforms at track No.2// Modification of the equipment | Reduction of travel time// Increase in the quality of infrastructure in terms of safety, reliability, travel culture and efficiency | Yes | No |

| Action number | Track section | Description | Impact | Benefits | Project approved by IM | Funding secured |
|---------------|---------------------------------------|-------------------|--|---|------------------------|-----------------|
| A11108 | Bratislava Nové Mesto-Dunajská Streda | KRŽM | New single-pole bridge stiffened with an arch in a new position parallel to the existing bridge + two level crossings and modification of the adjacent sections of the railway. line | To ensure that the serviceability of the line is maintained// ND restrictions in this section are lifted// Increased comfort for passengers// Continuity of traffic and increased capacity// Reduction of travel time | Yes | No |
| A18033 | Bratislava - Petržalka | platforms 1 and 2 | increasing safety and comfort for passengers | improving the quality of infrastructure in terms of safety, reliability, travel culture | Yes | No |
| A07302 | Lúky pod Makytou | KRTV track 1 | KRTV | improving the quality of infrastructure in terms of safety, reliability and efficiency | Yes | N/a |
| A07304 | Lúky pod Makytou | KRTV track 2 | KRTV | improving the quality of infrastructure in terms of safety, reliability and efficiency | Yes | N/a |
| A19000 | Varín - Košice - Čierna n/Tisou | GSMR | improved communication between IM and RU | improving the quality of communication infrastructure | N/a | N/a |
| A14200 | žst. Matovce | KRŽI | KRŽI + zab.zar | improving the quality of infrastructure in terms of safety and capacity | N/a | N/a |

1.2 Reducing the available capacity for TT 2027

Table 2: Projected reduction in available capacity in TT 2027

| Track section | Reason | Period | Quarterly | Characteristics (whole section/single track/POTR) | Project approved by IM | Funding secured |
|---|------------------------------|--------|-----------|---|------------------------|-----------------|
| Sátorajújhely (HU) - Slovenské Nové Mesto | non-electrified line section | N/a | N/a | N/a | N/a | N/a |

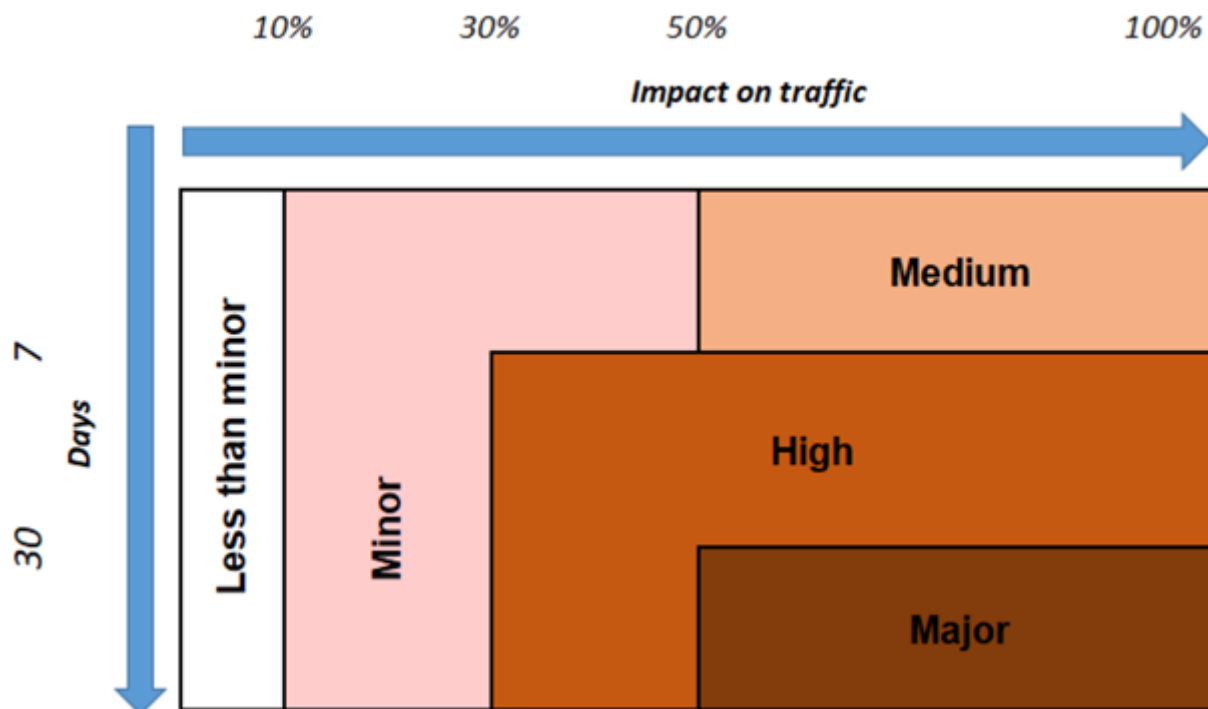
2 Planned temporary capacity restrictions (TCR)

Infrastructure Managers are required to follow the [Commission Delegated Decision \(EU\) 2017/2075](#) replacing Annex VII to the Directive 2012/34/EU when planning TCRs. This sets out the overall framework of conditions for capacity planning, including TCRs, with a preference for robust advanced planning, international coordination of TCRs between IMs and transparency of consultation and publication of TCR information to applicants. The **publication of TCRs is intended to make upcoming restrictions more transparent and thus help to plan the competitiveness of rail services.**

Table 3: Distribution of TCRs according to Annex VII of Directive 2012/34/EU

| <i>TCR category</i> | <i>Days of duration</i> | <i>Impact on transport (estimated cancellation, rerouting or alternative mode of transport)</i> |
|--|--|---|
| <i>TCR with major impact (major)</i> | <i>More than 30 consecutive days</i> | <i>More than 50% of the traffic volume on a given section per day</i> |
| <i>TCR with high impact (high)</i> | <i>More than 7 consecutive days</i> | <i>More than 30% of the traffic volume on a given section per day</i> |
| <i>TCR with medium impact (medium)</i> | <i>7 consecutive days or less</i> | <i>More than 50% of the traffic volume on a given section per day</i> |
| <i>TCR with minor impact (minor)</i> | <i>Undefined</i> | <i>More than 10% of the traffic volume on a given section per day</i> |

Figure 2: Graphical view of the TCR category breakdown according to Annex VII of Directive 34/2012/EU



2.1 TCR planning principles at ŽSR

This chapter presents the principles for planning TCRs on railway lines (RFC 5, RFC 7, RFC 9 and RFC 11) as well as the list of TCRs foreseen for the TT 2027. The TCR development processes are directly related to the development of the railway CS, but **they are independent of** the processes for the development of the railway CS.

General principles of TCR planning on ŽSR:

The process of planning, consultation and coordination of **long-term** planning of temporary capacity restrictions (TCR) is not in place at ŽSR. As part of the proposal for new TCR processes at ŽSR, a proposal is approved to split the current process of Track closure Activity' into 'long term' and 'interim' TCR planning processes as follows:

A) "long-range" TCR planning activity, which includes the development of multi-year, three-year, two-year, and annual TCR plans and activities:

- regular production, updating and publication of long-term TCR plans,
- coordination of TCR within the ŽSR internal units,
- coordination with neighbouring IMs and members on the relevant rail freight corridors (RFCs) within the framework of international activities of ŽSR,
- coordination meetings with the parties concerned;

B) "continuous" TCR planning activity, the so-called "late" TCR:

- elaboration, updating of four-monthly/monthly TCR plans on the basis of the long-term TCR plan and the current requirements of the relevant Regional Directorate for limiting the capacity of the railway,
- internal negotiation of late TCRs with respect to the track closures,
- coordination meetings with the participation of affected parties of applicants and RUs,
- communication and mutual information/approval of TCRs with neighbouring IMs;

Minor Maintenance works resulting from immediate or preventive maintenance and requiring a certain "smaller time space" should not have a significant impact on the limitation of the capacity of the railway and should be solved in the so-called "**Railway Maintenance Windows**", which **ŽSR will determine in advance and announce** in the form of allocation of the necessary part of the capacity of the railway line for the relevant period in the form of **SROV's** (collection of track closure orders) before the validity of the relevant ATT in accordance with the regulation of ŽSR DP 4 "Track Closure Activity of ŽSR".

The general list of SROVs for the lines RFC 5, RFC 7, RFC 9 and RFC 11 is annexed to this CS of ŽSR.

2.2 Description of the TCR planning process, including escalation processes

TCR coordination: means the active exchange of information on the TCR plan between neighbouring IMs through formal communication channels. These formal communication channels include:

- open meetings, e.g. stakeholders are invited to attend an open meeting or several meetings;
- written information to interested parties with an opportunity to submit comments. The IM planning the TCR shall actively initiate communication with the neighbouring IMs to inform about the TCR.

TCR coordination is required when TCRs impact a neighbouring IM. This means that the TCR takes place on one line section, possibly also on a subsequent line section if its impact affects traffic at a neighbouring IM. In the case of continuous TCR, the objective is to carry out the maximum amount of work simultaneously. TCR coordination includes the expected coordination of train management on alternative track sections within reroutings. TCR coordination is also required for harmonization of track closures with neighbouring IM if the same track sections are expected to be used for reroutings.

TCR Consultation: means an active process of exchange of information on TCRs between ŽSR, applicants and the main operators of the service facilities concerned through formal communication channels. These formal communication channels include:

- open meetings, e.g. stakeholders are invited to attend an open meeting or several meetings
- written information to interested parties with an opportunity to submit comments. ŽSR actively initiates communication with applicants for information on TCRs.

Following the coordination process and prior to the TCR plan approval process, ŽSR shall ask the applicants/RU's/main operators of the service facilities concerned for their opinion on the planned measures to be implemented in relation to the planned temporary capacity restrictions (TCRs) for the defined thresholds (affected traffic volumes as defined in Commission Delegated Decision (EU) 2017/2075 replacing Annex VII of the Directive 2012/34/EU).

TCRs require the disclosure of information at the time and to the extent according to a specified categories and criteria.

Table 4: Required timetable for coordination, consultation and publication of TCR information

| TCR with minor impact | TCR with medium impact | TCR with high impact | TCRs with major impact | Month (X) before the TT expires | | |
|---|-------------------------------|--|-------------------------------|---|------|------|
| Preliminary consultation and coordination | Consultation and coordination | Preliminary consultation with applicants Coordination with neighbouring IMs Applicants' requirements | | Before X-24 | | |
| | | First publication of TCR | | X-24 | | |
| | | Consultation and coordination | Consultation and coordination | Final decision options, consultation and coordination | | X-23 |
| | | | | | | X-22 |
| | | | | | | X-21 |
| | | | | | | X-20 |
| | | | | | | X-19 |
| | | | | Completion of coordination | | X-18 |
| | | | | | | X-17 |
| | | | | | | X-16 |
| | | | | | | X-15 |
| | | | | | | X-14 |
| | | Coordination completed | | Final consultation | X-13 | |
| | | Final consultation | | | | |
| | | Publication | | Second TCR publication | | X-12 |
| | | | | | | X-11 |
| | | | | | | X-10 |
| | | | | X-9 | | |
| | | | | X-8 | | |
| | | | | X-7 | | |
| First information | | | | X-6 | | |
| Consultation and coordination | | | | X-5 | | |
| Publication | | | | X-4 | | |

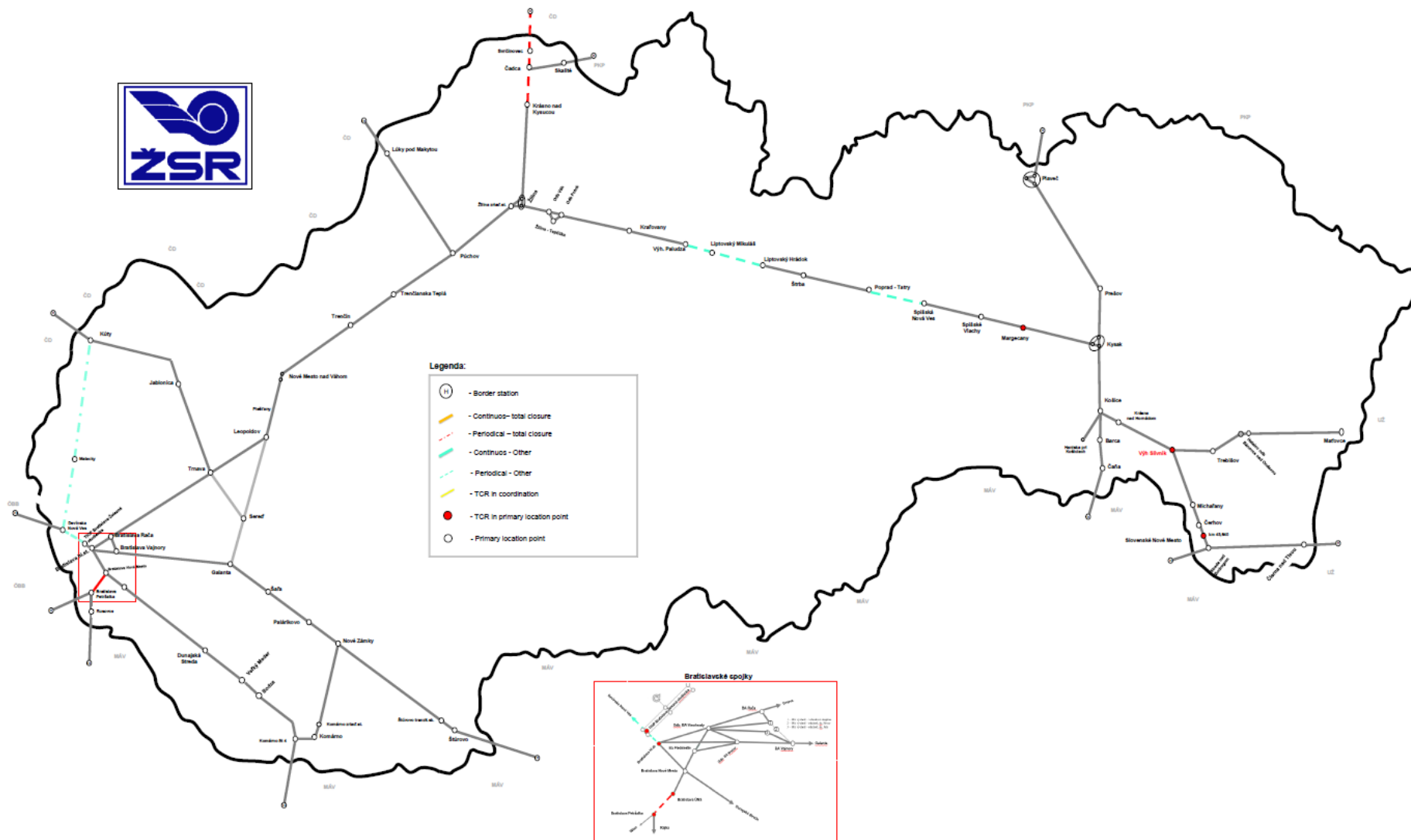
2.3 Expected TCR for TT 2027

This chapter lists the expected TCRs for the ATT 2027. **The information on the TCRs** listed is compiled from currently available information (that is more than 740 days before the start date of the TCR), should be considered as a forecast, and this **may change over time**. The TCRs listed in Table 5 have met the criteria for inclusion in the 'major' and 'high' categories. These TCRs are expected to have a significant impact on international traffic and will significantly affect the capacity of the railway line concerned.

Table 5: List of expected TCRs for TT 2027

| TCR | | The IA draft is defined | The investment is approved by the ŽSR management | Funding is secured |
|----------|--|-------------------------|--|--------------------|
| Code IA | Name of IA | | | |
| A06048.5 | Modernisation of the railway line Žilina - Košice, section Liptovský Mikuláš - Poprad Tatry (out of 5th stage), section Paludza - Liptovský Hrádok | Yes | N/a | N/a |
| A06099.2 | Modernisation of the railway line Žilina - Košice, section Poprad Tatry (out of stage) - Krompachy, 1st stage A1 (Poprad - Spišská Nová Ves), project preparation and realisation (1st stage + DOZZ, ETCS) | Yes | N/a | N/a |
| A12018 | Bratislava ÚNS - Bratislava Petržalka KRK | Yes | N/a | N/a |
| A14198 | Slivník switching station - reconstruction of switches 1-10 | Yes | N/a | N/a |
| A14002 | BA hl.stanica - Kúty št.hr. - reconstruction of 6kV cables - UAB | | N/a | N/a |
| A14179 | Establishment of a secured pedestrian crossing Čierna nad Tisou - Košice žkm 43,640 | Yes | N/a | N/a |
| A17080 | Žst. Margecany comprehensive reconstruction of the station | N/a | N/a | N/a |
| ZSR020 | Krásno nad Kysucou - Čadca | Yes | Yes | Yes |
| ZSR041 | TIOP Bratislava-Železná studienka | Yes | N/a | N/a |

Figure 3: TCR visualization for TT 2027



3 Principles of train traffic planning and traffic flows

3.1 Principles of traffic planning

This chapter describes the main principles of train path construction for the line sections managed by ŽSR included in this CS (the range of lines RFC 5, RFC 7, RFC 9 and RFC 11), which will be used in the planning of the individual elements in the Capacity Models.

The Railway infrastructure (railway line, service facility) **has set its maximum capacity**. This is the capability of the facility, how many trains (train paths) of different categories and different types can pass through the facility in different time windows. It is expressed by the number of train paths that can be constructed on a given line section for a given time interval (e.g. 24 hours). The capacity of multi-track sections shall be determined for each track separately. ŽSR allocates railway capacity in accordance with Act No 513/2009 Coll. Act on Railways and on Amendments to Certain Acts, as amended (hereinafter referred to as "Act 513/2009 Z.z") under the following conditions:

- IM is, in addition to the basic obligations of the infrastructure manager according to § 30 of Act No. 513/2009 Coll., obliged to allocate capacity in a fair and non-discriminatory manner to railway undertakings until the entire capacity of the railway infrastructure is allocated (§ 34);
- ŽSR allocates the capacity of railway infrastructure in the form of a train path from the origin station to the destination station (§ 34);
- the capacity of railway infrastructure in the form of a train path may be allocated to an applicant for a maximum period of validity of one timetable of the railway network, i.e. an 'annual timetable' (§ 40).

The conditions for requests for the capacity allocation are specified in the relevant Network Statement of the TT concerned in the subchapter. 3.2.1.

The process for allocating of capacity in the form of a train path is set out in the relevant Network Statement of the TT concerned in chapter 4.5.

Part of the TTR project is the development of a capacity model, which creates an assumption about the possible use of the capacity of the railway by individual transport segments with the respective capacity products. In addition to the pre-arranged train paths, serving primarily to meet the transport needs of applicants within predictable time and technical parameters, the relevant part of the capacity will be kept to satisfy AD HOC requests for capacity submitted during the relevant period of validity of the ATT. ŽSR in accordance with subchapter 4.5 of the Network Statement, has the right to **keep a capacity reserve of at least 10 % of the** capacity of the relevant railway line for the purpose of allocating infrastructure capacity to additional train path requests **for the TT 2027**. The capacity of the railway line to carry out planned maintenance and renewal is taken into account when allocating railway infrastructure capacity to applicants.

Within the implementation of the TTR project, a **new capacity product Rolling Planning** is considered, where the applicant will be allowed to submit one application for capacity for the period of validity of several timetables (max. for three TTs). The legislative framework for this activity is not yet in place.

ŽSR shall attempt to resolve any conflict in the allocation of capacity through negotiation with the applicants concerned. In the event that the ŽSR is **unable to resolve the conflicts by negotiation** with the applicants, **it shall resolve them**

through coordination. The conditions for the coordination process for the allocation of capacity are set out in the relevant Network Statement of the TT concerned in subchapter 4.5.4.

For the allocation of capacity on cross-border line sections where is the Network interconnection of two IMs, one of IM **is designated according to** the Railway Infrastructure Interconnection Agreement, that is responsible for the capacity planning on the given line section. This division of responsibilities between the individual IMs on the cross-border sections is also valid for the development of the relevant capacity models and capacity offer.

Congested infrastructure means a section of the rail network on which, even after negotiation with applicants and coordination, it is not possible to adequately satisfy the demand for railway capacity at a particular time or part of the day (§ 46) .

If the coordination has not achieved a satisfactory result and the railway infrastructure has been declared congested for a given period or a given section of the day, IM shall apply the following **priorities** when allocating railway infrastructure capacity on the congested infrastructure:

- a) on the main railway lines in the following order:
 1. transport services in the public interest implemented by system or tact paths distribution,
 2. agreed international train paths for passenger services operated in the public interest,
 3. other agreed international train paths for passenger services,
 4. agreed international train paths for freight,
 5. transport services in the public interest not covered by the first and second points,
 6. other international passenger transport services,
 7. other international freight transport services,
 8. other transport services.
- b) on secondary railway lines in the following order:
 1. transport services in the public interest,
 2. passenger transport services,
 3. freight transport services,
 4. other transport services.

It follows from the above that the division and allocation of railway capacity described in the TTR rules cannot be used in the case of a declaration of congested infrastructure until a legislative change in this area is made.

3.1.1 Principles of cooperation with service facilities as well as other strategic components for future TT construction

Service facilities of other entities, which are connected to the railway network managed by ŽSR, have signed contract with ŽSR on the interconnection of railways (for service facility “TIP Žilina” there is a signed concession contract).

In the field of timetable development (TT), the operator/manager of service facilities communicates with ŽSR in a standard way through applicants (RUs) by requesting train paths. List of freight terminals (combined transport terminals) and service

equipment of other entities is available on the ŽSR website in the section:

["Carriers/Other Services/Service Facilities".](#)

3.1.2 Basic principles of train service planning for individual line sections

When planning train traffic for individual railway lines, several qualitative and quantitative indicators must be taken into account, such as technical parameters of the railway line, the use of practical throughput, the uneven distribution of trains during the day, the development potential of the railway line for passenger and freight transport, respectively for international and national transport.

In different parts of the assessed capacity of the railway there is a different range of train traffic (intensities). The railway lines considered in this CS TT 2027 are divided into individual line sections, which have different parameters, from the point of view of train traffic planning. These are line sections between important railway junctions (train stations). In these junctions there are important service facilities such as railway depots or wagon repair depots (Kúty, Bratislava hl. st., Trnava, Bratislava East, Bratislava Nové Mesto, Nové Zámky, Štúrovo, Komárno, Žilina, Žilina Teplička, Poprad, Košice, Čierna nad Tisou, Prešov, Maľovce) and combined transport terminals (Bratislava ÚNS, Dunajská Streda, Žilina, Košice, TDK, Haniska pri Košice, Čierna n/Tisou).

The capacity allocated for AD HOC train path planning will be published in the form of a timetable offer of average train paths or in the form of bands. Bands for medium-term capacity planning (TT changes) will not be published. Maintenance windows in the form of SROVs are also not published, these are published in the monthly/weekly closure plans of the individual Regional Directorates. The residual capacity after all requested train paths have been allocated can then be prioritized for medium-term RU capacity planning.

Table 6: Distribution of railway lines RFC5, RFC7, RFC9 and RFC 11 according to the level of capacity utilization and the categories of trains operated

| MI | Track section | Description of the level of capacity utilization and train categories of trains operated |
|------------|--------------------------|--|
| SŽCZ - ŽSR | Lanžhot - Kúty | Line section used by international traffic with extremely high level of capacity utilization. The following categories of trains are operated on this line section: - International long-distance passenger trains; - International regional passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); |
| ŽSR | Kúty - Devínska Nová Ves | Line section used by international traffic with extremely high level of capacity utilization I. The following categories of trains are operated on this line section: - International long-distance passenger trains; - International regional passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |

| MI | Track section | Description of the level of capacity utilization and train categories of trains operated |
|---------------------|--|---|
| ŽSR | Devínska Nová Ves - Bratislava hl. st. | Line section used by international traffic with extremely high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International regional passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR | Kúty - Trnava | In passenger transport it is a line section with regional trains and in freight transport it is a line section with international traffic with a low level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - Regional passenger trains; - International freight transport (block trains); - National freight transport (single-wagon trains). |
| ŽSR | Bratislava hl. st. - Nové Zámky | Line section used by international transport with high level of capacity utilization . The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - National long-distance passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains); |
| ŽSR | Nové Zámky - Komárno | In passenger transport it is a line section with regional trains and in freight transport it is a line section with international traffic with a high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - Regional passenger trains; - International freight transport (combined transport trains, block trains); - National freight transport (single-wagon trains). |
| ŽSR | Nové Zámky - Štúrovo | Line section used by international transport with high level of capacity utilization . The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - National long-distance passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR - MÁV Zrt. (HU) | Komárno - Komárom | Line section used by international transport with high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - Regional (national) passenger trains, common line section Komárno - Dunajská Streda; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); |

| MI | Track section | Description of the level of capacity utilization and train categories of trains operated |
|-----------------------|--|--|
| ŽSR - MÁV Zrt. (HU) | Štúrovo - Szob | Line section used by international transport with low level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); |
| ŽSR | Trnava - Galanta | In passenger transport it is a line section with regional trains and in freight transport it is a line section with international traffic with a medium level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - Regional passenger trains; - International freight transport (block trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR | Bratislava hl. st. - Bratislava Nové Mesto | Line section used by international traffic with extremely high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - International regional passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR | Bratislava Nové Mesto - Rusovce | Line section used by international traffic with extremely high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International regional passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR - Gysev Zrt. (HU) | Rusovce - Rajka | Line section used by international transport with medium level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - International regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains). |
| ŽSR | Bratislava Nové Mesto - Komárno | In passenger transport it is a line section with regional trains and in freight transport it is a line section with international traffic with a high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - Regional passenger trains; - International freight transport (combined transport trains); - National freight transport (block trains, single-wagon trains). |

| MI | Track section | Description of the level of capacity utilization and train categories of trains operated |
|----------------------|-------------------------------------|---|
| ŽSR | Trnava - Bratislava hl. st. | Line section used by international traffic with extremely high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - National long-distance passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (combined transport trains, block trains, single-wagon trains); |
| ŽSR - ÖBB Infra (AT) | Devínska Nová Ves - Marchegg | Line section used by international transport with medium level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - International regional passenger trains; - International freight transport (block trains). |
| ŽSR - ÖBB Infra (AT) | Bratislava-Petržalka - Kittsee (AT) | Line section used by international transport with high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR | Trnava - Nové Mesto nad Váhom | Line section used by international transport with high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - National long-distance passenger trains - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR | Nové Mesto nad Váhom - Puchov | Line section used by international transport with high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - National long-distance passenger trains - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR | Puchov - Žilina | Line section used by international transport with high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - National long-distance passenger trains - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |

| MI | Track section | Description of the level of capacity utilization and train categories of trains operated |
|-------------------------|--|--|
| ŽSR | Sereď - Leopoldov | Line section used by international transport with low level of capacity utilization. The following categories of trains are operated on this line section: - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR | Žilina - Žilina-Teplička departure group | Line section used by international transport with low level of capacity utilization. The following categories of trains are operated on this line section: - International freight transport (combined transport trains, block trains); - National freight transport (combined transport trains, block trains, single-wagon trains). |
| ŽSR | Žilina - Čadca | Line section used by international traffic with high level of capacity utilization. The following categories of trains are operated on this line section: - International long-distance passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR - SŽCZ (CZECH ONLY) | Čadca - Čadca št.hr | Line section used by international transport with high level of capacity utilization . The following categories of trains are operated on this line section: - International long-distance passenger trains; - International passenger trains; - International freight transport (combined transport trains, block trains). |
| ŽSR | Čadca - Skalité | Line section used by international transport with medium level of capacity utilization. The following categories of trains are operated on this line section: - International passenger trains; - Regional passenger trains; - National freight transport (single-wagon trains). |
| ŽSR - PLK SA (PL) | Skalité - Skalité št.hr | Line section used by international transport with medium level of capacity utilization. The following categories of trains are operated on this line section: - International passenger trains; |
| ŽSR - UA | Čop - Čierna nad Tisou | Line section used by international traffic with extremely high level of capacity utilization. The following categories of trains are operated on this line section: - International long-distance passenger trains; - Regional passenger trains; - International freight transport (block trains, long-distance single-wagon trains); |

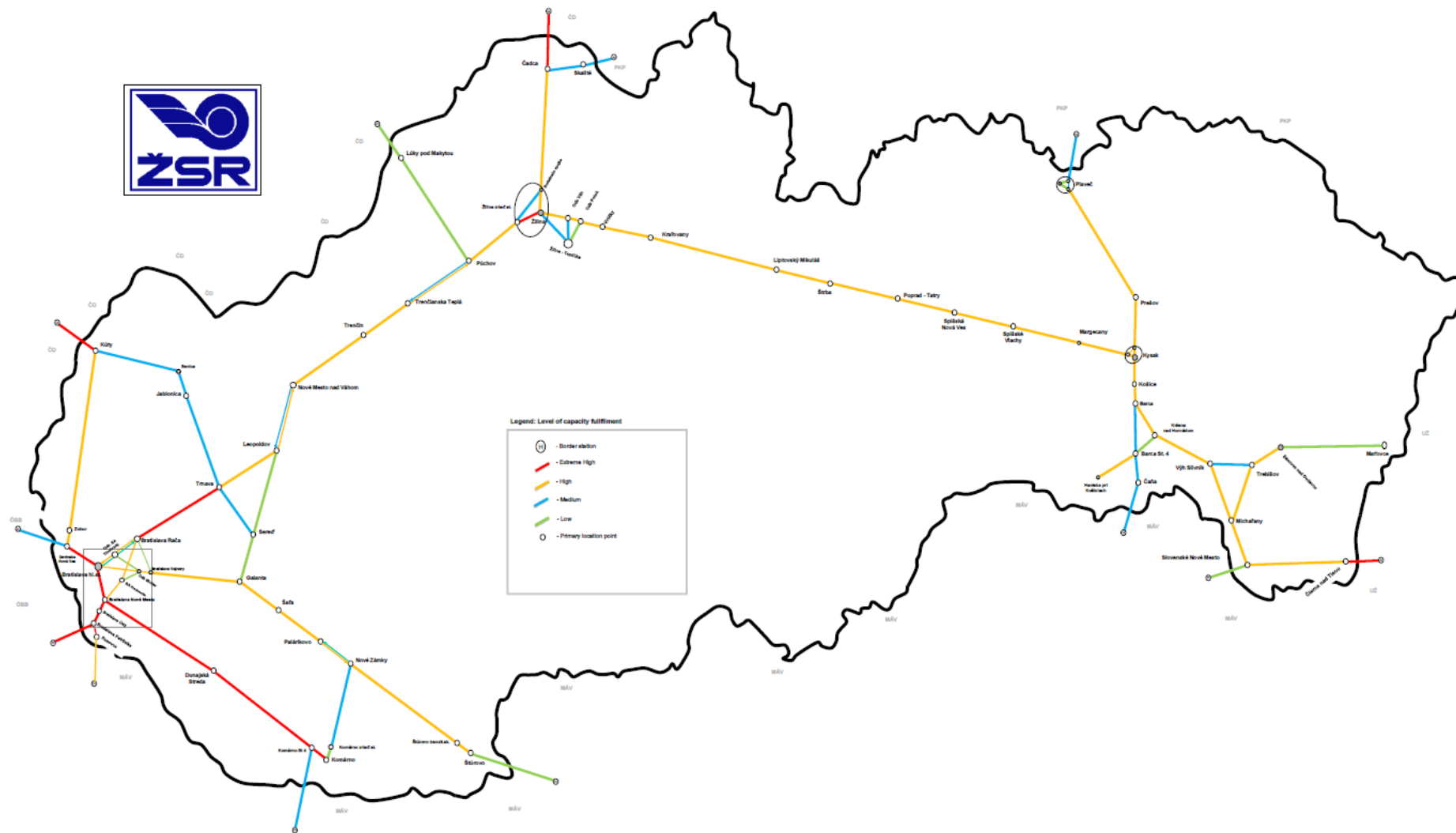
| MI | Track section | Description of the level of capacity utilization and train categories of trains operated |
|-------------|--|--|
| ŽSR UZ | Čierna n/Tisou nr.hr- Košice | Line section used by international transport with high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - Regional passenger trains; - International freight transport (block trains, long-distance single-wagon trains); - National freight transport (block transport trains, integrated trains, single-wagon trains). |
| ŽSR | Košice Kraľovany | Line section used by international transport with high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - Regional passenger trains; - International freight transport (block trains, long-distance single-wagon trains); - National freight transport (block transport trains, integrated trains, single-wagon trains). |
| ŽSR | Kraľovany - Žilina- Teplička departure group | Line section used by international transport with high level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - Regional passenger trains; - International freight transport (block trains, long-distance single-wagon trains); - National freight transport (block transport trains, integrated trains, single-wagon trains). |
| ŽSR SŽDC | Púchov - Lúky p/Makytou št.hr | Line section used by international transport with medium level of capacity utilization. On this line section the following categories of trains are operated: <ul style="list-style-type: none"> - International long-distance passenger trains; - International passenger trains; - International freight transport (block trains). |
| ŽSR | Maťovce Bánovce n/Ondavou | Line section used by international transport with low level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International freight transport (block trains) - National freight transport (block trains, single-wagon trains). |
| ŽSR | Bánovce n/Ondavou Trebíšov | Line section used by international transport with medium level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - National long-distance passenger trains - International freight transport (block trains) - National freight transport (block trains, single-wagon trains). |
| ŽSR | Trebíšov - Vých. Slivník | Line section used by international transport with medium level of capacity utilization. The following categories of trains are operated on this line section: <ul style="list-style-type: none"> - International long-distance passenger trains; - National long-distance passenger trains |

| MI | Track section | Description of the level of capacity utilization and train categories of trains operated |
|------------|--|---|
| | | <ul style="list-style-type: none"> - International freight transport (block trains) - National freight transport (block trains, single-wagon trains). |
| ŽSR | Kysak - Košice | <p>Line section used by international transport with high level of capacity utilization. The following categories of trains are operated on this line section:</p> <ul style="list-style-type: none"> - Regional passenger trains; - International freight transport (block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR | Kysak - Prešov | <p>Line section used by international transport with high level of capacity utilization. The following categories of trains are operated on this line section:</p> <ul style="list-style-type: none"> - Regional passenger trains; - International freight transport (block trains, long-distance single-wagon trains); - National freight transport (block trains, single-wagon trains). |
| ŽSR | Prešov - Plaveč | <p>Line section used by international transport with medium level of capacity utilization. The following categories of trains are operated on this line section:</p> <ul style="list-style-type: none"> - International passenger trains; - International freight transport (block trains, single-wagon trains). |
| ŽSR PL | - Plaveč - Muszyna | <p>Line section used by international traffic with a low level of capacity utilization. The following categories of trains are operated on this line section:</p> <ul style="list-style-type: none"> - International passenger trains; - Regional passenger trains; - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport. |
| ŽSR- HU | Slovenské Nové Mesto - Sátoraljaújhely | <p>Line section used by international traffic with a low level of capacity utilization. The following categories of trains are operated on this line section:</p> <ul style="list-style-type: none"> - International passenger trains; - Regional passenger trains; - International freight transport |
| ŽSR HU | - Barca - Hidasnémeti | <p>Line section used by international traffic with a medium level of capacity utilization. The following categories of trains are operated on this line section:</p> <ul style="list-style-type: none"> - International passenger trains; - International freight transport (block trains, single-wagon trains). |
| ŽSR | Haniska pri Košiciach - Barca St. 1 | <p>In passenger transport it is a line section with regional trains and in freight transport it is a line section with a high level of capacity utilization. The following categories of trains are operated on this line section:</p> <ul style="list-style-type: none"> - Long-distance passenger trains - Regional passenger trains; |

| MI | Track section | Description of the level of capacity utilization and train categories of trains operated |
|----|---------------|--|
| | | <ul style="list-style-type: none"> - International freight transport (combined transport trains, block trains, long-distance single-wagon trains); - National freight transport. |

To determine the current level capacity utilisation, the data of the "*Railway Infrastructure Capacity Workbook TT (GVD) 2023/2024*" are used. A visualization of the level of capacity utilization on the individual line sections RFC5, RFC7, RFC9 and RFC11 is shown in Figure 4 on the following page.

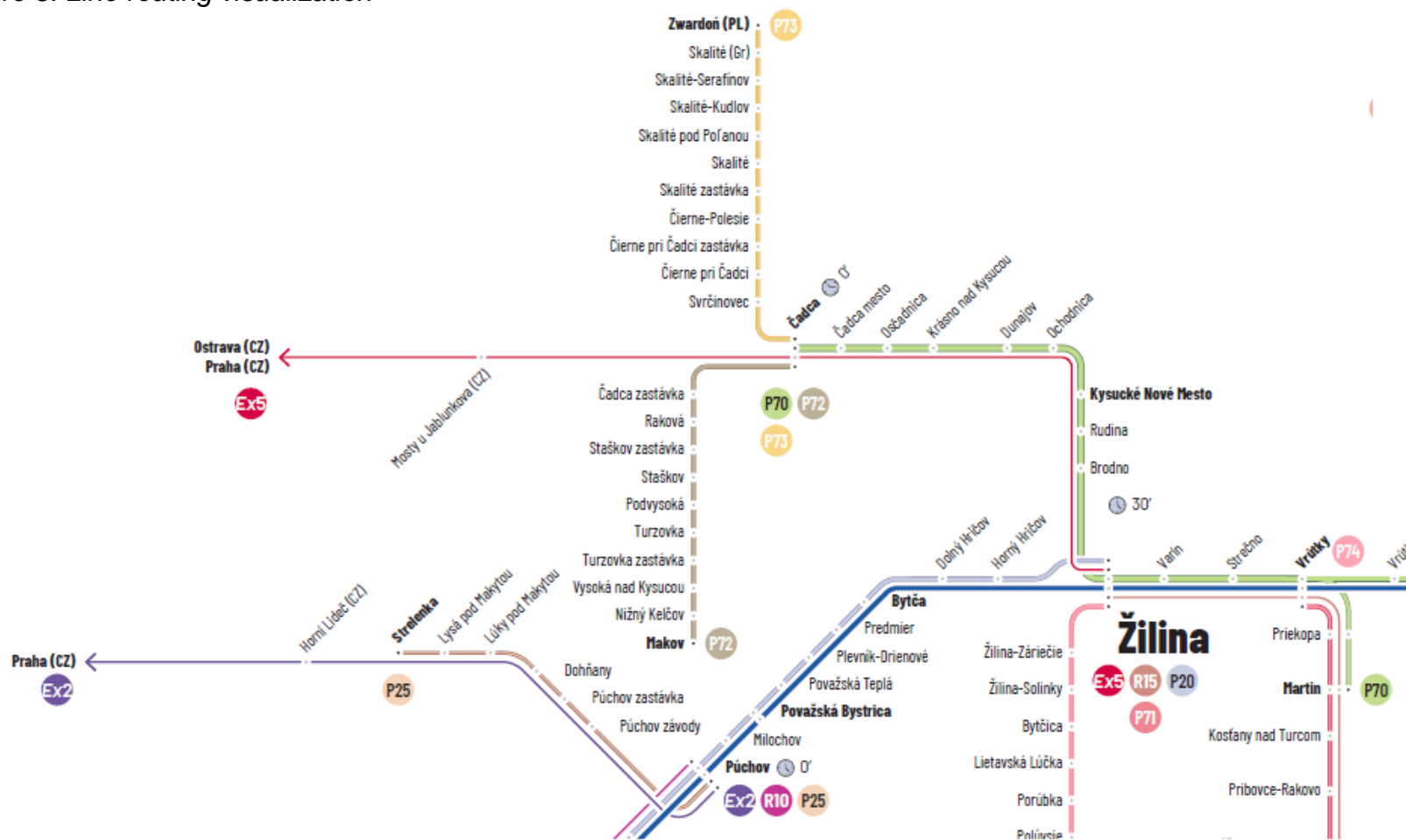
Figure 4: Visualization of the level of capacity utilization for TT 2027



In passenger transport, various concepts of transport service of the territory and the routing of long-distance lines based on **the Transport Service Plan of the Slovak Republic (TSP SR)** are used. The full **scheme of the line routing** as well as the prospective status in 2030 is on the page:

<https://www.mindop.sk/ministerstvo-1/doprava-3/strategia/verejna-osobna-doprava/plan-dopravnej-obslužnosti-slovenska-pre-zeleznicnu-osobnu-dopravu/prilohy>

Figure 5: Line routing visualization



Source ŽSR.

3.2 General train categories on RFC5, RFC7 , RFC9 and RFC 11

Passenger transport

- International passenger trains:
 - Budapest - Brno - Prague - Hamburg
 - Budapest - Warsaw - Terespol
 - Bratislava - Zurich
 - Bratislava - Hegyeshalom
 - Košice - Bratislava - Wien (Marchegg)
 - Bratislava - Wien (Kittsee)
 - Žilina - Púchov - Prague
 - Žilina - Čadca - Ostrava
 - Žilina - Čadca - Prague
 - Žilina - Bratislava - Kúty - Prague
 - Humenné - Košice - Ostrava - Prague
 - Košice - Ostrava - Prague
 - Košice - Prešov - Ostrava - Prague
 - Prešov - Puchov - Prague
 - Čadca - Ostrava
 - Čadca - Zwardoń
 - Košice - Hidasnémeti - Budapest
 - Plaveč - Muszyna
 - Košice - Čierna nad Tisou - (Mukachevo)
- Long-distance passenger trains:
 - Nové Zámky - Galanta - Bratislava
 - Košice - Banská Bystrica - Palárikovo - Bratislava
 - Banská Bystrica - Palárikovo - Bratislava
 - Bratislava - Žilina
 - Bratislava - Žilina - Košice
 - Bratislava - Leopoldov - Prievidza
- Regional passenger trains:
 - Nové Zámky - Štúrovo
 - Nové Zámky - Galanta - Bratislava
 - Nové Zámky - Komárno
 - Trnava - Senica
 - Senica - Skalica in Slovakia
 - Trnava - Galanta
 - Trnava - Bratislava - Malacky - Kúty
 - Bratislava - Malacky

Pezinok - Bratislava-Petržalka
 Senec - Bratislava-Nové Mesto
 Bratislava - Dunajská Streda - Komárno
 Bratislava - Kvetoslavov
 Trnava - Leopoldov - Nitra
 Nové Mesto nad Váhom - Trenčín
 Trenčín - Zlatovce - Žilina
 Trenčín - Bratislava
 Čadca - Žilina
 Čadca - Martin
 Čadca - Liptovský Mikuláš
 Čadca - Skalité
 Skalité - Vrútky
 Skalité - Liptovský Hrádok
 Liptovský Mikuláš - Poprad-Tatry
 Košice - Poprad-Tatry
 Čierna nad Tisou - Košice - Prešov
 Košice - Prešov
 Košice - Lipany
 Košice - Trebišov
 (Moldava nad Bodvou mesto) - Haniska pri Košiciach - Košice
 Košice - Čierna nad Tisou
 Košice - Plaveč

Table 7: General parameters of passenger trains

| Parameter code | Train length | Weight of the train | Length of the train set | Weight of the train set | Loco Type | Required speed | Min. Braking. % |
|----------------|--------------|---------------------|-------------------------|-------------------------|-----------|----------------|-----------------|
| OZSR01 | 284 | 590 | 265 | 500 | VECTRON | 140 | 148 |
| OZSR02 | 79 | 233 | - | - | 671 | 160 | 182 |
| OZSR03 | 156 | 330 | 137 | 250 | ER20 | 120 | 106 |
| OZSR04 | 80 | 197 | - | - | 661 | 120 | 120 |
| OZSR05 | 137 | 284 | 120 | 200 | 263 | 100 | 122 |
| OZSR06 | 369 | 720 | 350 | 630 | VECTRON | 160 | 152 |
| OZSR07 | 219 | 400 | 200 | 490 | VECTRON | 160 | 152 |
| OZSR08 | 219 | 300 | 200 | 390 | 350 | 160 | 160 |
| OZSR09 | 127 | 264 | 110 | 180 | 263 | 120 | 133 |
| OZSR10 | 42 | 81 | - | - | 648 | 100 | 120 |
| OZSR11 | 50 | 51 | - | - | 5047 | 120 | 100 |
| OZSR12 | 204 | 456 | 185 | 370 | 1116 | 160 | 197 |
| OZSR13 | 28 | 39 | - | - | 813 | 90 | 45 |
| OZSR14 | 106 | 202 | - | - | 660 | 160 | 111 |
| OZSR15 | 197 | 440 | 180 | 350 | 350 | 160 | 57 |
| OZSR16 | 256 | 536 | 240 | 450 | 361.1 | 160 | 43 |

| Parameter code | Train length | Weight of the train | Length of the train set | Weight of the train set | Loco Type | Required speed | Min. Braking. % |
|----------------|--------------|---------------------|-------------------------|-------------------------|-----------|----------------|-----------------|
| OZSR17 | 185 | 378 | - | - | 680 | 140 | 37 |
| OZSR18 | 418 | 720 | 400 | 630 | VECTRON | 120 | 31 |
| OZSR19 | 191 | 382 | 175 | 300 | 151 | 140 | 31 |
| OZSR20 | 156 | 320 | - | - | 561 | 160 | 160 |
| OZSR21 | 59 | 120 | - | - | 861 | 140 | 156 |
| OZSR22 | 142 | 334 | 125 | 250 | 163 | 120 | 123 |
| OZSR23 | 149 | 299 | 132 | 215 | 162 | 140 | 67 |

Freight transport:

- National freight trains
- International and national block freight trains
- International and national combined transport trains
- International and domestic freight trains

Table 8: General parameters of freight trains

| Parameter code | Train length | Weight of the train | Length of the train set | Weight of the train set | Loco Type | Required speed | Min. Braking % |
|----------------|--------------|---------------------|-------------------------|-------------------------|-----------|----------------|----------------|
| NZSR01 | 654 | 2084 | 635 | 2000 | E186 | 100 | 80 |
| NZSR02 | 620 | 2690 | 600 | 2600 | E189 | 90 | 64 |
| NZSR03 | 649 | 2090 | 630 | 2000 | Vectron | 100 | 80 |
| NZSR04 | 594 | 2590 | 575 | 2500 | Vectron | 100 | 75 |
| NZSR05 | 696 | 1585 | 680 | 1500 | 230 | 100 | 80 |
| NZSR06 | 669 | 2084 | 650 | 2000 | E186 | 90 | 72 |
| NZSR07 | 627 | 1680 | 608 | 1600 | ER20 | 100 | 72 |
| NZSR08 | 433 | 1769 | 417 | 1685 | 242 | 100 | 84 |
| NZSR09 | 416 | 1685 | 400 | 1600 | 240 | 100 | 70 |
| NZSR10 | 594 | 1090 | 575 | 1000 | 240 | 100 | 70 |
| NZSR11 | 594 | 1686 | 575 | 1600 | 1116 | 100 | 76 |
| NZSR12 | 594 | 1486 | 575 | 1400 | 1116 | 100 | 72 |
| NZSR13 | 590 | 1680 | 550 | 1600 | 230 | 100 | 70 |
| NZSR14 | 590 | 1680 | 550 | 1600 | ER20 | 100 | 71 |
| NZSR15 | 740 | 1600 | 706 | 1428 | 363 | 90 | 52 |

| Parameter code | Train length | Weight of the train | Length of the train set | Weight of the train set | Loco Type | Required speed | Min. Braking % |
|----------------|--------------|---------------------|-------------------------|-------------------------|------------|----------------|----------------|
| NZSR16 | 650 | 1250 | 600 | 1100 | 363 | 90 | 60 |
| NZSR17 | 595 | 2734 | 575 | 2500 | VECTRON MS | 100 | 60 |
| NZSR18 | 595 | 1090 | 575 | 1000 | VECTRON MS | 100 | 60 |
| NZSR19 | 514 | 1164 | 500 | 1100 | 742 | 60 | 26 |
| NZSR20 | 634 | 2969 | 600 | 2800 | 131 | 90 | 23 |
| NZSR21 | 634 | 1169 | 600 | 1000 | 131 | 90 | 43 |
| NZSR22 | 618 | 890 | 600 | 800 | VECTRON | 100 | 43 |
| NZSR24 | 318 | 924 | 300 | 900 | 181 | 90 | 31 |
| NZSR25 | 318 | 1824 | 300 | 1800 | 181 | 90 | 36 |
| NZSR26 | 653 | 2090 | 635 | 2000 | VECTRON | 100 | 49 |
| NZSR27 | 600 | 1580 | 565 | 1500 | ER20 | 90 | 54 |
| NZSR28 | 600 | 2100 | 580 | 2000 | 363 | 90 | 59 |

Notes:

- The P/C profile is used according to the maximum value from the track;
- Traction is expressed by the type of locomotive;
- The basic category of the train is determined by the required speed.

Table 9: Responsible IM for the construction of the TT, the Capacity Model and the Capacity Offer on the border line section

| Name of border section | Neighbouring country | Responsible IM for the construction of the TT |
|--------------------------------|----------------------|---|
| Kúty - Lanžhot | Czech Republic | SŽCZ |
| Devínska Nová Ves - Marchegg | Republic of Austria | ŽSR |
| Bratislava Petržalka - Kittsee | Republic of Austria | ÖBB Infra (AT) |
| Rusovce - Rajka | Republic of Hungary | ŽSR |
| Štúrovo - Szob | Republic of Hungary | MAV Zrt. (HU) |
| Komárno - Komárom | Republic of Hungary | ŽSR |
| Čadca - Mosty u Jablunkova | Czech Republic | SŽCZ |
| Skalité - Zwardoń | Republic of Poland | ŽSR |
| Čierna n/Tisou - Čop | Ukraine | VAS "Ukrzaliznycia" |

3.3 Traffic intensities

In this chapter, an **analysis of the approximate forecast of the demand for RU capacity** is made on the basis of current traffic flows (intensities) and their known or possible future adjustments. The prospective traffic volumes are based on realized traffic volumes 2023 - 2024

Prospective traffic intensities (planned train paths) for TT 2027 were determined from average realized train volumes from the ŽSR PIS information system, from data cubes for prospective freight and AD HOC trains and data of planned passenger train volumes from IS PIS ZONA for the published TT 2023 (after the introduction of the Transport Service Plan of the Slovak Republic). The data are divided into three basic categories according to the direction of regular train running. The values indicate the projected volume of trains per 24-hour period and the regular direction. For single-track operation, the value is given in both directions.

Table 10: Prospective traffic volumes expressed in number of trains per 24hr :

| Track section | Prospective throughput | | |
|--|------------------------|---------------|------------------------|
| | Even direction | Odd direction | Single-track operation |
| Čop (UA) - Čierna nad Tisou | - | - | 24 |
| Čierna nad Tisou - Michalľany | 93 | 93 | - |
| Michalľany - Košice | 167 | 117 | - |
| Words. Nové Mesto - Sátoraljaújhely (HU) | - | - | 194 |
| Bánovce nad Ondavou - Michalľany | - | - | 75 |
| Trebišov - Výh. Slivník | - | - | 137 |
| Matovce - Bánovce nad Ondavou | - | - | 73 |
| Košice - Kysak | 179 | 179 | - |
| Kysak - Spišská Nová Ves | 146 | 194 | - |
| Spišská Nová Ves - Štrba | 130 | 194 | - |
| Štrba - Liptovský Mikuláš | 179 | 137 | - |
| Liptovský Mikuláš - Kraľovany | 156 | 156 | - |
| Kraľovany - Vrútky | 194 | 156 | - |
| Vrútky - Žilina | 167 | 156 | - |
| Žilina - Puchov | 167 | 156 | - |
| Odb. Potok. - Výh. Váh | 389 | - | - |
| Odb. Váh - Varín | - | 333 | - |
| Žilina - Čadca | 167 | 167 | - |
| Čadca - Mosty u Jablunkova (CZ) | 167 | 146 | - |

| Track section | Prospective throughput | | |
|---|------------------------|---------------|------------------------|
| | Even direction | Odd direction | Single-track operation |
| Budatínska spojka | - | - | 333 |
| Púchov - Lúky pod Makytou | 97 | 78 | - |
| Lúky pod Makytou - Horní Lideč | 78 | 78 | - |
| Žilina-Teplička - Žilina | - | - | 194 |
| Muszyna (PL) - Plaveč | - | - | 47 |
| Plaveč - Prešov | - | - | 106 |
| Prešov - Kysak | - | - | 123 |
| Košice - Haniská pri Košiciach | - | - | 106 |
| Barca - Hidasnémeti | - | - | 69 |
| Krásna nad Hornádcom - Barca St.4 | - | - | 292 |
| Čadca - Skalité | - | - | 111 |
| Skalité - Zwardoň | - | - | 97 |
| Štúrovo - Szob (HU) | 78 | 78 | - |
| Štúrovo - Nové Zámky | 146 | 137 | - |
| Nové Zámky - Palárikovo | 179 | 179 | - |
| Palárikovo - Galanta | 179 | 167 | - |
| Galanta - Bratislava-Vajnory | 167 | 156 | - |
| Bratislava-Vajnory - Bratislava hl. st. | 167 | 179 | - |
| Komárom (HU) - Komárno | - | - | 106 |
| Komárno zr. st. - Komárno | - | - | 233 |
| Komárno zr. st. - Nové Zámky | - | - | 117 |
| Komárno - Dunajská Streda | - | - | 63 |
| Dunajská Streda - Bratislava-N. mesto | - | - | 101 |
| Púchov - Trenčianska Teplá | 194 | 194 | - |
| Trenčianska Teplá - Trenčín | 156 | 146 | - |
| Nové Mesto nad Váhom - Leopoldov | 156 | 137 | - |
| Leopoldov - Trnava | 167 | 146 | - |
| Trnava - Bratislava-Rača | 156 | 167 | - |
| Bratislava-Rača - Bratislava hl. st. | 146 | 167 | - |
| Bratislava hl. st. - Devínska Nová Ves | 179 | 194 | - |

| Track section | Prospective throughput | | |
|---|------------------------|---------------|------------------------|
| | Even direction | Odd direction | Single-track operation |
| Devínska Nová Ves - Zohor | 194 | 194 | - |
| Zohor - Kúty | 156 | 156 | - |
| Kúty - Lanžhot (CZ) | 117 | 123 | - |
| Devínska Nová Ves - Marchegg (AT) | - | - | 97 |
| Bratislava Vajnory - Bratislava vých. odch. sk. Juh | - | - | 212 |
| Bratislava vých. odch. skup. Juh- Odb. Vinohrady | - | - | 212 |
| Bratislava Východ - Bratislava-Rača | - | - | 146 |
| Bratislava Východ - Bratislava ÚNS | 146 | 146 | - |
| Bratislava ÚNS - Bratislava-Petržalka | 130 | 130 | - |
| Bratislava-Petržalka - Rusovce | - | - | 106 |
| Rusovce - Rajka (HU) | - | - | 117 |
| Bratislava-Petržalka - Kittsee (AT) | - | - | 156 |
| Odb. Močiar - Bratislava Predmestie | - | - | 292 |
| Odb. Močiar - Odb. Vinohrady | - | - | 333 |
| Bratislava-N. mesto- Bratislava hl. st. | - | - | 130 |
| Galanta - Leopoldov | 194 | 194 | - |
| Sereď - Trnava | - | - | 75 |
| Trnava - Kúty | - | - | 117 |

3.4 Expected intensities at border sections for TT 2027

In Table 11 below, for the purpose of harmonizing the capacity of the railway lines at several border sections, an overview of the expected traffic volumes at the common border crossing points between the Czech Republic and the Slovak Republic in three sections, between Austria and the Slovak Republic in two sections, between Hungary and the Slovak Republic in four sections, between Poland and the Slovak Republic in two sections and between Ukraine and the Slovak Republic in one section is given. The **expected intensities on the border sections for the TT 2027 have been coordinated with the NPIMs of the neighbouring IMs**. The values in the table below are the volumes of trains per hour at both the entry and exit points.

Table 11: International traffic volumes at border sections

| Border section | TT 2027 | | | AD HOC |
|---------------------------------------|----------------|--------------------|---------------|----------------|
| | Freight Trains | Long-distance Pax* | Regional Pax* | Freight trains |
| Bratislava-Petržalka - Kittsee | 1,25 | 1 | 2 | 0,5 |
| Čadca - Mosty u Jablunkova* | 2 | 1* | 0,5* | 1 |
| Čaňa - Hidasnémeti | 1 | 0,58 | 0,25 | 1,29 |
| Čierna n/Tisou - Čop | N/a | N/a | N/a | N/a |
| Devínska Nová Ves - Marchegg | 1 | 2 | 2 | 1 |
| Komárno - Komárom | 0,6 | 0 | 0 | 0,5 |
| Kúty - Lanžhot* | 1 | 2* | 1* | 1,5 |
| Lúky pod Makytou - Horní Lideč* | 0,5 | 1* | 1* | 0,5 |
| Plaveč - Muszyna | 0,21 | 0 | 0 | 0,21 |
| Rusovce - Rajka | 1 | 0 | 1 | 0,5 |
| Skalité - Zwardoń | 0 | 0 | 0,5 | 0 |
| Slovenské Nové Mesto - Sátorajjújhely | 0 | 0 | 0 | 0,21 |
| Štúrovo - Szob | 0,95 | 0,75 | 0 | 0,5 |

* Weekday passenger traffic volume per hour, during daytime

4 Approval and publication of the TT 2027

The submitted version includes the forecast intensities at the border sections, which have been coordinated with all the IMs concerned.

The final version of the CS for the TT 2027 is published for the needs of the concerned entities of the railway transport market of the Slovak Republic (applicants, railway undertakings, MoD SR, SA SR, concerned VUCs, terminals) and approved by the Director General of ŽSR.

The final version of the CS for TT 2027 will be available on ŽSR website as well as on the RNE website in English.

References used :

Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012

establishing a single European railway area, as amended;

Act No. 513/2009 Coll. on railways and on amendment of certain acts as amended;

RNE Handbook for Capacity Strategy (Procedures for Capacity Strategy ver. 3.0);

Directive for the development of the Capacity Strategy in the conditions of ŽSR ver. 2.3.1 ;

Transport Service Plan of the Slovak Republic;

Network Statement for ATT 2024/2025;

ŽSR Regulation DP 4 " Track closure activity of ŽSR"

Throughput of the railway tracks of ŽSR for ATT 2023/2024

Prospective throughput of the ŽSR tracks for ATT 2024-2025