Infrakos

# Network Statement 2019

Valid from date: 09.12.2018 - 14.12.2019

# Modification table

| Number | Date of entering into force | Reference number of decision | Modification in Chapter |
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# 1. General information

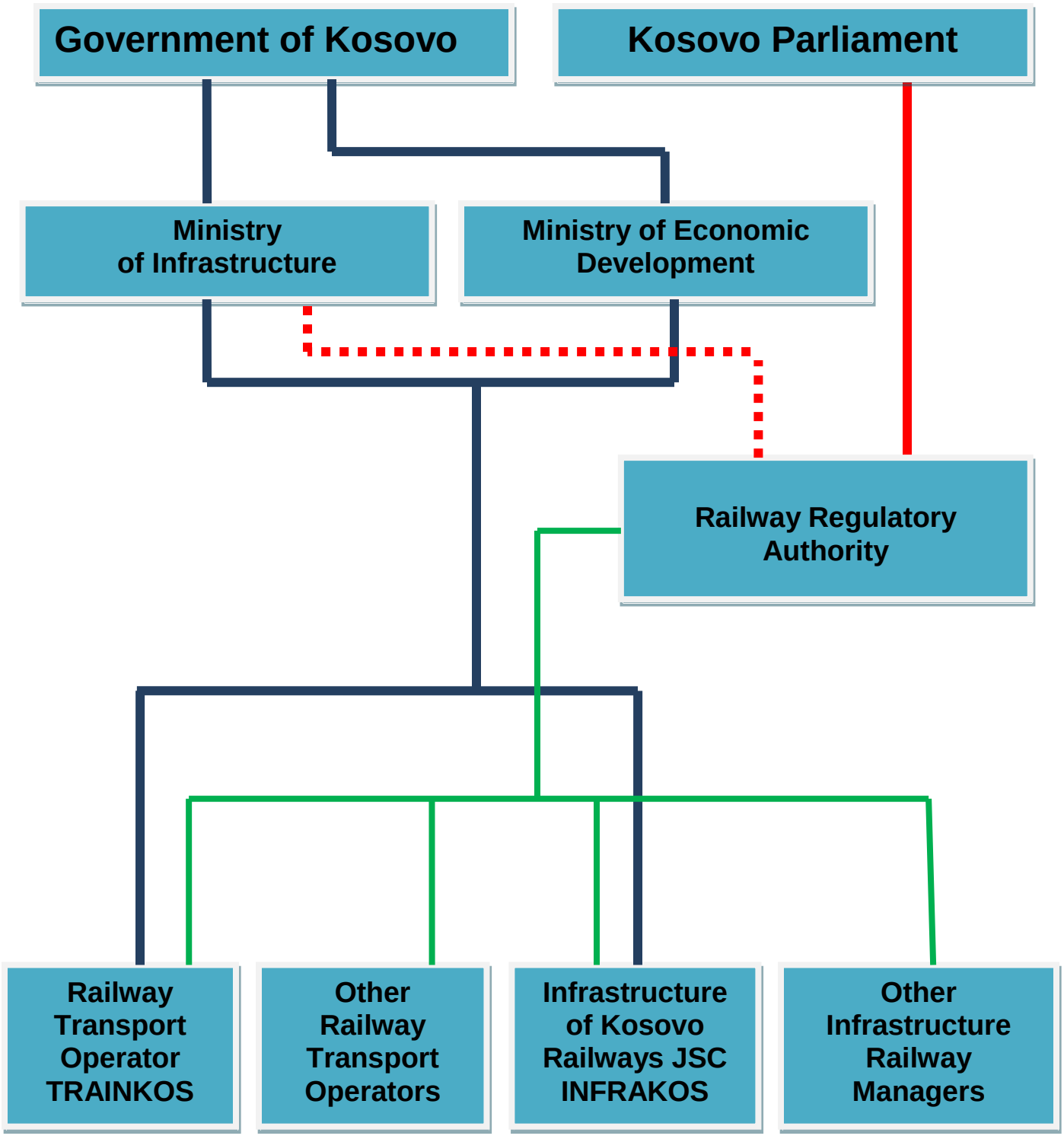
## 1.1 Introduction

145 years ago, respectively on 1874 was built the first railway line in Kosovo in the direction Hani i Elezit – Fushe Kosove – Mitrovicë. This was the beginning of railway network spreading throughout Kosovo, as important for transport of freight and passengers, also important for Economical development and connection of Kosovo with countries in the region. In 1931 continued the construction of this line in relation Mitrovice – Leshak, in 1934 the one Fushe Kosove – Prishtinë, in 1936 Fushe Kosove – Peje, in 1949 Prishtinë – Podujevë – Livadhi and in 1963 Kline – Prizren. Therefore today the rail network covers the entire Kosovo territory with a length of 333,951 km open railway line, with a length of 105,784 km in stations and 103,4 km industrial lines. The network is connected through Leshak and Podujevë in north and east to Republic of Serbia, through Hani i Elezit, in south with Macedonia.

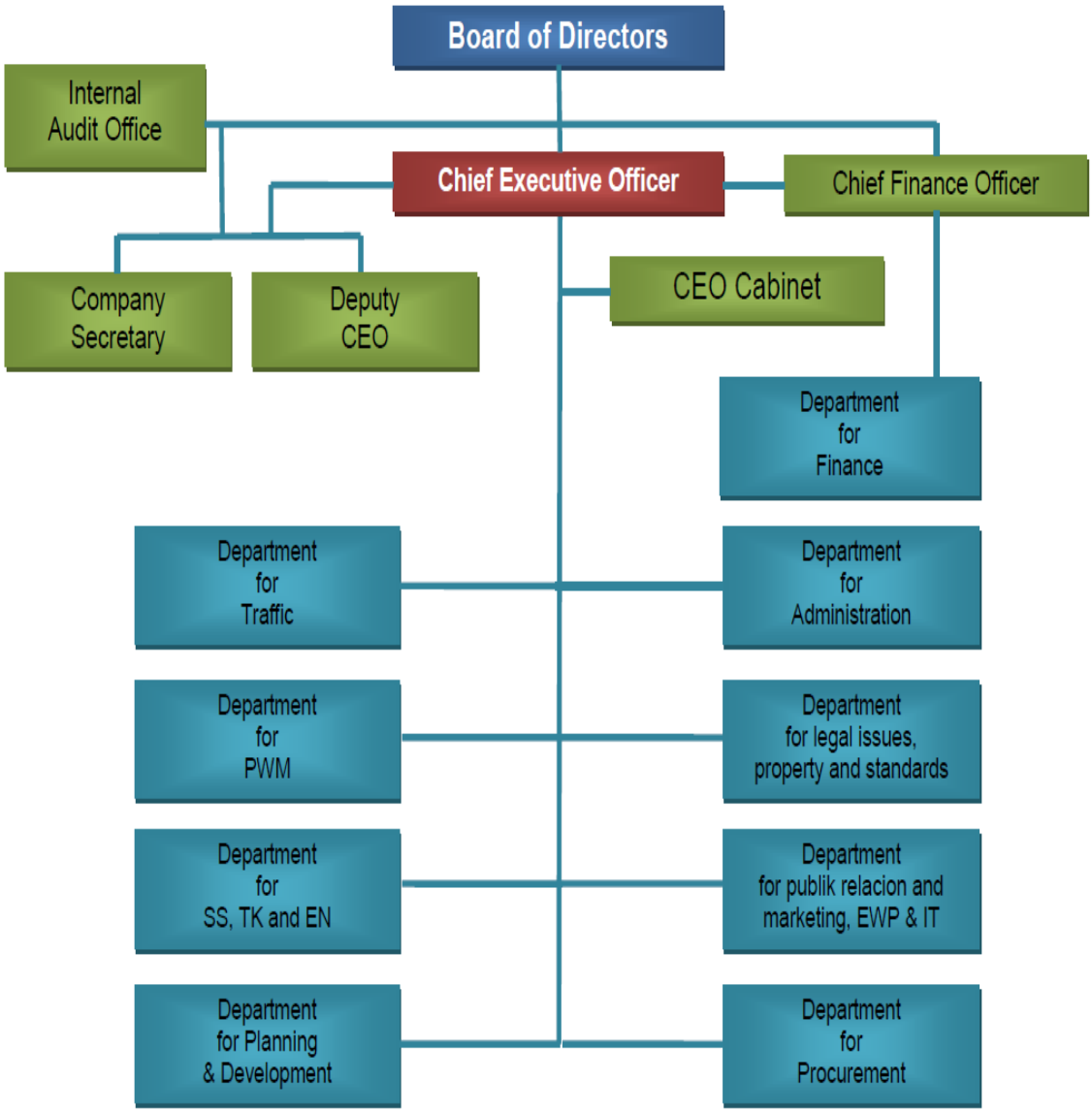
Based on the Law on Railways in Republic of Kosovo, the Infrastructure management and transport operations have been fully unbundled. Based on the Law on Public Enterprises INFRASTRUCTURE OF KOSOVO RAILWAYS ISC – INFRAKOS is a publicly owned enterprise and all shares are in ownership of Kosovo Government, administered by the Ministry of Economical Development.

The existing railway infrastructure network in Kosovo is presented in the below figure:

Below is presented the organization structure of railway sector in Kosovo as per Law on Railways:



Kosovo Railways Infrastructure JSC, shortly INFRAKOS based on current organization an the Law in force is responsible for maintenance and operations with railway infrastructure. Organizational structure of sector is presented in the following organizational chart:




## 1.2 Purpose

Based on the existing law it is foreseen that the access to railway network shall be given to all railway undertakings in a non-discriminatory and equitable manner the purpose of compilation of network statement is that all the railway undertakings get acquainted with the existing situation of railway infrastructure and the utility conditions of its infrastructure.

## 1.3. Legal basis

Railway undertakings during their transport performance should comply with all national legal acts and sub-acts of Kosovo.

## 1.4. Legal status

### 1.4.1. General notes

Infrastructure Manager of Kosovo Railways JSC - INFRAKOS, on the basis of the Law for Railways of Kosovo, is obliged to prepare and publish the railway Network Statement of Kosovo Railways Infrastructure JSC.

The Infrastructure manager of Kosovo Railways JSC is obliged to update regularly the railway Network Statement, and to modify it as necessary. Network statement shall be published at latest four months prior to the final date for submission of request for allocation of infrastructure capacities, prior to compilation of new annual time table.

### 1.4.2 Responsibility

This Network Statement is compiled on the basis of information acquainted on date 01.03.2018. INFRAKOS cannot be held liable for damage caused by printing errors in the Network Statement.

In case of non-compliance of the Network Statement with Laws in force, valid are laws applicable in Kosovo. This Network Statement has been drafted based on applicable laws in Kosovo. All regulations and technical documents that shall enter in force after publishing of this Network Statement should be applied and considered during interpretation of Network Statement.

Network Statement is published in Albanian, Serbian and English as well. In case of non-harmonization of Albanian, Serbian and English versions, the version in Albanian language prevails.

### 1.4.3. Appeals procedure

Railway transports undertakings can appeal to the Railway Regulatory Authority (RRA), respectively Department for Market Regulation as the appeal body for the railway market, if they believe that they have been unfairly treated, discriminated against or are in any other way aggrieved, and in particular against decisions adopted by INFRAKOS, with respect to:

- the network statement, and the criteria contained within it;
- the paths' allocation process and its result;
- the charging scheme for using the railway infrastructure;
- the level or structure of infrastructure fees which it is, or may be, required to pay;

- arrangements for access to railway infrastructure;
- arrangements for access to and charging for services.

## 1.5 Network Statement Structure

This Network Statement is prepared in compliance with the structure of Network Statement (version 2006-03-30) which has been approved by International Organization RailNetEurope, ( http://ww.rne.eu/). The structure of the Network Statement approved by RNE renders it possible that Network Statements of different infrastructure managers from different countries to be identical and contain approximately the same type of information.

Structure of Network Statement includes:

| | |
|---|---|
| 1. General Information | Contains objectives of the Network Statement |
| 2. Access conditions | Determines access conditions which transport undertakings should fulfill for access to infrastructure. |
| 3. Infrastructure | Contains description of railway infrastructure managed by INFRAKOS. |
| 4. Capacity allocation | Determines procedures of allocation of capacities and conditions of allocation of railway infrastructure capacities. |
| 5. Services | Contains description of services offered by INFRAKOS. |
| 6. Charges | Contains description of calculation methods of charges and the charges for infrastructure use and other services. |

## 1.6 Validity duration and method of update

### 1.6.1 Validity duration

Validity duration of the Network Statement is connected to the annual timetable. This Network Statement will be valid for Timetable Schedule for 2019 (from 09.12.2018 - 14.12.2019), due to specific existing conditions from the date of approval until the new Timetable Schedule for year 2020.

Infrastructure manager is obliged to compile and publish the Network Statement not later than four months prior to deadline for application of infrastructure capacities allocation.

### 1.6.2 Update method

Infrastructure manager, through website www.infrakos.com shall publish changes and eventual complements of this Network Statement.

## 1.7 Publishing

Network Statement is published in written form and electronically on website www.infrakos.com. Network Statement is published in Albanian, Serbian and English language at the same time.

## 1.8 Contacts

Contacts within INFRAKOS in regards to information about local and international traffic can be received at:

Traffic department
Mr. Sabit Thaqi
Tel. +381 38 550 550 132
Mob. +386 49 222 137
Email: sabit.thaqi@kosovorailway.com

## 1.9 Cooperation between Infrastructure Managers

Railway Infrastructure Managers in 2004 have established the organization RailNetEurope in order to simplify procedures to get access to the European railway infrastructure for international rail transports. For further details see website http://www.rne.eu/.

### 1.9.1 One Stop Shop (common area of infrastructure managers)

European Infrastructure Managers have signed an agreement on organization of sales and joint marketing for international infrastructure capacity through RNE. These Infrastructure managers have established “One Stop Shops” which will function as network of contact points for clients within the frame of RNE. For applications for international paths, client should contact one of this One Stop Shops (OSS), which will initiate the entire process of international path allocation. The contacted OSS, in close cooperation with the respective infrastructure managers will:

- offer support to client and information on products and services of infrastructure managers;
- deal with requests for any path of international train within RNE
- ensure that requests for the next period are considered in the annual time planning; and
- prepare offer for train paths for entire international route

Each OSS is part of an international network which has for objective that access to network should be as easy as possible to the clients. OSS also offers information in regard to infrastructure Charges and train movements including monitoring.

According to the motto "**one face to the customer**" (fair approach to client), OSS offers competent and efficient support throughout all the borders, on the basis of transparent reliable and non discriminatory procedures.
List of OSS contacts can be found at www.rne.eu

Also for the first time authorized applicants (e.g. ports that wish to ensure sufficient railway capacity) have utilized the possibility to get in direct contact with Infrastructure managers in regard to request for capacities and train paths.

In order this to be performed; RNE focuses the entire production process of railway infrastructure. This starts by harmonization of members in regard to long-term and short-term plans, access of marketing and joint sales, proper planning, operation and it ends with services after sale from the RNE, such as monitoring and reporting.

For all of these, the contacting person for INFRAKOS is:

INFRAKOS Traffic Department
Sheshi i Lirise nn.
12000 Fushe Kosove
Republic of Kosovo
Contact person:
Mr. Sabit Thaqi
Tel. +381 38 550 550 132
Mob. +386 49 222 137
Email: sabit.thaqi@kosovorailway.com

## 1.10 Terms

Terms used in this Network Statement have meanings defined in Railway Law:

| | |
|---|---|
| "Ad hoc" request | Application for allocation of railway capacities as one train path requested out of allocation procedure. |
| One Stop Shop | Representative of Infrastructure Manager who together with the representatives of other Infrastructure Managers connects international train paths through which enables the applicant easier access to common railway network. |
| Pathfinder | International internet connections for coordination of international train paths |
| Infrastructure Manager | Legal person authorized for management of railway infrastructure |
| Trainkos and other railway undertakings | All legal local and international persons that have permit to perform service in railway public transport and the safety decision "License" issued by the meritorious body. |
| Transport License | License to perform public services which is issued by Railway Regulative Authority |
| Transport safety | Safety certificate to perform railway transport services in |

| | |
|---|---|
| certificate | accordance with Regulation over conditions and method of issuing safety certificate for performance of public services in railway transport. |

Abbreviations that are used in Network Statement:

| | |
|---|---|
| IM | Infrastructure Manager – INFRAKOS |
| OSS | One Stop Shop |
| RNE | Rail Net Europe (European Railway Network) |
| RO | Railway Operator |
| EU | European Union |
| EC | European Commission |
| UIC | International Union of Railways |
| RID 2001 | Regulation for international transport of hazardous goods |
| OTIF | Interstate organization for railway transport |
| COTIF | International convention for railway transport |

# 2. Access Conditions

## 2.1. Introduction

Access in Kosovo Railway Infrastructure is regulated with the Law on Railways of Kosovo Republic No. 04/L – 063 approved on 14.11.2011, and legal sub-acts supported by this law and other acts. This Network Statement of INFRAKOS serves as a guide for railway undertakings that apply for allocation of infrastructure capacities.

## 2.2. General access conditions

Kosovo Railways JSC Infrastructure Manager – INFRAKOS as administrator of infrastructure allows access to its railway infrastructure for which Infrastructure Manager of Kosovo Railways JSC and railway undertakings, conclude a track access contract (TAC). The TAC regulates relations, rights, obligations, precise allocated capacities, level of charges for railway infrastructure usage and other issues in regard to guarantee of transport safety and environment protection.

Kosovo Railways JSC Infrastructure Manager allows access to its railway infrastructure for all railway undertakings that have licenses and safety certificates.

### 2.2.1. Application submission conditions for infrastructure capacities.

Application for allocation of infrastructure capacities can be presented by the railway operator which:

- At the time of application submission is registered for performance of railway transport services;
- Has valid license for railway undertakings issued by the competent authority;

- Has valid safety certificate, issued by the competent authority.

Railway Undertakings when presenting request for allocation of railway infrastructure capacities, must respect deadlines determined in the Chapter 4 of this Network Statement

In case of a request for allocation of infrastructure capacities which do not pass only through one railway network, the infrastructure manager to which such request has been addressed can request for infrastructure capacities from other infrastructure managers.

### 2.2.2. Who is allowed to use the railway network in Kosovo?

Railway undertakings possessing a valid railway license and a valid safety certificate issued by the competent authority and approved by Kosovo RRA are entitled to use the rail network of INFRAKOS.

### 2.2.3. License for performance of public services in railway transport

Concerning the validity of safety certificates, feel free to contact the Department for Railway Safety of the Railway Regulatory Authority:

Railway Regulatory Authority
Railway Legal and Licensing Department
Str. Rrustem Statovci, 29
10000 Pristina, Kosovo
Tel. +381 38 220 040
Fax. +381 38 223 340
www.arh-ks.org

### 2.2.4. Safety certificate for performance of services in railway transport

Safety Certificate for performance of public services in railway transport is issued by the Body in charge for Railway Safety. For further information contact:

Railway Regulatory Authority
Department for Railway Safety
Str. Rrustem Statovci, 29
10000 Pristina, Kosovo
Tel. +381 38 220 040
Fax. +381 38 223 340
www.arh-ks.org

### 2.2.5. Insurances

Railway undertakings must be adequately insured or must make equivalent arrangements for cover, in accordance with Kosovo and international law, of their Charges in the event of accidents, in particular in respect of passengers, luggage, freight, mail and third parties. For further information contact:

Railway Regulatory Authority
Legal and Licensing Department
Str. Rrustem Statovci, 29
10000 Pristina, Kosovo
Tel. +381 38 220 040
Fax. +381 38 223 340
www.arh-ks.org

## 2.3 Application for train path

See Chapter 4 of this Network Statement.

## 2.4 General business conditions

### 2.4.1 Framework agreement

Framework agreement is legally obligative agreement through which are regulated rights and obligations of request submitter – applicant for allocation – separation of infrastructure capacities and infrastructure owner for longer duration rather than one timetable schedule. This agreement is concretized with endorsement of the track access agreement, based on the Article 76 of the Law on Railways; N0. 04/L-063.

INFRAKOS and the applicant can endorse one framework agreement providing that with this agreement the usage of respective infrastructure is not priority discontinued from the side of other applicants for other services as well.

### 2.4.2 Track Access Contracts

Access contract is a contract that is binding between Infrastructure Manager and Railway Operator based on the Article 72, paragraph 4 of the Law on Railways; N0. 04/L- 063. Through this are regulated rights and mutual obligations with which are determined access capacities, level of obligations for usage of railway capacities and other issues in regard to safety in transport and environment protection.

Through access agreement IM allows railway operator access to railway infrastructure. Access contract shall be endorsed after implementation of procedure for allocation of capacities.

## 2.5 Operational Regulations

Railway infrastructure can be used in the way that guarantees safety and regularity in railway transport movements. Railway operator is obliged to respect all regulations for railway infrastructure usage and safe movements in railway transport, including those compiled by IM as well.

The competent Authority compiles the respective legal sub-acts regulating the

movements in the network of INFRAKOS.

As long as no new regulations have come into force, the existing regulations of Kosovo Railways and/or INFRAKOS as in force shall be applied.

## 2.6 Extraordinary (especial) transports

Transport of exceptional consignments in local and international traffic, as well as conditions with which this transport can be realized is allowed by respective IM. Transport of especial consignments is regulated with the Regulation for especial consignments (KR Regulation 20 and Instruction 99).

Railway operator in international transport is obliged to implement UIC and Declaration 502 dispositions through which are regulated procedures to allow requests for transport of especial consignments. Especial consignments are accepted for transport only if they meet special technical conditions and operational conditions.

Detailed information in regard to especial consignments can be found in Chapter 4 and 5 of this Network Statement. Contact for transport of especial consignments:

INFRAKOS
Department for PWM
Mr. Nexhmi Rama
Tel. +381 38 550 550 212
Mob. +386 49 309 832
Fax. + 381 38 550 550 222
E-mal. nexhmi.rama@kosovorailway.com

## 2.7. Hazardous materials

Hazardous materials are goods which can endanger human health, may cause environment pollution or can cause material damages, which have dangerous attributes for human health and environment, and as such are defined by Law and other regulations, other regulations and with international contracts, which basing on nature, character and their condition in regard to transport can be dangerous for public safety, or that were indicated toxic, corrosive, disturbing, flammable, eruptive or radioactive. Hazardous material is also considered the materials from which are produced hazardous materials, and remains that have character of hazardous material.

Transport of hazardous materials is regulated in Kosovo with Law for transport of hazardous materials (no 2004/6) which regulates freight transport in road and railway transport. For transport of hazardous goods in railway transport is implemented also the Law for confirmation of Protocol 03, and Regulation on International railway transport of hazardous goods – RID2001.

Detailed information on transport of hazardous goods can be reached in Chapter 4 and 5 of this Network Statement.

Contact for transport of hazardous goods:

INFRAKOS Traffic Department
Sheshi i Lirise nn.
12000 Fushe Kosove
Republic of Kosovo
Contact person:
Sabit Thaqi
Tel. +381 38 550 550 132
Mob. +386 49 222 137
Email: sabit.thaqi@kosovorailway.com

## 2.8 Acceptance procedure for rolling stock

Railway Undertakings can use only the rolling stock that meets technical regulations and standards valid in Kosovo.

Rolling stock with its construction and technical condition must ensure safe traffic, safety of people, premises, and employees and should fulfill technical conditions of railway lines.

Railway rolling stock of other railways can run on Kosovo railway network if they fulfill conditions defined with international agreements, international and local regulations.

One of the conditions to obtain a safety certificate for the performance of railway transport is that the rolling stock which the Railway operator plans to use for the transport operations on the railway network of INFRAKOS meets all technical requirements and standards prescribed by the law and Sub Legal Acts regulating safety in railway transport. It is assumed that rolling stock of the railway operator holding a valid license for the performance of railway transport services and a valid safety certificate meets the required conditions.

Railway operator is responsible for their technical condition, maintenance and their work.

Rolling stock that can run in Kosovo railway network are:

- Local rolling stock that possess license for usage issued according to the law on railways,
- Rolling stock of other countries or international undertakings which carry the sign RIV, RIC and TEN.

Concerning the acceptance of vehicles (Rolling Stock) on the network of INFRAKOS, feel free to contact the Department for Interoperability of the Railway

Regulatory Authority:

Railway Regulatory Authority
Department for Interoperability
Str. Rrustem Statovci, 29
10000 Pristina, Kosovo
Tel. +381 38 220 040
Fax. +381 38 223 340
www.arh-ks.org

## 2.9 Personnel acceptance procedure

One of the conditions to obtain a safety certificate for the performance of railway transport services is that the staff employed by a railway operator for purposes of operation and tracking trains used in the performance of transport services, i.e., the operating staff, has professional competence and is medically fit in accordance with regulations and standards set by railway transport safety regulations. It is assumed that the staff of the railway operator holding a valid license and a valid safety certificate meets the required conditions.

# 3. Infrastructure managed by INFRAKOS

## 3.1 Introduction

In this Chapter of the Network Statement is described railway infrastructure which is under ownership of Kosovo Republic and managed by INFRAKOS.

Information on the Kosovo Railway infrastructure is presented in this Network Statement based on the occurrences that were acknowledged at the moment when compiling this Network Statement. All modifications that occur after this compilation will be updated on the website www.infrakos.com

For infrastructure capacities that are not managed by INFRAKOS contact addresses will be given where additional information can be taken about possibilities for usage.

## 3.2 Network dimensions

Kosovo Railways has got available 347.741 km construction length of single track railway lines.

The respective map is included in the annex of this Network Statement.

### 3.2.1 Borders

Kosovo Republic has available a railway network that is managed by INFRAKOS on behalf of owner – Kosovo Republic Government. Borders are meant to be state borders as well as borders with neighboring infrastructure managers.

At the state borders crossings there is no change of track gauge.

### 3.2.2 Connection of railway network

Kosovo Railway Network is connected with two countries: Republic of Serbia and Republic of Macedonia.

**Border crossings review:**

| Border Crossing code | The name of Border Crossing | Border Crossing between countries | Neighboring Country | Direction |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| 0 | Leshak | Kosovo/Serbia | Serbia | North |
| 0 | Hani i Elezit | Kosovo/Macedonia | Macedonia | South |
| 0 | Merdare | Kosovo/Serbia | Serbia | East out of usage |

Along the railway line exist a number of industrial tracks too, which are property of public and private companies.

### 3.2.3 Additional information

Additional Information about railway infrastructure, which IM has not included in this description, can be taken at this address:

Nexhmi Rama
Department for PWM
12000 Fushe Kosove
Tel. +381 38 550 550 212
Mob. +386 49 309 832
Fax. + 381 38 550 550 222
E-mal. nexhmi.rama@kosovorailway.com

## 3.3. Railway description

### 3.3.1. Geographic identification

#### 3.3.1.1 Type of railway lines

Railway network consists of single track railway lines with a length of 333.942 km. In this length are not included station and industrial tracks.

Remark: Types of railway lines are presented in appendix “categorization of lines”

#### 3.3.1.2 Track gauge

Track gauge is 1435 mm (normal) in entire railway network.

#### 3.3.1.3 Stations and railway nodes

Stations and railway nodes are:

- Denomination of stations and official places are included in appendix no. 1.1
- Distance between stations is featured in meters in appendix no. 1.1
- Table of train length depending on track length in stations is presented in appendix no. 1.2

### 3.3.2 Infrastructure characteristics

#### 3.3.2.1 Free profile

Profile is the free space which enables passage of trains. Dimensions of free profile are valid for railways in direction and curve R ≥250 m. and they differ as follows:

- Loading profile with dimensions 3150/4650 mm
- Free profile with dimensions 4000/4800 mm, these dimensions should be preserved during maintenance and construction of railways. Dimensions and graphic scheme can bee seen in appendix “Loading Profile”.

#### 3.3.2.2 Permitted axle load

Limits of mass that are applied in Kosovo Republic Railways are as follows:

- Railway line Leshak-Fushe Kosove-Hani i Elezit with axle load 22.5 t/axle and longitudinal load 7.2 t/m.
- Railway line Fushe Kosove-Peje with axle load 20.0 t/axle and longitudinal load 6.4 t/m.
- Railway line Kline-Prizren with axle load until Mirushe km 13+800 is 22.5 t/axle and longitudinal load 7.2 t/m. Whereas from km 13+800 until Prizren with axle load 18.0 t/axle and longitudinal load 5.00 t/m.
- Railway line Fushe Kosove-Bardhosh-Livadh with axle load until Bardhosh 22.5 t/axle and longitudinal load 7.2 t/m. whereas from station Bardhosh -

Livadhi with axle load 16.0 t/axle and longitudinal load 5.00 t/m. See appendix no. 1.4

#### 3.3.2.3 Slant and respective resistance

Slant and maximal – existing resistances in Kosovo Republic railways are presented in Appendix no. 1.3

#### 3.3.2.4 Speed

Maximal permitted speeds in Kosovo railway network are as follows:

- Railway line Leshak - Fushe Kosove, with maximal speed 60 km/h.
- Railway line Fushe Kosove - Gurez with maximal speed 70 km/h.
- Railway line Gurez – Hani i Elezit with maximal speed 60 km/h.
- Railway line Fushe Kosove - Kline with maximal speed 60 km/h.
- Railway line Kline - Peje with maximal speed 70 km/h
- Railway line Kline-Prizren with maximal speed (Klina-km 13+800 with 30 km/h and Km 13+800 - Xerxe 20 km/h).
- Railway line Fushe Kosove-Prishtine with maximal speed 50 km/h; and
- Railway line Prishtine-Bardhosh with 30 km/h.

#### 3.3.2.5 Length of trains

Length of each train is determined in the capacity allocation procedure. See appendix 1.2

#### 3.3.2.6 Electrified lines

INFRAKOS does not have electrified railway lines.

### 3.3.3 Traffic Control System

In 2006, a new system for traffic control of the main line Hani i Elezit – Leshak 154 km was installed where in the control panel at the CTC center hall in Fushe Kosove 11 stations are under control. Traffic control system is based on the newest informative technology type TRIS CTC.

Through this CTC system, the traffic in a station is controlled and commanded from the central hall in Fushe Kosove and through indications in panel we have information regarding the situation of stations.

#### 3.3.3.1 Signaling systems

In the railway network is installed signaling system for security of stations with electronic signaling-interlocking equipments of type Energoinvest – Eriscsson. With this system are secured 14 stations in the main line Hani i Elezit-Leshak. With electro-relay type of this system Energoinvest - Ericsson are secured 19

level crossings on line Hani i Elezit - Leshak. With electronic equipment are secured 4 level crossings on line Fushë Kosove-Peje (type - Scheidt & Bachmann). With this signaling system in all secured stations all train paths are in dependence with the position of switches, track circuits and other security conditions in traffic (see appendix – Network and method of securing of stations).

#### 3.3.3.2 Traffic control system

This is included at point 3.3.3 – description for CTC.

#### 3.3.3.3 Communication system

Communication network uses telephone lines with optical fiber cable and radio-network. Conversations developed through radio-network and conversations through the railway phone network are recorded with the register-phone 16 channels type MARATHON COMPACT Digital Voice Recorder.
(See appendix – Radio communication network)

#### 3.3.3.4 Train control system

In the railway network, in the main line is installed system “Iskra” which enables direction and control of train’s movements from central desk in Fushe Kosove (CTC).

### 3.4 Limitations for train movements

### 3.4.1 Specialized lines

Kosovo Railway network does not possess specialized lines.

### 3.4.2 Environmental limitations

In Kosovo railway network shall be implemented laws applicable in Republic of Kosovo.

### 3.4.3 Hazardous consignments

In Kosovo railway network do not exist lines that forbid transport of hazardous consignments.

Consignments registered as hazardous in the lines of Kosovo railways can be transported under transport monitoring and with prior permission in accordance with the riskiness. For further information you can contact:

INFRAKOS
Mr. Sabit Thaqi
Tel. +381 38 550 550 132
Mob. +386 49 222 137

Email: sabit.thaqi@kosovorailway.com

### 3.4.4 Restrictions in tunnels

Along railway network exists these tunnels according to lines:

- Railway line Leshak-Fushe Kosove-Hani i Elezit with 14 tunnels with total length 2947 m.
- Railway line Fushe Kosove-Peje with 6 tunnels with total length 2423 m.
- Railway line Kline-Prizren with 2 tunnels with total length 738 m.
- Railway line Fushe Kosove-Bardhosh-Livadhi with 2 tunnels with total length 3275 m.

Total number of tunnels is 24 with total length 9392 m.

Loaded transports in the inset of loading profile, does not present restrictions in tunnels due to its profile.

Restrictions through tunnels due to technical condition are as follows:

| | | | | |
|---|---|---|---|---|
| 1. | Gurez - Kaçanik (Runjeve) | 297+223 | 297+374 | 20 km/h |
| 2. | Kaçanik - H. Elezit (Guri i shpuar) | 301+730 | 301+882 | 20 km/h |
| 3. | Kaçanik - H. Elezit (Gajre) | 302+456 | 302+654 | 20 km/h |
| 4. | Kaçanik - H. Elezit ( Valan) | 307+032 | 307+295 | 20 km/h |
| 5. | Kaçanik - H. Elezit ( VII) | 307+472 | 307+598 | 20 km/h |

### 3.4.5 Bridge Restrictions

Along the railway line exists bridges constructed of steel, concrete and stone, basing on the line as follows:

- Railway line Leshak-Fushë Kosove-Hani i Elezit with 56 steel bridges and 21 concrete bridges.
- Railway line Fushe Kosove-Peje with 8 steel bridges, 10 concrete bridges and 4 stone bridges.
- Railway line Kline-Prizren with12 concrete bridges.
- Railway line Fushe Kosove-Bardhosh-Livadhi with 4 steel bridges and 3 concrete bridges.

Total number of bridges is 118 with total length 2988 m. loaded transports on inset of loading profile, axle and length pressure does not present restrictions throughout bridges. There are no restrictions from winds and openings.

## 3.5 Infrastructure availability

All railway lines under Management of IM are opened for transport from 0 – 24 hour. Exclusion here is the railway lines mentioned in appendix 1.1

In railway lines in which work is performed with limited schedule, train movement can be realized exceptional also during the limitation periods of these stations.

Infrastructure Manager is responsible for maintenance, reconstruction and improvement of infrastructure in order to offer realization of services with adequate safety. With this purpose IM plans regular maintenance of railway lines which influences in infrastructure capacities, in the sense of closing railway line segments in certain time as well as limited temporary speeds.

Limitations in infrastructure for regular maintenance are published in Time Table booklet.

IM three months in advance notifies railway undertakings for all longer works which can influence in realization of transport. Here is included decrease of speed, train delays and replacement of trains with buses.

## 3.6 Stations for acceptance and dispatch of passengers

Table of stations and stops for acceptance and dispatch of passengers is in appendix 1.6

## 3.7 Freight terminals

With term “freight terminal” in railway network with which manages IM are intended railway stations opened for acceptance and dispatch of freight in which is performed loading-unloading and reloading of freight.

For this purpose we differ:

- Stations (conventional terminals)
- Terminals for intermodal transports

Table of all opened stations for work with freight are in appendix 1.6

## 3.8 Service facilities

### 3.8.1 Stations for freight trains (marshalling yards)

Stations for composition of freight trains are places in which trains are composed or decomposed.

Formation of trains is mainly performed in these stations: Miradi, Hani Elezit, Peje and Drenas.
The primary function for formation of trains it has the Miradi railway station. Station is completed with sufficient tracks for formation and deformation of trains.

Detailed information for maximal length of train’s composition can be obtained at the following address:

INFRAKOS
Mr. Ukë Shala
Traffic Sector
Fushë Kosovë
Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

Stations for composition of passenger trains apart from Fushe Kosove station also can be all other stations that possess personnel.

Detailed information about maximal length of trains which can be composed at respective stations can be obtained at this address:

INFRAKOS
Mr. Ukë Shala
Traffic Sector
Fushë Kosovë
Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

### 3.8.2 Park sidings

Parking of classical multiple units, of coaches and locomotives is possible in Fushe Kosove station, Peja station and at Hani i Elezit station on the tracks assigned for this purpose.

Parking of diesel multiple units and locomotives is being done in the depot of train's traction.
Parking of freight wagons usually is being done on reserved tracks in big freight stations.

Detailed information about the predicted parking sidings can be taken at this address:

INFRAKOS
Mr. Ukë Shala
Traffic Sector
Fushë Kosovë
Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

### 3.8.3 Rolling stock maintenance facilities

IM actually does not offer service for maintenance of rolling stock.

### 3.8.4 Refueling facilities

INFRAKOS does not offer service for fuel supply but if Train undertakings wish so, they can contract the service.

### 3.8.5 Technical equipments

Infrastructure Manager does not offer services for technical equipments.

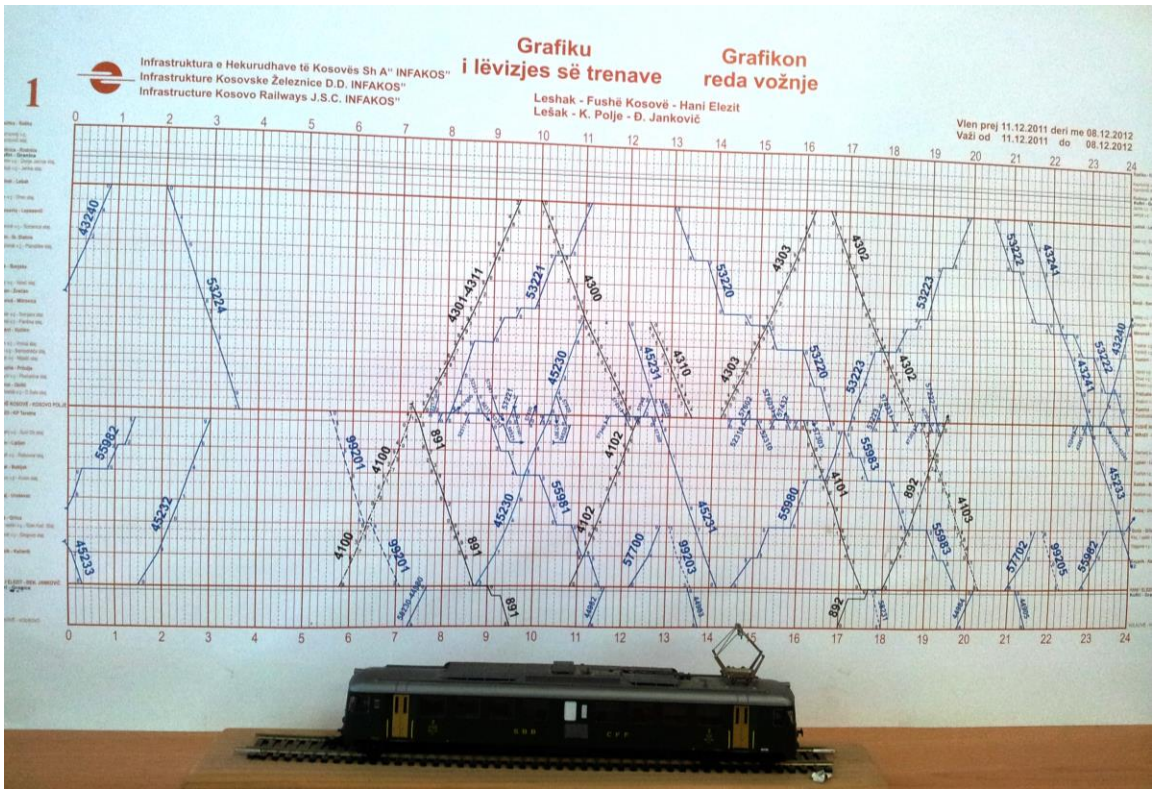
### 3.8.6 Other equipments

#### 3.8.6.1 Freight loading/unloading ramp

Table of ramps for freight loading and unloading is in appendix 1.6

## 3.9 Infrastructure development

The railway infrastructure is permanently maintained and modernized in order to increase the quality of services and capacity.




# 4 Allocation of capacities

## 4.1 Introduction

According to the law for railways, INFRAKOS is responsible for the allocation of infrastructure capacities for the needs of local and international transport in transparent and non-discriminating manner if priory were meet all legal provisions for allocation conditions in railway infrastructure as defined in Chapter 2.

## 4.2 Description of the procedure

Allocation of infrastructure capacities in the form of train paths is performed according to the procedures foreseen in this document for:

- Allocation procedure of infrastructure capacities for annual timetable;
- Allocation procedure of infrastructure capacities, out of annual timetable including ad hoc requests

### 4.2.1 How to present a request (application)

Applications for allocation of railway infrastructure capacities, undertakings present it using the template for train path allocation provided in Appendix 2.1, and which is published on INFRAKOS website www.infrakos.com.

Requests – applications are presented according to procedures defined at Appendix 2.1

Kindly include the following information in the request:

1. Name of Railway Operator
2. Type of train (passengers, freight, empty multiple unit, train only locomotive, etc)
3. Desired time of departure/arrival
4. Necessary stopping's with minimal time of stay.
5. Period and days of movement
6. Type and number of wagons
7. Length and mass of train (meter, ton)
8. Type and serial number of locomotive
9. Additional locomotives (suffix)
10. Train maximal speed
11. Type of brake
12. Especial data such as shunting, change of composition, change of personnel, hazardous consignment, method of handover, train formation etc.

All missing data, the Railway operator is obliged that in a time period of 5 days to send them in the request of INFRAKOS. In contrary it's intended that request for application for capacities has not been submitted.

### 4.2.2 Method for allocation of capacities

INFRAKOS decides about the allocation of capacities taking into consideration all requests submitted in time and completed with data according to legal provisions that are in force.

Definition of procedures and terms for allocation of capacities for international train paths, INFRAKOS has harmonized with RailNetEurope (Manual for procedures of train path allocation in international traffic) which can be seen in website (www. infrakos.com).

### 4.2.3 Competent Bodies involved in the allocation procedure and their responsibility

- INFRAKOS as the competent body of capacities allocation;
- Railway undertakings which present requests for allocation of capacities;
- RNE – RailNetEurope as a body which coordinates allocation of capacities in international traffic.

- FTE - Forum Train Europe- European organization of railway undertakings that represent European forum for technical planning of passenger and freight transport.

INFRAKOS is not yet member of RNE and FTE. However; INFRAKOS has observer status.

## 4.3 Plan for submission of request for allocation of capacities and the allocation procedure

Every year INFRAKOS compiles the plan for submitting requests for allocation of capacities which is used in the procedure of annual train timetable compilation and in the procedure of capacity allocation out of the procedure of train annual timetable compilation, by joining the ad hoc requests as well which are published in the Network Statement.

### 4.3.1 Plan for submission of requests for allocation of capacities for train annual timetable.

The railway undertaking presents its request for capacity allocation for annual timetable, in the foreseen form according to determined terms in this address:

INFRAKOS Traffic Department
Sheshi i Lirise nn.
12000 Fushe Kosove
Republic of Kosovo
Contact person:
Mr. Ukë Shala
Traffic Sector
Fushë Kosovë
Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

Deadline for submission of requests for allocation of capacities for annual timetable 2013/2015, which starts on 09.12.2013 and it is valid till 08.12.2015, are in the appendix 3.1.

### 4.3.2 Plan for submission of requests for allocation of capacities out of the annual timetable procedure compilation

For the needs of railway undertakings for allocation of additional capacities or replacement of allocated paths, INFRAKOS enables allocation in the address below:

INFRAKOS Traffic Department
Sheshi i Lirise nn.
12000 Fushe Kosove

Republic of Kosovo
Contact person:
Mr. Ukë Shala
Traffic Sector
Fushë Kosovë
Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

## 4.4 Procedure for allocation of capacities

After the deadline for submission of request for annual timetable compilation, INFRAKOS starts the process for capacities allocation in transparent and non-discriminatory manner. Requests received after the final deadline shall not be considered.

Applications for capacities allocation accepted after closure of annual timetable project compilation cannot lead to changes in project, except with the consent of the railway undertaking to which the capacities had been allocated preliminary.

Allocated capacities can be used only after endorsement of contract – access agreement between INFRAKOS and railway undertaking who has submitted the request for allocation of capacities.

Allocated capacities cannot be transferred to another railway undertaking.

### 4.4.1 Coordination procedure

INFRAKOS for every year at the beginning of new timetable compilation should consult with railway undertakings for their timetable plans which shall be applied after 11 months (x-11). In the consulting period INFRAKOS shall inform railway undertakings for maintenance and other relevant works in railway infrastructure.

Coordination procedure is leaded by INFRAKOS, the work of joining infrastructure which define annual timetable, is prepared for the needs of working material.

After the final deadline has passed for submission of requests for allocation of capacities for Trains Annual Timetable, works of allocation in infrastructure start with the procedure of coordination together with railway undertakings with purpose of harmonizing undefined requests and their harmonizing with purpose to fulfill desires and requests of railway undertakings in transparent and non-discriminatory manner.

Timetable planning includes study of all received requests by including all restrictions planned by INFRAKOS for Infrastructure maintenance.

If the number of requests for allocation of same Infrastructure capacity overtakes line capacities, Infrastructure Manager shall use rules of priority mentioned at point 4.4.3

After the coordination process is over, INFRAKOS sends a timetable project to railway undertakings who should inform INFRAKOS in written form for partial or full acceptance or for non-approval of the timetable. The deadline of written answer is one month from the date of project submission.

### 4.4. 2 Procedure for solving of contests

Procedures for solving of contests for infrastructure access, starts with presentation of written remarks by the Railway Operator on full or partial acceptance/non-acceptance of the timetable.
The complaint shall first be addressed to INFRAKOS:

INFRAKOS Traffic Department
Sheshi i Lirise nn.
12000 Fushe Kosove
Republic of Kosovo
Contact person:
Sabit Thaqi
Tel. +381 38 550 550 132
Mob. +386 49 222 137
Email: sabit.thaqi@kosovorailway.com

If no solution can be found the applicant is free to file a complaint to the Railway Regulatory Authority at the address:

Railway Regulatory Authority
Railway Market Regulatory Body
Str. Rrustem Statovci, 29
10000 Pristina, Kosovo
Tel. +381 38 220 040
Fax. +381 38 223 340
www.arh-ks.org

### 4.4.3 Congested infrastructure, Definition, process and priority criteria

If due to congestion of capacities, INFRAKOS in the coordination procedure cannot include all requests of railway undertakings, IM shall request to proclaim railway capacities as “congested” and to inform Authority about it.

In cases when INFRAKOS proclaims “congestion” of infrastructure, INFRAKOS carries out capacity analyses in the congested infrastructure and defines restrictions for which was not possible to met requests for allocation of capacities, then he should propose the plan for improvement of certain capacities.

Infrastructure Capacities cannot be intended as congested in these cases:

- If the need for mentioned capacities doesn't overcome 9 months and if it's predicted that mentioned capacities will not be requested again.
- When infrastructure capacities cannot be allocated due to performance of works in maintenance of infrastructure.
- When INFRAKOS with reason suspects that railway undertaking will not use the requested path.

If the number of applications for allocation of the same infrastructure capacity overcomes allowed capacity of that line, INFRAKOS will use priority rules according to this order:

1. public services for passenger transport
2. combined transport services
3. freight transport services from international traffic
4. other services of freight transport

Considering the aforementioned priorities, path allocation shall be performed according to these regulations:

- requests for regular trains have priority before unusual and especial trains;
- requests for train paths according to framework agreement have priority over other requests;
- requests for train paths that are included for a longer period of time, have priority before requests for shorter periods of time;
- requests for train paths in longer routes, have priority from train paths in shorter routes in the same route trip and
- In cases when all mentioned conditions are the same then the first who made the request shall be served.

If the railway operator considers he has been discriminated, then he can submit complaint to the Railway Regulatory Authority.

### 4.4.4 Impact of framework agreement

Framework agreements regulate the rights of railway operator in utilization of infrastructure capacities for longer period of time then the annual train timetable which shall not be defined in details but enables railway operator the usage of certain infrastructure capacities.

Framework agreements are subject of direct harmonizing between Infrastructure Manger and railway operator, but these framework agreements cannot be signed without preliminary acceptance form the Railway Market Regulatory Body.

## 4.5 Allocation of capacities for maintenance, renewal and improvements

Allocation of infrastructure capacities for the needs of works in maintenance, renewal and improvements of railway capacities are composition part of capacities allocation procedure.

With purpose of maintaining certain quality, safety and faithfulness in railway infrastructure, INFRAKOS – Service for Infrastructure access during the procedure of the timetable compilation shall reserve a part of railway capacities for regular maintenance for certain periods of time and certain segments.

Certain periods for regular maintenance of railway infrastructure will be published in the timetable booklet.

INFRAKOS, three months in advance shall inform all railway undertakings for all longer planned works in railway infrastructure which can have impact in realization of transport.

### 4.5.1 Procedure

Allocation of capacities for maintenance, renewals and improvements of railway infrastructure is performed by traffic sector, according to procedure for allocation of ad hoc capacities described in point 4.3.2. Requests are sent in written at the address:

INFRAKOS Traffic Department
Sheshi i Lirise nn.
12000 Fushe Kosove
Republic of Kosovo
Contact person:
Mr. Ukë Shala
Fushë Kosovë
Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

Written requests should be sent in the deadline within 3 days.

## 4.6 Non-usage of allocated paths – cancellation rules

IM has the right to cancel allocated capacities if the railway operator:

- Uses the allocated path less than 80% within 8 weeks for the passenger transport,
- Less than 50% for other transports

IM does not need any prior information in regard to cancelation for the mentioned cases.
Railway operator can cancel allocated capacities:

- three months after realization of service without compensation
- from 3 months until one week prior to realization of service by paying compensation of 10% for the full train path.
- From one week until 6 hrs after realization by paying 20% for the full train path
- Less then 6 hrs prior to realization of service by paying 100% full compensation of train path.

Railway operator is obliged to present cancellation of allocated capacities in written at this address:

INFRAKOS
Mr. Ukë Shala
Traffic Sector
Fushë Kosovë
Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

In case of sending letter by fax or electronic mail, then the original should be sent within three days. Canceled capacities can be allocated to another operator.

## 4.7. Especial consignments and hazardous goods

### 4.7.1. Transport of especial consignments

Transport of especial consignments is a transport for which is deflected at least one technical standard which is implemented in the respective infrastructure, e.g. axle mass per longitudinal meter, profile of railway rolling stock, or similar.

Considering all necessary elements for realization of transport, especial consignments, IM decides if he is going to allocate or not requested infrastructure capacities and in which conditions.

Allocation of capacities for the transport of especial consignments is performed basing on the mentioned procedure at point 4.3.2.

Railway undertakings are obliged that in their request for allocation of capacities, regardless if its about the procedure for allocation of capacities for annual timetable or allocation of ad hoc capacities, should mention all information in regard to the especial delivery that is transported.

For detailed information contact address:

INFRAKOS
Mr. Ukë Shala
Traffic Sector
Fushë Kosovë

Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

### 4.7.2. Hazardous goods

Transport of hazardous goods on the railway infrastructure administered by IM, is regulated by Law for transport of hazardous goods and by RID.

Railway undertakings are obliged to report every hazardous freight consignment transported with regular trains, RID Class, and place of order in the train.

Railway undertakings are obliged to implement all adequate agreements which have to do with safety during hazardous consignment transport.

Allocation of capacities for hazardous consignments transport is performed basing on the procedure and regulations described at point 4.3.2.

For detailed information contact:

INFRAKOS
Mr. Ukë Shala
Traffic Sector
Fushë Kosovë
Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

## 4.8 Special measures to be taken In case of traffic disturbance

In the event of disturbances, IM together with railway undertakings shall undertake all necessary measures for normalization of conditions of train movements in the shortest possible time.

### 4.8.1. Principles

With purpose of eliminating disturbances in transport, Infrastructure Manager shall undertake necessary actions for restore of regular timetable for movement of trains considering passenger and freight transport user's needs and the safety of movement.

With purpose of eliminating disorders in transport, Infrastructure Manager can use priority regulations, to revoke few trains or to change train paths in agreement with railway operator.

In cases when a longer period of transport interruption is expected, Infrastructure Manager with consent of Railway operator shall compile one complementary timetable for the period of time until the railway line is again capable.

Infrastructure Manager can request assistance from railway operator with purpose of normalizing transport conditions, if there is a need for rolling stock or personnel as well.

### 4.8.2 Operational regulations (movement of trains)

With purpose of normalizing of the transport, are valid all regulations of train movement for transport regulation, predicted with Law on Railway Traffic Safety, Regulation 2 and other sub-legal acts and applicable Instructions.

In case of delays or premature movement of trains, it is valid the regulation that trains in higher rang has the priority over trains with lower rang.

### 4.8.3 Foreseen problems

For foreseen problems are undertaken necessary measures such as: technical obstacles of Signaling and Telecommunication, CTC equipments, elementary disasters, snow and similar, predicted with Regulation 2 and with other applicable regulations in Kosovo Railways.

### 4.8.4 Unforeseen problems

In emergency cases when railway infrastructure temporary cannot be used, Infrastructure Manager can cancel train paths for that period of time necessary to make them capable, without warning.

INFRAKOS shall attempt to inform all interested parties for the occurred situation.

# 5. Services

## 5.1 Introduction

With purpose of realizing transport in infrastructure allocated capacities, European lawmakers have defined four types of services that railway undertakings can use.

Offered services from INFRAKOS are harmonized with provisions of the Article 52 of the Law on Railways No. 04/L-063:

- Minimum access to package of services
- Track access to service facilities and their utilization
- Additional services
- Ancillary services

Law on Railways defines that all railway undertakings have the right in the non-discriminatory manner to minimal access package of services and access in railway line to service facilities and their utilization. For this, requests of railway undertakings can be refused only when viable alternatives according to market conditions exist.

INFRAKOS offers to all railway undertakings the utilization of the minimal access package and access in line to service facilities in non-discriminatory manner by endorsing access agreement.

INFRAKOS offers the utilization of service facilities, additional and ancillary services, in non-discriminatory manner and concludes the respective contract at the request of the railway undertaking.

## 5.2 Minimal access of package services

Minimal package of access services contains all elements of minimal package of access services defined in Article 52 of the Law on Railways No. 04/L-063 and includes:

- handling of requests for infrastructure capacity;
- right to utilize capacity which is granted;
- use of running track points and junctions;
- train control including signalling, regulation, dispatching and the communication and provision of information on train movement;
- all other information required to implement or operate the service for which capacity has been granted.

## 5.3 Line access to service facilities and their utilization

### 5.3.1 Line access to service facilities

Line access to service facilities and their utilization is defined in Article 52 of the Law on Railways No. 04/L-063 and includes:

- use of electrical supply equipment for traction current, where available;
- refuelling facilities;
- passenger stations, their buildings and other facilities;
- freight terminals;
- marshalling yards;
- train formation facilities;
- storage sidings;
- maintenance and other technical facilities.

INFRAKOS offers line access to service facilities mentioned above to all railway undertakings to whom were allocated minimal package of access services, in a non-discriminatory manner with their request, providing that railway undertakings have concluded the respective contract with INFRAKOS.

Railway undertakings should mention the need for track access to service facilities and their utilization in the procedure of capacities allocation.

### 5.3.2 Utilization of refueling facilities

Oil refueling equipments is offered in Fushe Kosove station. INFRAKOS offers the part of maneuvering service and placement of rolling stock to the premises and if contracted will also perform refueling.

### 5.3.3 Utilization and access to premises for train and wagons cleaning

INFRAKOS offers the utilization and access to premises for cleaning of trains (wagons) at Fushe Kosove station upon request and according to the market charge in non-discriminatory manner.

### 5.3.4 Access and utilization of stations for acceptance and dispatch of trains, buildings of stations and other premises

INFRAKOS offers the utilization of all stations (official places) for acceptance and dispatch of passengers, station buildings and other premises to railway undertakings upon request in equitable and nondiscriminatory manner.

### 5.3.5 Access and placement of wagons in loading-unloading tracks and utilization of loading-unloading wagon platforms.

With Freight Terminals in the railway network is meant all opened (stations) official places for freight transport where loading-unloading of freight is performed.

INFRAKOS offers the utilization of all terminals for freight transport in a non-discriminatory manner upon request.

At Miradi station is constructed an especial Terminal that can receive all types of freight conventional consignments and containers, as well as their preparation to the depot of the freight receiver. Terminal has the crane available for manipulation of containers with weight lift of 40 tons weight, lift is 9 m, respectively in five levels, and Terminal space is 8000 $m^2$ asphalted area. Length of operational field is 400 meters. Terminal has the track for placement of wagons in loading and unloading. At the terminal platform, which is asphalted can be placed 13 wagons with containers. The other part is also asphalted platform for unloading other freight. Terminal has the side ramp as well for loading and unloading of freight with length of 120 meters.

INFRAKOS offers the terminal services to all railway undertakings and other clients upon request in non-discriminatory manner according to Regulation on Terminal. For further information contact:

INFRAKOS Traffic Department
Sheshi i Lirise nn.
12000 Fushe Kosove
Republic of Kosovo
Contact person:
Sabit Thaqi
Tel. +381 38 550 550 132
Mob. +386 49 222 137
Email: sabit.thaqi@kosovorailway.com

### 5.3.6 Access and placement in industrial track.

INFRAKOS offers access and placement of wagons in industrial track to all railway undertakings and clients in non-discriminatory manner upon request.

### 5.3.7 Access and utilization of premises and tracks for composition of trains

INFRAKOS offers the utilization of premises and tracks for train composition to all railway undertakings in non-discriminatory manner upon request.

### 5.3.8 Access and utilization of tracks for store (parking) of wagons

INFRAKOS offers the utilization of tracks for store (parking) to all railway undertakings which needs store (parking) of rolling stock in non-discriminatory manner upon request.

Needs for store (garage) of rolling stock which is in use every day, railway undertakings should present in the procedure for capacities allocation.

Application- request for utilization of parking tracks should contain:

- Necessary length in meters,
- Allocation; and
- Possible additional services.

### 5.3.9 Premises for maintenance, work, rest and other technical premises

INFRAKOS offers the utilization of premises for maintenance, work and rest to all railway undertakings in non-discriminatory manner.

## 5.4 Additional services

INFRAKOS is not obliged to offer additional services. Upon request, it shall decide which additional service it may offer and under which contractual conditions.

Additional services shall be offered in a non-discriminatory manner and can be:

- pre-heating of passenger trains;
- Electricity supply for battery charging or train heating,
- supply of fuel, shunting, and all other services provided at the access services facilities
- tailor-made contracts for:
  - control of transport of dangerous goods,
  - assistance in running abnormal trains
- Weighing of wagons in INFRAKOS weighing machine
- Issuing of tickets, reservation, evidences and reports on sold tickets.
- Customs declaration, evidences and payment of customs duties

- Evidence and management of wagon lists
- Observation during transport of hazardous goods
- Observation during movement of exceptional consignments.

Request for additional services shall be mentioned in the procedure for capacities allocation, see Chapter 4.

For further information contact:

INFRAKOS Traffic Department
Sheshi i Lirise nn.
12000 Fushe Kosove
Republic of Kosovo
Contact person:
Mr. Ukë Shala
Traffic Sector
Fushë Kosovë
Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

### 5.4.1 Train services (pre-heating, water supply, cleaning)

INFRAKOS provides services for preheating, water supply and other cleaning. .

### 5.4.2 Electricity supply

INFRAKOS provides services of electricity supply for heating or battery charge.

### 5.4.3 Preparation of trains for movement

INFRAKOS provides services for preparation of trains for departure (train composition and preparation of train documentation)..

Information about that in which stations are provided services for preparation of trains for departure can be obtained at this address:

IM - INFRAKOS
Mr. Ukë Shala
Traffic Sector
Fushë Kosovë
Tel. +381 38 550 550 180;
Mob. +386 49 379 008
e-mail: uke.shala@kosovorailway,com

INFRAKOS provides services of weighing of wagons in the digital weighing machine at border station Hani i Elezit..

### 5.4.4 Maneuvering and interaction for train composition

INFRAKOS provides services for train composition upon request, including the timetable of maneuvering at stations for composition of trains and in the departure stations

### 5.4.5 Selling of tickets

INFRAKOS provides services of selling tickets in all stations, reservation of tickets, management of tickets and reports on sale of tickets.

### 5.4.6 Management of customs evidence, inspection and customs payments for freight

INFRAKOS provides services in management of customs evidences, inspection and payment for freight.

### 5.4.7 Evidencing and management of wagon evidences

INFRAKOS provides services throughout stations in evidencing and management of wagon evidences.

### 5.4.8 Observation and services for transport of exceptional consignments

INFRAKOS provides services for transport of exceptional consignments according to provisions for transport of especial consignments predicted in the Regulation for transport of especial consignments.

Service includes elaboration of request by the railway undertaking with purpose of verifying transport conditions such as: free profile, axle load, etc. Service includes additional engagement of INFRAKOS personnel for preparation and execution of exceptional consignments transport such as: defining transport conditions, train path allocation, eventual engagement of personnel for dispatch and inspection of railway line after the passage of exceptional consignments, eventual temporary movement of other premises. INFRAKOS decides if such a delivery can be accepted for transport and under which conditions.

For further information contact:

IM- INFRAKOS
Nexhmi Rama
12000 Fushe Kosove
Department of PWM
Tel. + 381 38 550 550 212
E-mal: nexhmi.rama @kosovorailway.com

### 5.4.9 Service for transport of consignments with hazardous goods

Information for other services that are offered by INFRAKOS for transport of consignments with hazardous goods can be received at this address:

IM-INFRAKOS
Department of PWM
Fushe Kosove
Phone & fax 038 550 550 222
E-mal: nexhmi.rama @kosovorailway.com

### 5.4.10 Other additional services

Information for other additional services offered by INFRAKOS can be received at this address:

INFRAKOS Traffic Department
Sheshi i Lirise nn.
12000 Fushe Kosove
Republic of Kosovo
Contact person:
Sabit Thaqi
Tel. +381 38 550 550 132
Mob. +386 49 222 137
Email: sabit.thaqi@kosovorailway.com

## 5.5 Ancillary services

Upon request, INFRAKOS shall decide which ancillary service it may offer and under which contractual conditions.

Ancillary services shall be offered in a non-discriminatory manner. Ancillary services may be:

- Access to telecommunication network – Radio system
- Access to LAN network – internet
- Provision of supplementary information

For further information contact:

IM- INFRAKOS
SS, TC & EN Sector
Fushe Kosove
Vehbi Maloku
Tel. 038 550 550 220
Email: vehbi.maloku@kosovorailway.com

### 5.5.1 Access to telecommunication network – radio system

INFRAKOS offers access to telecommunications and radio system network.

Detailed information can be received from:

IM – INFRAKOS
Vehbi Maloku
Signaling, Telecommunication and Energetic Sector
12000, Fushe Kosove
Phone & fax 038 550 550 220
E-mal. vehbi.maloku@kosovorailway.com

### 5.5.2 Access to LAN network – internet

INFRAKOS offers access to LAN network – internet.

Detailed information can be received from:

IM – INFRAKOS
Vehbi Maloku
Signaling, Telecommunication and Energetic Sector
12000, Fushe Kosove
Phone & fax 038 550 550 220
E-mail. vehbi.maloku@kosovorailway.com

### 5.5.3 Providing of additional information

INFRAKOS offers additional information on the utilization of its infrastructure which is not included in this Network Statement.

Detailed information can be received from:

INFRAKOS Traffic Department
Sheshi i Lirise nn.
12000 Fushe Kosove
Republic of Kosovo
Contact person:
Sabit Thaqi
Tel. +381 38 550 550 132
Mob. +386 49 222 137
Email: sabit.thaqi@kosovorailway.com

# 6. Charges

## 6.1 Legal framework

According to the law on railways article 61, “the manager of the state-owned infrastructure of common use determines the charges according to the market situation and the costs while respecting the principles of non-discrimination”.

“Infrastructure access charges for the use of railway infrastructure of common use shall be paid by the railway undertaking to the infrastructure manager” for:

- Minimal package for access
- Access to railway line up to official places and their utilization
- Additional services and
- Ancillary services.

## 6.2 Principles for determining charges

In principle, the level of charges value for infrastructure utilization is determined based on real expenses and the provision of services which are defined in article 5.2 of this document.

The Charging Authority should determine charging policies basing on justice and non-discrimination as it is mentioned in Article 61 of the Law on Railways.

The level of charges for use of infrastructure is defined on the basis of a charge

per train kilometers realized, train composition, train mass and speed, axle pressure, duration and use of infrastructure and according to special requests.
The level of charges for use of service premises, is determined based on expenses occurred during use of these premises.

The level of additional services charges offered by INFRAKOS, is determined based on expenses occurred during providing of these services.

Level of charges for escorting services is determined based on market conditions.

INFRAKOS, does not demand especial additional charges for the absence or restriction of capacities in the segment of railway line, extra for environment preservation, for capacities reservation and it does not allow any kind of benefits.

### 6.2.1 Minimal package for access services

The level of charges for minimum package is determined on the basis of a charge per train kilometers realized (trainkm), train composition and length, train path, line parameters, train mass and speed, axle pressure, duration and use of infrastructure.

The level of charges for add hoc train path, is calculated by multiplying average working hours for train path allocation with average salary of timetabling specialist.

In similar manner level of charges for train path is calculated for which a special timetable is compiled, but in this case the average of working hours will be different.

### 6.2.2 Line access to service facilities mentioned in Chapter 5.3

The level of charges for track access to service facilities from Chapter 5.3, are determined based on real expenditures for maintenance and management of railway infrastructure.

### 6.2.3 Use of service facilities mentioned at Chapter 5.3

Charges for use of service facilities mentioned at Chapter 5.3 are determined based on costs incurred during use of service facilities by considering market price for offered services and based on competition.

### 6.2.4 Additional services

Charges for additional services mentioned in Chapter 5.4 are determined based on expenditures incurred during the provision of these services.

Charges for use of additional services are applied in non-discriminatory manner for all railway undertakings.

### 6.2.5 Ancillary services

Charges for ancillary services are determined on market prices.

## 6.3 Calculation method for charges

### 6.3.1 Services included in the charges

In the Minimal access package for use of paths are covered expenditures to provide services as defined in the Chapter 5.2.

The level of Charges for use of infrastructure is determined based on train kilometers realized in passenger and freight traffic.

The minimum package of services offered includes all minimum package elements according to article 52 of the Law on Railways:

- Elaboration of request for capacities;
- Right for use of allocated capacities;
- Use of infrastructure in the accepting-dispatching tracks;
- Management, regulation and inspection of train movement including signaling, regulation of trains, operational system, communication and provide of information for train movement;
- Regular maintenance of infrastructure;
- Provision of all other necessary information that are usable or with which is managed the traffic for allocated capacities.

### 6.3.2 Principles of calculation of charges

The method of calculation of charges is based on the followinge principles:

- simple calculation;
- accuracy;
- regularity; and
- dependence from price

The invoice includes the charges for the following services:

- services of minimum access package;
- offered access services and for use of tracks to service facilities;
- additional services;
- ancillary services;
- payment (release of invoice); and
- marketing.

### 6.3.3 Formula for calculation of charges

Formula for calculation of charges for passenger trains is as follows:

$$Ç = \{( Lk * Pk) + ( Lt * Pt)\} * C * K * F$$

**Ç** - Payment for users of the allocated train paths in €
**Lk** - Realized trainkilometers in the main lines
**Lt** - Realized trainkilometers in other railway lines
**Pk** - Coefficient for operation in the main line
**Pt** - Coefficient for operation in other railway lines
**C** - The price of the basic fee for train/km
**K** - Coefficient for types of trains
**F** - Factor depending on request for types of paths, regular train path or ad hoc train path.

Infrastructure user charges are calculated for movement of each train or special trains.

### 6.3.4 Coefficients and their values

#### 6.3.4.1 The use of coefficient P

Main line has coefficient 1, and other lines has coefficient 0.5

| Railway line | Line category | Coefficient P |
|---|---|---|
| Fushë Kosovë – Hani i Elezit (border) | Main line | 1 |
| Fushë Kosovë – Leshak (border) | Main line | 1 |
| Fushë Kosovë – Prishtinë | Main line | 1 |
| Fushë Kosovë – Pejë | Others | 0.5 |
| Klinë – Xërxe | Others | 0.5 |
| Bardh - Medvec (Ferronikel) | Others | 0.5 |

#### 6.3.4.2 Train coefficient - K

| Type of train | K |
|---|---|
| Freight trains (more than 1500 gross tons | 1.2 |
| Freight trains (more than 30 gross tons | 1 |
| Freight trains (les than 30 gross tons | 0.5 |
| Passenger trains with classic locomotive | 0.5 |
| Passenger trains with DMU | 0.3 |
| Trains only locomotives | 0.2 |

#### 6.3.4.3 Coefficient connected to request of railway operators - F

- For allocated train path before timetable approval the price is 1.00 €;
- for ad hoc train path the price is 1.10 €; and
- for train paths for which is need to prepare a new timetable the price is 1.20 €.

### 6.4 Fees

Fees "C" per train kilometer in passenger and freight transport for 2019 are defined in the following sections.

#### 6.4.1 Minimum access package

At the moment is proposed that the fees for minimum access package are based on real expenditures for direct costs that were calculated and presented by Infrastructure manager.

Proposed and approved fee for harmonization of TAC is $C_{tkm}$ = 4.226 € for train/km without including VAT.

#### 6.4.2 Track access services according to Chapter 5.3

Charges for track access services are free of charge

### 6.5 Provision of services according to Chapter 5.4

#### 6.5.1 Pre-heating of passenger trains

INFRAKOS does not offer services for pre-heating of passenger trains.

#### 6.5.2 Electricity supply for battery charge

INFRAKOS offers the use of equipments for connection to electricity to charge wagon or multiple diesel unit batteries.

For every hour of use of one connection to electricity for battery charge is 5 €, plus VAT.

#### 6.5.3 Maneuvering, composition of passenger trains and preparation of documentation for departure of passenger trains.

INFRAKOS offers services at departure stations for composition of passenger trains and preparation of documentation for departure.

For offering of these services the price is 10 € per train, whereas for freight trains without personnel the price is 10 € plus VAT.

### 6.5.4 Weighing of wagons in Infrastructure weighing machine

INFRAKOS offers services for weighing wagons in the digital weighing machine at railway station Hani i Elezit.

For weighing of each wagon for use of weighing machine the price is 5 €. Plus VAT.

### 6.5.5 Maneuvering and interaction in composition of freight trains

INFRAKOS offers services for maneuvering and interaction in composition of freight trains at Miradi station and at the other stations of train departure.

For these provided services the price is 10 € for each train plus VAT.

### 6.5.6 Selling of tickets

INFRAKOS provides services of selling tickets, reservation of tickets, management of tickets and reports on sale of tickets.

The price is 10% of the value of the tickets sold plus VAT.

### 6.5.7 Management of customs evidences, notification and freight duty-pay.

INFRAKOS offers upon request the services that have to do with management of customs evidences, notification of customs for arrival of wagons and inspections with custom officer for freight duty-pay.

Price for aforementioned services is per every notified and duty-paid wagon 5 € (for all the works regarding duty-pay of wagons). Plus VAT.

### 6.5.8 Evidencing and management of wagon evidences

INFRAKOS offers upon request services that have to do with evidencing and management of wagon evidences.

Price per offered services for evidencing and management of wagon evidences are:

- For evidencing-registration of one wagon in “Vag – 1” is 1 € plus VAT
- For evidencing- unregistering of one wagon in “Vag -1” is 1 € plus VAT per wagon
- For evidencing and handover of wagons with “Vag-4” clients pay for each wagon 3 € plus VAT .
- For observation during unloading and acceptance of wagon in return, 5 € plus VAT per each wagon.
- Saving and evidence of seals (evidence in K-221), is 1 euro plus VAT

- Evidence in K-254, storage book (arrival book) as per K-501: number of arrival and seal of the station. Payment for these services is 2 euro plus VAT
- Evidence in K - 117 (book for dispatch of wagons), 1 euro plus VAT
- Saving of one copy of the K-501 in station and preparation of the other copies for calculation is 2 euro plus VAT.

### 6.5.9 Supervision of hazardous materials transport

Upon request, INFRAKOS offers supervision and attendance of transport with hazardous materials. Payment for such attendance of trains will be according to the agreement for the type and distance of trains.

### 6.5.10 Supervision during movement of especial deliveries

Upon request, INFRAKOS will offer supervision and attendance of transport with especial deliveries. Payment for such attendance of trains will be according to the agreement for the type and distance of trains.

### 6.5.11 Ancillary services

#### 6.5.11.1 Telecommunication network

Tariffs and payments regarding use of telecommunication network will be concluded in a separate contract.

#### 6.5.11.2 Offer of complementary information for traffic

For those agreements that were made in regard to ancillary services for the data for traffic issues, tariffs are based on containment of minimal package service for access.

#### 6.5.11.3 Testing of rolling stock in INFRAKOS network

Tariffs for testing of rolling stock in paths will be charged based on special agreement.

## 6.6 Charges for delay of trains

Depending on the cause, the delay of trains is divided in primary and secondary delays.

INFRAKOS charges only for primary delays.

Examples for primary delays for which INFRAKOS is responsible are delays caused for following reasons:

- Speed restriction;
- Unplanned closure of the railway line because of infrastructure works;
- Obstacles in signaling safety equipment; and
- Extraordinary cases with Infrastructure responsibility.

Examples for primary delays for which the railway undertaking is responsible are delays caused for following reasons:

- Continuation of the movement because of towing
- Delays because of train composition, DMU or locomotive;
- Defect in locomotive;
- Defect in wagons; and
- Extraordinary cases because of of the responsibility of the railway undertaking.

INFRAKOS decides on the responsibility of the delay.

Other delays are considered as secondary and will not be charged.

If the railway undertaking does not agree with the decision of INFRAKOS, it has the right to object in writing within 10 days upon receipt of the decision. All objections shall be treated within 30 days upon its receipt, by the representatives of Infrakos and Railway undertakings.

Charges for delays shall be calculated on the basis of minutes of delay for each train.

Charges for delays are 0.1% of the charges for one of full train path and for one minute of delay. The maximum charges for one train shall not exceed 5% of total cost of the one train path.

## 6.7 Modification of charges

INFRAKOS continuously analyses the market situation in the transport sector and other economic sectors in Kosovo and the region in order to offer market oriented charges or charges promoting the rail transport.

Whatever proposal for the modification of the charging system is welcomed and shall be dealt with in the consultation procedure required in the railway law and other Regulations in force.

## 6.8 Invoicing

All charges are paid on the basis of invoices. They shall be paid within 30 days from the date of invoicing.

In case of payment delay, interest fees shall be added according to legislation in Kosovo as in force.

Invoicing can be offered electronically. The client is responsible for the electronic receipt and the printing of the electronic data.

In order to decrease the risk of non-payment, INFRAKOS has the right to demand advance payment, be it in bank transfers or in the form of bank guarantees.

INFRAKOS shall apply such measure whenever it assumes that the undertaking faces difficulties in payment or has not repeatedly settled its payments in the prescribed deadline.

The client may request in writing extensions of deadlines for payment beyond the 30 days from the invoicing date. INFRAKOS shall decide within 5 working days. The decision is binding.

The responsible party for payment is the undertaking that has concluded the agreement for the respective service.

# 7. Appendixes

1.1 Distance between official places
1.2 Maximal permitted length of trains
1.3 Slant and resistance in railway lines
1.4 Maximal allowed mass of trains
1.5 Working time in lines and railway stations
1.6 Review of open stations for freight and passenger transport
2.1 Form for order of train paths
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- Loading profile
- Free profile
- Kosovo Railway Network (categorizing of lines)
- Kosovo Railway Network with stations
- Kosovo Railway lines with denominations of stations and halt-stations
- Securing model of stations within network
- Radio communication system network

## Appendix 1.1: Distance between official places and maximal allowed speed

| The name of station – segment of railway line | Code | Kilometer position | Status | Segment length | Length between stations | Length of line | Vmax |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **Line 1: Border- Leshak- Fushë Kosovë** | | | | | | | |
| Leshak border | | 164+4 | | | | 82.4 | 60 |
| Leshakborder-Leshak | | | | | 7.9 | | |
| Leshak | | 172.3 | 01 | | | | |
| Leshak- Dren | | | | 5.6 | 10.5 | | |
| Dren | | 177.9 | 03 | | | | |
| Dren- Leposaviq | | | | 4.9 | | | |
| Leposaviq | | 182.8 | 01 | | | | |
| Leposaviq-Soqanicë | | | | 5.7 | 9.5 | | |
| Soqanicë | | 188.5 | 03 | | | | |
| Soqanicë- Sllatina e Ibrit | | | | 3.8 | | | |
| Sllatina e Ibrit | | 192.3 | 01 | | | | |
| Sllatina e Ibrit-Pllandishtë | | | | 2.4 | 18.6 | | |
| Pllandishte | | 195..7 | 03 | | | | |
| Pllandishtë- Banja | | | | 6.3 | | | |
| Banja | | 202.0 | 02 | | | | |
| Banja -Vallaq | | | | 6.2 | | | |
| Vallaq | | 20.2 | 03 | | | | |
| Vallaq-Zveqan | | | | 2.7 | | | |
| Zveqan | | 210.9 | 01 | | | | |
| Zveqan-Mitrovicë | | | | 3.5 | 3.5 | | |
| Mitrovicë | | 214.4 | 01 | | | | |
| Mitrovicë- Frashër | | | | 5.0 | 9.4 | | |
| Frashër | | 219.4 | 03 | | | | |
| Frashër- Pantina | | | | 1.9 | | | |
| Pantina | | 221.3 | 03 | | | | |
| Pantina -Vushtrri | | | | 2.5 | | | |
| Vushtrri | | 223.8 | 01 | | | | |
| Vushtrri- Vërrinë | | | | 5.0 | | | |
| Vërrinë | | 228.8 | 03 | | | | |
| Vërrinë-Druar | | | | 2.1 | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Druar | | 230.9 | 03 | | | | |
| Druar- Mirash | | | | 2.3 | 12.6 | | |
| Mirash | | 233.2 | 03 | | | | |
| Mirash-Përlluzhë | | | | 3.2 | | | |
| Përlluzhë | | 236.4 | 01 | | | | |
| Përlluzhë-Analumi | | | | 3.4 | | | |
| Analumi | | 239.8 | 03 | | | | |
| Analumi-Kastriot | | | | 2.9 | | | |
| Kastriot | | 242.7 | 01 | | | | |
| Kastrot- Dardhishtë | | | | 2.2 | | | |
| Dardhishtë | | 244.9 | 03 | | | | |
| Dardhishtë- Fushë Kosovë | | | | 3.9 | 6.1 | | |
| Fushë Kosovë | | 248.8 | 01 | | | | |
| **Line 2: Fushë Kosovë –Hani Elezit border** | | | | | | | |
| Fushë Kosovë | | 248.8 | 01 | | | | |
| Fushë Kosovë-Miradi | | | | 2.6 | 2.6 | | |
| Miradi | | 251.4 | 01 | | | | |
| Miradi- Hashanaj | | | | 7.3 | | | |
| Hashanaj | | 258.7 | 03 | | | | |
| Hashanaj - Lypian | | | | 3.2 | 10.5 | | |
| Lypian | | 261.9 | 01 | | | | |
| Lypian-Fushlot | | | | 5.0 | | | |
| Fushlot | | 266.9 | 03 | | | | |
| Fushlot-Bablak | | | | 4.3 | 9.3 | | 70 |
| Bablak | | 271.2 | 01 | | | | |
| Bablak-Kodrion | | | | 3.8 | | | |
| Kodrion | | 275.0 | 03 | | 10.3 | | |
| Kodrion-Ferizaj | | | | 6.5 | | | |
| Ferizaj | | 281.5 | 01 | | | | |
| Ferizaj-Gurëz | | | | 8.0 | 8.0 | | |
| Gurëz | | 289.5 | 01 | | | | |
| Gurëz- Kaçaniku i vjetër | | | | 1.9 | | | |
| Kaçaniku i vjetër | | 291.4 | 03 | | | | |
| Kaçaniku i vjetër- Stagona | | | | 3.2 | 10.5 | | 60 |
| Stagona | | 294.6 | 03 | | | | |
| Stagona- Kaçaniku | | | | 5.4 | | | |
| Kaçaniku | | 300.0 | 01 | | | | |
| Kaçaniku- Hani Elezit | | | | 11.6 | 11.6 | | |
| Hani Elezit | | 311.6 | 01 | | | | |
| Hani Elezit – Border | | | | 1.3 | 1.3 | | |
| Border | | 312.9 | | | | | |
| **Line 3: Fushë Kosovë- Pejë** | | | | | | | |
| Fushë Kosovë | | 0.0 | 01 | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Fushë Kosovë-Bardh | | | | 6.0 | 6.0 | | |
| Bardh | | 6.0 | 01 | | | | |
| Bardh- Mjekaj | | | | 4.9 | 16,5 | | |
| Mjekaj | | 10.9 | 03 | | | | |
| Mjekaj-Dritan | | | | 4.6 | | | |
| Dritan | | 15.5 | 03 | | | | |
| Dritan-Drenas | | | | 7.0 | | | |
| Drenas | | 22.5 | 01 | | | | |
| Drenas-Domanek | | | | 4.1 | 32.6 | | 60 |
| Domanek | | 26.6 | 03 | | | | |
| Domanek- Lugdren | | | | 2.9 | | | |
| Lugdren | | 29.5 | 03 | | | | |
| Lugdren-Gurkas | | | | 3.6 | | | |
| Gurkas | | 33.1 | 03 | | | 81,200 | |
| Gurkas- Qarrat | | | | 3.8 | | | |
| Qarrat | | 36.9 | 03 | | | | |
| Qarrat-Aqarevë | | | | 3.9 | | | |
| Aqarevë | | 40.8 | 03 | | | | |
| Aqarev-UjëIMr | | | | 3.0 | | | |
| Ujmir | | 43.8 | O2 | | | | |
| Ujmir-Gurkat | | | | 5.6 | | | |
| Gurkat | | 49.4 | 03 | | | | |
| Gurkat- Klinë | | | | 5.7 | | | |
| Klinë | | 55.1 | 01 | | | | |
| Klinë- Shëngjergj | | | | 4.9 | 26.1 | | 70 |
| Shëngjergj | | 60.0 | 03 | | | | |
| Shengjergj-Budisals | | | | 4.9 | | | |
| Budisals | | 64.9 | 02 | | | | |
| Budisals-Arbanë | | | | 5.4 | | | |
| Arbanë | | 70.3 | 03 | | | | |
| Arbanë-Separant | | | | 3.8 | | | |
| Seperant | | 74.1 | 03 | | | | |
| Seperant-Pejë | | | | 7.1 | | | |
| Pejë | | 81.2 | 01 | | | | |
| **Line 3a: Klinë- Prizren** | | | | | | | |
| Klinë | | 0.0 | 01 | | | | |
| Klinë-Mirushë | | | | 8.2 | 35.0 | | 50 |
| Mirushë | | 8.2 | | | | | |
| Mirushë- Vollujak | | | | 4.7 | | | |
| Vollujak | | 12.9 | | | | | |
| Km 13+ | | | | | | | |
| Vallujak- Kramovik | | | | 5.4 | | | |
| Kramovik | | 18.3 | | | | | |
| Kramovik- Qifllak | | | | 3.7 | | | |
| Qifllak | | 22.0 | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Qifllak- Balldri | | | | 5.3 | | 58.300 | |
| Ballori | | 27.3 | | | | | |
| Balldri- Xërze | | | | 8.0 | | | |
| Xërxe | | 35.3 | 01 | | | | |
| Xërxe- Bajram Curr | | | | 9.6 | | | |
| Bajram Curr | | 44.9 | | | | | |
| Bajram Curr-Prizren | | | | 13.4 | 23.0 | Out of use | |
| Prizren | | 58.3 | | | | | |
| **Line 4: Fushë Kosovë – Besianë – border** | | | | | | | |
| Fushë Kosovë | | 129.6 | 01 | | | | |
| Fushë Kosovë - Prishtinë | | | | 6.7 | 6.7 | 14,6 | 50 |
| Prishtinë | | 122.9 | 01 | | | | |
| Prishtinë-Bardhosh | | | | 7.9 | | | 30 |
| Bardhosh | | 115.0 | | | 7.9 | | |
| Bardhosh- Vranesh | | | | 7.4 | | | |
| Vranesh | | 107.6 | | | | | |
| Vranesh- Kulinë | | | | 3.5 | | | |
| Kulinë | | 104.1 | | | | | |
| Kulinë- Penuh | | | | 3.6 | | | |
| Penuh | | 100.5 | | | 24.3 | Out of use | |
| Penuh-Dumosh | | | | 4.4 | | | |
| Dumosh | | 96.1 | | | | | |
| Dumosh-Besian | | | | 5.4 | | | |
| Besian | | 90.7 | | | | | |
| Besian –Border | | | | | | | |
| Border | | | | | | | |
| Bardh - Medvec | | 11 | | 11 | | | |

Code (status) 01 - official place - station possessing personnel
Code (status) 02 - official place - station without personnel
Code (status) 03 - official place – point for halt of passenger trains in open railway line

## Appendix 1.2: Maximal allowed length of trains in stations

| Name of station | Direction A - B | | Direction B - A | |
|---|---|---|---|---|
| | Train largest allowed length in meters | Longest tracks for acceptance of trains (m) | Largest allowed length of train in (m) | Longest tracks for acceptance of trains (m) |
| **1. Line 1: Leshak-Fushë Kosovë** | | | | |
| Leshak | 479 | 2 | 473 | 2 |
| Leposaviq | 521 | 2 | 516 | 2 |
| Sllatina e Ibrit | 507 | 2 | 500 | 2 |
| Zveqan | 493 | 1 | 492 | 1 |
| Mitrovicë | 630 | 3 | 640 | 3 |
| Vushtrri | 506 | 3 | 508 | 3 |
| Prilluzhë | 504 | 2 | 504 | 2 |
| Kastriot | 480 | 3 | 481 | 3 |
| Fushë Kosovë | 726 | 3 | 724 | 3 |
| **2. Line 2: Fushë Kosovë – Hani Elezit** | | | | |
| Fushë Kosovë | 726 | 3 | 724 | 3 |
| Miradi | 1052 | 2 and 6 | 1052 | 2 and 6 |
| Lypian | 790 | 3 | 790 | 3 |
| Bablak | 528 | 3 | 528 | 3 |
| Ferizaj | 629 | 3 | 629 | 3 |
| Gurëz | 528 | 2 | 528 | 2 |
| Kaçanik | 543 | 3 | 545 | 3 |
| Hani Elezit | 504 | 2 | 505 | 2 |
| **3. Line 3: Fushë Kosovë- Pejë** | | | | |
| Fushë Kosovë | 757 | 3 | 757 | .3. |
| Bardh | 689 | 2 | 688 | 2 |
| Drenas | 621 | 2 | 621 | 2 |
| Klinë | 755 | 2 | 755 | 2 |
| Pejë | 605 | 3 | 605 | 3 |
| **4. Line 3a: Klinë- Prizren** | | | | |
| Klinë | 690 | 3 | 690 | 3 |
| Vollujak | 757 | 2 | 757 | 2 |
| Xërxe | 546 | 3 | 546 | 3 |
| Baram Curr | 546 | 2 | 546 | 2 |
| Prizren | 544 | 3 | 544 | 3 |
| **5. Line 4: Fushë Kosovë-Besianë** | | | | |
| Fushë Kosovë | 726 | 3 | 724 | 3 |
| Prishtinë | 943 | 2 | | 2 |
| Bardhosh | 530 | 2 | 530 | 2 |
| Besianë | | | | |

## Appendix 1.3: Slants and meritorious resistance of railway lines

| Railway segment from-to | Slant | | | Railway segment from-to | Slant | | |
|---|---|---|---|---|---|---|---|
| | Dow. For braking | Up | Resis. | | Dow For braking | Up | Resis. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **Line: Leshak-Hani Elezit** | | | | | | | |
| Leshak - Mitrovicë | 6 | 3 | 9 | H. Elezit - Kaçanik | 17 | 0 | 19 |
| Mitrovicë - F. Kosovë | 6 | 3 | 6 | Kaçanik - Gurëz | 13 | 1 | 13 |
| F. Kosovë - Bablak | 6 | 3 | 6 | Gurëz - Ferizaj | 9 | 0 | 10 |
| Bablak - Ferizaj | 1 | 4 | 1 | Ferizaj - Bablak | 4 | 10 | 4 |
| Ferizaj - Gurëz | 0 | 9 | - | Bablak - F.Kosovë | 3 | 6 | 4 |
| Gurëz - Kaçanik | 1 | 1 | 2 | F.Kosovë-Mitrovicë | 3 | 6 | 4 |
| Kaçanik - H. Elezit | 0 | 1 | - | Mitrovicë - Leshak | 0 | 6 | 4 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **Line: Bardhosh- Fushë Kosovë – Pejë** | | | | | | | |
| Bardhosh - Prishtinë | 11 | 12 | 11 | Pejë - Klinë | 0 | 8 | 0 |
| Prishtinë - F. Kosovë | 0 | 9 | 0 | Klinë - Lugdren | 15 | - | 17 |
| F. Kosovë - Drena | 6 | 0 | 6 | Lugdren - Drenas | 0 | 10 | 0 |
| Drenas - Lugdren | 10 | 0 | 10 | Drenas - F. Kosovë | 0 | 6 | 0 |
| Lugdren - Klinë | 0 | 15 | 8 | F.Kosovë-Prishtinë | 9 | 0 | 9 |
| Klinë - Pejë | 8 | - | 8 | Prishtinë-Bardhosh | 12 | 11 | 13 |
| Bardh - Medvec | 12.4 | 0 | 14 | Medvec-Bardh | 6 | 12 | 8 |

## Appendix 1.4: Largest allowed mass per axle and meter

| N | Railway line | Line Category | Largest allowed mass in ton | | Type of track |
|---|---|---|---|---|---|
| | | | Per axle | Per meter / length | |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1 | Leshak - Fushë Kosovë | D-3 | 22.5 t/b | 7.2 t/m | |
| 2 | Fushë Kosovë - Hani Elezit | D-3 | 22,5 t/b | 7,2 t/m | |
| 3 | F. Kosovë - Pejë | C-2 | 20.0 t/b | 6.4 t/m | |
| 3a | Klinë – Km 13+800 | D-3 | 22.5 t/b | 7.2 t/m | |
| 3a | Km 13+800 - Prizren | B-1 | 18.0 t/b | 5.0 t/m | |
| 4 | Fushë Kosovë - Bardhosh | D-3 | 22.5 t/b | 7.2 t/m | |
| 5 | Bardh - Magure | C-2 | 20.0 t/b | 6.4 t/m | Industrial track |
| 6 | Miradi - Hajvali | C-2 | 20.0 t/b | 6.4 t/m | Industrial Track |

## Appendix 1.5: Working time in lines – stations with restricted timetable

| The name of line-station | Working time | Remark |
|---|---|---|
| Leshak - Zveçan | | |
| Station in Mitrovica | 08.00 -15.00 | |
| Station in Vushtrri | 08.00 -15.00 | |
| Station in Përlluzhë | 07.00 -19.00 | |
| Station in Obiliq | 07:00 - 19.00 | |
| Station in Pristina | 06.00- 11.00 and 13.00-20.00 | |
| Station in Klinë | 05.00- 15.00 and 17.00-19.00 | |
| Station in Pejë | 05.00- 14.00 and 16.00-19.00 | |
| Lines and other stations | Nonstop 24 hours | |

## Appendix 1.6: Presentation (table) of open stations for freight, passenger transport and equipment (weighting machine and loading platforms)

| Official places | | Open for | | | | | | Equipment | | | | | | | Remark |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Freight deliveries | | | | | | | | | | | | |
| Name | Status | Passengers | Baggage | Express | Package | Wagon | | Depots | wagons weighting | Side ramp | Front ramp | Crane | Loading profile | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | | 15 |
| **A** | | | | | | | | | | | | | | | |
| Açarevë | Halt stat. | Yes | | | | | | | | | | | | | |
| Arbanë | Halt.stat. | Yes | | | | | | | | | | | | | |
| Analum | Halt.stat. | Yes | | | | | | | | | | | | | |
| **B** | | | | | | | | | | | | | | | |
| Bablak | Station | Yes | | | | Y | | | | Y | | | | | |
| Bardh | Station | Yes | | | | Y | | | | Y | | | | | |
| Balldri | Halt.stat. | | | | | | | | | | | | | | |
| Bajram Curr | Station | | | | | | | | | Y | | | | | Closed |
| Banjë | Station | Yess | | | | | | | | | | | | | Closed |
| Besjanë | Station | | | | | | | | | | | | | | Closed |
| Budisalc | Station | Yes | | | | | | | | | | | | | Closed |
| **C** | | | | | | | | | | | | | | | |
| **Ç** | | | | | | | | | | | | | | | |
| **D** | | | | | | | | | | | | | | | |
| Dardhishtë | Halt.stat. | Yes | | | | | | | | | | | | | |
| Druar | Halt.stat. | Yes | | | | | | | | | | | | | |
| Dren | Halt.stat. | Yes | | | | | | | | | | | | | |
| Dritan | Halt.stat. | Yes | | | | | | | | | | | | | |
| Drenas | Halt.stat. | Yes | | | | Y | | | | Y | | | | | |
| Damanek | Halt.stat. | Yes | | | | | | | | | | | | | |
| Dumosh | Halt.stat. | | | | | | | | | | | | | | |
| **DH** | | | | | | | | | | | | | | | |
| **E** | | | | | | | | | | | | | | | |
| **F** | | | | | | | | | | | | | | | |
| Ferizaj | Station | Yess | | | | Y | Y | | | | | | | | |
| Fushë Kosovë | Station | Yes | | | | Y | | | | Y | | | | | |
| Frashër | Halt.stat. | Yes | | | | | | | | | | | | | |
| Fushëlot | Halt.stat. | Yes | | | | | | | | | | | | | |
| **G** | | | | | | | | | | | | | | | |
| Grykas | Halt.stat. | Yes | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Gurzë | Station | Yes | | | | Y | | | | Y | | | | |
| Gurkat | Halt.stat. | Yes | | | | | | | | | | | | |
| **GJ** | | | | | | | | | | | | | | |
| **H** | | | | | | | | | | | | | | |
| Hani Elezit | Station | Yes | | | | Y | | | Y | Y | | | Y | |
| Hashanaj | Halt.stat. | Yes | | | | | | | | | | | | |
| **I** | | | | | | | | | | | | | | |
| **J** | | | | | | | | | | | | | | |
| Jarinë | Halt.stat. | Yes | | | | | | | | | | | | |
| **K** | | | | | | | | | | | | | | |
| Kaçanik | Station | Yes | | | | Y | | | | Y | | | | |
| Kaçanik i vj. | Halt.stat. | Yes | | | | Y | | | | | | | | |
| Kastriot | Halt.stat. | Yes | | | | Y | | | | Y | | | | |
| Klinë | Halt.stat. | Yes | | | | Y | | | | Y | | | | |
| Kromnik | Halt.stat. | | | | | | | | | | | | | |
| Kodrion | Halt.stat. | Yes | | | | | | | | | | | | |
| Kulinë | Halt.stat. | | | | | | | | | | | | | |
| **L** | | | | | | | | | | | | | | |
| Leposaviq | Station | Yes | | | | Y | | | | Y | | | Y | |
| Leshak | Station | Yes | | | | Y | | | | Y | | | | |
| Livadhi | | | | | | | | | | | | | | |
| Lugdren | Halt.stat. | Yes | | | | | | | | | | | | |
| Lypjan | Station | Yes | | | | Y | | | | Y | | | | |
| **LL** | | | | | | | | | | | | | | |
| **M** | | | | | | | | | | | | | | |
| Miradi | Station | Yes | | | | Y | | | | Y | Y | Y | | |
| Mirash | Halt.stat. | Yes | | | | | | | | | | | | |
| Mirushë | Halt.stat. | | | | | | | | | | | | | |
| Mitrovicë | Station | Yes | | | | Y | | | | Y | Y | | | |
| Mjekaj | Halt.stat. | Yes | | | | | | | | | | | | |
| **N** | | | | | | | | | | | | | | |
| **NJ** | | | | | | | | | | | | | | |
| **O** | | | | | | | | | | | | | | |
| **P** | | | | | | | | | | | | | | |
| Pantinë | Halt.stat. | Yes | | | | | | | | | | | | |
| Pejë | Station | Yes | | | | Y | | | | Y | | | | |
| Prishtinë | Station | Yes | | | | Y | | | | | | | | |
| Prizren | Station | Yes | | | | | | | | Y | | | | |
| Prilluzhë | Station | Yes | | | | | | | | | | | | closed |
| Plandishtë | Halt.stat. | Yes | | | | | | | | | | | | |
| **Q** | | | | | | | | | | | | | | |
| Qarrat | Station | Yes | | | | | | | | | | | | |
| Qifllak | Halt.stat. | | | | | | | | | | | | | |
| **R** | | | | | | | | | | | | | | |
| **RR** | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **S** | | | | | | | | | | | | | | |
| Siperant | Halt.stat. | Yes | | | | | | | | | | | | |
| Soqanicë | Halt.stat. | Yes | | | | | | | | | | | | |
| Stagonë | Halt.stat. | Yes | | | | | | | | | | | | |
| Sllatinë e Ibrit | Station | Yes | | | | | | | | | | | | |
| **SH** | | | | | | | | | | | | | | |
| Shëngjergj | Halt.stat. | Yes | | | | | | | | | | | | |
| **T** | | | | | | | | | | | | | | |
| **TH** | | | | | | | | | | | | | | |
| **U** | | | | | | | | | | | | | | |
| Ujmirë | Station | Yes | | | | | | | | | | | | |
| **V** | | | | | | | | | | | | | | |
| Vallaq | Station | Yes | | | | | | | | | | | | |
| Vërrin | Halt.stat. | Yes | | | | | | | | | | | | |
| Volljakë | Station | | | | | | | | | | | | | closed |
| Vranesh | Halt.stat. | | | | | | | | | | | | | |
| Vushtrri | Station | Yes | | | | | | | | Y | | | | |
| **X** | | | | | | | | | | | | | | |
| Xërxë | Station | | | | | Y | | | | Y | | | | |
| **XH** | | | | | | | | | | | | | | |
| **Y** | | | | | | | | | | | | | | |
| **Z** | | | | | | | | | | | | | | |
| **ZH** | | | | | | | | | | | | | | |

## Appendix 2.1: Form to order train paths

INFRAKOS
Ukë Shala
Shërbimi për qasje
Fushë Kosovë
Tel/fax. 038 550 550 180
e-mail:uke.shala@kosovorailway.com

**Form to order train path**

Railway undertaking
Address _____
Contact person _____
Tel _____ fax _____ e-mail _____
Place and date _____

| **1. Basic data to order train path** | | | | | | |
|---|---|---|---|---|---|---|
| Type of train | No. of trains in the previous timetable | Desired time | | Route | | |
| | | Departure | arrival | from | to | via |
| | | | | | | |
| | | | | | | |
| Remark: | | | | | | |
| | | | | | | |

| **2. Data in regard to OLT (train movement timetable)** | | |
|---|---|---|
| Halts at official places | Time of stay at official places | Movement calendar |
| | | |
| | | |
| | | |

| **3. Train data** | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type of traction, series, route | Complementary locomotive, series, route | Type and no. of wagons /GM | Train mass (t) | Train length (m) | Brake (type) | Braking Percentage (%) | Train max. speed |
| | | | | | | | |
| | | | | | | | |

| **4. Especial data** |
|---|
| |

Stamp and signature

## Appendix 2.1(2): Form to order train path

**Instruction to fill in the form to order train path**

| | | |
|---|---|---|
| 1. | Type of train | To mention type of train:<br>Passenger transport train (City, express train, fast train, local train or empty multiple diesel unit)<br>Freight train (all possible types) |
| | No. of trains in the previous timetable | To mention number of trains from the previous timetable for which all the elements comply with the order ( e.g no. 891 or 55981) |
| | Desired time | To mention desired time of train departure from initial station and the desired time of arrival at the final station. |
| | Route | To mention train departure and final station and characteristic stations between these two stations. |
| 2. | Halts at official places | To mention all official places in which there is a need for train to stop. |
| | Time of stay at official places | To mention time of train stay for every official place. |
| | Movement calendar | To mention days when the train movement is requested |
| 3. | Type of traction, series, route | To mention type of traction, Locomotive serial no., and traction route. . |
| | Complementary locomotive | To mention type of complementary locomotive, serial no., route (ancillary or suffix, etc) |
| | Type and no. of wagons | To mention number and type of wagons (signs, serial-individual no.) or of Multiple Diesel Unit. |
| | Train mass | To mention mass of all rolling means in train composition |
| | Train length (m) | |
| | Braking- type | |
| | Maximal speed | |
| 4 | Especial data | To mention especial data in regard to maneuvering, change of train composition, train linkage, change of personnel, transport of hazardous materials, IMlitary transports, handover procedures at border stations etc. |

## Appendix 3.1: Deadlines to compile annual timetable for year 2018/2019

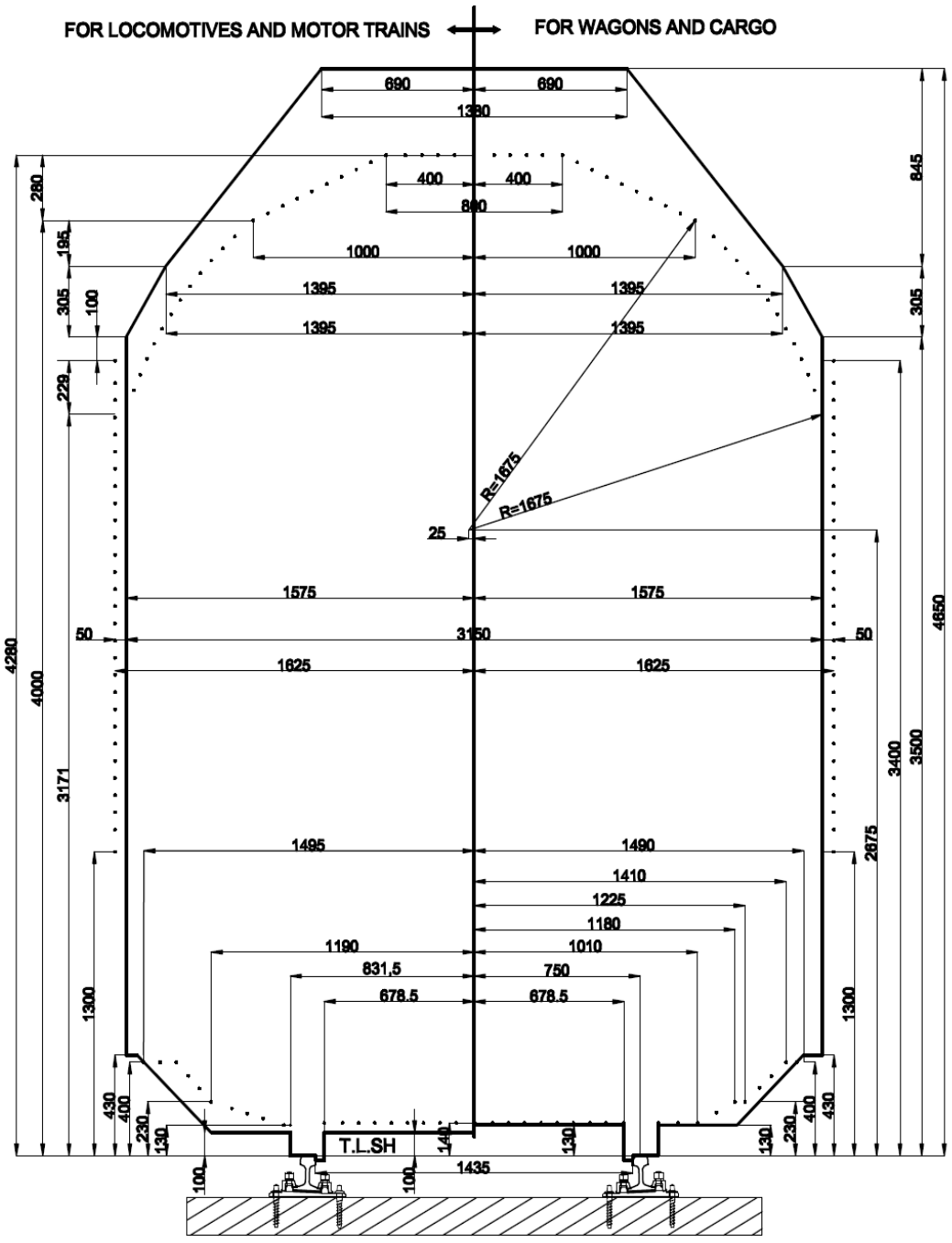
| Phase | From | Deadline |
|---|---|---|
| Proposals for modifications of train paths for 2017 | INFRAKOS | 20.02.2018 |
| Deadline for submission of request for capacity allocation | Railway undertaking | 30.04.2018 |
| Coordination period for compilation of timetable | INFRAKOS & Railway undertaking | 01.05.2018.-20.06.2018 |
| Publication of the draft timetable | INFRAKOS | 15.07.2018 |
| Remarks in draft timetable | Railway undertaking | 16.07.2018 - 08.08..2018 |
| Defining timetable | INFRAKOS & Railway undertaking | 15.08.2018 - 01.09.2018 |
| Start of contractions | INFRAKOS & Railway undertaking | 01.09.2018 - 25.09.2018 |
| First additional complementary deadline for allocation of the remaining capacities | Railway undertaking & INFRAKOS | 16.07.2018 - 30.07.2018 |
| Additional deadline for allocation of the remaining capacities | INFRAKOS & Railway undertaking | 01.09.2018 - 20.09.2018 |
| Entering into force of timetable | INFRAKOS | 09.12.2018 |

## Appendix 3.2: Deadlines for compilation of complements and modifications to annual timetable 2018/2019

| Date of order (request) submission for complement and modification of timetable | Date of capacities allocation | Deadline for implementation of the capacities allocation |
|---|---|---|
| 31.12.2018 | 04.02.2019 | 20 days before the implementation of the amendments and additions |
| 18.02.2019 | 01.04.2019 | |
| 22.04.2019 | 09.06.2019 | |
| 15.07.2019 | 02.09.2019 | |
| 26.08.2019 | 07.10.2019 | |

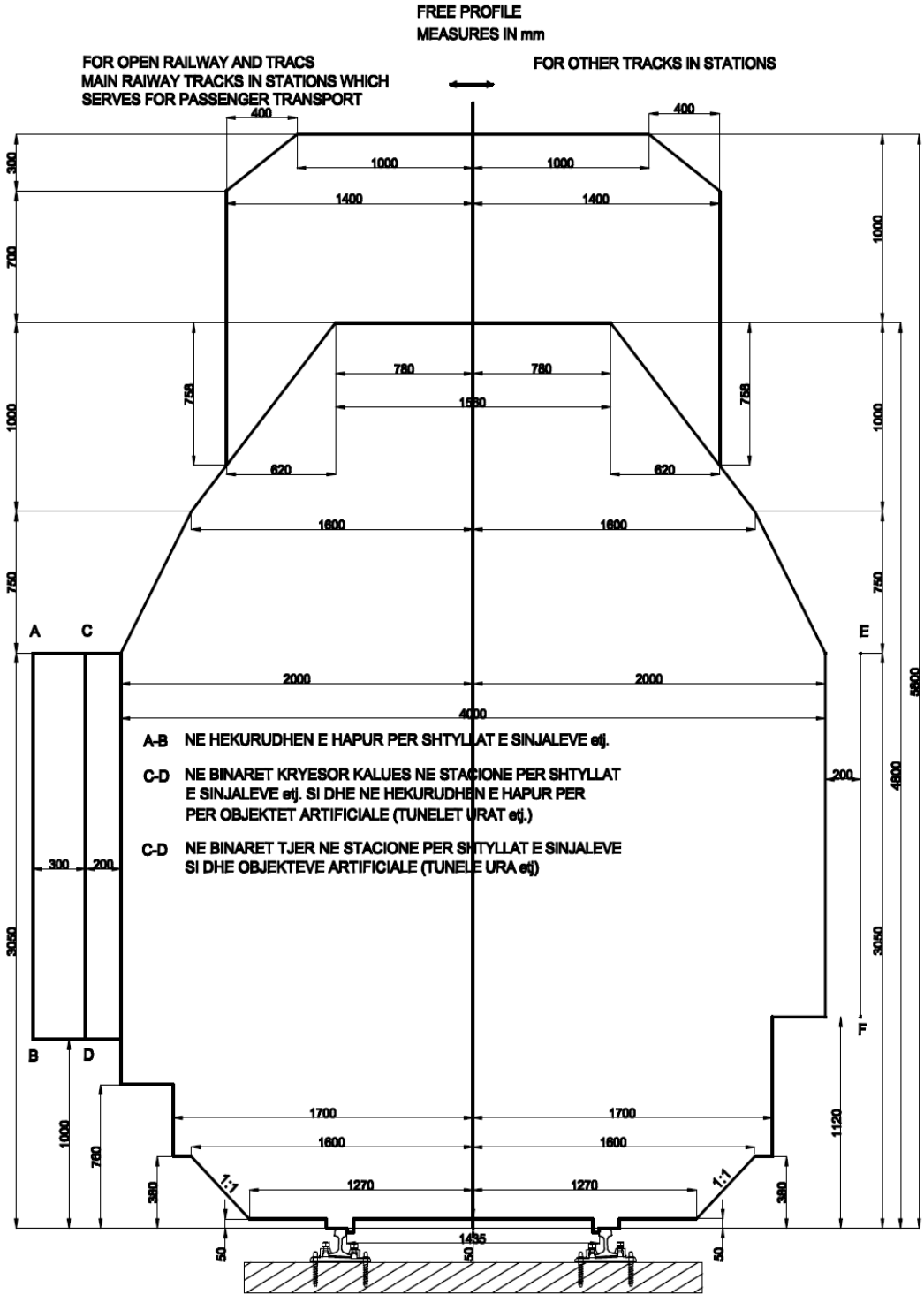
**LOADING PROFILE**

MEASURES IN mm

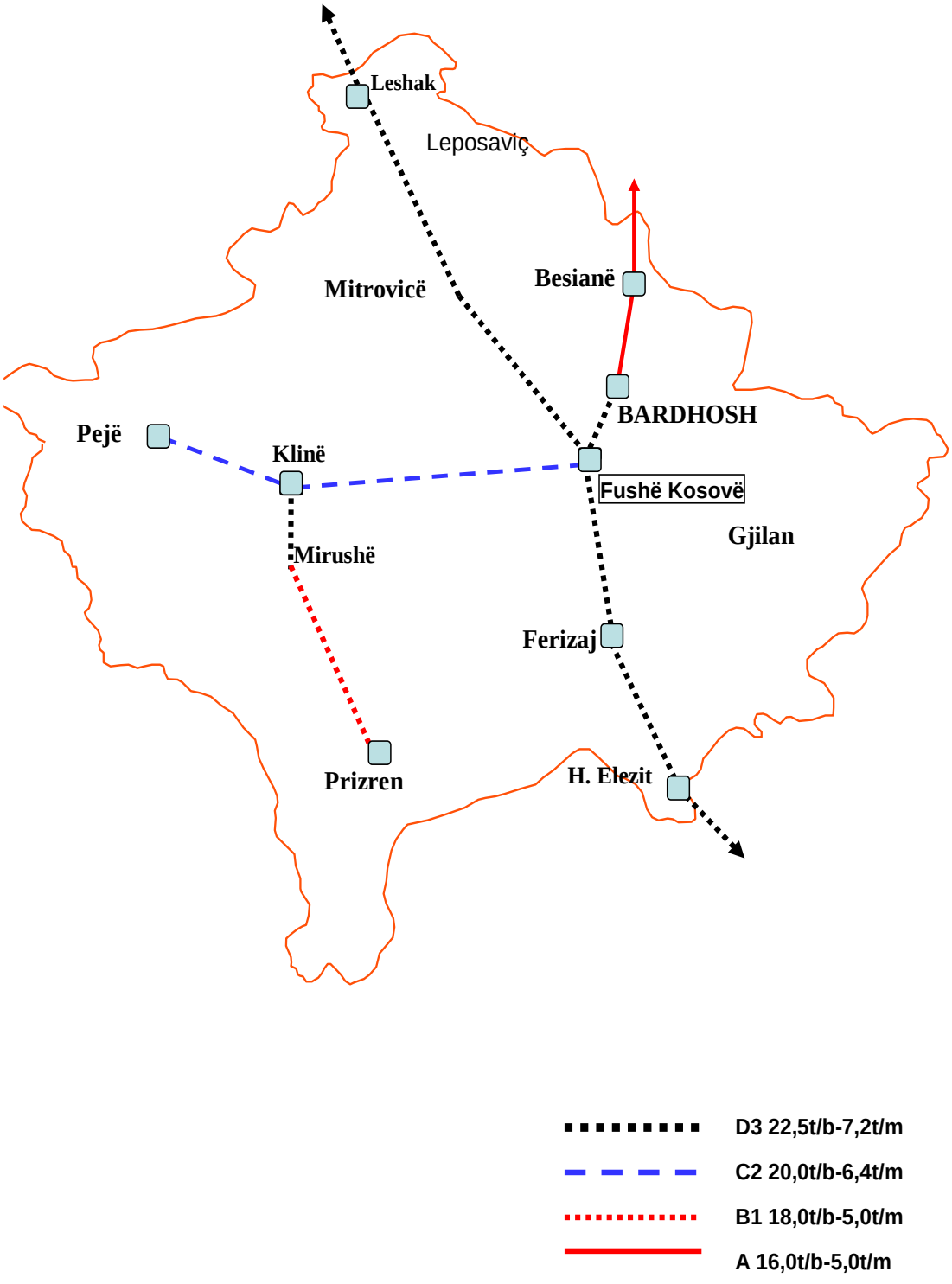



**NOTICE:**

**THE FRAME OF LOADING PROFILE**
**THE FRAME OF TRANSIT CARS FOR INTERNATIONAL TRANSPORT**
**THE PROFILE FOR SIGNALS AND LANTERN**

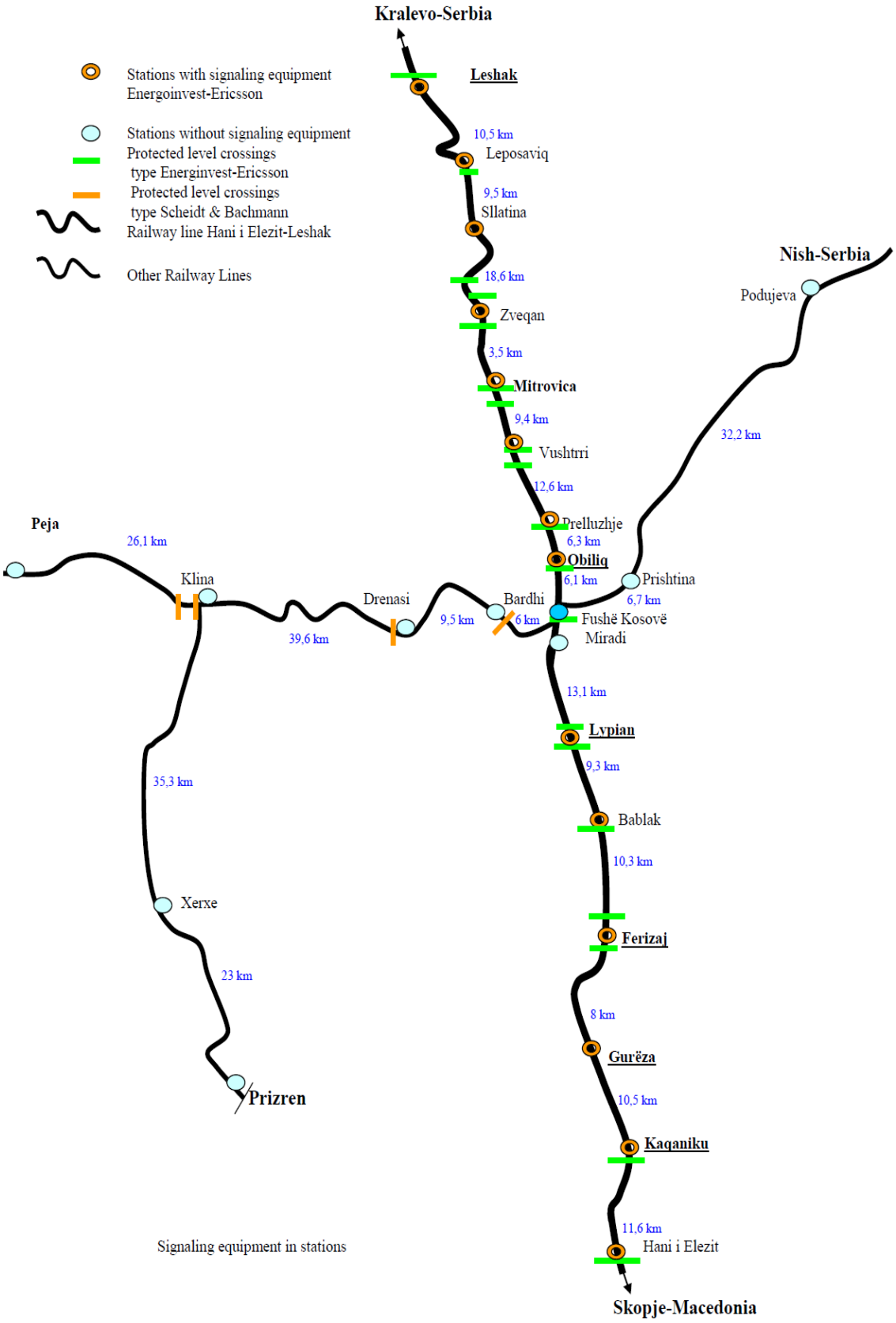

FREE PROFILE
MEASURES IN mm
FOR OPEN RAILWAY AND TRACS
MAIN RAIWAY TRACKS IN STATIONS WHICH
SERVES FOR PASSENGER TRANSPORT
FOR OTHER TRACKS IN STATIONS
A-B NE HEKURUDHEN E HAPUR PER SHTYLLAT E SINJALEVE etj.
C-D NE BINARET KRYESOR KALUES NE STACIONE PER SHTYLLAT E SINJALEVE etj. SI DHE NE HEKURUDHEN E HAPUR PER PER OBJEKTET ARTIFICIALE (TUNELET URAT etj.)
C-D NE BINARET TJER NE STACIONE PER SHTYLLAT E SINJALEVE SI DHE OBJEKTEVE ARTIFICIALE (TUNELE URA etj)
NOTICE:
FREE PROFILE

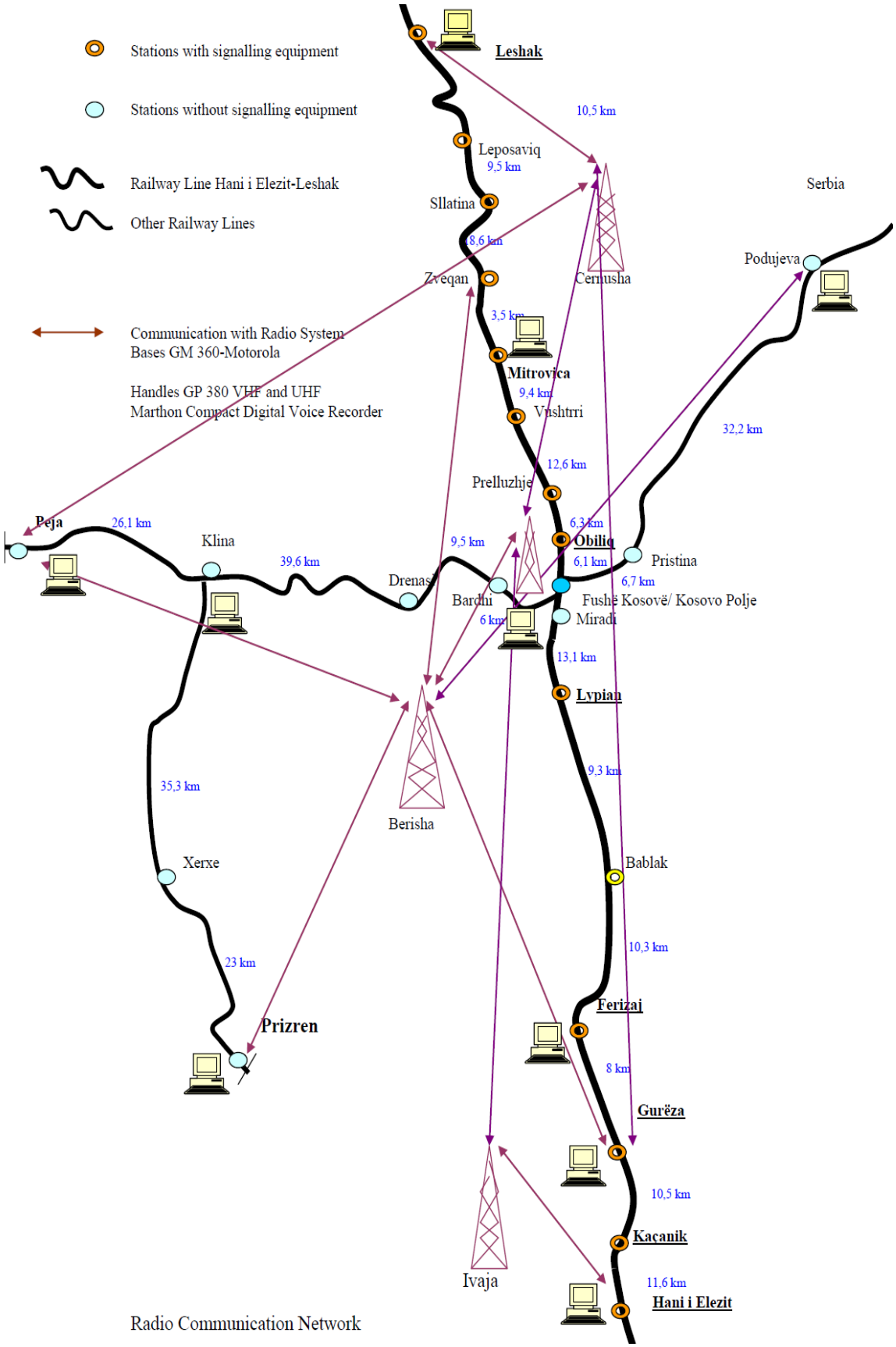
## TYPES OF LINES CATEGORIES IN KOSOVO RAILWAY NETWORK



RAILWAY NETWORK OF KOSOVO
SERBIA
MONTE NEGRO
ALBANIA
MACEDONIA
K O S O V O
Leshak
Leposaviq
Sllatinë e Ibrit
Banjë
Zveçan
Mitrovicë
Vushtrri
Prilluzhë
Obiliq
Podujevë
Vranesh
Bardhosh
Prishtinë
Fushë Kosovë
Miradi
Lipjan
Ferizaj
Kaçanik
Hani i Elezit
Bablak
Bardhi i Madh
Drenas
Qarrat
Ujmirë
Klinë
Butisalc
Pejë
Volljakë
Kramovik
Xërxë
Krushë
Prizren

Kosovo Railways / Railway Network
Hekurudhat e Kosovës / Rrjeti i hekurudhave
Kosovske Železnice / Mreža Železnice
Beograd / Beograd
SRBIJA / SERBIJA
Leshak / Lesak
Nish / Nis
Sllatina e Ibrit / Ibarska Slatina
Leposaviç / Leposavic
Livadhi / Livadica
Zveçan / Zvecan
Mitrovicë / Mitrovica
Besianë / Podujevo
Vushtrri / Vucitrn
Prelluzhe / Priluzje
Kastriot / Obilic
Bardhosh / D. Jugovic
Drenas / Glogovac
Bardh / Belacevac
Pejë / Pec
Klinë / Klina
Fushë Kosovë
Kosovo Polje
Prishtinë / Pristina
Prishtinë / Pristina
Prishtinë / Pristina
Prishtinë / Pristina
Miradi / Kosovo Polje Teretna
Graqanicë / Gracanica
Aeroporti i Prishtinës
Aerodrom Pristine
Xërxë / Zerza
Lypjan - Lipljan
Bablak / Babljak
Krushë / Krusa
Ferizaj / Urosevac
Gurëz / Grlica
Prizren / Prizren
Kaçanik / Kacanik
Hani i Elezit / Djeneral Jankovic
MAQEDONIA / MAKEDONIJA
Shkup / Skopje


Kralevo-Serbia
Stations with signaling equipment Energoinvest-Ericsson
Stations without signaling equipment
Protected level crossings type Energinvest-Ericsson
Protected level crossings type Scheidt & Bachmann
Railway line Hani i Elezit-Leshak
Other Railway Lines
Leshak
10,5 km
Leposaviq
9,5 km
Sllatina
18,6 km
Zveqan
3,5 km
Mitrovica
9,4 km
Vushtrri
12,6 km
Prelluzhje
6,3 km
Obiliq
6,1 km
Prishtina
6,7 km
Fushë Kosovë
Miradi
Nish-Serbia
Podujeva
32,2 km
Peja
26,1 km
Klina
39,6 km
Drenasi
9,5 km
Bardhi
6 km
13,1 km
Lypian
9,3 km
Bablak
10,3 km
Ferizaj
8 km
Gurëza
10,5 km
Kaqaniku
11,6 km
Hani i Elezit
Skopje-Macedonia
35,3 km
Xerxe
23 km
Prizren
Signaling equipment in stations




Radio Communication Network