

Support for Implementing Measures for the South East Core Regional Transport Network Multi Annual Plan (EuropeAid/125783/C/SER/MULTI)

NETWORK STATEMENT

HŽ INFRASTRUKTURA d.o.o. (Ltd.)

prepared by
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RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Actors in the railway business

REGULATION

Ministry of Sea, Transport and Infrastructure
 Regulatory body
 Safety authority

INFRASTRUCTURE MANAGER

RAILWAY UNDERTAKINGS

RU Passenger
 RU Traction
 RU Freight

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Infrastructure access responsibilities - IM

- train path allocation
- timetable
- access contract
- level of infrastructure charges
- charging
- network statement
- performance regime
- OSS
- multiannual contract with the State

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Is the NS ready and approved? If not, current status of the process for the preparation and/or adoption of NS?

NSs of HŽ Infrastruktura d.o.o.



TT 2008/2009



TT 2009/2010

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Is the NS prepared according to RNE standards and how was it prepared? (Team from IM, Technical Assistance, Consultant)

HŽ Network Statements follow

RNE Common Structure and Implementation Guide 20060329-30
 (approved March 30th 2006, Gent, Belgium)

- Table of contents
1. General information
 2. Access conditions
 3. Infrastructure
 4. Capacity allocation
 5. Services
 6. Charges
- Index

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Is the NS prepared according to RNE standards and how was it prepared? (Team from IM, Technical Assistance, Consultant)

- preparation of NS started as a project in 2004
- established team of IM professionals (operations, civil engineering, electrotechnical and controlling business unit, etc.)
- without any technical assistance or consultant
- using experience from participation in RNE NS WG
- ordered study "Research and Setting up the Railway Infrastructure Charges" from Institute of Transport and Communications, Zagreb, Croatia

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What are the most difficult issues phased in preparing a NS and how were these issues resolved?

- incomplete legal framework
- Railway Act of Republic of Croatia (delivered in 2003; in force from 01.01.2006.)
- HŽ Hrvatske željeznice d.o.o. Separation Act 12/2005
- actual separation 01.01.2007
- required organizational system not structured
- supply of services not finally defined



What are the most difficult issues phased in preparing a NS and how were these issues resolved?

therefore, we

- started with chapter 3. Infrastructure – technical issue not depending on legal framework
- chapters 1. i 2. i 4. drafted as it was possible to the existing legal framework
- chapters 5. and 6. defined at the end



Which stakeholders are involved in the adoption phase of the NS and when do you expect this process to be completed?

According to Railway Act of Republic of Croatia (2003)

HŽ Infrastruktura d.o.o. as IM is responsible for drawing and publishing the Network Statement at the latest four months before the final deadline for submission of requests for infrastructure capacity allocation.



What is the role of the regulatory body in the approval and implementation process of the NS?

Regulatory body has no responsibility in the approval and implementation process of the NS.

but,

railway undertaking may complain to the regulatory body if it believes that it is not treated equally as other applicants for the infrastructure capacity allocation or that in any other way suffers a damage with regard to Network Statement.



Are there changes that you plan to implement on the adopted version and why?

HŽ Infrastruktura d.o.o. publishes all amendments to the adopted version of NS on the website.



Thank you for your attention

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