



# CAPACITY MANAGEMENT TIMETABLE 2025

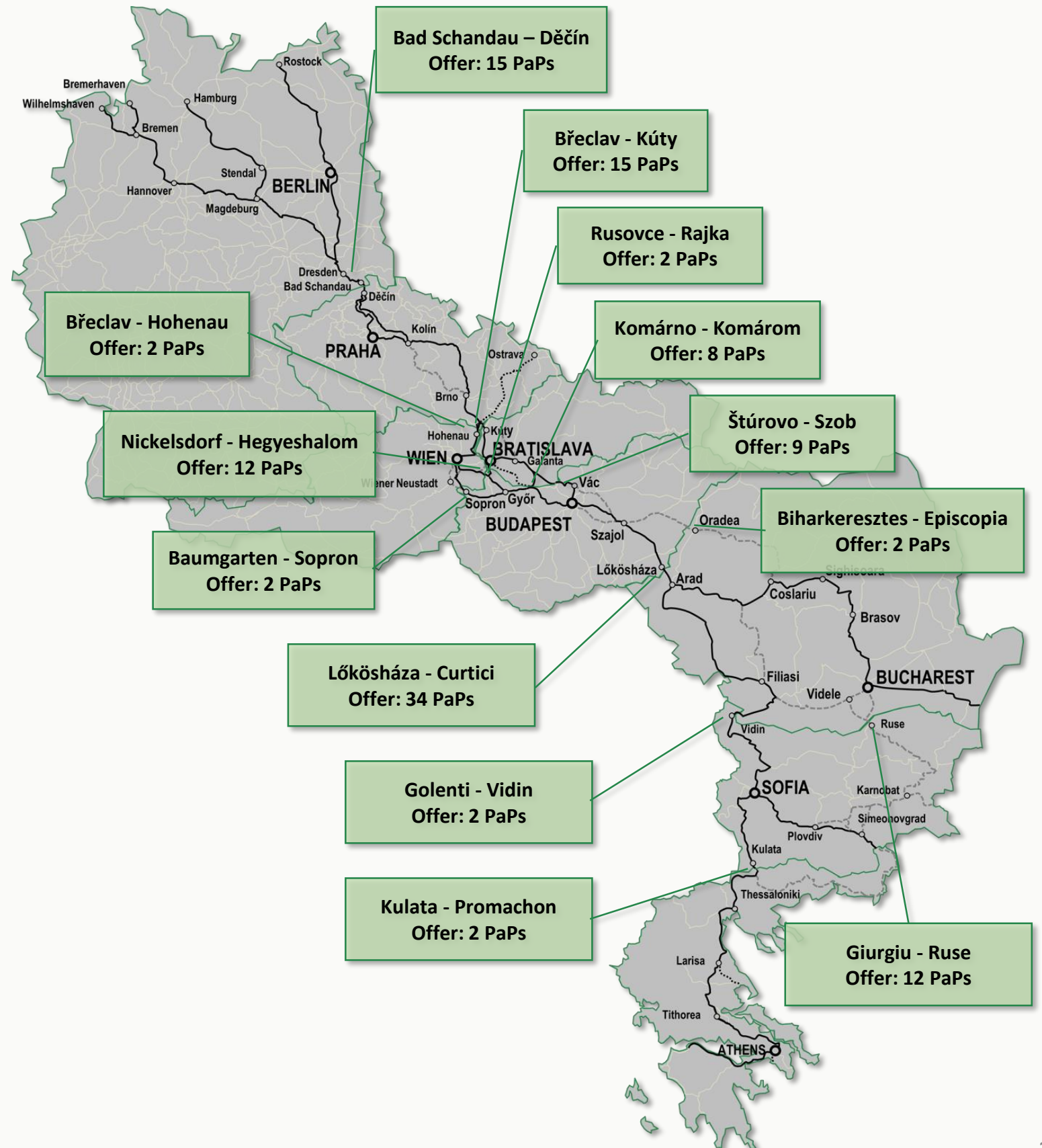
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## ADVISORY GROUPS MEETING

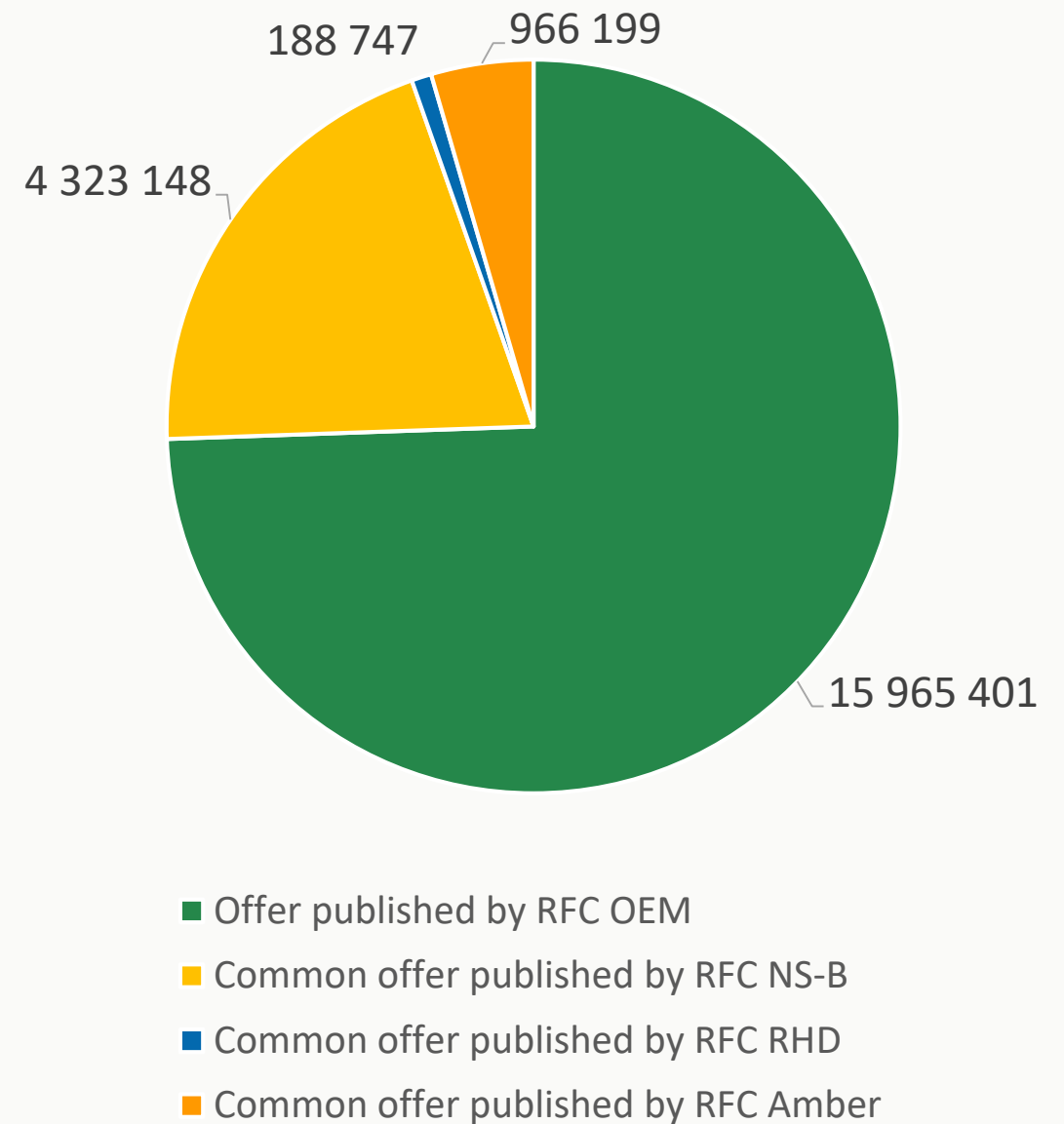
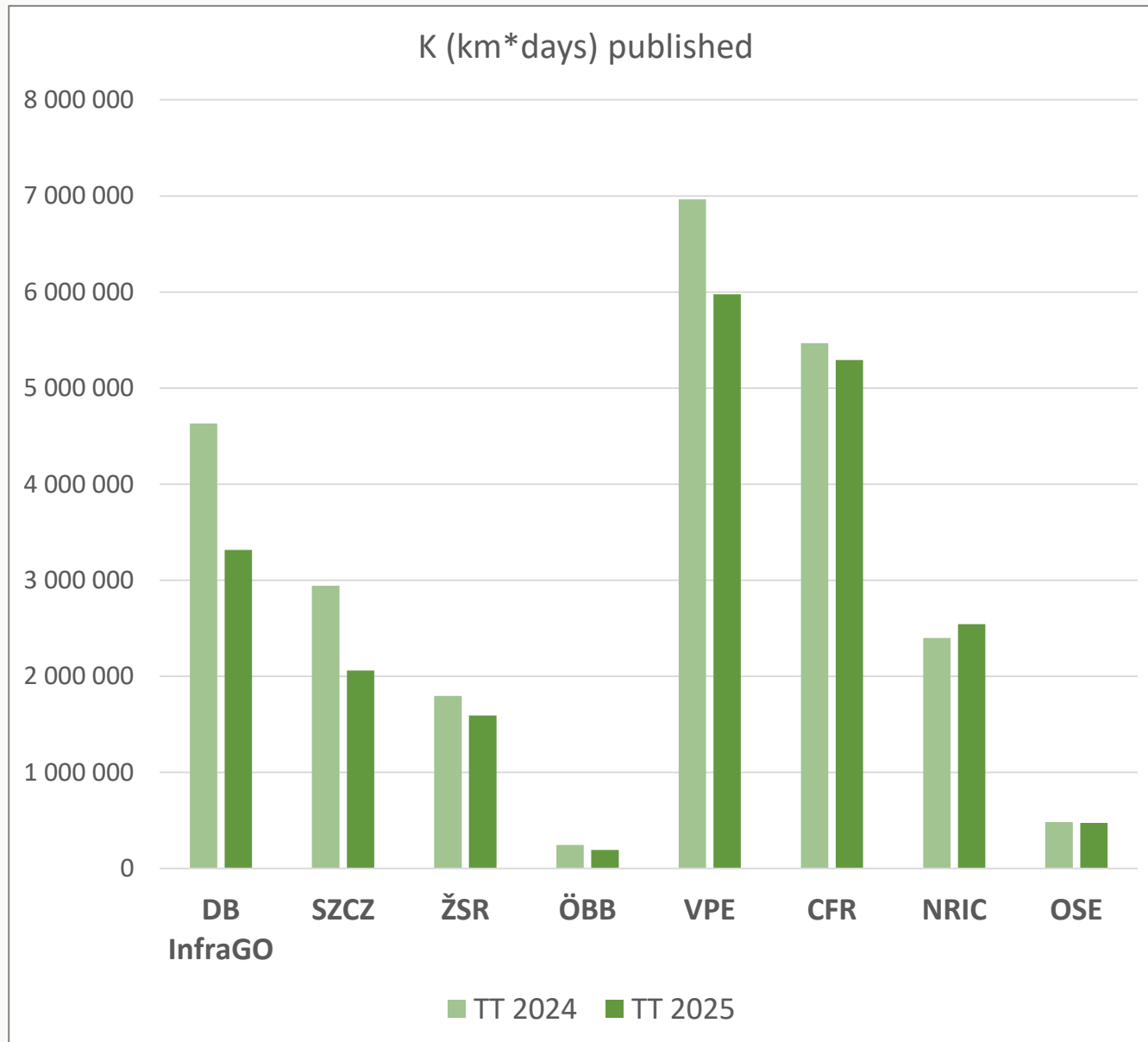
25<sup>th</sup> April 2024

# PRE-ARRANGED PATHS OFFER FOR TIMETABLE 2025

- PaPs uploaded to PCS on 8<sup>th</sup> January (X-11).
- 2 week period for fine-tuning (checking of errors, TCRs).
- Final catalogue published on website and CIP on 22<sup>nd</sup> January.
- TCR overview published on website and CIP on 30<sup>th</sup> January
- Promotional activities in February  
PCS training days

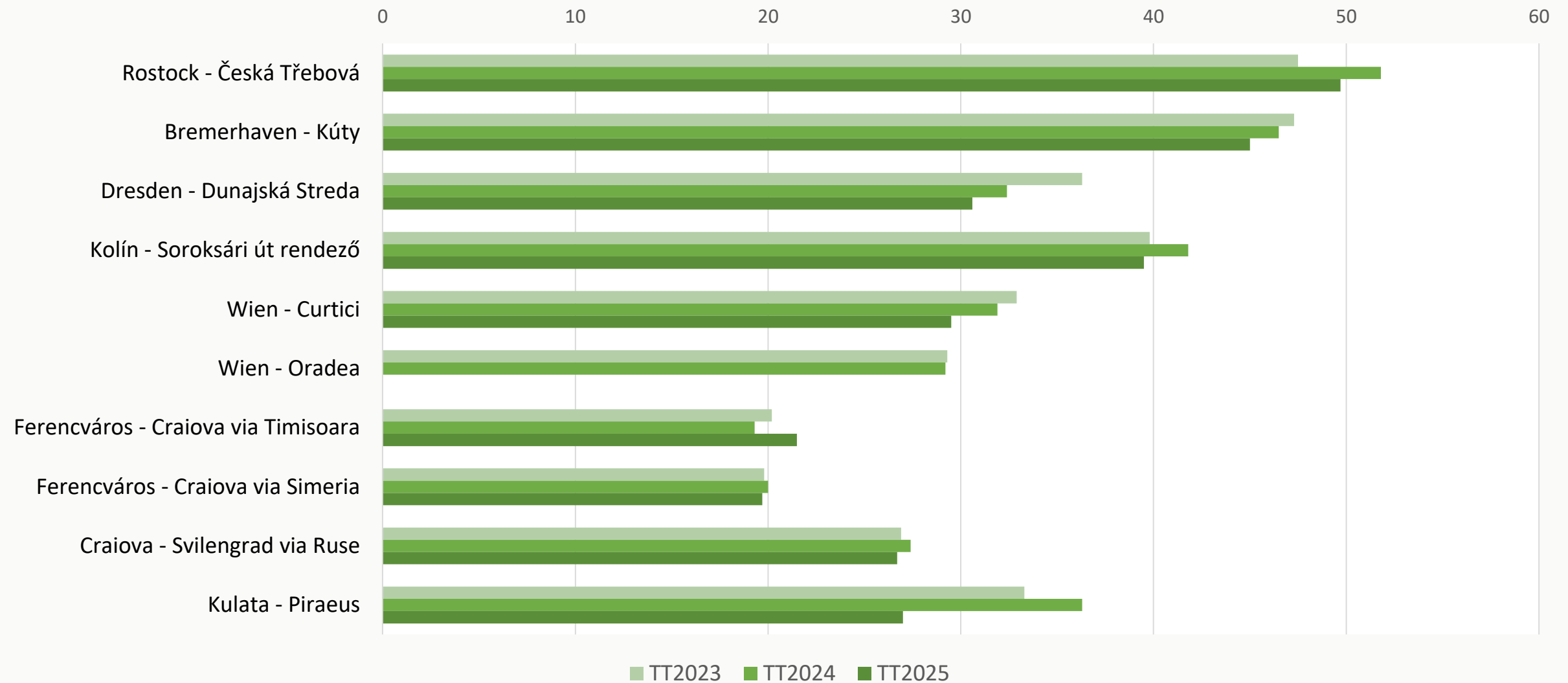


# PRE-ARRANGED PATHS OFFER FOR TIMETABLE 2025



	DB InfraGO	SZCZ	ŽSR	ÖBB-I	VPE	CFR	NRIC	OSE	SUM
TT 2024	4 631 602	2 942 580	1 796 976	245 408	6 963 692	5 468 492	2 399 925	483 279	<b>24 931 954</b>
TT 2025	3 315 258	2 060 266	1 591 845	193 059	5 975 738	5 292 382	2 542 380	474 161	<b>21 443 495</b>
Evolution	<b>-28,4%</b>	<b>-30,0%</b>	<b>-11,4%</b>	<b>-21,3%</b>	<b>-14,2%</b>	<b>-3,2%</b>	<b>+5,9%</b>	<b>-1,9%</b>	<b>-14,0%</b>

# COMMERCIAL SPEED OF PAPS FOR TIMETABLE 2025



RFC7 section	Distance (km)	Countries involved	TT2023	TT2024	TT2025
Rostock - Česká Třebová	726,4	2	47,5	51,8	49,7
Bremerhaven - Kúty	1051,4	3	47,3	46,5	45,0
Dresden - Dunajská Streda	618,0	3	36,3	32,4	30,6
Kolín - Soroksári út rendező	560,3	3	39,8	41,8	39,5
Wien - Curtici	472,6	3	32,9	31,9	29,5
Wien - Oradea	484,3	3	29,3	29,2	N/A
Ferencváros - Craiova via Timisoara	629,4	2	20,2	19,3	21,5
Ferencváros - Craiova via Simeria	641,8	2	19,8	20,0	19,7
Craiova - Svilengrad via Ruse	736,3	2	26,9	27,4	26,7
Kulata - Piraeus	648,1	2	33,3	36,3	27,0

# RATIO OF ALLOCATED CAPACITY TIMETABLE 2024 (PLAN DATA)

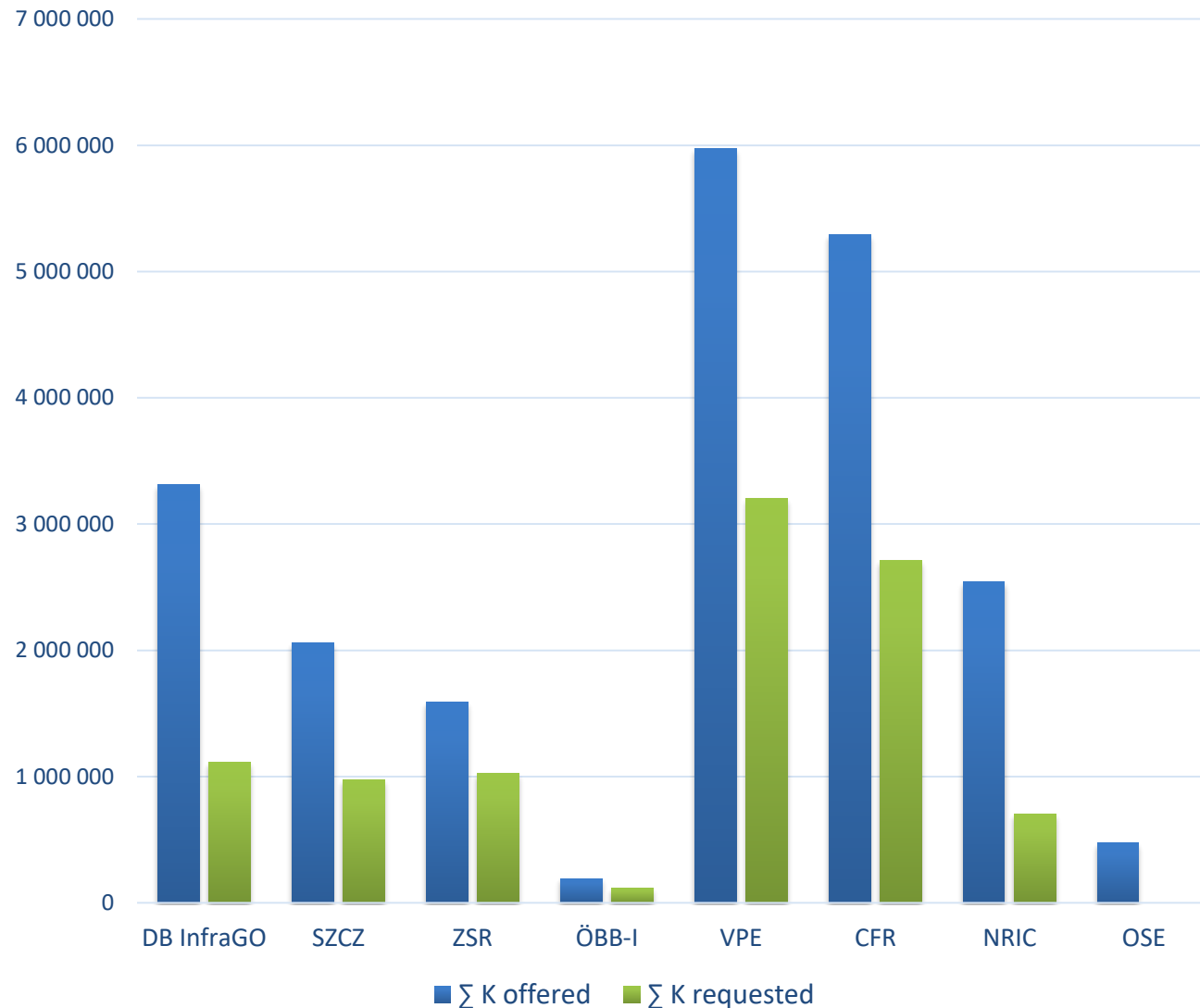
RFC border area	Reference IM	Volume of allocated international freight trains for the yearly timetable (no. of running days)		of which allocated by the C-OSS		KPI	
		TT2024	TT2023	TT2024	TT2023	TT2024	TT2023
Bad Schandau - Děčín	DB InfraGO	51945	49693	4259	6010	8,2%	12,1%
Břeclav - Kúty	SZCZ	32878	31393	2489	2735	7,6%	8,7%
Břeclav - Hohenau	ÖBB-I	14889	13175	1586	1352	10,7%	10,3%
Nickelsdorf - Hegyeshalom	ÖBB-I	20158	19343	1744	1713	8,7%	8,9%
Baumgarten - Sopron	ÖBB-I	2616	2845	0	0	0%	0%
Rusovce - Rajka	ŽSR	5618	5644	1268	208	22,6%	3,7%
Komárno - Komárom	ŽSR	5247	5503	1484	1456	28,3%	26,5%
Štúrovo - Szob	VPE	6987	8896	2592	2541	37,1%	28,6%
Lókösháza - Curtici	VPE	11024	11856	6130	7053	55,6%	59,5%
Biharkeresztes - Episcopia Bihor	VPE	1908	1768	741	1038	38,8%	58,7%
Golenti - Vidin tovarna	NRIC	0	65	0	0	-	-
Giurgiu - Ruse	NRIC	5830	4204	1696	1241	29,1%	29,5%
Kulata - Promachon	NRIC	795	468	0	0	0%	0%

Value in RED: decrease compared to previous year

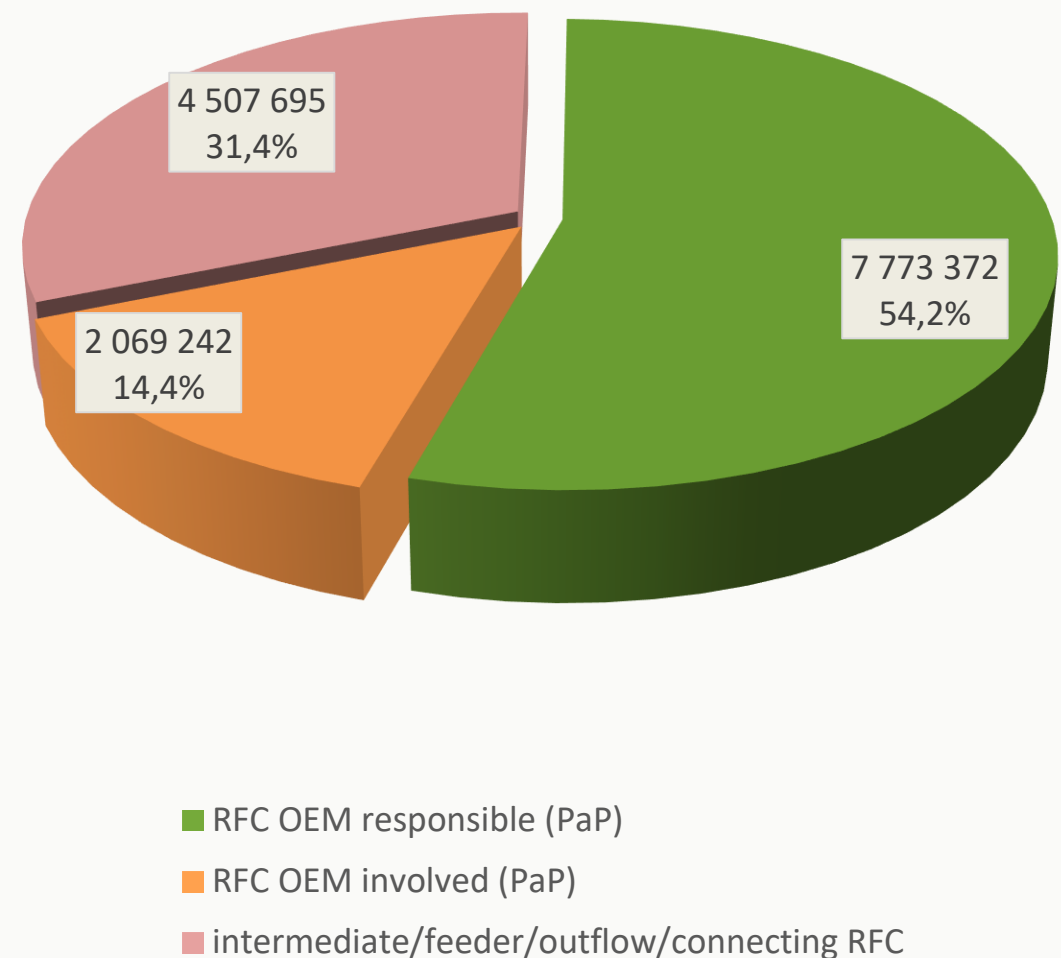
Value in GREEN: increase compared to previous year

# ANNUAL PAP REQUESTS FOR TIMETABLE 2025

Offered/requested PaP capacity per IM



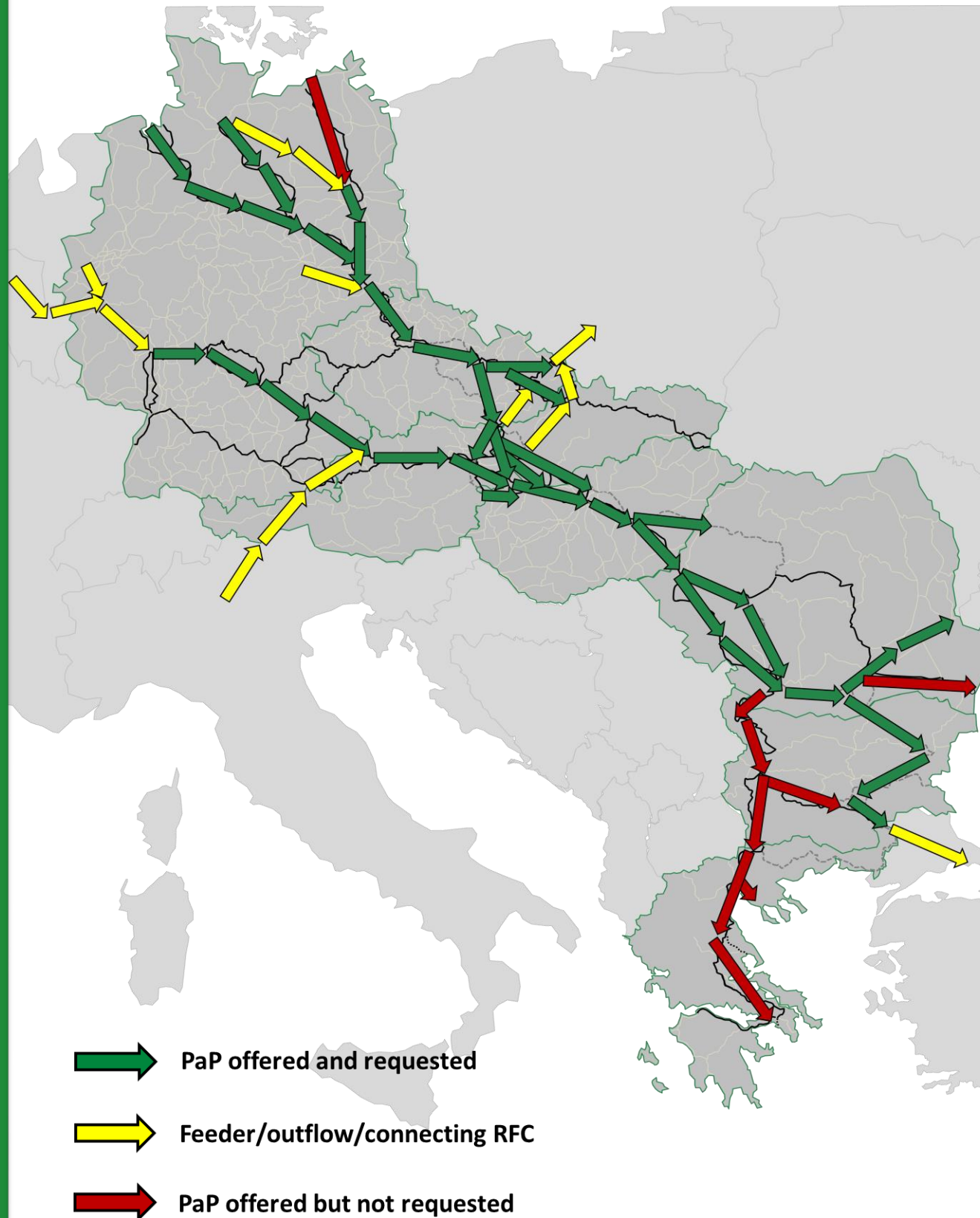
Total requested capacity TT2025



	DB InfraGO	SZCZ	ŽSR	ÖBB-I	VPE	CFR	NRIC	OSE	SUM
K offered	3 315 258	2 060 266	1 591 845	193 059	5 975 738	5 292 382	2 542 380	474 161	21 445 088
K requested	1 112 240	975 336	1 026 712	116 321	3 200 139	2 709 472	702 396	0	9 842 615
Ratio	34%	47%	64%	60%	54%	51%	28%	-	46%
Evolution <sup>1</sup>	-34,6%	-18,6%	+13,1%	+37,7%	+21,5%	+0,5%	+0,5%	-	-0,8%

<sup>1</sup> evolution of K requested TT2024 – TT2025





## □ Main traffic types

- Intermodal traffic between German ports and Czechia/Slovakia/Hungary, from/to Turkey and Western-European ports, from Germany (Duisburg/Köln) & Italy (Verona) – Curtici/Episcopia Bihor
- Automotive trains from Romania/Hungary to Germany
- Bulk goods (chemicals, coke, wood) from/to Romania/Slovakia

## □ Capacity bottleneck

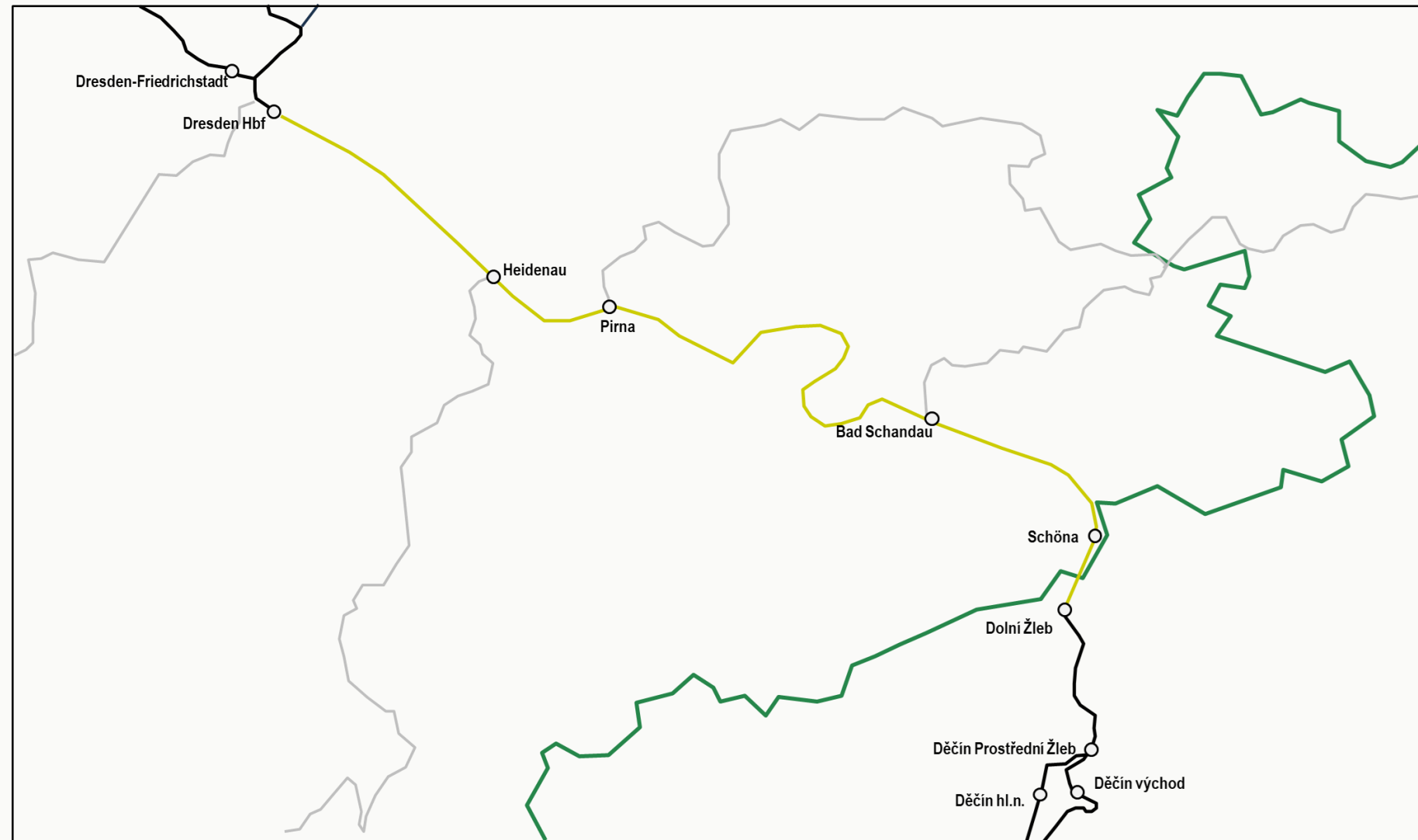
- High capacity utilization on the Elbe Valley (Bad Schandau – Děčín)
- Nürnberg – Passau total closure in 2026 (6 month)
- Ongoing modernization works on line Prague – Česká Třebová
- Bratislava – Dunajská Streda – Komárno single track line, with heavy capacity utilization (regional passenger traffic vs terminal trains)
- Modernization of line Békéscsaba – Lőkösháza border (double track line operation between Lőkösháza - Curtici is expected to start in 2025)
- Parallel ongoing modernization works in the Eastern-European region: Arad – Simeria; Sighisoara – Brasov; Oradea – Cluj, Radulesti – Giurgiu, Promachon – Strymonas etc.), CEF projects to be completed by deadline.

## □ Operational bottleneck

- Non-Schengen borders (border police check, technical check, locomotive and loco driver change.
- Poor infrastructure conditions (Craiova – Calafat/Vidin)
- Major developments on the Southern part of RFC OEM would be essential in order to compete with the experienced traffic flow through Serbia and North Macedonia.

# PLANNED MAJOR CAPACITY RESTRICTIONS ON ELBE VALLEY – TT2025

UPDATED: 09-01-2024



**Reduced track availability**  
**Dresden - Dēčín (Elbe valley)**  
Works: Bridge, Noise protection, Catenary, Miscellaneous  
Single line operations and total closures during the whole year (most of total closures only during part of the day)

■ Route on RFC 7    ■ Reduced capacity on the section



# PLANNED MAJOR CAPACITY RESTRICTIONS ON ŽSR NETWORK – TT2025

UPDATED: 30-01-2024

**Reduced track availability**  
Kúty border – Devínska Nová Ves (modernization)

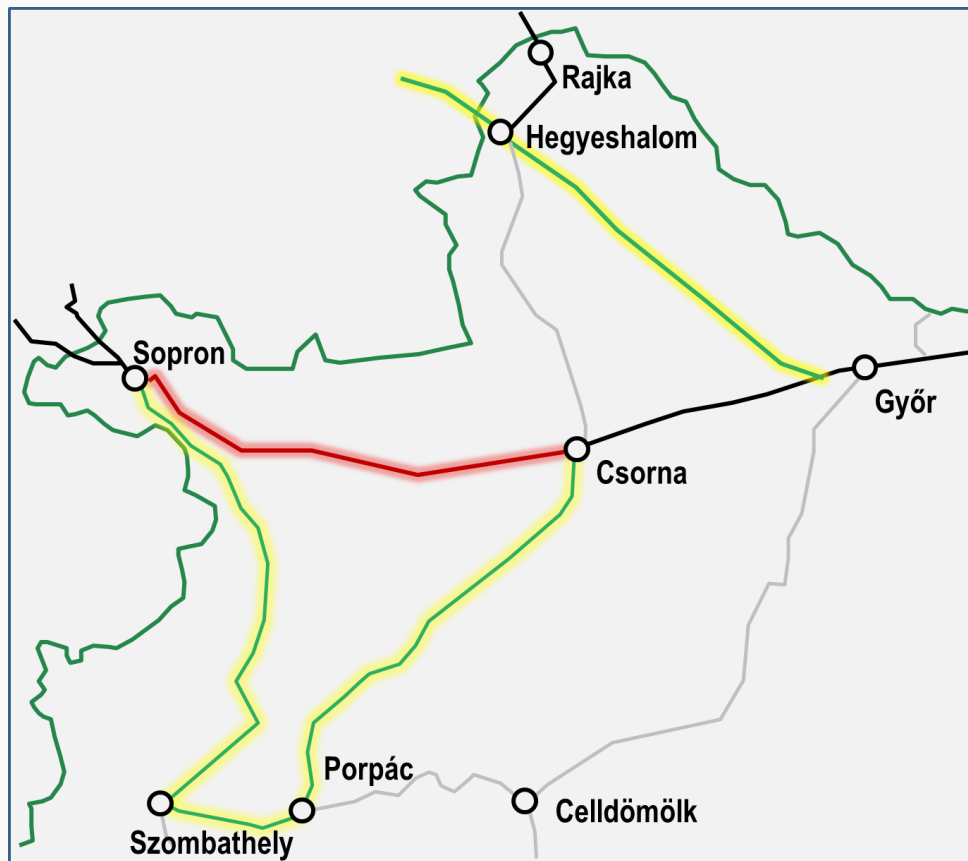
**Reduced track availability**  
Bratislava-Nové Mesto – ÚNS – Petržalka (bridge renewal);  
Bratislava-Nové Mesto – Dunajská Streda (total closure, date to be announced)



— Route on RFC 7    — Reduced capacity on the section

# PLANNED MAJOR CAPACITY RESTRICTIONS ON GYSEV NETWORK – TT2025

**UPDATED: 22-04-2024**



**Csorna-Fertőszentmiklós total closure**  
 From 12-05-2025 till 22-05-2025  
**Fertőszentmiklós – Sopron total closure**  
 From 08-09-2025 till 30-09-2025  
 Alternative routes:  
 Győr/Csorna – Hegyeshalom  
 Csorna – Porpác – Szombathely – Sopron

**Hegyeshalom – Rajka total closure**  
 From 13-10-2025 till 10-11-2025  
 Alternative routes:  
 Bratislava-Petržalka – Parndorf – Hegyeshalom  
 Bratislava-Vajnory – Nové Zámky – Komárno/Štúrovo

█ Route on RFC 7    
 █ Total closure on the section    
 █ Alternative route option

**UPDATED: 30-01-2024**

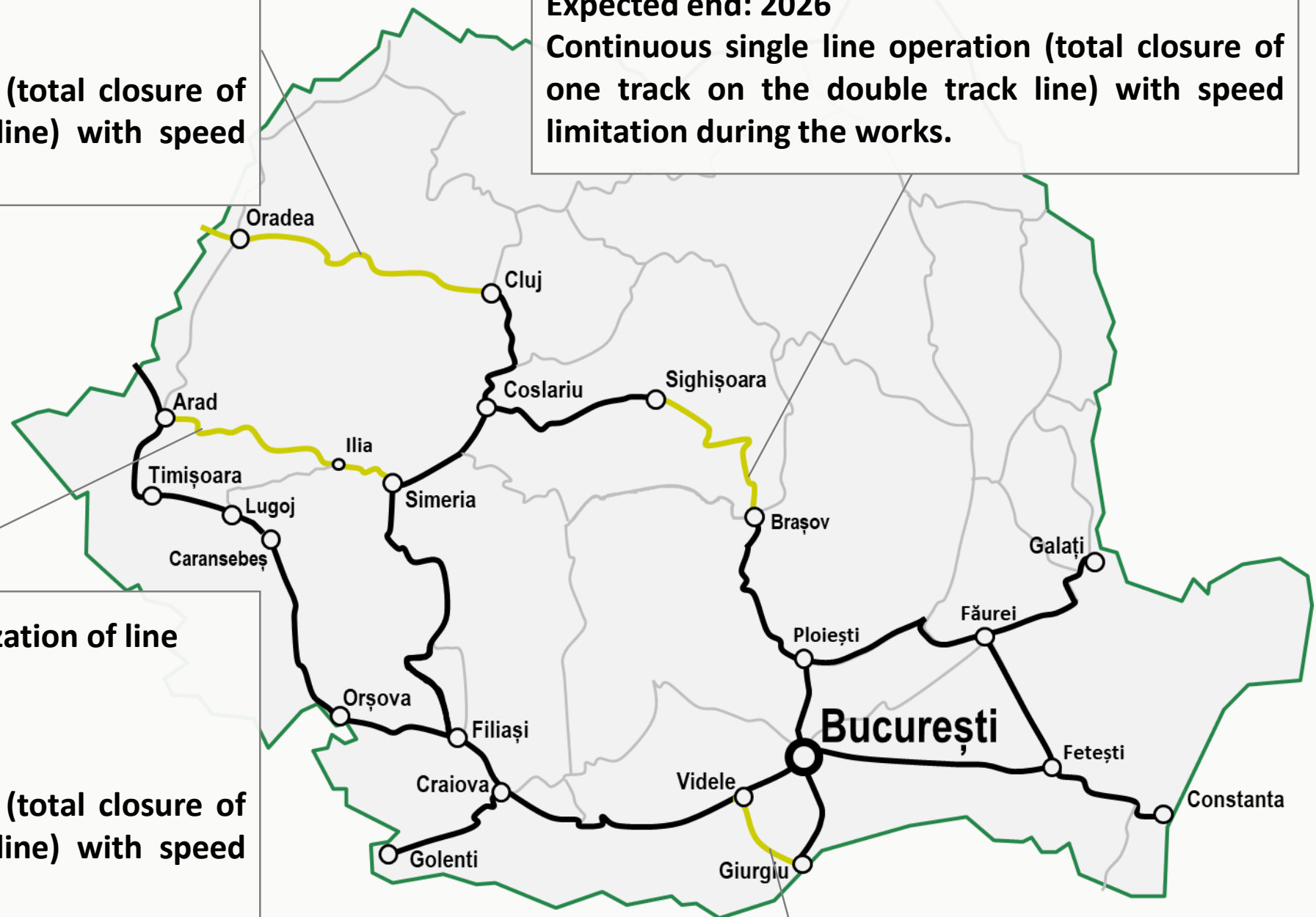
**Reconstruction and modernization of lines  
Episcopia Bihor – Cluj Napoca – Coslariu**  
Start: Q4 2023  
Expected end: 2026  
Continuous single line operation (total closure of one track on the double track line) with speed limitation during the works.

**Reconstruction and modernization of lines  
Sighișoara – Brașov**  
Start: 2021  
Expected end: 2026  
Continuous single line operation (total closure of one track on the double track line) with speed limitation during the works.

**Reconstruction and modernization of line  
Arad – Simeria**  
Start: Q1 2018  
Expected end: 2026  
Continuous single line operation (total closure of one track on the double track line) with speed limitation during the works.

**Radulesti – Giurgiu border electrification  
TBA**

— Route on RFC 7    — Reduced capacity on the section



# PLANNED MAJOR CAPACITY RESTRICTIONS ON NRIC NETWORK – TT2025

UPDATED: 30-01-2024



**Karnobat – Stara Zagora total closure**  
 From 01-04-2025 till 30-05-2025

**Komunari – Karnobat total closure**  
 From 01-05-2025 till 31-05-2025

**Obrazcov chiflik – Kaspichan total closure**  
 From 23-05-2025 till 28-05-2025

Alternative routes:  
 1) Ruse razpredelitelna – Gorna Oryahovica – Tulovo – Stara Zagora – Dimitrovgrad – Svilengrad (P/C 45/364, 500m)  
 2) Ruse razpredelitelna – Mezdra – Ilijanci – Karlovo – Plovdiv – Dimitrovgrad – Svilengrad (P/C 70/400, 550m)

**Nova Zagora – Simeonovgrad total closure**  
 From 15-07-2025 till 13-08-2025  
 From 01-09-2025 till 30-09-2025

Alternative route:  
 Nova Zagora - Stara Zagora - Dimitrovgrad - Simeonovgrad

**Blagoevgrad – Kulata total closure**  
 From 01-08-2025 till 30-08-2025  
**No capacity**

**Volujak – Batanowci total closure**  
 From 01-09-2025 till 30-09-2025

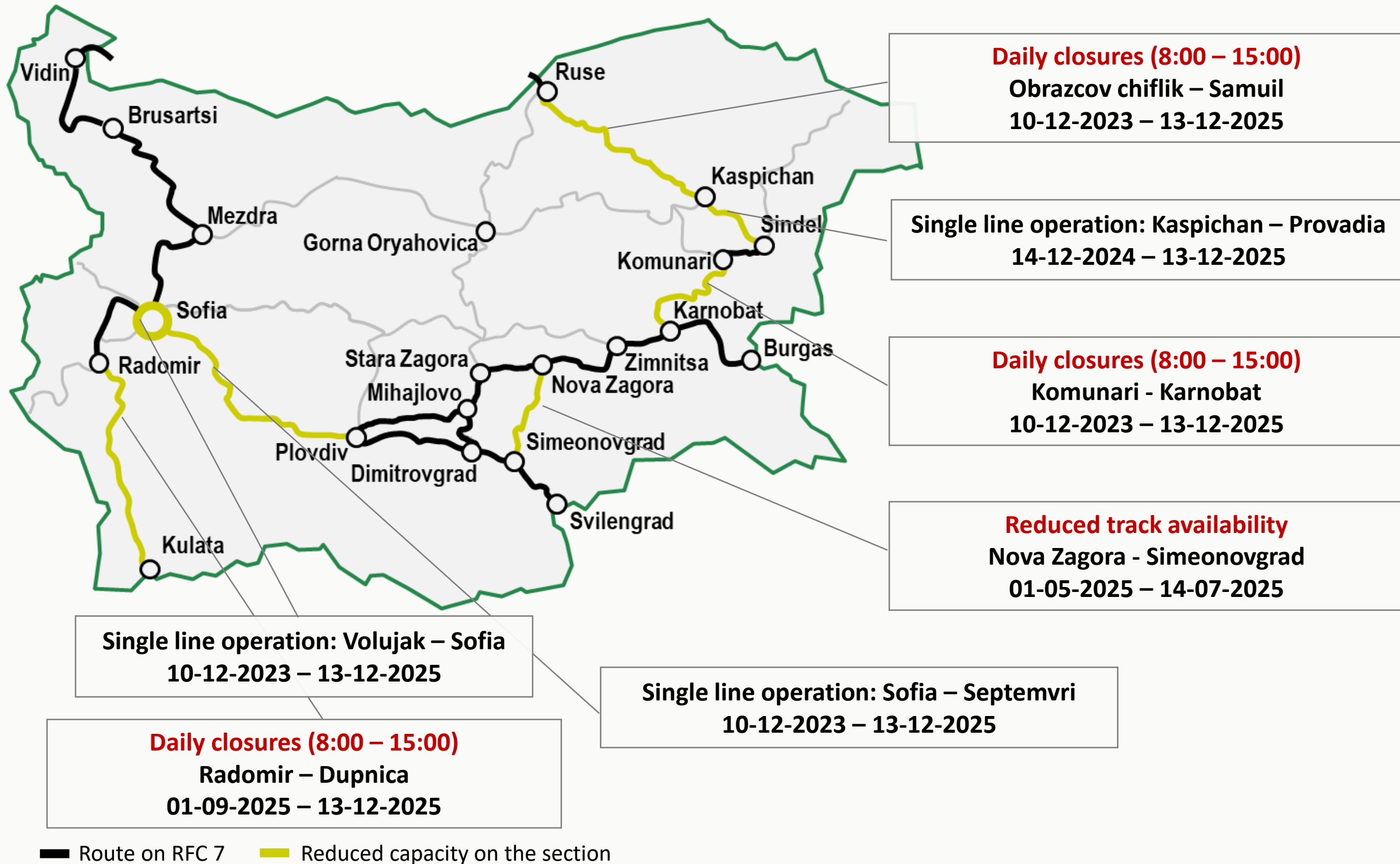
Alternative route:  
 Sofia – Pernik razpredelitelna – Batanowci

Route on RFC 7    
  Total closure on the section    
  Alternative route option



# PLANNED MAJOR CAPACITY RESTRICTIONS ON NRIC NETWORK – TT2025

UPDATED: 30-01-2024





UPDATED: 30-01-2024



**Reduced track availability**  
**Larisa – Lianokladi**  
Start: Q1 2024  
End: Q4 2025  
Continuous single line operation (total closure of one track on the double track line) with speed limitation during the works.

— Route on RFC 7    — Reduced capacity on the section



**THANK YOU FOR YOUR KIND SUPPORT!**