

Information about infrastructure works on the border section between Békéscsaba (HU) and Arad (RO)

In order to provide a due service level, renewal and maintenance trackworks requiring permanent and heavy capacity restrictions (track possessions) are being carried out on the open access railway network of Hungary and Romania. MÁV Hungarian State Railways Company (MÁV Co.) aims to provide railway undertakings (RUs) with the services ordered by and allocated to them in each case. We regard it as of great importance to inform RUs correctly about capacity restrictions affecting railway traffic, therefore we inform you now about the present and forthcoming changes as follows.

1. Traffic situation at Curtici (RO) station

At present, out of 18 tracks at Curtici station, tracks 1-10 are in service, and tracks 11-18 are only in service from the direction of Arad operating as dead-end tracks. As a result, the availability of the station's capacity is heavily restricted. In addition, catenary shutdown on the Romanian side lead to further traffic disturbances.

Curtici station serves as an interchange station, therefore the following technological procedures have to be carried out:

- Commercial delivery and acceptance (between RUs).
- Technical delivery and acceptance (between RUs).
- Border police activities (authority's task).
- Change of engine (RUs' task).
- Change of crew (RUs' task).

The most serious problem is that due to restricted capacity, trains have to stop for too long time at Curtici station for the technical delivery and acceptance procedure of railway vehicles.

Typically, the number of trains entering the railway network operated by MÁV Co. amounts to approximately 10 per day. Trains often stop for 1-3 days until technical fault is eliminated, and stoppage time of trains with technical fault often exceeded a week. We kindly draw your attention to that trains including wagons with technical fault reserve free capacity, therefore the capacity of Curtici station has significantly decreased.

Expected schedule for capacity restrictions:

- Between mid-January 2014 and March 2014 all tracks of Curtici station will be in service, with stop signal along some tracks.
- Tracks 1-10 at Curtici station are expected to be excluded from traffic from 14th March 2014 for a period of 6 months, therefore train traffic will be placed to tracks 11-17. Track 18 will be reserved to serve local privately owned networks. This critical period starts after the reconstruction of Arad station.

2. Traffic situation at Lökösháza – Curtici border crossing

The number of trains congested on the open access railway network operated by MÁV Co. varies between 12-30 per day. The availability of Curtici station is rather variable during the trackworks on the Romanian side of the border. The number of trains transferred through the border section within 24 hours varies between 5-19.

We inform you that both MÁV Co. and the Romanian infrastructure manager have taken the following measures in order to ensure the smooth running of trains without any disturbances:

- The Romanian infrastructure manager ensures the running of 10-10 trains (it means 20 trains a day) on weekdays and 8-8 trains (it means at least 16 trains a day) at the weekends.
- A web-based software has been introduced, with which both infrastructure managers send advance notice about the running of trains to their traffic operation staff.
- During the capacity restriction on railway line 101, service interruptions have been suspended on Debrecen – Nyírábrány railway line nr. 105. in order to facilitate freight traffic.
- We also examined Nyírábrány (HU) and Kötegyán (HU) stations as alternatives and came to the conclusion that they are also able to ease traffic bottleneck of Lökösháza station to a small extent.
- The Annex C of the Service Regulation between Kötegyán (HU) – Salonta (RO) section was modified so this section is also available for freight trains crossing the border.

3. Reconstruction of Békéscsaba (HU) station

The reconstruction of Békéscsaba station started on 18th November 2013 and is expected to be finished by 30th November 2015. Trackworks requiring capacity restrictions affected railway traffic will start on 20th January 2014. Békéscsaba station will be excluded from traffic from all directions between 22:00 on 28th February 2014 and 04:00 on 3th March 2014.

During the exclusion, Lökösháza – Curtici border section can be approached on alternative routes on Mezőtúr – Mezőhegyes railway line Nr. 125 what is in full operation during this period of time and Mezőhegyes – Kétegyháza railway line Nr. 121. Due to bottlenecks on these railway lines, we suggest that you also take Biharkeresztes – Episcopia Bihor border section as an alternative route. We kindly draw your attention to that you shall take into consideration the line parameters published in Annex 3.3.1.1 of the Network Statement (NS) before using one of these alternative routes.

During the reconstruction of Békéscsaba station, the capacity of its public loading sites and loading tracks will also be restricted. The place and term of these restrictions is expected to be as follows:

- tracks „T” and „M”: from 21th February 2014 until 31th October 2014
- tracks XXXI.-XXXVI.: from 21th February 2014 until 30th September 2015

Further freight traffic restrictions will be applied on the following privately owned networks:

- Északi ipartelep privately owned track: from 15th February 2014 until 15th March 2014, from 20th June 2014 until 13th July 2014
- Cargo-Team privately owned track: from 21th February 2014 until 31th October 2014

We recommend you to use the following alternative loading sites instead of the loading sites excluded from traffic in Békéscsaba:

1. Gyoma and Mezőtúr
2. Kétegyháza and Lőkősháza
3. Gyula, Dévaványa, Székkutas and Orosháza
4. Csorvás and Telekgerendás.

The reconstruction of the station involves heavy restrictions, so storage capacity for railway vehicles will be limited, which leads to further bottlenecks. For smooth traffic operating we kindly ask you to take the necessary measures for the transfer of your railway vehicles stored at this given station to another one as soon as possible.

The rolling stock weighbridge in operation at Békéscsaba station will also be excluded from traffic from 21th February 2014 until 30th September 2015. At the same time, rolling stock weighing will be carried out at Lőkősháza station wick rolling stock weighbridge will open for this period. Traction unit provided for shunting by the infrastructure manager will be not in operation at Lőkősháza station, therefore railway undertakings have to provide themselves with traction unit for weighing.

If you have any question please contact with RFC7 Secretariat (secretariat@rfc7.com) .