

- Cost compensation for TCR-related extra costs for RUs - status of discussion/implementation
- TEN-T parameters for corridors implementation status + KPI development
- Medyka - Mostiska border crossings as part of RFC8 - infrastructure development, plans to improve capacity - status
- Quiet sections on European corridors - request to add on RFC website information about requirements on each corridor

Cost compensation for TCR related extra costs

Cost compensation for TCR related extra costs (1)

- is a key component of the IMs’/ABs’ Commercial Conditions (current subject of discussions in the respective Subgroup of SERAF)
- widely agreed sector approach on structure and main components:



Component	Goal of the component
Motivational incentive	Make changes to paths due to TCRs as soon as possible.
Standardised compensation	Compensate additional costs due to IM decisions, not envisaged by RUs when signing the contract with their customers.
Traction support	Keep railways competitive even during big infrastructure works and prevent a shift to the road.

FTE Paper: RU Vision on Commercial Conditions - version 2.0

Further details on the single components can be found here:



Adobe Acrobat
Document

Motivational incentive

> Principles:

- Reciprocal (IMs and RUs)
- Paid for changes after the path allocation (irrespective of IMs' internal planning deadlines)
- Balanced exceptions: e.g., minor changes, optimisation, force majeure.

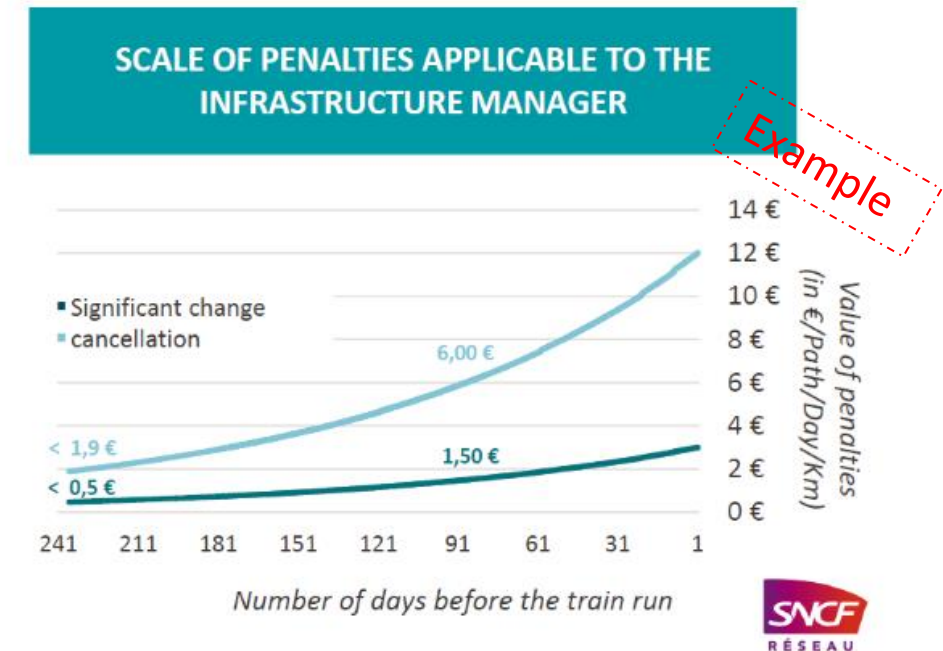
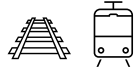
> System:

- Network approach: Origin to destination (cross-border)
- Basis affected train-kms (not TAC)
- Continuous curve: every day more expensive



Reduce changes and make them as soon as possible

Who?



Cost compensation for TCR related extra costs (3)

Standardized compensation

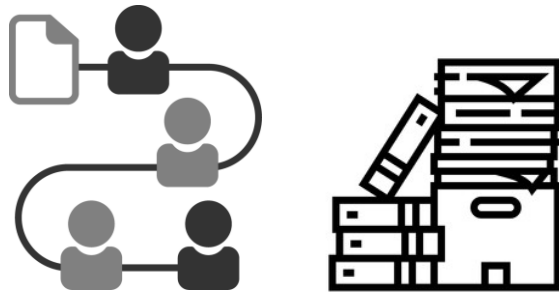
> Principles:

- Paid by IMs, irrespective of TCR announcement deadlines
- Paid in cases that the capacity is already contracted:
Allocated path, capacity specifications (Framework Agreement/Rolling Planning)

> System:

- Nationally defined flat standardised rates per e.g. deviated train-km, prolonged travel time etc.

Why standardised?



To avoid bureaucracy and confidentiality issue



Compensate additional and not envisaged costs, due IMs' decisions after contract-signatures, while keeping bureaucracy at minimum

Who?



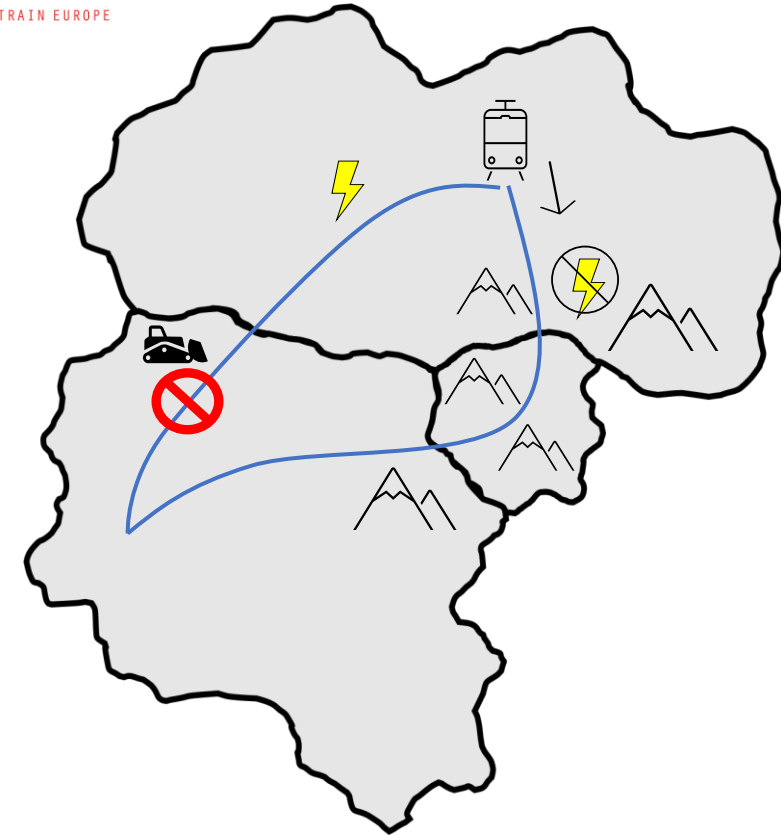
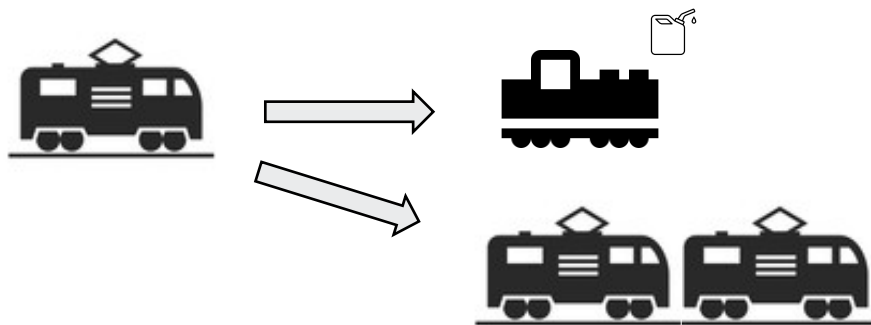
Why for multi-annual contract?



Once RU has customer contract / business plan, the cost must be predictable: Because revenues are “fixed”

Traction support

- > **Scope:** applicable to big TCRs with a re-routing with worse infrastructure parameters than the TCR line
- > **Goal:** keep railways cost attractive for customers, avoid shift to road
- > **Provided to:** all applicants
- > **Support:** IM-provided locos* in case the re-routing:
 - > is not electrified
 - > Requires higher traction power (e.g. extra loco due to higher gradient)



* Resources for support preferably included already in the IMs' investment plan. The discussion within ICM demonstrated that the most effective scenario is when the IMs organise the locos for all RUs on the re-routing stretch, instead each RU organising loco for itself.

TEN-T Parametres for RFCs

TEN-T Parametres for RFCs

- RFCs' offer such as PaPs or RC mainly depends on competitive Infrastructure Parametres
- Clear Benchmark: **TEN-T parametres**

but

- Today's state of play:

Still rather a patchwork than a Corridor in terms of line speed, CCS, train length or route class

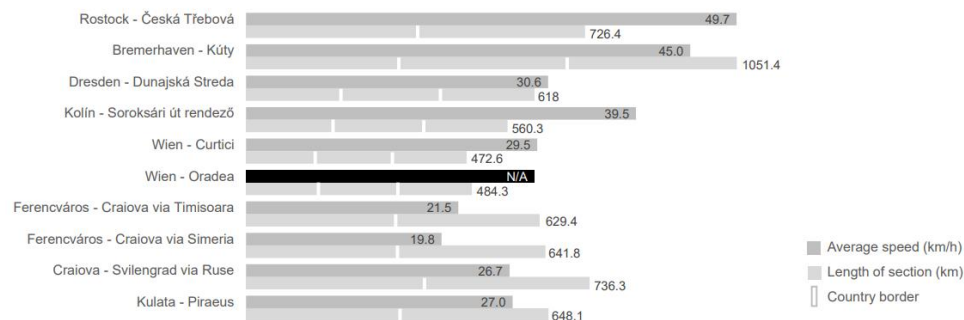


RNE CIP – maximum line speed

RFC KPIs

Average planned speed of PaPs for TT 2025

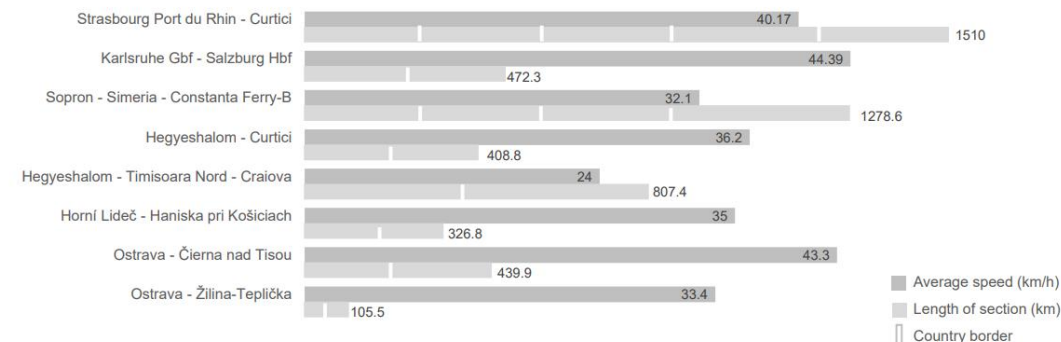
(calculation per O/D pairs)



*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

Average planned speed of PaPs for TT 2025

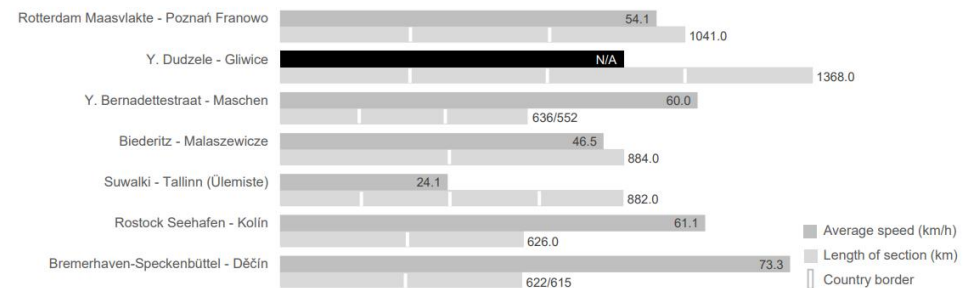
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Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)



*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

* Suwałki – Tallinn (Ülemiste) include the reloading time (~ 6 hours) in Palemonas.

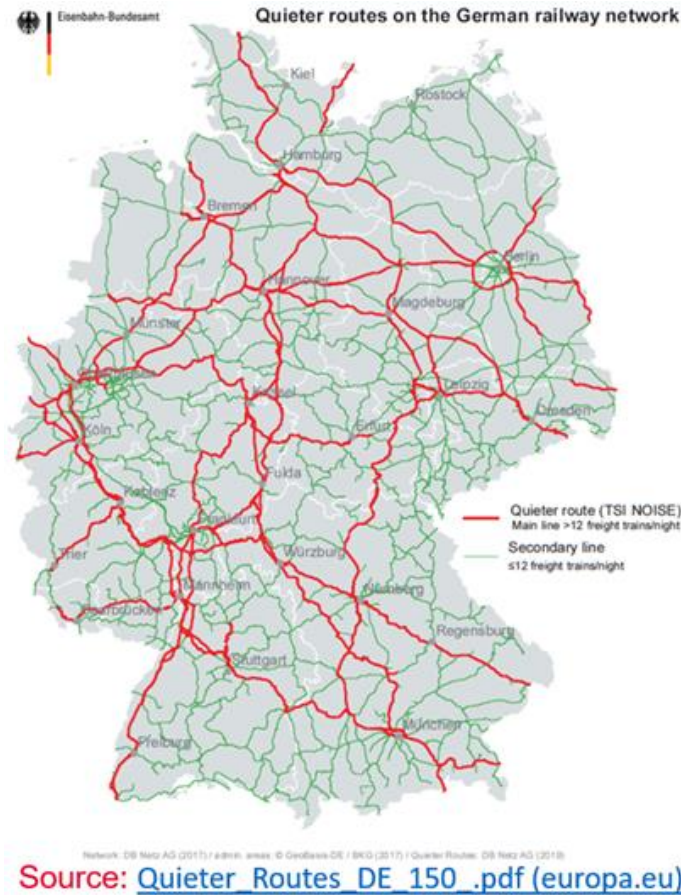
Dwell times in border sections (clean/real) 2023

Border	Avg. clean/real (min.)
Rusovce – Rajka	98.5
Lőkösháza - Curtici	528
Biharkeresztes – Episcopia Bihor	108

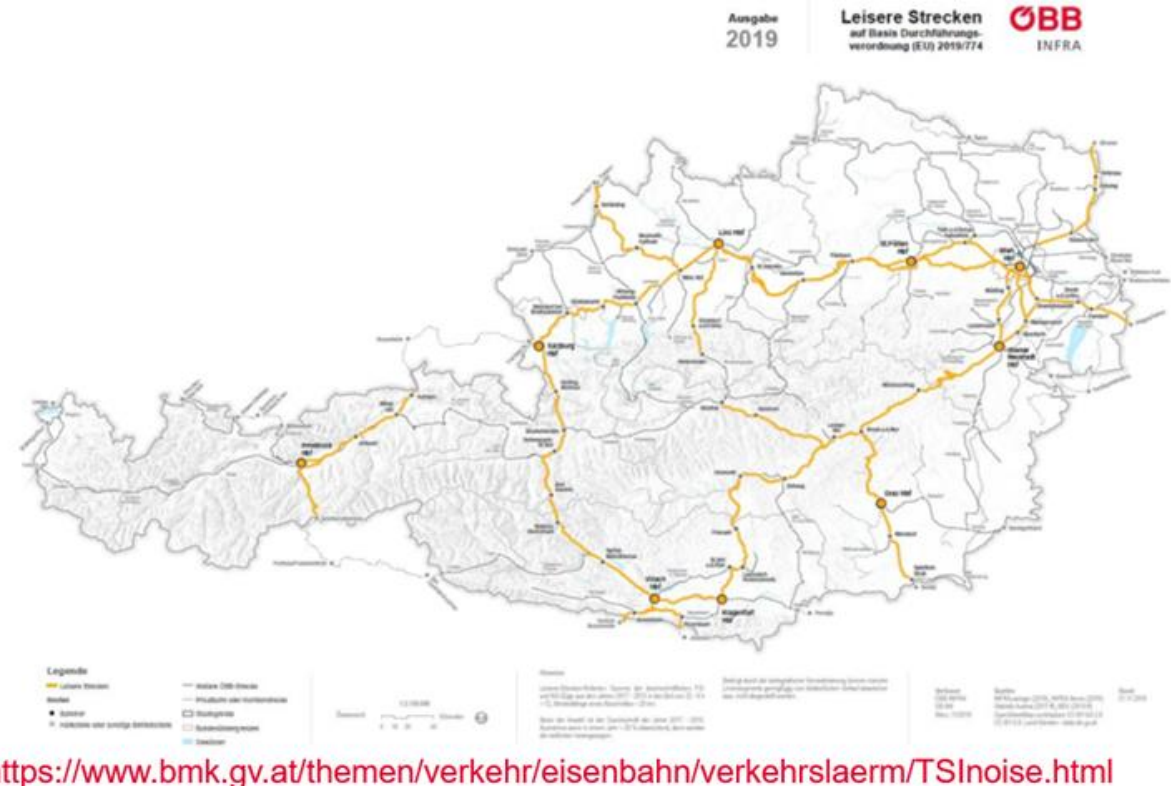
Medyka - Mostiska border crossings as part of RFC8

Quiet sections on European corridors

Maps on quieter routes on RFC 7-8-9



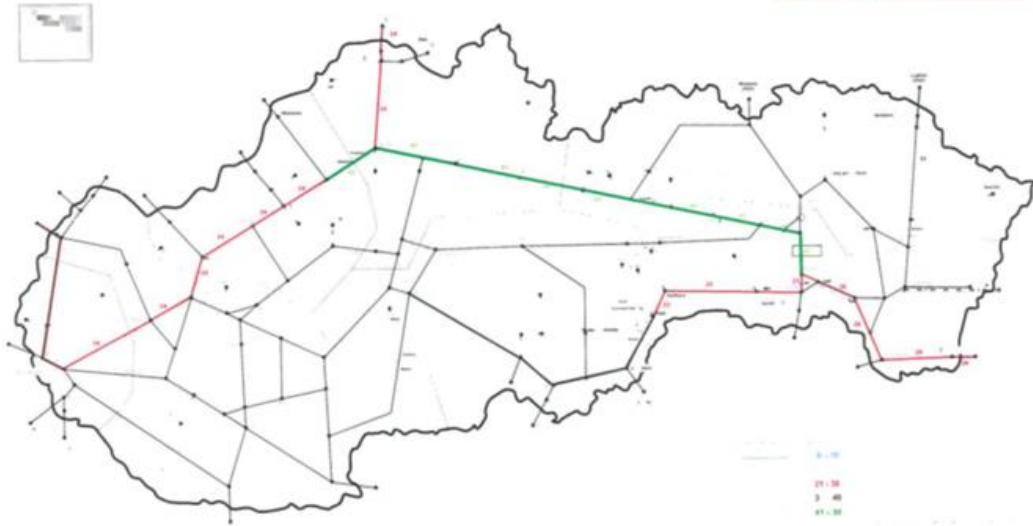
DB InfraGo (Germany)



ÖBB Infra (Austria)

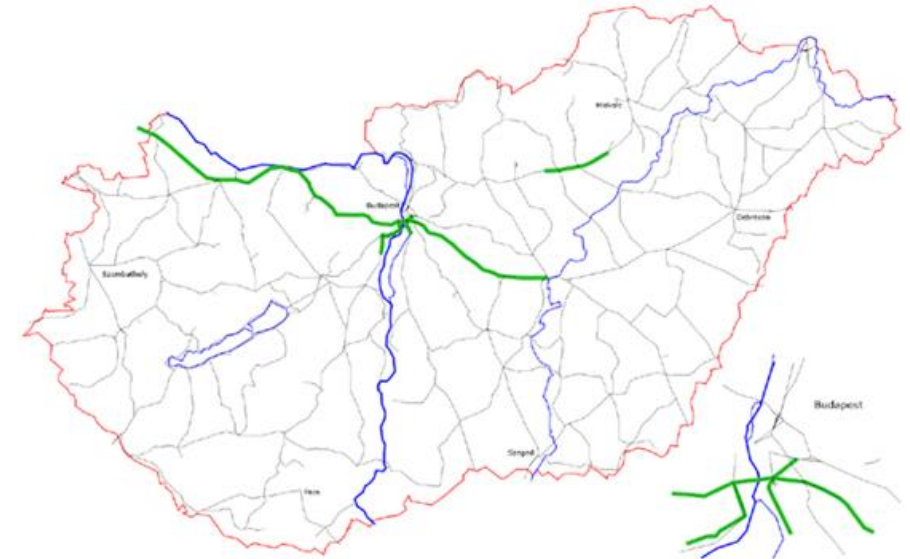
Maps on quieter routes on RFC 7-9

[quieter routes list sk 0.pdf \(europa.eu\)](#)



Source: [Noise TSI | European Union Agency for Railways \(europa.eu\)](#)

ZSR (Slovakia)



Source: chapter 2.4.2 in 2024 TT of Network Statement

MÁV and GYSEV (Hungary)

Quiet sections on RFC7, 8 and 9

Concerned countries and IMs along RFC7 and 9	RFC 7, 8, 9 relevance?	ERA website : Noise TSI European Union Agency for Railways (europa.eu)	NS 2025TT (2.4.2 chapter)	To be clarified?
Belgium, Infrabel	RFC8	ERA website refers to the RINF database, no map and xls format display	The sections concerned on the Infrabel network are published in RINF: https://data-interop.era.europa.eu/	xls and map format missing
Netherlands, ProRail	RFC8	ERA website refers to the RINF database, no map and xls format display	No information about quieter routes	xls and map format missing
France, SNCF Réseau	RFC9	ERA website refers to the RINF database, no map and xls format display	No specific information on quieter routes	yes
Germany, DB InfraGo	RFC7, 8, 9	ERA website refers to the RINF database, there is also map display (xls format is missing)	Published with detailed regulations (2.4.2 and 3.7 chapters)	no
Czech Republic, SZCZ	RFC7, 8, 9	ERA website refers to the RINF database, no map and xls format display	Published with detailed regulations	xls and map format missing
Slovakia, ZSR	RFC7, 9	Quieter routes are published in pdf and map format (in Slovakian language)	Published (no quieter routes)	yes
Austria, ÖBB Infra	RFC7, 9	ERA website refers to the RINF database, no map and xls format display	Published with less detailed regulations (e.g. no reference to EU Regulation 1304/2014 in section 2.4.2)	xls and map format missing
Hungary, MÁV, GYSEV	RFC7, 9	ERA website refers to the RINF database, no map and xls format display	Published with less detailed regulations (e.g. no reference to EU Regulation 1304/2014 in section 2.4.2)	xls and map format missing
Romania, CFR	RFC7, 9	Quieter routes are published in xls format (according to 1304/2014 EU and 779/2019 EU regulation), no map display	Romanian NS 2025TT is not available from RNE website, available from cfr.ro website: "No environmental traffic restrictions are applied on the Romanian railway network."	yes
Bulgaria, NRIC	RFC7	No quieter route	No quieter route	no
Greece, OSE	RFC7	No quieter route	No quieter route	no
Poland, PKP	RFC8	ERA website refers to the RINF database, no map and xls format display	No information about quieter routes	yes
Lithuania, LTG Infra	RFC8	Noise TSI does not apply to freight wagons	There are no environmental restrictions on train traffic (in Lithuanian language)	no
Latvia, LatRailNet	RFC8	Noise TSI does not apply to freight wagons	No reference to EU regulation on quieter routes	no
Estonia, Eesti Raudtee	RFC8	Noise TSI does not apply to freight wagons	No NS 2025TT on the internet	no

Request and proposal

Increase transparency, clarity and provide user-friendly access to data on quieter route

It should be clarified which are the quieter routes in Slovakia and Romania as of 8 December 2024, based on the information published on the ERA or RNE websites (Slovak and Romanian NS 2025TT).

Make the quieter routes available in xls and map format on the ERA website ([Noise TSI | European Union Agency for Railways \(europa.eu\)](#)). We kindly ask to MaBos of RFC7, 8 and 9 to indicate to ExBos.

Ask RFC7, 8 and 9 to illustrate the quieter sections on all corridors via corridor website with links regulation of relevant chapters of CIDs/NSs concerned and indicate it to RNE that display the RNE in the RNE CIP interface for all RFC corridors on the quieter route.