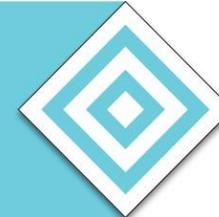


2026
14. December 2025 –
12. December 2026

NETWORK Statement



HZ INFRASTRUKTURA



2026 Network Statement was passed by HŽ Infrastruktura d.o.o. Management Board Decision, number UI-86-1-1/24 and entered into force on December 10, 2024

Number of modifications	Entry into force	Management Board Decision number	Chapter
I.	7. 5. 2025.	UI-163-1-2/25	2.3.10 and 5.4.1 Annex: 1.1 , 2.10 , 2.13 , 2.20 , 2.21 and 7.1
II.	20. 10. 2025.	UI-185-8-1/25	2.3.10 , 2.4.7 , 4.10 , 5.4.1 , 7.3.4.2.1.1 , 7.3.4.2.1.2 , 7.3.4.2.1.3 , 7.3.4.4 , 7.3.5.4 and 7.3.7.2 Annex: 1.1 , 2.5 , 2.10 , 2.13 , 2.14 , 2.17 , 2.18 , 2.20 , and 7.4

Note:

- X. - X is a mark for the changes in the text of the Network Statement, where X denotes the ordinal number of the modification. Deleted paragraphs are not indicated by the given mark.

2026

14 December 2025 –
12 December 2026

NETWORK Statement

- GENERAL INFORMATION
- **INFRASTRUCTURE**
- ACCESS CONDITIONS
- **CAPACITY ALLOCATION**
- SERVICES AND CHARGES
- **OPERATIONS**
- SERVICE FACILITIES
- **ANNEXES**



GLOSSARY

Terms:

Term	Definition
Ad hoc request	request for infrastructure capacity allocation that is submitted during the working timetable and which is not related to regular timetable amendments
One Stop Shop (OSS)	- In terms of a Railway act – single point of contact for international train paths that is either a joint body established by the infrastructure managers or one single infrastructure manager involved in the international train path - In terms of Act on Safety and Interoperability of the Rail System – single entry point of European Union Agency for Railways
Basic service	a service supplied in any of the service facilities listed in point 2 of Annex II to Directive 2012/34/EU; (Commission implementing Regulation (EU) 2017/2177 on access to service facilities and rail-related services)
PCS	internet communication system for optimal coordination of international train paths
Applicant	a railway undertaking or an international grouping of railway undertakings or other person or legal entity, such as competent authorities under Regulation (EC) No 1370/2007, and shippers, freight forwarders and combined transport operators with an interest in procuring infrastructure capacity
Access right	the right of a railway undertaking to use railway infrastructure
TAF TSI	Technical Specifications for Interoperability for Telematic Applications for Freight
Train path	infrastructure capacity needed to run a train between two places over a given time period
Access Contract	contract that regulates mutual rights and obligations between the railway undertaking and the infrastructure manager regarding the minimum access package and track access to service facilities
Infrastructure manager	legal person, or a division within a vertically integrated undertaking, responsible for the operation, maintenance and renewal of railway infrastructure, as well as responsible for participating in its development as determined by the Republic of Croatia within the framework of its general policy on development and financing of railway infrastructure
Rail-related service	basic, additional or ancillary service listed in points 2, 3 and 4 of Annex II to Directive 2012/34/EU; (Commission implementing Regulation (EU) 2017/2177 on access to service facilities and rail-related services)
Congested infrastructure	an element of infrastructure for which demand for infrastructure capacity cannot be fully satisfied during certain periods even after coordination of different requests for capacity
Railway undertaking	any legal person with a licence to provide railway transport services and whose principal business is to provide services for the transport of passengers and/or goods by rail with a requirement that the legal person ensures traction; this also includes legal person that provides traction only



Abbreviations:

Abbreviation	Meaning
AB	Allocation body
AB	automatic block
AP	applicant
ATC	automatic train control
ASŽ	Agencija za sigurnost željezničkog prometa (Croatian Railway Safety Agency)
CID	Corridor Information Document
COTIF	Convention concerning International Carriage by Rail
C-OSS	Corridor One Stop Shop
DG	State border
ERA	European Union Agency for Railways
ERFA	European Rail Freight Association
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System
FTE	Forum Train Europe
IM	infrastructure manager
MMPI	Ministarstvo mora, prometa i infrastrukture (Ministry of the Sea, Transport and Infrastructure)
NCI	Network and Corridor Information Portal
NTR	Application for ordering and cancelling of train paths
Offic.Her.	Official Herald of HŽ
OG	Narodne Novine (Official Gazette of the Republic of Croatia)
OLE	overhead line equipment

Abbreviation	Meaning
o.o.	Out of operation
OSS	One Stop Shop
PaP	Prearranged path
PCS	Path Coordination System
RC	Reserve capacity
rc	remote control
RD System	radio dispatching system
RFC	Rail Freight Corridor
RFP	Rail Facility Portal
RID	Regulations concerning the International Carriage of Dangerous Goods by Rail - Appendix C to COTIF
RNE	RailNetEurope
RU	railway undertaking
SI	station interdependence
TEN-T	Trans-European Transport Network
TOR	top of rail
TTR	Timetable Redesign
TWT	two-way working track
UIC	International Union of Railways

In addition to the terms listed above, RNE has created an easy-to-use, English language Glossary of Terms Related to Network Statements. The definitions in this Glossary are written in plain language, using as little technical or legal jargon as possible and they provide practical guidance both to IMs/ABs and





their customers. The Glossary serves for information purposes only and the definitions are not legally binding. The Glossary is available at:

<http://rne.eu/organisation/network-statements/>



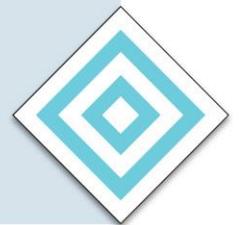
2026

14 December 2025 –
12 December 2026

NETWORK Statement

1 GENERAL INFORMATION

- 1.1 Introduction
- 1.2 Purpose of the Network Statement
- 1.3 Legal Aspects
- 1.4 Structure of the Network Statement
- 1.5 Validity Period, Updating and Publishing
- 1.6 Contacts
- 1.7 Cooperation Between European IMs/ABs
- 1.8 User Centre





1 GENERAL INFORMATION

1.1 Introduction

1) HŽ Infrastruktura d.o.o. (hereinafter referred to as: HŽ Infrastruktura) is a limited liability company, 100% owned by the Republic of Croatia. HŽ Infrastruktura wishes to contribute to sustainable mobility within the European rail network in order to boost economic and social development in the Republic of Croatia.

2) HŽ Infrastruktura is a manager of rail infrastructure which consists of the railway lines classified according to the Regulation on the Classification of Railway Tracks. This railway infrastructure is owned by the Republic of Croatia and it is a public good in general use, which cannot be alienated from the Republic of Croatia. Exceptionally, real property rights to it may be acquired in the way laid down in the Railway Act.

3) On 16 February 2023, the Government of the Republic of Croatia passed the Decision on the Appointment of the Railway Infrastructure Manager which designated HŽ Infrastruktura as the manager of the railway infrastructure, which is a public good in general use. HŽ Infrastruktura signed the Railway Infrastructure Management Contract with the owner of the railway infrastructure in the Republic of Croatia. HŽ Infrastruktura holds a valid safety authorisation.

4) The management of railway infrastructure is an activity of public interest. Essential functions of infrastructure management are decision-making concerning train path allocation, including both the definition and the assessment of availability and the allocation of individual train paths, and decision-making concerning infrastructure charges, including determination

and collection of charges, in accordance with the charging framework and the capacity allocation framework.

5) HŽ Infrastruktura manages the 2,617 kilometre-long railway network.

6) The railway network managed by HŽ Infrastruktura runs through three of the nine European transport corridors that are part of the TEN-T network. These corridors coincide with the RFC corridors according to Regulation 913/2010 on a European rail network for competitive transport. The three European transport corridors are:

- Baltic Sea – Adriatic Sea - [Annex 1.3](#)
- Mediterranean - [Annex 1.4](#)
- Western Balkans – Eastern Mediterranean - [Annex 1.5](#).

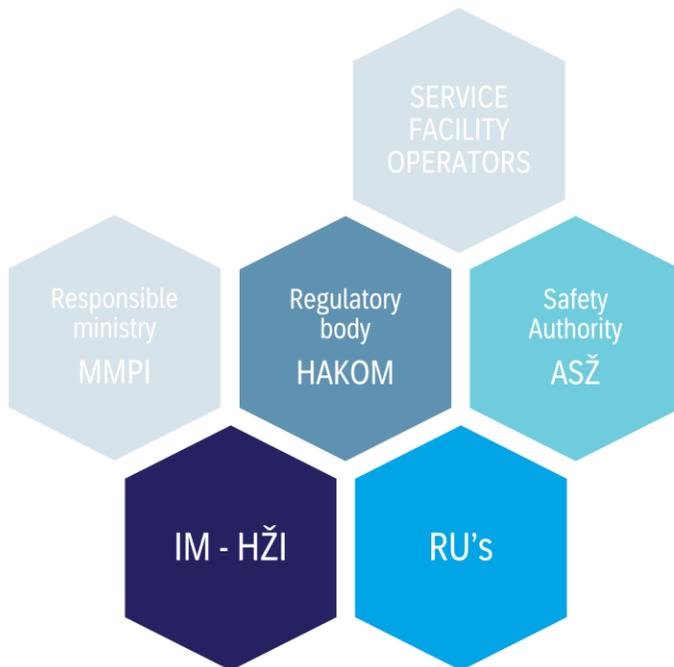
7) An overview of the European transport corridors can be found in [Annex 1.2](#).

8) In accordance with the Railway Act, HŽ Infrastruktura draws up and publishes the Network Statement in its capacity as infrastructure manager.

9) The Railway sector includes HŽ Infrastruktura as an infrastructure manager, state and private railway undertakings, the Regulatory body (HAKOM), Safety Authority (ASŽ), the responsible Ministry (MMPI) and the Operators of service facilities.



10) The Railway sector in the Republic of Croatia:



11) **Regulatory body – Croatian Regulatory Authority for Network Industries – HAKOM** was established by the Electronic Communications Act as an autonomous, independent and non-profit legal entity with public authorities within the scope and jurisdiction of the law regulating the field of electronic communications, postal services and railway services market regulation. The regulatory body carries out regulatory and other activities in

the area of the rail services market and protects the rights of passengers in railway transport.

12) More information on HAKOM's regulatory and other tasks is available on the website:

<https://www.hakom.hr/en/home/8>

13) **Safety Authority – Croatian Railway Safety Agency (ASŽ)** is a public institution established by the Republic of Croatia. ASŽ is independent in performing tasks within its competence and is accountable to the Government.

14) ASŽ activities include activities related to the safety certificates and safety authorisations, approvals, licences and other authorisations, supervision and inspection activities with the purpose to ensure continuous compliance with the railway system safety requirements, as well as keeping of the prescribed registers and performing other tasks defined by Act on Safety and Interoperability of the Rail System and directly applicable European Union regulations.

15) More information on the competencies of the ASŽ is available on the website:

<https://www.asz.hr/?lang=en>



1.2 Purpose of the Network Statement

1) The purpose of this Network Statement is to provide a single source of essential information that an applicant needs for the use of the railway infrastructure operated by HŽ Infrastruktura. This Network Statement contains an overview of railway infrastructure managed by HŽ Infrastruktura, information on conditions of access to railway infrastructure, the allocation of infrastructure capacity and charging.

2) The Network Statement presents all the other services offered by HŽ Infrastruktura, with information regarding the procedure of allocation of services, charges and the conditions for gaining access to the services and service facilities.

3) The Network Statement states where the information on the conditions of access to other service facilities connected to the railway network operated by HŽ Infrastruktura is available.

4) The Network Statement is drafted in accordance with the Railway Act which transposed the provisions of the Directive 2012/34/EU establishing a single European railway area to national law.

1.3 Legal Aspects

1.3.1 Legal Framework

1) While providing transport services, the railway undertaking must abide by all legal provisions contained in international legal sources as well as national legal and sub-legal acts.

2) A non-exhaustive list of laws and bylaws pertaining to rail transport is provided in [Annex 1.1](#).

3) [Annex 1.1](#) lists general acts of the infrastructure manager mentioned in this Network Statement. These acts of the infrastructure manager are available on the HŽ Infrastruktura website in the section „[Korisnički centar/Portal za pristup infrastrukturi/Akti upravitelja infrastrukture](#)“.

4) Access to applications in the user centre is possible in the manner described in [point 1.8 User centre](#).

1.3.2 Legal Status and Liability

1) Under the Railway Act, HŽ Infrastruktura is required to draw up and publish the Network Statement.

2) Network Statement sets out in detail the general rules, deadlines, procedures and criteria for charging and capacity-allocation schemes and includes all other information that is required by the applicant to submit the infrastructure capacity request.

3) The Network Statement serves primarily as a source of information for applicants.

4) This Network Statement has been drawn up based on information available on October 31, 2024.

5) In case of any inconsistencies between laws currently in force and the Network Statement, the valid laws will apply. Forthcoming legal acts have not been considered in the preparation of this Network Statement. All regulations and technical documents, which come into force after the publication of this Network Statement, are applicable and should be taken



into consideration in the interpretation of this Network Statement. The legislation of the Republic of Croatia is available at the website of Narodne novine:

<https://www.nn.hr/>

6) HŽ Infrastruktura is not responsible for the accuracy of the data provided by the operators of service facilities and published in this Network Statement.

1.3.3 Appeals Procedure

1) An applicant can, before the regulatory body, initiate a process of legal protection against the decision, procedure, act or failure to act (if there was an obligation to act) of the infrastructure manager, railway undertaking or operator of the service facility, which led or could have led to discrimination, restriction or prevention of access to the market or illegal conduct.

2) The Applicant initiates the process of legal protection by filing an appeal, in particular against decisions adopted by the infrastructure manager, operator of a service facility or railway undertaking, concerning:

- the Network Statement in its provisional and final versions, including all amendments
- the criteria set out in the Network Statement
- the capacity allocation process and its results
- the charging scheme
- the level or structure of infrastructure charges which it is, or may be, required to pay
- conditions for access to railway infrastructure and services
- access to and charging for services (in particular where the service facility operator does not comply with the capacity request as

prescribed by the law regulating the railways and there is no viable alternative)

- traffic management
- renewal planning and scheduled or unscheduled maintenance of railway infrastructure
- compliance with the requirements, including those regarding conflicts of interest, set out by the law regulating the railways with regards to the independence of the infrastructure manager, the independence of the essential functions of the infrastructure manager, the impartiality of the infrastructure manager in terms of traffic management and maintenance planning, outsourcing and sharing of infrastructure manager's functions and financial transparency.

3) The procedure of filing an appeal is regulated by the General Public Administration Procedure Law.

4) Initializing the process of legal protection regarding the Network Statement does not affect the entry into force of the Network Statement.

1.4 Structure of the Network Statement

1) This Network Statement has been drawn up in accordance with the Network Statement Common Structure and Implementation Guide which has been adopted within the framework of RailNetEurope, an association of European railway infrastructure managers. The Network Statement Common Structure and Implementation Guide is revised annually, and the most recent version is available on the RNE website:

<http://rne.eu/organisation/network-statements/>



2) The goal of Common Structure and Implementation Guide is that all applicants and interested parties can find the same information in the same place in the Network Statements of European infrastructure managers.

3) The NS is structured in 7 chapters constituting the main document and annexes giving further details.

Network Statement Structure		
1.	General information	Provides general information about the NS and contacts
2.	Infrastructure	Describes technical and functional characteristics of the IM's network
3.	Access conditions	Defines the legal requirements and access conditions to the IM's network
4.	Capacity allocation	Sets the procedure for the allocation of the train paths
5.	Services and charges	Gives an overview of the services provided by HŽ Infrastruktura, as well as the charges for these services. The incentive schemes are also described in this section
6.	Operations	Describes the traffic management procedures, including the procedures to be followed in the event of incidents
7.	Service facilities	Provides an overview of the service facilities connected to the IM's network

1.5 Validity Period, Updating and Publishing

1.5.1 Validity Period

1) The validity period of the Network Statement corresponds to the validity of the annual timetable. This Network Statement applies to:

- access to railway infrastructure and railway infrastructure use during the validity of the 2025/2026 timetable
- the procedure for the allocation of infrastructure capacity for the 2025/2026 timetable

2) The 2025/2026 timetable starts on December 14, 2025 and ends on December 12, 2026.

3) By way of derogation from the paragraph 1), [point 5.4.1](#) of this Network Statement is applied from December 1, 2025 to November 30, 2026.

1.5.2 Updating

1) HŽ Infrastruktura is required to regularly update the Network Statement. All amendments will be published on the website of HŽ Infrastruktura and enter into force on the day of the publication:

https://eng.hzinfra.hr/?page_id=284

2) HŽ Infrastruktura will send a notification about the Network Statement amendments to all railway undertakings that have signed the access contract and to the Regulatory Body.

3) When adopting amendments to the Network Statement, the process of collecting comments from interested parties is not carried out.

1.5.3 Publishing

1) The Network Statement is published online on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

2) The Network Statement is published in Croatian and English. In case of discrepancy between the Croatian language original text and the English language translation, the Croatian text shall prevail.

3) Network Statements of other European infrastructure managers are available on the website:

<http://rne.eu/organisation/network-statements/>

4) This Network Statement as well as the Network Statements of other European infrastructure managers are also available on the Network and Corridor Information portal - NCI. Access to the NCI is available free of charge and without user registration on the website:

<http://nci.me.eu/>

1.6 Contacts

HŽ Infrastruktura will provide other information not contained in this document at the applicant's request.

Competency	Address	Contacts	
General Information	HŽ Infrastruktura d.o.o. Sektor za pristup infrastrukturi Mihanovićeva 12 HR – 10 000 Zagreb	e-mail:	<i>access@hzinfra.hr</i>
One stop shop (OSS)	HŽ Infrastruktura d.o.o. Mihanovićeva 12 HR – 10 000 Zagreb	Tel: e-mail:	+ 385 1 378 30 21 <i>oss@hzinfra.hr</i>

Competency	Address	Contacts	
Reporting IT apps failure	HŽ Infrastruktura d.o.o. Sektor za informatiku Branimirova 9a HR – 10 000 Zagreb	e-mail:	<i>problem@hzinfra.hr</i>
Ministry in charge of railway transport	Ministarstvo mora, prometa i infrastrukture Prisavlje 14 HR – 10 000 Zagreb	Web:	https://mmpi.gov.hr/en
	Uprava za željezničku infrastrukturu i promet	Tel: e-mail:	+ 385 1 616 90 79 <i>uprava.zeljeznice@mmpi.hr</i>
Regulatory body	HAKOM Hrvatska regulatorna agencija za mrežne djelatnosti Ulica Roberta Frangeša-Mihanovića 9 HR – 10 110 Zagreb	Tel: e-mail: Web:	+ 385 1 700 74 70 <i>zeljeznica@hakom.hr</i> https://www.hakom.hr/en/home/8
Safety authority	Agencija za sigurnost željezničkog prometa Radnička cesta 39 HR – 10 000 Zagreb	Tel: e-mail: Web:	+ 385 1 606 13 13 <i>info@asz.hr</i> https://www.asz.hr/?lang=en
RailNetEurope - RNE	RailNetEurope Joint Office Jakov-Lind-Straße 5, Austria Campus 3 A – 1 020 Vienna	Tel: e-mail: Web:	+ 43 1 907 62 72 00 <i>mailbox@rne.eu</i> https://rne.eu



1.7 Cooperation between European IMs/ABs

1.7.1 Rail Freight Corridors (RFC)

1) The Regulation (EU) No. 913/2010 concerning a European rail network for competitive freight became effective on November 9, 2010. This Regulation required Member States to establish international market-oriented Rail Freight Corridors (RFCs) in order to meet the following goals:

- strengthening co-operation between IMs/ABs on key aspects such as the allocation of train paths, deployment of interoperable systems and infrastructure development
- finding the right balance between freight and passenger traffic along the RFCs, giving adequate capacity for freight in line with market needs and ensuring that common punctuality targets for freight trains are met
- promoting intermodality between rail and other transport modes by integrating terminals into the corridor management process

2) The list of RFC corridors, corridor map and contacts for all corridors are available on the website:

<https://rne.eu/corridor-management/>

3) The rules that apply to RFC corridors are described in the Corridor Information Document (CID). The CID is published every year in January for the new timetable and is available on the corridor's website.

4) With the adoption and entry into force of Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 (hereinafter: Regulation (EU) 2024/1679), the number of

rail freight corridors and the lines they cover are changed. RFCs coincide with the European Freight Corridors.

5) According to Regulation (EU) 2024/1679, HŽ Infrastruktura is included in three corridors:

Corridor	Website
Baltic Sea – Adriatic Sea Rail Freight Corridor	https://www.rfc5.eu/
Mediterranean Rail Freight Corridor	https://www.medrfc.eu/
Western Balkans – Eastern Mediterranean Rail Freight Corridor	https://www.rfc-awb.eu/

6) Baltic Sea – Adriatic Sea corridor map is in [Annex 1.3](#), map of Mediterranean corridor is in [Annex 1.4](#), and Western Balkan – Eastern Mediterranean corridor map is in [Annex 1.5](#).

7) The rules on the allocation of infrastructure capacity on RFC corridors can be found in [point 4.10](#).

1.7.2 RailNetEurope and Other International Cooperation

1) HŽ Infrastruktura is a member of RailNetEurope (RNE), which is an umbrella organisation of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs). RNE facilitates international railway business by developing harmonised international business processes in the form of templates, handbooks, and guidelines, as well as IT tools.

2) More at the website:

<https://rne.eu/organisation/>





3) HŽ Infrastruktura has been a full member of RailNetEurope since May 14, 2008.

4) **PRIME** – HŽ Infrastruktura is a member of the PRIME group. PRIME means: „Platform of Rail Infrastructure Managers in Europe“. PRIME was created in October 2013 and is the first platform involving both the European Commission and CEOs of the rail infrastructure managers. PRIME serves as an early-warning system and to identify possible solutions in the policy domain. Additionally, the platform provides informal input on European legislative initiatives and their implementation.

5) The objectives of PRIME are the implementation of the Single European Rail Area, better deployment of ERTMS and exchange of best practice amongst infrastructure managers.

6) In June 2017, PRIME took over the role of the European Network of Infrastructure Managers as foreseen in Article 7f of Directive 2012/34/EU. The tasks of the Network are:

- develop Union rail infrastructure
- support the timely and efficient implementation of the single European railway area
- exchange best practices
- monitor and benchmark performance
- contribute to the market monitoring activities
- tackle cross-border bottlenecks and
- discuss the application of cooperation in relation to charging systems and the allocation of infrastructure capacity on more than one network

7) More information at:

<https://wikis.ec.europa.eu/display/primeinfrastructure>

8) **CER** – Community of European Railway and Infrastructure Companies. CER is an international association whose role is to represent the interests of its members in the European Union policy-making scene. CER members are railway undertakings (in passenger and freight transport), infrastructure managers and other associations. CER has been operating in its current form since 1988, and HŽ Hrvatske željeznice (as the ancestor of HŽ Infrastruktura d.o.o.) has been a full member of CER since 2003.

9) More information at:

<https://cer.be/>

10) **UIC** – International Union of Railways. The UIC is a world international association representing the railway sector and promoting rail transport. UIC was founded in 1922, and HŽ Hrvatske željeznice (as the ancestor of HŽ Infrastruktura d.o.o.) has been a full member of the UIC since 1992.

11) More information at:

<https://uic.org/>

1.8 User Centre

1) The User centre of HŽ Infrastruktura is located on the website of HŽ Infrastruktura:

<https://www.hzinfra.hr/naslovna/pristup-infrastrukturi/korisnicki-centar/>

2) Network Statement, Service Facilities and Services table, the General Terms and Conditions of the Access Contract and information on Coordination meetings are published on the HŽ Infrastruktura website in the section „Infrastructure Access“.

3) Interested users of railway services are able to use IT applications for:



- Ordering and cancelling of train paths (NTR)
- Overview and performance of the train run (Web IST)
- Infrastructure access portal
- Line closures
- Informative calculation of the charge
- The current wagon position

4) Access to the following applications is possible with a username and password. For gaining username and password it is necessary to fill out the form „[Obrazac zahtjeva za pristup aplikacijama](#)“.

5) IT application for ordering and cancelling of train paths (NTR) is intended for applicants and serves for submitting the request for all type of train paths. It involves ordering of ad hoc train paths for up to five days, ad hoc train paths for more than five days, train paths for the annual timetable and amendments of the annual timetable as well as cancellation of train paths.

6) Web IST is an IT application for overview and performance of the train run. Web IST enables the assembling of the train, changing of train composition, review of accompanying train documents, timetable review, train movements monitoring and other.

7) Infrastructure access portal is used for review realized services and charges and other documents. In the IT application it is possible to review contracts, licences, safety certificates, acts of the infrastructure manager and timetable materials.

8) IT application for review of line closures enables the review of approved closures of a line by lines and line sections, including telegrams which contain details about closure itself.

9) The following applications are intended for and available to everyone and do not require access data:

10) IT application for informative calculation of the charge is used for informative calculation of the charge for: minimum access package, exceptional consignments, storage sidings, cleaning of freight wagons at the Zagreb Ranžirni kolodvor station, assembling and disassembling of the train, changing of train composition, traction current, passenger stations and stops and wagon scales.

11) Searching the current wagon position. For searching wagon position, it is necessary to know the wagon number.



2026

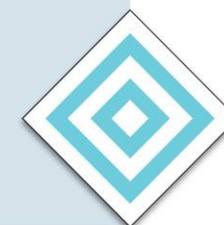
14 December 2025 –
12 December 2026

NETWORK Statement

 HŽ INFRASTRUKTURA

2 INFRASTRUCTURE

- 2.1 Introduction
- 2.2 Extent of Network
- 2.3 Network Description
- 2.4 Traffic Restrictions
- 2.5 Availability of the Infrastructure
- 2.6 Infrastructure Development



2 INFRASTRUCTURE

2.1 Introduction

1) This Network Statement Chapter describes the railway infrastructure operated by HŽ Infrastruktura and available for use to all railway undertakings.

2) Information on railway infrastructure presented in this Network Statement is based on facts known at the moment this Network Statement was drawn up. Changes made after the publication of this Network Statement will be updated and published on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

3) Information on possibilities of using other service facilities not operated by HŽ Infrastruktura which are connected by railway line with the infrastructure managed by HŽ Infrastruktura can be found in Annex "Other Service Facility Operators" on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

4) Railway Infrastructure Register of the Republic of Croatia is under construction. Additional information is available via e-mail:

infrastruktura.upiti@hzinfra.hr

2.2 Extent of Network

1) Network means the entire railway infrastructure managed by an infrastructure manager.

2) The basic information about the network managed by HŽ Infrastruktura is shown in the form of maps and tables in the [Annexes](#).

3) An overview of rail freight corridors located on the railway network of the Republic of Croatia can be found in [Annex 2.1](#).

4) An overview of railway lines in accordance with the Regulation on Railway Line Classification can be found in [Annex 2.2](#).

2.2.1 Limits

1) State borders are the borders of railway infrastructure of the Republic of Croatia under management of HŽ Infrastruktura extending to railway infrastructures of neighbouring countries.

2) There are no gauge changes after crossing state borders.

3) Electric traction system is changed at two border crossings, both with the Republic of Slovenia:

Line	Station
M101 State border - S. Marof - Zagreb Gk	Dobova (SŽ)
M203 Rijeka – Šapjane – State border	Šapjane



2.2.2 Connecting Railway Networks

1) Railway infrastructure of the Republic of Croatia under the management of HŽ Infrastruktura is connected with the railway network of four countries: Slovenia, Hungary, Serbia, and Bosnia and Herzegovina.

2) Border stations overview:

Border Station	Line	Neighbouring country	IM
Buzet	State border - Buzet – Pula	Slovenia	SŽ
Šapjane	Rijeka - Šapjane - State border	Slovenia	SŽ
Kamanje	Karlovac - Kamanje - State border	Slovenia	SŽ
Savski Marof	State border – S. Marof - Zagreb Gk	Slovenia	SŽ
Kumrovec	S. Marof - Kumrovec - State border	Slovenia	SŽ
Đurmanec	Zabok - Đurmanec - State border	Slovenia	SŽ
Čakovec	State border - Čakovec – Kotoriba - State border	Slovenia	SŽ
	Čakovec – M. Središće - State border	Slovenia	SŽ
Kotoriba	State border - Čakovec - Kotoriba - State border	Hungary	MAV
Koprivnica	State border - Botovo - Dugo Selo	Hungary	MAV
Beli Manastir	State border – B. Manastir - Osijek	Hungary	MAV
Erdut	Vukovar-B. n. - Erdut - State border	Serbia	ŽS

Border Station	Line	Neighbouring country	IM
Tovarnik	Novska - Tovarnik - State border	Serbia	ŽS
Drenovci	Vinkovci - Drenovci - State border	Bosnia and Herzegovina	ŽRS
Slavonski Šamac	S.-Vrpolje – S. Šamac - State border	Bosnia and Herzegovina	ŽRS
Volinja	Sunja -Volinja - State border	Bosnia and Herzegovina	ŽRS
Ličko Dugo Polje	State border – L. D. Polje - Knin	Bosnia and Herzegovina	ŽFBH
Metković	State border - Metković - Ploče	Bosnia and Herzegovina	ŽFBH

3) Railway infrastructure under the management of HŽ Infrastruktura is connected with a specific number of industrial railway sidings privately owned by other legal entities.

4) The use of industrial sidings is a subject of special contracts with the owners of industrial sidings.

5) The railway infrastructure under the management of HŽ Infrastruktura is connected with the railway infrastructure in ports. For details see [Chapter 7.](#)



2.3 Network Description

2.3.1 Track Typologies

- 1) Railway network is comprised of single-track and double-track lines.
- 2) The constructed length of the railway network is 2,617 km, out of which:
 - 2,302 km single-track and
 - 315 km double track
- 3) Track typology can be found in [Annex 2.3](#).

2.3.2 Track Gauges

The entire rail network operates to the track gauge of 1,435 millimetres.

2.3.3 Stations and Nodes

- 1) [Annex 2.10](#) contains the names of stations, nodes and other establishments, as well as their geographic position on the railway network.
- 2) [Annex 2.13](#) contains the distance between the establishments on the railway network and is expressed in metres.
- 3) [Annex 2.17](#) contains the overview of maximum train lengths in stations with respect to the usable length of main tracks.
- 4) An overview of platforms and built-up-areas at stations and stops open for boarding of passengers is given in [Annex 2.20](#).

2.3.4 Loading Gauge and Construction Gauge

- 1) Railway vehicle gauge is a limited space in the cross-section of the railway line or track perpendicular to the longitudinal axis of the track and to the track plane on the TOR level, the axis of which goes through the centreline of the track, which an empty or loaded rolling stock in standstill (static gauge – loading gauge) or in movement (kinematic gauge) must not cross with any of its parts.
- 2) Construction gauge is a limited space in the cross-section of the railway line or track, perpendicular to the longitudinal axis of the track and to the track plane on the TOR level, the axis of which goes through the centreline of the track, which has to be kept free for passage of railway vehicles. On an electrified track the loading gauge includes the space for the passing of the pantograph for electric traction.
- 3) Each track of the railway lines in the Republic of Croatia, including station tracks and other tracks, shall, depending on the type and purpose, comply with the construction gauge whose shape and measurements are shown in [Annex 2.11](#).
- 4) [Annex 2.13](#) contains an overview of loading gauges per lines.
- 5) In accordance with UIC Leaflet 596-6, there are more loading gauge types for the transport of semi-trailers and containers.
- 6) [Annex 2.4](#) contains an overview of loading gauges for intermodal transport.

2.3.5 Weight Limits

- 1) Depending on track capabilities to sustain vehicle loads, there are weight limits expressed in tonnes per axle and tonnes per metre of length.



2) The load of a railway vehicle per metre of length is a load of an unloaded or loaded railway vehicle divided by the length of a railway vehicle expressed in metres and measured from top to top of buffers which are not pressed together, i.e., automatic couplings of a railway vehicle without buffers.

3) Axle load of a railway vehicle is the load of an unloaded or loaded railway vehicle divided by the number of axles on the railway vehicle.

4) [Annex 2.5](#) contains an overview of weight limits.

2.3.6 Line Gradients

1) Ruling line gradient for braking is the size of longitudinal gradient on the basis of which a braking percentage is determined, i.e., the required train braked weight on a certain line, or certain track section.

2) The longest longitudinal gradient (rising or falling) on a line or line section 1,000 metres long or longer is taken as the ruling gradient of that line or section.

3) [Annex 2.18](#) contains an overview of ruling line gradients and resistance per sections.

4) [Annex 2.22](#) contains an overview of braking percentages for braking distances.

2.3.7 Line Speeds

1) Permitted infrastructure speed is the maximum speed at which trains are allowed to run on a line or a line section depending on the constructional

speed and the actually applied technical capability of the railway infrastructure subsystems.

2) [Annex 2.13](#) contains an overview of permitted and limited speeds.

2.3.8 Maximum Train Lengths

1) The maximum permitted length of a train operating on a line, for unobstructed reception and meeting of trains to take place at railway stations, is determined on the basis of maximum permitted train length with respect to usable length of main tracks in individual stations on the relevant line.

2) The length of train is obtained by summing lengths across uncompressed buffers of all vehicles included in a train.

3) For stations which have special track capacities for reception of freight trains, with usable track lengths bigger than usable lengths of the main running track and its neighbouring longer main track, the maximum permitted train length is determined for trains for passenger transport and freight trains respectively.

4) [Annex 2.17](#) contains an overview of maximum train lengths at stations with respect to the usable length of main tracks.

2.3.9 Power Supply

1) Two electric traction systems are used on the railway network:

- 25 kV, 50 Hz AC
- 3 kV DC



2) 1,013 km of the railway network have been electrified, out of which:

- 1,010 km with 25 kV, 50 Hz AC and
- 3 km with 3 kV DC (Šapjane – State border)

3) [Annex 2.6](#) contains an overview of the power supply system.

Contact wire height

4) The height of the contact wire differs in the above-mentioned electric traction systems, and values of the minimum, nominal and maximum height are as follows:

System	Nominal height - h_n [mm]	Minimum height - h_{min} [mm]	Maximum height - h_{max} [mm]
AC 25 kV 50 Hz	5500	5020	6200
DC 3 kV	5350	4950	6000

5) Staggering is in principle carried out at every drop point. For straight tracks there is only contact wire staggering.

6) Staggering in a straight line adds up to ± 200 mm in relation to the static pantograph axis and in curves the permitted extending of the catenary is up to maximum ± 300 mm.

Catenary

7) A catenary consists of a contact wire and a catenary wire of the following characteristics:

System	Contact wire		Catenary wire		Equivalent cross-section [mm ²] Designation
	Designation	Nominal cross-section [mm ²]	Designation	Nazivni presjek [mm ²]	
AC 25 kV 50 Hz	Ri 100 or RiS 100	100	Bz II 65	AC 25 kV 50 Hz	Ri 100 or RiS 100
DC 3 kV	2 x Ri 100 or 2 x RiS 100	2 x 100	Bz II 120	DC 3 kV	2 x Ri 100 or 2 x RiS 100

8) Maximum permitted permanent current in the catenary Ri 100 + Bz II 65 with 20% contact wire wear for the 25 kV, 50 Hz AC system is 560 A for marginal conditions:

Maximum contact wire temperature:	$t = 70^\circ\text{C}$ i.e.:
Permitted supertemperature:	$\vartheta = 30^\circ\text{C}$
Surrounding air temperature:	$t = 40^\circ\text{C}$
Wind speed:	$v = 1 \text{ m/s}$

Pantograph

9) The bow profile used in the 25 kV, 50 Hz system is shown in [Annex 2.12](#), Figure 1 and Figure 2.

10) The bow profile used in the 3 kV system is shown in [Annex 2.12](#), Figure 3.

11) Basic parameters for pantographs according to UIC Leaflet 608:

System	Permitted width of bow used [mm]	Min. length of contact strip [mm]	Static force F_s [N]	Max. aerodyn. force permitted F_a [N]	Max. permitted speed [km/h]	Type of contact strip
AC 25 kV 50 Hz	1600	800	60-90	70	160	graphite



System	Permitted width of bow used [mm]	Min. length of contact strip [mm]	Static force F_s [N]	Max. aerodyn. force permitted F_a [N]	Max. permitted speed [km/h]	Type of contact strip
DC 3 kV	1450	900	80		120	copper

12) Deviations from the mentioned dimensions and characteristics for both systems are possible if the pantograph is compliant with UIC Leaflets 608 and 611 requirements and recommendations.

Catenary voltage and frequency

13) Catenary voltages and frequencies for electric traction systems are as follows:

System	Voltage					Frequency	
	U_{nom} [V]	U_{min2} [V]	U_{min1} [V]	U_{max1} [V]	U_{max2} [V]	Nominal [Hz]	Tolerance [Hz]
AC 25 kV 50 Hz	25000	17500	19000	27500	29000	50	49-51
DC 3 kV	3000		2000	3600	3900		

2.3.10 Signalling System

1) Railway signals serve for signalling by means of which railway staff is able to mutually communicate in a fast and reliable way about train operation, shunting, forbidden and permitted running through a specific place, conditions on the line and the need for speed reduction.

2) The Ordinance on Signals, Signalling Signs and Signalling Markings in Railway Traffic and the Instructions on Signals and Signal Signs (HŽI-4) applies with respect to the use of signals and signalling marks.

3) In accordance with the provisions of the Ordinance on Signals, Signalling Signs and Signalling Markings in Railway Traffic, the following exceptions are in force:

- Permanent and portable signals and signalling markings are built in on the left side of the track in relation to the running direction, as follows:

Line	Establishment	Signal/Signal mark	km position
M102 Zagreb Gk – Dugo Selo	Sesvetska Sopnica	„Stopping place“	433+134
M202 Zagreb Gk - Rijeka		AB signal 711	584+355
M601 Vinkovci - Vukovar	Vinkovci	Entry signal D	0+872
M602 Škrvljevo - Bakar	Šoići	Entry signal B	6+366
	Šoići	Repeating signal PB	6+769
	Šoići	Distant signal PSB	7+366
M603 Sušak – Rijeka Brajdica	Rijeka Brajdica	Entry signal A	1+844
		Distant signal repeater PpA	1+704
L101 Čakovec – M. Središće – State border		Control light signal KS2 ŽCP „Brezje“	16+333

- Stations in which the “Shunting limit” signal is not installed are:

Line	Station
M402 Sava – Zagreb Klara	Zagreb Rk

- Stations where the signalling sign "Departure" as a circle of lighted green bulbs on the exit signal may be used for passenger trains dispatch are:



Line	Station
M502-1 Zagreb Gk – Velika Gorica	Zagreb Klara

- Stations and level crossings where the distance between the control light signal and the level crossing is less than required are:

Line	Departure station	Level Crossing	km	Signal	Distance from level crossing [m]
L101 Čakovec – M. Središće – State border	Čakovec	Brezje	16+019	KS2	314
L201 Varaždin - Golubovec	Golubovec	Novi Golubovec	33+685	KS2	33
L202 Hum-Lug – Gornja Stubica	Gornja Stubica	Gornja Stubica	12+477	KS2	23
L205 Nova Kapela - Našice	Našice	Ciglana	0+479	KS1	204
L209 Vinkovci - Županja	Županja	Županja II	27+161	KS2	100

4) Special safety requirements:

- prior to train departure from the station, the traffic controller has to be sure that the level crossing safety device is closed and that it is working properly
- in the event of the failure of the device, the control signal KS2 shows the indication “defective level crossing”. The driver must act as if the level crossing is not secured.

2.3.11 Traffic Control System

1) On the lines where traffic controllers have visual control over the situation on the block sections between stations, permissions (approvals) and track clearance reports are given by means of safety and signalling devices operated by traffic controllers, while on the lines without visual control over the block section situation, traffic controllers give permission and track clearance reports by means of telecommunication devices (most frequently telephonic ones) in an evidenced way.

2) By way of derogation from the paragraph above, the traffic of trains running in opposite directions and consecutive trains on the line section Vinkovci – Tovarnik on the M104 Novska – Tovarnik – State border line, equipped with remote control devices, is controlled by the dispatcher of the remote-control centre located in the Vinkovci station.

3) The basic requirement when controlling train traffic is that only one train is permitted in one block section, on the same track at a time.

4) For controlling the sequence of trains in blocks, lines can be divided into:

- Block section between stations – when two neighbouring stations control the sequence of trains in station interspace
- Block section between block posts – where station and the neighbouring block post control the sequence of trains in block section interspace; track clearance report at automatic block posts is given automatically when the train leaves the block section between block posts
- Block section between block signals – where the traffic of consecutive trains is controlled by automatic placement of automatic block signals in the positions which signal the signalling signs for forbidden or permitted train run.



5) The traffic of trains running in opposite directions and consecutive trains is regulated by giving permission or approval and track clearance report.

6) Asking for and giving permission or approval is obligatory on single-track lines, and on double-track lines for single-track traffic or two-way traffic, except when approval report is given automatically.

7) Announcing and track clearance report is mandatory on all lines, except for automatic track clearance report.

8) Permission, announcing and track clearance report are provided and received by traffic controller. Exceptionally, the aforementioned actions can be performed by the operating staff of a railway undertaking in accordance with Article 249 of the Traffic Ordinance (HŽI-2).

9) For more detailed information contact:

Address
<p>HŽ Infrastruktura d.o.o. Sektor za pristup infrastrukturi Mihanovićeveva 12 HR – 10 000 Zagreb</p> <p>e-mail: access@hzinfra.hr</p>

Two-way traffic

10) Two-way traffic is the movement of trains on one or the other track of a double-track line in both directions using appropriate track connections for the transition of trains from one track to another without interrupting the train run.

11) On double-track lines equipped with safety and signalling devices for two-way traffic, the regular track is located on the right side of the line in the running direction, and the track next to it is called the neighbouring track.

12) The railway lines where the two-way traffic is applied have to be equipped with safety and signalling devices that enable applying for and giving the permission for both directions for each of the tracks and for the control of track occupancy, as well as with other safety and signalling devices to ensure safe train traffic in both directions and with communication connections necessary for safe operation of such traffic.

13) The following sections of the double track lines are equipped with the devices that enable two-way traffic on both tracks:

Line	Line section
M101 State border – S. Marof – Zagreb Gk	(Dobova) SŽ – State Border – Savski Marof
	Zagreb Zk – Zagreb Gk
M102 Zagreb Gk – Dugo Selo	Zagreb Gk – Zagreb Borongaj
M104 Novska – Tovarnik – State border	Novska – Okučani
	Nova Gradiška – Staro Petrovo Selo
	Strizivojna-Vrpolje – Tovarnik
M201 State border – Botovo – Dugo Selo	Vrbovec - Križevci

14) With respect to the use of traffic control systems, the following apply: Ordinance on the Way and Conditions for the Safe Operation and Management of Railway Traffic, Traffic Ordinance (HŽI-2) and Instruction for Traffic Regulation on the Railway Lines Equipped with the remote-control Devices (HŽI-46).

15) [Annex 2.7](#) contains an overview of the train traffic control system.



16) [Annex 2.8](#) contains an overview of safety and signalling system types.

2.3.12 Communication Systems

1) In traffic operations communication is made verbally or through means of communication. The means of communication have to be a part of an official closed system of communication in which only authorised IM and RUs staff can communicate to each other, and communication with unauthorised persons is not possible.

2) The communication between train controllers who control traffic and train controllers and train drivers is carried out by means of telephones, teleprinting, radiophonic and IT devices.

3) Communication through the means of communication which provide reliable registration of reports is considered as evidenced communication.

4) Reports which relate to train movement control are delivered by means of evidenced communication.

5) [Annex 2.9](#) contains an overview of types of telecommunication devices.

6) Requirements for train operation without train crew, only with a train driver onboard are prescribed by Article 90 of the Ordinance on the Way and Conditions for the Safe Operation and Management of Railway Traffic, and Traffic Ordinance (HŽI-2).

7) [Annex 2.15](#) contains an overview of line sections on which the locomotive train can exceptionally have only the train driver onboard, although the conditions for train operation only with the train driver onboard are not fulfilled.

8) [Annex 2.16](#) contains an overview of lines and line sections which fulfil the requirements for train operation only with the train driver onboard.

2.3.13 Train Control Systems

1) (AS) INDUSI (I 60) autostop device is in use on the railway network. The autostop device is used to control the movement of trains on the railway line. According to the type of functioning, it falls into the category of spot-wise train control devices. The handling and use of the device are set down in the Instruction 425 for Handling Inductive Auto-Stop Device I-60.

2) The purpose of the autostop device is to enhance safety in railway traffic in cases when the train driver does not notice or undertake appropriate measures for speed reduction in front of the "speed limit" signal sign, i.e. for the train to halt in front of the "stop" signal sign.

3) [Annex 2.14](#) contains an overview of lines fitted out with autostop devices.

4) For the time being, there is no automatic train control system on the railway lines in the Republic of Croatia.

5) ETCS (European Train Control System) is the European train control and monitoring system. The system is a European standard in the field of signalling and train management systems. ETCS is part of the ERTMS (European Rail Traffic Management System).

6) The ETCS level 1 has been installed on the railway network on the following sections:

Line	Line Section
M104 Novska –Tovarnik – State border	Novska – Okučani



Line	Line Section
	Vinkovci – Tovarnik – State border

7) On the Line sections from previous paragraph, the (AS) INDUSI (I 60) autostop device is also in use.

2.3.14 Measuring Stations for Safety and Technical Control of Rolling Stock in Motion

1) There are 9 measuring stations in use on the railway network.

2) Measuring stations are additional protection devices that, while the train is running, as part of preventive measures to protect the railway infrastructure, control the correctness of individual train components via measuring circuits.

3) Measuring stations consist of the following systems that measure the parameters of rolling stock in motion:

- axle bearing, brake disc and wheel rims temperature detection system (HBD/HWD)
- wheel defect detection system and weighing in motion (WDD/WIM)
- dragging equipment detection (DED)
- profile validation system (PVS)
- automatic vehicle identification (AVI)

4) Measurement station locations and installed systems:

Measuring station	Line	KM position	HBD/HWD	WDD/WIM	DED	PVS	AVI
Brdovec	M101	443+308	YES	YES	YES	YES	YES

Measuring station	Line	KM position	HBD/HWD	WDD/WIM	DED	PVS	AVI
Sesvetski Kraljevec	M102	440+275	YES	YES			YES
Rajić	M104	296+250	YES	YES			YES
Jankovci	M104	147+100	YES	YES	YES	YES	YES
Drnje	M201	72+850	YES	YES	YES	YES	YES
Vrata	M202	606+847	YES	YES	YES	YES	YES
Jelenski Jarak	M202	559+166	YES	YES			YES
Donje Dubrave	M202	509+184	YES	YES			YES
Sikirevci	M303	12+363	YES	YES	YES	YES	YES

5) HBD/HWD - axle bearing, brake disc and wheel rims temperature detection system consists of a total of three sensors: two sensors for measuring the temperature of the axles (on the outer sides of the rails) and one double-sided sensor that simultaneously measures the temperature of the brakes and wheel rims (between the rails).

6) WDD/WIM - wheel defect detection system and weighing in motion consists of sensors that measure the dynamic forces exerted by each individual wheel on the rail and, by combining the signals from each sensor, assigns dynamic forces and possible damage to a specific wheel. Among other information, the system can, for example, determine or calculate the length of trains, train direction, wheelbase, number of axles, train speed. It also measures static vertical forces from which it determines values such as axle load, wheel load, vehicle mass and load distribution.

7) DED – dragging equipment detection consists of sensors that operate on the principle of impact detection, i.e. acceleration. The sensors detect vibrations transmitted from the cover at the moment of impact of the dragged equipment. In addition to the measuring threshold, a video camera system is installed that takes photos during the impact of the dragged



equipment. By analysing information about the axle above which the dragged equipment was recorded and based on the speed of the train, the exact position where the impact occurred is determined, i.e. on which vehicle in a train the dragged equipment is located.

8) PVS – profile validation system is designed to detect objects that deviate from the relevant loading gauge by more than 5 cm for train speed of up to 160 km/h. Laser sensors are used to detect objects that deviate from the loading gauge. The system uses lasers to detect any object that deviates from the specified profile and generates an appropriate alarm. The system is also equipped with video cameras to create video recordings showing the location and objects that deviate from the specified profile.

9) AVI – automatic vehicle identification consists of a code reader installed near the track that enables the identification of a train or rail vehicle using radio frequency identification (RFID) technology, which then allows specific measured parameters to be assigned to a specific train or vehicle.

10) The measuring stations are connected to the Central Control Centre/Središnji nadzorni centar in Zagreb (main traffic dispatcher) and the competent Regional Transport Operations/Područna prometna operativa, and report alarms to them (exceeded limit values of measured parameters). Based on the reported alarms, dispatcher from the Regional Transport Operations or the Main Traffic Dispatcher take the prescribed actions (contacting the railway undertaking with instructions for further action with the train, based on the type of reported alarm).

2.4 Traffic Restrictions

2.4.1 Specialized infrastructure

- 1) Where there are suitable alternative routes, the infrastructure manager may designate particular section of the railway infrastructure for use by specified types of traffic (specialised railway infrastructure).
- 2) There is no specialised infrastructure on the railway network operated by HŽ Infrastruktura.

2.4.2 Environmental Restrictions

There are no environmental restrictions in respect to, for example, noise levels.

2.4.3 Dangerous Goods

- 1) Dangerous goods are transported on the railway network of the Republic of Croatia in accordance with the Regulations concerning the International Carriage of Dangerous Goods by Rail - RID and the Transport of Dangerous Goods Act.
- 2) The following stations on the railway network of the Republic of Croatia are opened for loading/unloading of class 1 RID goods (explosive substances and articles): Budinščina, Karlovac, Labin Dalmatinski, Ličko Lešće, Šapjane and Turopolje.
- 3) The Ministry of the Interior of the Republic of Croatia can approve the transport of class 1 RID goods from other stations by a special decision.



4) Detailed information can be obtained at the following address:

Address
<p>HŽ Infrastruktura d.o.o. Ured upravljanja sigurnošću Grupa za unutarnju sigurnosnu kontrolu i audit Trg kralja Tomislava 12 HR – 10 000 Zagreb</p> <p>Tel: +385 1 378 37 34 Fax: +385 1 378 34 28</p>

2.4.4 Tunnel Restrictions

There are no restrictions relating to special conditions which are not derived from tunnel construction parameters, such as prohibited use of diesel traction in tunnels and similar.

2.4.5 Bridge Restrictions

There are no restrictions relating to special conditions which do not derive from bridge construction parameters.

2.4.6 Restrictions Due to Wind

1) Regarding the wind strength on the railway network of the Republic of Croatia there are some restrictions of traffic on the following sections:

Line	Line section
M202 Zagreb Gk - Rijeka	Moravice - Rijeka
M604 Oštarije - Knin - Split	Gračac - Knin

2) Regulations relating to wind strength restrictions are prescribed by the Instruction for the Use of Instrument for Measuring Wind Velocity and Direction (HŽI-451).

2.4.7 Restrictions Relating to Fixed Installations for Electric Traction Power Supply

1) Due to technical solutions applied on fixed installations for electric traction power supply, the following restrictions are in force:

- braking with energy return to the network for the 25 kV, 50 Hz AC system is prohibited
- the use of 1,950 mm wide pantograph is prohibited.

2) After all the necessary conditions have been met, braking with energy return to the network for the 25 kV, 50 Hz AC system will be allowed, and HŽ Infrastruktura will inform railway undertakings.

2.4.8 Restrictions Due to Snow

1) Instruction on Ensuring Operations during the Winter (HŽI-333) prescribes preventive and enforcement measures to ensure the safe and orderly flow of rail traffic in the winter period.

2) The winter period begins on November 15 and ends on March 15.

II.



2.4.9 Restrictions of Usage of more Locomotives next to Each Other

Traction with more locomotives that are located next to each other cannot be performed on the following line sections:

Line	Line section
L103 Karlovac - Kamanje – State border	Kamanje – State border
L204 Banova Jaruga - Pčelić	Kukunjevac - Dobrovac
	Pakrac - Badljovina
	Škodinovac - Koreničani

2.4.10 Restriction on the Railway Infrastructure in Connection with Pushing of a Train

Pushing of trains is allowed on all sections except the following sections:

Line	Line section where pushing is not allowed
M402 Sava – Zagreb Klara	Zagreb RkOs – Zagreb RkPs (up the hump)
M405 Zagreb Zk – Trešnjevka	Zagreb Zk – Trešnjevka
M602 Škrljevo – Bakar	Škrljevo – Bakar
M603 Sušak – Rijeka Brajdica	Sušak-Pećine – Rijeka Brajdica (tunnel)
R106 Zabok – Đurmanec – State border	Krapina – Đurmanec – State border
R201 Zaprešić – Čakovec	Budinščina – Turčin
R202 Varaždin – Dalj	Đurđenovac – Našice
L201 Varaždin – Golubovec	Lepoglava – Golubovec
L204 Banova Jaruga – Pčelić	Pakrac – Pčelić

Line	Line section where pushing is not allowed
L205 Nova Kapela – Našice	Čaglin – Našice
L207 Bizovac - Belišće	Valpovo – Belišće

2.5 Availability of the Infrastructure

- 1) All railway lines operated by HŽ Infrastruktura are open for the entire railway traffic 24 hours a day, except the lines mentioned in [Annex 2.19](#).
- 2) The railway undertaking may request the allocation of infrastructure capacity for the annual timetable outside of the operating hours of the line or establishments referred to in [Annex 2.19](#). If possible, the infrastructure manager will comply with the request.
- 3) If a railway undertaking submits an ad hoc capacity request during the timetable for the capacity outside of the operating hours of the line or the establishment, it shall bear all the costs incurred due to the extension of operating hours of that line i.e. that establishment. If possible, the infrastructure Manager will comply with the extension of operating hours.
- 4) Costs incurred as a result of the extension of the working time of the railway line or the working time of official posts shall be calculated as a full hour after each hour started.
- 5) If several applicants use the extension of working hours, they jointly bear the costs incurred in that part in which they used them jointly.
- 6) When trains, due to an extraordinary event, are delayed or have to use an alternative transport route on lines with limited operating hours, train traffic can exceptionally run outside operating hours of those lines without





submitting a request for infrastructure capacity allocation and without charging the costs incurred due to the extension of the line operating hours, i.e. working hours of establishments.

7) Infrastructure manager is responsible for the maintenance, renewal and enhancement of infrastructure in order to enable appropriate and safe performance of services. In this respect HŽ Infrastruktura is planning regular line maintenance which affects the availability of infrastructure, relating to closure of specific sections of lines for a specific time period or temporary speed restrictions.

8) Infrastructure capacity restrictions required for regular infrastructure maintenance are a part of the capacity allocation process and are published in materials with a valid timetable in “Table XXI. Overview of Track Closures for Regular Maintenance”, Railway Lines Handbook.

9) HŽ Infrastruktura will notify all railway undertakings about all other longer planned railway infrastructure works which will have impact on transport operations in the form of speed reductions, train delays, route changes and substitutes of trains by buses, etc. Infrastructure manager and railway undertakings will jointly agree on the most favourable possible solutions.

10) More detailed information on temporary capacity restrictions can be found in [point 4.3](#).

2.6 Infrastructure Development

1) Railway infrastructure operated by HŽ Infrastruktura is being constantly renewed and modernised in order to provide the best possible quality service to its users.

2) [Annex 2.21](#) contains the planned works on modernization and construction of railway infrastructure.



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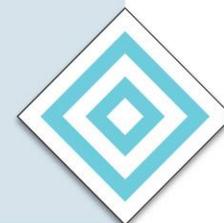
14 December 2025 –
12 December 2026

NETWORK Statement



3 ACCESS CONDITIONS

- 3.1 Introduction
- 3.2 General Access Requirements
- 3.3 Contractual Arrangements
- 3.4 Specific Access Requirements



3 ACCESS CONDITIONS

3.1 Introduction

- 1) This Chapter describes the terms and conditions related to access to the railway infrastructure (minimum access package) managed by HŽ Infrastruktura.
- 2) These terms and conditions also apply on the parts of the rail freight corridors which pass through the railway infrastructure managed by HŽ Infrastruktura.

3.2 General Access Requirements

- 1) The terms and conditions of access to the railway infrastructure of the Republic of Croatia are determined by the Railway Act, bylaws passed under this Act, the Act on Safety and Interoperability of the Rail System and other regulations listed in [Annex 1.1](#) of the Network Statement.
- 2) A railway undertaking, holding a unique safety certificate, can perform rail transport services on railway infrastructure, provided that it has concluded an access contract with the infrastructure manager. The access contract regulates mutual rights and obligations between the railway undertaking and the infrastructure manager regarding the minimum access package and track access to service facilities.

3.2.1 Conditions for Applying for Capacity

- 1) The request for the allocation of the infrastructure capacity is submitted by an applicant.
- 2) The applicant for the allocation of infrastructure capacity means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity.
- 3) The request for the allocation of infrastructure capacity for the annual timetable can be submitted by any applicant, while in order to submit the request for the allocation of ad hoc capacity, it is necessary to conclude the access contract or a contract on the use of railway infrastructure.
- 4) For submitting the infrastructure capacity allocation request, the applicant must have access to the NTR (see [point 4.2](#)).
- 5) A non-RU applicant is obliged to nominate a railway undertaking in the request for the allocation of infrastructure capacity. Nominated RU concludes an Access Contract with the infrastructure manager. The non-RU applicant, with the prior consent of the infrastructure manager, may engage another railway undertaking (not nominated in the request). A non-RU applicant concludes with the infrastructure manager a contract governing the use of railway infrastructure. For special rules for the non-RU applicants please refer to [point 3.3.3](#) of this Network Statement.
- 6) Applicants can apply for train paths crossing more than one railway network. The request shall be submitted through the single point of contact,



"one-stop shop", which is a joint body of infrastructure managers or one of the infrastructure managers involved in the train path.

7) The infrastructure manager, to whom the request was submitted, is authorized to act on behalf of the applicant and request the infrastructure capacity from other relevant infrastructure managers.

8) Any trading in infrastructure capacity is prohibited and leads to the exclusion of such applicant from further allocation of infrastructure capacity. The use of capacity by a railway undertaking when carrying out the business of a non-RU applicant shall not be considered as transfer.

9) The conditions for applying for the infrastructure capacity on Baltic Sea – Adriatic Sea corridor are set out on:

<https://cip.ne.eu/topology/interactive-map?welcome=true>

10) The conditions for applying for the infrastructure capacity on Mediterranean corridor are set out on:

<https://www.medrfc.eu/our-services/commercial-offer/>

11) The conditions for applying for the infrastructure capacity on Western Balkans – Eastern Mediterranean corridor are set out on:

<https://www.rfc-awb.eu/offer/train-path/>

3.2.2 Conditions for Access to the Railway Infrastructure

1) The services of railway transport can be provided by railway undertakings in terms of the Railway Act, namely within the scope of the licence for performing railway transport services, as well as the single safety certificate for the performance of railway transport services, which they hold.

2) Each railway undertaking shall be granted, under equitable, non-discriminatory and transparent conditions, the right of access to the railway infrastructure for the purpose of operating rail freight services. The right of access shall include access to tracks connecting maritime and inland ports and other service facilities with the railway infrastructure and access to sidings serving or potentially serving more than one final customer.

3) Each railway undertaking shall be granted, under equitable, non-discriminatory and transparent conditions, the right of access to railway infrastructure for the purpose of operating rail passenger services. The right of access shall include access to tracks connecting service facilities with the railway infrastructure. Exceptionally, the right of access is not granted when one or more public service contracts cover the same route or an alternative route and if the exercise of right of access would compromise the economic equilibrium of those contracts.

4) An applicant intending to request infrastructure capacity with a view of operating passenger services for which the right of access is limited (Article 23 of the Railway Act) shall inform the infrastructure manager and the Regulatory Body no less than 18 months before the entry into force of the working timetable to which the request for capacity relates.

5) The applicant may inform HŽ Infrastruktura and the regulatory body using the form published by the regulatory body on its website:

<https://www.hakom.hr/en/rail-services-market/310>

6) The information, that is, the form is delivered to the address:

access@hzinfra.hr

7) Guidelines for Conducting the Economic Equilibrium Test are also published by the regulatory body at the same link mentioned in point 5).



8) When an applicant submits a request for the infrastructure capacity for which right of access is limited and if the economic equilibrium test has been initiated, the infrastructure manager shall act on the request and offer the infrastructure capacity, but the railway undertaking shall not use it until the economic equilibrium test has been completed.

3.2.3 Licences

1) Licence is an authorisation for the provision of rail transport services, issued by a licensing authority, which grants the railway undertaking the right to provide all or specific types of rail transport services.

2) A licence in the Republic of Croatia is issued at the request of a domestic legal person by the ministry in charge of rail transport. The licence is valid throughout the territory of the European Union.

3) The ministry in charge of railway transport is Ministry of the Sea, Transport and Infrastructure, Directorate for Railway Infrastructure and Transport. For contact see [point 1.6](#).

4) Licences issued to railway undertakings by the competent authorities of other Member States are recognised on the territory of the Republic of Croatia.

5) The requirements for granting a licence for the performance of railway transport services have been set down in the Railway Act.

3.2.4 Safety Certificate

1) HŽ Infrastruktura may, for the purpose of providing passenger and freight transport service in a safe manner, provide access to the railway

infrastructure only to a railway undertaking holding a single safety certificate (SSC).

2) A single safety certificate is issued by the European Union Agency for Railways (ERA) to those railway undertakings having an area of operation in one or more Member States of the European Union.

3) More at:

https://www.era.europa.eu/domains/applicants/applications-single-safety-certificates_en

4) Where the area of operation of the railway undertaking is limited to the territory of the Republic of Croatia, a single safety certificate may, at the request of the railway undertaking, be issued by ASŽ. A single safety certificate issued by the ASŽ is valid, without an extension of the area of operations, for railway undertakings traveling to stations in neighbouring EU Member States with similar network characteristics and similar operating rules, when those stations are close to the border, following consultation of the competent national safety authorities. This consultation may be carried out on a case-by-case basis or set out in a cross-border agreement between Member States or national safety authorities.

5) More information on the conditions and procedure for issuing single safety certificate, including the National Application Guide on Issuing Single Safety Certificates, is available on the ASŽ website:

<https://www.asz.hr/single-safety-certification-ssc/?lang=en>

6) The application for single safety certificate is submitted through the one-stop shop referred to in Article 12 of Regulation (EU) 2016/796:

<https://oss.era.europa.eu/logon.jsp>

7) A single safety certificate is issued with a validity period of no more than five years.



8) HŽ Infrastruktura will allow non-member state railway undertakings that do not hold a single safety certificate to access the border handover station on the territory of the Republic of Croatia provided that an appropriate level of safety is ensured by a cross-border agreement between states or by contractual arrangements between a third country railway undertaking and railway undertaking or infrastructure manager (see article 31 of the Act on Safety and Interoperability of the Rail System).

3.2.5 Insurance

1) In order to obtain a license, a domestic legal person must be insured with an insurance company in a minimum amount determined by the Ordinance of the Minister, or have adequate guarantees under market conditions for covering of its liabilities in the event of accidents in accordance with national and international law, in particular in respect of passengers, luggage, freight, mail, and in relation to third parties in accordance with the regulations governing non-contractual obligatory relations.

2) HŽ Infrastruktura may, at any time, request evidence of insurance or corresponding guarantees for the relevant period from the railway undertaking.

3) A railway undertaking licensed by the competent authority of another EU Member State or a railway undertaking in terms of the Act on Safety and Interoperability of the Rail System which is not required to have a license, shall, prior to signing the railway infrastructure access contract, submit to HŽ Infrastruktura appropriate evidence of insurance or corresponding liability coverage guarantee in the event of an accident. HŽ Infrastruktura will check whether the insurance approved by the licensing authority is sufficient in the Republic of Croatia. HŽ Infrastruktura may request the Croatian licensing authority to carry out this check in accordance with Commission Implementing Regulation (EU) 2015/171 on certain aspects of the procedure

of licensing railway undertakings. The railway undertaking cannot use the infrastructure capacity until it is established that its insurance is sufficient in the Republic of Croatia.

3.3 Contractual Arrangements

3.3.1 Framework Agreement

1) A framework agreement is a legally binding agreement under private or public law setting out the rights and obligations of an applicant and the infrastructure manager in relation to the infrastructure capacity to be allocated and the charges to be levied over a period longer than one working timetable period.

4) According to Article 14, point 1 of the Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity, HŽ Infrastruktura gives a statement that it does not propose framework agreements and that it does not have such agreements in operation. Articles 1 to 11 and Article 13 of this Regulation do not apply to the railway network managed by HŽ Infrastruktura.

3.3.2 Contracts with RUs

1) An access contract to the railway infrastructure regulates mutual rights and obligations between a railway undertaking and the infrastructure manager regarding the minimum access package and track access to service facilities.



2) Under the access contract, HŽ Infrastruktura grants a railway undertaking the access to railway infrastructure. The allocated infrastructure capacity, i.e. train path, may only be used after the conclusion of the access contract.

3) HŽ Infrastruktura has adopted the General Terms and Conditions on Access to Railway Infrastructure, which are published on HŽ Infrastruktura's website:

https://eng.hzinfra.hr/?page_id=284

4) By signing the access contract, a railway undertaking acknowledges and accepts the General Terms and Conditions, which therefore become an integral part of the access contract.

5) Regarding other railway services provided by the infrastructure manager, separate contracts are concluded.

3.3.3 Contracts with non RU Applicants

1) A non-RU applicant concludes with the infrastructure manager an agreement governing the use of railway infrastructure. This Agreement is signed after the procedure for annual timetable capacity allocation has been carried out.

2) At the time of application for the allocation of infrastructure capacity, non-RU applicant does not have to meet any special requirements. As the request is filed using NTR, it is necessary to request access to NTR beforehand (see [point 4.2](#)). In its request for the infrastructure capacity, the non-RU applicant must nominate a railway undertaking that will conclude the access contract with the infrastructure manager.

3) Upon the receipt of such applicant's request for the annual timetable, HŽ Infrastruktura will calculate the amount of charges for all requested train

paths for the entire timetable or the rest of the timetable. Within ten days after the receipt of the HŽ Infrastruktura's notice on the amount of charges for requested infrastructure capacity, the non-RU applicant shall pay a down payment in the amount of 2% of the set charges. The paid down payment shall be included in the fulfilment of the obligations of the applicant. When HŽ Infrastruktura cannot grant the infrastructure capacity requested, the down payment will be returned to the applicant.

4) If a non-RU applicant wants to use only ad hoc capacity during the running timetable, it is obliged to request the conclusion of an agreement governing the use of railway infrastructure and to foresee the train paths it intends to use until the end of the timetable. HŽ Infrastruktura will determine the amount of charges for the anticipated ad hoc train paths and inform the applicant accordingly. Within ten days after the receipt of the HŽ Infrastruktura's notice, a non-RU applicant is obliged to pay the down payment in the amount of 2% of the set charges. Upon the conclusion of the agreement and upon obtaining access to the application for ordering and cancelling of train paths (NTR), the applicant may submit train path requests for ad hoc capacity.

3.3.4 General Terms and Conditions

1) As an integral part of the access contract for the railway infrastructure of the Republic of Croatia managed by HŽ Infrastruktura, "the General Terms and Conditions of the Access Contract" apply, which are available on the website:

https://eng.hzinfra.hr/?page_id=284

2) The General Terms and Conditions are modelled on the European General Terms and Conditions (EGTCs) agreed between RailNetEurope as the representative of the infrastructure managers and capacity allocation bodies and CIT as the representative of the railway undertakings.



3.4 Specific Access Requirements

3.4.1 Rolling Stock Acceptance

1) Before placing a vehicle (vehicle type) on the market of the Republic of Croatia, the vehicle must have Vehicle type authorisation issued by the ERA or ASŽ respectively. The Vehicle type authorisation confirms the vehicle and/or vehicle type (Vehicle type authorisation or Vehicle authorisation for placing on the market).

2) Vehicle authorisation for placing on the market for the vehicle whose area of use is not limited to the territory of the Republic of Croatia is issued by the ERA. This authorisation grants placing of the vehicle on the market of the European Union.

3) When the area of use of the vehicle is limited to the territory of Croatia, authorisation for placing on the market can, at the request of the railway undertaking, be issued by ASŽ. The authorisation issued by ASŽ is valid, without extension of the area of use and after consultation with the competent national safety authorities, for vehicles traveling to stations in neighbouring European Union Member States with similar network characteristics, if these stations are near the border (border handover station).

4) Application for issuing of the vehicle authorisation for placing on the market is submitted through the one-stop shop (OSS) referred to in Article 12 of Regulation (EU) 2016/796:

<https://oss.era.europa.eu/logon.html>

5) More information on the conditions and procedure for issuing vehicle authorisation for placing on the market, including the National Guide for the Vehicle Authorisation, is available on the ASŽ website:

<https://www.asz.hr/va-izdavanja-odobrenja-za-stavljanje-vozila-tipova-na-trziste/?lang=en>

6) More on procedure before ERA:

https://www.era.europa.eu/domains/applicants/applications-vehicle-type-authorisations_en

3.4.2 Staff Acceptance

1) The term operating staff covers workers who perform tasks related to the safety of the railway system, especially those tasks where they participate directly in the performance of rail transport. Operating staff must be at least 18 years old and meet the health and professional requirements to perform activities independently.

2) The operating staff must have adequate medical fitness, which includes the physical and mental fitness to perform their duties. Medical fitness is determined by a medical examination, and upon this examination, a medical certificate that confirms medical, i.e. physical and mental fitness is issued. Medical examinations are carried out by health institutions, companies practicing occupational medicine, and occupational medicine specialists in private practices.

3) Operating staff proves its professional competence by a certificate of professional examination. Professional training includes acquiring knowledge and skills, and using that knowledge in practice in regular, difficult and emergency situations. Professional training and professional exams of operating staff can be performed by all legal and natural persons, who meet the prescribed requirements.

4) Railway undertaking which employs operating staff, has to, within its safety management system, establish and document the procedure it carries



out in order to ensure medical fitness, i.e. physical and mental ability of operating staff and provide a training program for operating staff, professional exams and a system that ensures their permanent training and performance in a professional manner.

5) A railway undertaking is responsible for the supervision of medical, physical and mental fitness and professional fitness of the operating staff employed.

Train drivers

6) Only a certified train driver can independently operate a train traction unit, locomotive, shunting locomotive, special purpose self-propelled train and work train. Authorization of the driver is proven by a train driving licence and a complementary certificate. The form and content of the train driving licence, complementary certificate, certified copy of complementary certificate and the application form for train driving licences are set out in Commission Regulation (EU) No 36/2010.

7) The train driving licence is used to determine identity and to prove that the train driver meets the minimum conditions as regards medical requirements, i.e. physical and mental fitness, education and general professional fitness. ASŽ issues the train driving licence, based on the request of a train driver or a legal entity that employs him. The train driving licence is issued for a period of 10 years. The license is the property of the driver and is valid in the European Union. The Republic of Croatia recognizes the train driving licenses issued by competent authorities of other Member States of the European Union. ASŽ keeps and updates the register of all licenses issued, updated, renewed, amended, expired, temporarily repealed, seized or reported as lost, stolen or destroyed, in accordance with the Commission Decision 2010/17/EC 2010/17/EZ of 29 October 2009 on the adoption of basic parameters for registers of train driving licences and complementary certificates provided for under Directive 2007/59/EC.

8) The complementary certificate is used to prove that the driver meets the requirements for driving certain vehicles on a certain railway infrastructure. The complementary certificate lists all the railway vehicles that the train driver is authorised to drive, all the railway lines on which he is authorized to drive, his knowledge of operational rules and the safety signalling system and knowledge of the Croatian language. The complementary certificate is issued by the railway undertaking which employs or contracts the train driver. The railway undertaking must ensure that a the register of complementary certificates it has issued, updated, renewed, amended, that are expired, temporarily repealed, seized or reported as lost, stolen or destroyed, is kept and updated in accordance with Decision 2010/17/EC.

9) The Minister shall prescribe in an ordinance the minimum requirements in terms of medical fitness, i.e. physical and mental fitness, education and general professional fitness, as well as the content and manner of their regular examination.

10) The train driver must have appropriate education and be professionally qualified. The training of train drivers shall include the part relating to the license and reflecting the general expertise and the part relating to the complementary certificate and reflecting the specific expertise. Training is conducted by training centres authorized by the ASŽ. Exams for purposes of issuing the train driver license and complementary certificate are supervised by examiners authorised by the ASŽ.

11) A railway undertaking shall ensure and verify the validity of licenses and complementary certificates of the driver that it employs or contracts and shall for that purpose establish a supervising system. At any time, the ASŽ may supervise whether the train driver has valid documents in accordance with Act on Safety and Interoperability of the Rail System.



Knowledge of language

12) The driver must have knowledge of the Croatian language that enables active and effective communication in routine, adverse and emergency situations, which means that he must understand and be able to communicate in Croatian language, level B1 of the Common European Framework of Reference for Languages (CEFR).

13) At the request of one or several railway undertakings, in cooperation with one or several infrastructure managers, the European Commission may approve a pilot project for a maximum duration of 36 months which derogates from the requirement of proficiency in Croatian, level B1 on a section of the network on which a pilot project is on-going.

14) For train drivers who run trains of railway undertakings on railway sections between the state border and border stations, HŽ Infrastruktura may grant an exemption from the requirement of knowledge of the Croatian language, level B1. In order to be exempted, railway undertaking shall request a derogation. The request is granted on the basis of a railway undertaking's statement that the train drivers have the knowledge of the Croatian language to an extent sufficient to communicate and if the railway undertaking proves that it has established additional measures to ensure communication between the train drivers and HŽ Infrastruktura staff in routine, degraded and emergency situations (bilingual documents and guidelines, predetermined messages for communication, etc.). Railway undertakings which have been granted an exemption and HŽ Infrastruktura as part of its safety management system ensure that the train drivers and infrastructure manager staff are aware of the rules of communication and the measures to ensure communication, and that they are properly trained. A railway undertaking can apply for an exemption to:

Address
<p>HŽ Infrastruktura d.o.o. Sektor za promet Mihanovićeva 12 HR – 10 000 Zagreb</p> <p>e-mail: granice@hzinfra.hr</p>

3.4.3 Exceptional Transport

1) An exceptional consignment is a railway vehicle, loaded or unloaded, which at a certain railway track, on which it is transported or used, exceeds the allowed rolling stock profile (loading gauge) and/or maximum axle weight and/or maximum weight per metre and/or which has constructional, technical or other characteristics that do not meet the prescribed conditions, as well as a railway vehicle that for any another reason may require special traffic and technical conditions of transportation.

2) The transport of exceptional consignments in domestic and international railway transport is approved by the infrastructure manager, as well as the terms under which this transport can be carried out. The transport of exceptional consignments is regulated by the Ordinance on the Conditions for the Transport of Exceptional Consignments by Rail.

3) For the transport of exceptional consignments in international transport, a railway undertaking has to obtain a written approval of all relevant infrastructure managers. A railway undertaking operating in international transport has to abide by UIC Leaflet 502, which governs the procedures of granting requests for exceptional consignments transport. Exceptional consignments can be accepted for transport only when all technical and operative conditions have been met.



4) For more detailed information on the transport of exceptional consignments, please refer to [Chapter 4](#) and [5](#) of this Network Statement.

5) Contact for the transport of exceptional consignments:

Address
<p>HŽ Infrastruktura d.o.o. Sektor za promet Odjel za izvršenje prometa Mihanovićeva 12 HR – 10 000 Zagreb</p> <p>Tel: +385 1 453 40 28 e-mail: ip@hzinfra.hr</p>

3.4.4 Dangerous Goods

1) Dangerous goods are goods, which can pose a risk to health, cause environmental pollution or material damage, which have dangerous properties for human health and the environment, and which are as such defined by laws, other regulations and international agreements; and which can, based on their nature or properties and state of matter, pose a danger to public order and safety when transported, and which have proven toxic, corroding, irritating, flammable, explosive or radioactive effects. Raw materials used to produce dangerous goods and waste are also considered dangerous goods if they have properties of dangerous goods.

2) Transport of dangerous goods has been regulated under the Transportation of Dangerous Goods Act, which regulates the transport of dangerous goods in road, rail and air traffic and inland waterways traffic. Transport of dangerous goods is also subject to the Convention concerning International Carriage by Rail, Appendix C (RID).

3) For more detailed information on the transport of dangerous goods, please refer to [Chapter 4](#) and [5](#) of this Network Statement.

4) For additional information please contact:

Address
<p>HŽ Infrastruktura d.o.o. Ured upravljanja sigurnošću Grupa za unutarnju sigurnosnu kontrolu i audit Trg kralja Tomislava 12 HR – 10 000 Zagreb</p> <p>Tel: +385 1 378 37 34 Fax: +385 1 378 34 28</p>

3.4.5 Test Trains and Other Special Trains

1) Test train runs are used to test railway vehicles. In the case of test train runs, the prescribed maximum permitted speeds may be deviated from. Safety measures and the organization of traffic for the test train runs are prescribed by HŽ Infrastruktura, i.e. Odjel za izvršenje prometa, in cooperation with the organizational units concerned. Trains carrying out test runs shall not carry passengers nor dangerous goods.

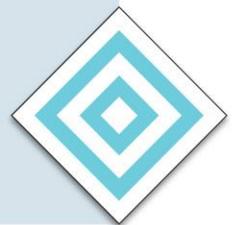
2) The test train run may require additional engagement of HŽ Infrastruktura workers in the preparation and performance of the train run. The charge for additional engagement of workers is charged in the amount of costs actually incurred for each individual case.

3) Information on submitting the request for test runs of trains can be found in [point 4.5.3](#).



4 CAPACITY ALLOCATION

- 4.1 Introduction
- 4.2 General Description of the Process
- 4.3 Reserving Capacity for Temporary Capacity Restrictions
- 4.4 Impact of Framework Agreements
- 4.5 Path Allocation Process
- 4.6 Congested Infrastructure
- 4.7 Exceptional Transport and Dangerous Goods
- 4.8 Rules After Path Allocation
- 4.9 TTR for Smart Capacity Management
- 4.10 Capacity Allocation Principles for the RFCs



4 CAPACITY ALLOCATION

4.1 Introduction

HŽ Infrastruktura as the Croatian rail infrastructure manager conducts the infrastructure capacity allocation procedure and allocates infrastructure capacity in a fair and non-discriminatory manner.

4.2 General Description of the Process

1) The allocation of infrastructure capacities in the form of a train path is carried out according to procedures specified in this document for:

- infrastructure capacity allocation process for annual timetable and for regular amendments of the annual timetable
- infrastructure capacity allocation process for ad hoc requests

How to apply

2) Applicants submit the requests for infrastructure capacity allocation using applications NTR or PCS.

3) Access to NTR is possible with username and password. Username and password can be requested by filling out the form “Obrazac zahtjeva za pristup aplikacijama” available on the website of HŽ Infrastruktura/Korisnički centar:

<https://www.hzinfra.hr/naslovna/pristup-infrastrukturi/korisnicki-centar/>

4) HŽ Infrastruktura will assign a username and password to the applicant as soon as possible.

5) Method of access to NTR and User's Manual will be provided to the applicant when assigning a username and password.

6) Exceptionally, in case of the inability to use the web application NTR, the ad hoc request for infrastructure capacity allocation can be submitted by e-mail: adhocplaner@hzinfra.hr, using “Train Path Request Form”. However, the applicant is obligated to submit the request using NTR subsequently during the same day.

7) When train path request is exceptionally submitted using “Train Path Request Form”, data has to be filled out in accordance with the Instruction for completing the form which is an integral part of the Request. Mandatory data is marked in the Train Path Request Form. It is not possible to submit the request using NTR unless all required information is completed.

8) The Train Path Request Form and Instructions for completing the form are available on the website of HŽ Infrastruktura/Infrastructure Access:

https://eng.hzinfra.hr/?page_id=284

9) PCS (Path Coordination System) is an international path request coordination system for Railway Undertakings (RUs) and other Applicants, Infrastructure Managers (IMs), Allocation Bodies (ABs) and Rail Freight Corridors (RFCs). The web-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Furthermore, PCS is the only tool for publishing the binding PaPs (pre-arranged paths) and RC (reserved capacity) offer on RFCs.

10) Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu

11) Applicants submit the requests for infrastructure capacity allocation in PCS via:

<http://pcs.rne.eu/>



12) More at:

<http://pcs.rne.eu/>

13) A request for infrastructure capacity allocation submitted to HŽ Infrastruktura within regular deadline determined in [Annex 4.1](#) and which contains all necessary elements, makes a basis for timetabling and train path allocation. If the applicant partially or completely changes the request after the expiry of the deadline for request submission, such request will be considered as a request submitted outside the regular deadline.

14) Train paths agreed at international timetable conferences must also be requested via NTR, if they are not requested via PCS.

Competent bodies involved in the capacity allocation process and their responsibility

15) Bodies participating in the capacity allocation process:

- HŽ Infrastruktura - as infrastructure manager and capacity allocation body
- Applicant - a railway undertaking or an international grouping or other persons or legal entities with a public-service or commercial interest in procuring infrastructure capacity
- RNE – RailNetEurope – association founded by the European Infrastructure Managers and Allocation Bodies whose task is to provide quick and easy access to European railway infrastructure and increase the quality and effectiveness of international rail traffic. Harmonizes the requirements and procedures in the management of international rail infrastructure
- FTE – ForumTrainEurope – European organization of railway undertakings, which represents the European forum for technical planning of international passenger and freight transport

- C-OSS of rail freight corridors: Mediterranean and Alpine-Western Balkan - a body for allocation of pre-arranged international train paths (PaPs) and reserve capacity (RC) on the corridor in accordance with Regulation (EU) 913/2010 on behalf of the infrastructure managers involved in the corridor. Rules applicable for allocation of train paths via C-OSS are described in the Corridor Information document (CID), Chapter 4.

16) HŽ Infrastruktura, as infrastructure manager and capacity allocation body, is actively involved in the work of the above-mentioned international organizations.

17) Non-RU applicant may inform the infrastructure manager that a railway undertaking that will perform transport services for it, will participate on its behalf in all the activities of the capacity allocation process.

4.3 Reserving Capacity for Temporary Capacity Restrictions

4.3.1 General Principles

1) During timetabling, HŽ Infrastruktura will reserve a part of infrastructure capacities for its own needs; it is to be used for railway infrastructure maintenance.

2) Capacity allocation for maintenance, renewal and enhancement of railway infrastructure is carried out by Sektor za promet, Odjel za izvršenje prometa.



Address
<p>HŽ Infrastruktura d.o.o. Sektor za promet Odjel za izvršenje prometa Mihanovićeve 12 HR – 10 000 Zagreb</p> <p>e-mail: zatvori@hzinfra.hr</p>

4.3.2 Deadlines and Information Provided to Applicants

- 1) Major works that will cause temporary capacity restrictions, which are known at the time of adoption and publication of this Network Statement, can be found in [Annex 2.21](#).
- 2) For the purpose of regular maintenance, the intervals of a line or track closures are determined in the timetable or on the basis of the request of the competent organizational unit. Periods reserved for regular maintenance determined by the timetable are published in the valid timetable materials in "Table XXI. Overview of Track Closures for Regular Maintenance", Railway Lines Handbook.
- 3) HŽ Infrastruktura holds regular monthly meetings with all interested parties, which includes railway undertakings and service facilities operators, about all planned closures of railway lines or tracks. In addition, HŽ Infrastruktura informs railway undertakings and service facility operators about closures of railway lines or tracks no later than 10 days before the planned closure.
- 4) The Infrastructure Manager shall, as soon as possible, inform the interested parties about unplanned railway infrastructure maintenance works which will lead to the unavailability of infrastructure capacity.

5) When the closure of a line or a track affects the organization of railway traffic of a neighbouring infrastructure manager, HŽ Infrastruktura informs this IM in accordance with special joint agreements.

4.4 Impact of Framework Agreements

HŽ Infrastruktura does not propose framework agreements. See [point 3.3.1](#).

4.5 Path Allocation Process

4.5.1 Annual Timetable Path Requests

- 1) Before commencing the draft of the working timetable, the Infrastructure Manager shall agree with other relevant Infrastructure Managers on international train paths to be included in the timetable, with adjustments being made only if absolutely necessary.
- 2) Requests for infrastructure capacity allocation for the timetable 2025/2026 are submitted within regular deadline determined [Annex 4.1](#).
- 3) After the regular deadline for submission of annual timetabling requests has passed, HŽ Infrastruktura starts with timetabling and with making a timetable draft, at the same time attempting to fulfil the needs of users as much as possible in a transparent and non-discriminatory manner.
- 4) In the process of timetable drafting, the coordination between HŽ Infrastruktura and applicants will be carried out in order to meet the demands for capacity allocation.





5) All the limitations imposed by HŽ Infrastruktura and planned infrastructure maintenance works will be taken into consideration by taking into account how reservation of capacity for maintenance affects the applicants.

6) In case of conflicting requests, HŽ Infrastruktura will, together with applicants, endeavour to find a solution acceptable to all interested parties. If an agreement is not reached, HŽ Infrastruktura has the right to offer infrastructure capacity that is different from the requested one, by applying priority rules mentioned under [point 4.6](#).

7) HŽ Infrastruktura will, in line with deadline defined in [Annex 4.1](#) deliver the timetable draft to the applicants in computerized form and invite other interested parties through the official websites to examine the draft timetable. The draft timetable represents the offer of infrastructure capacities.

8) Applicants have to submit observations on the timetable draft in writing in line with deadlines defined in [Annex 4.1](#).

9) If HŽ Infrastruktura does not receive any observations on the draft timetable within the defined deadline, it will be considered that the applicant agrees with the draft.

10) Based on written observations and in compliance with the procedure set down in [point 4.5.4](#) HŽ Infrastruktura will finally agree on infrastructure capacities according to requests received within the regular deadline, in line with the deadline defined in [Annex 4.1](#).

11) The allocation of infrastructure capacity is carried out through the NTR, and the allocation of infrastructure capacities for international trains can also be carried out through the PCS.

12) The applicant is obligated to accept the offered capacity no later than 30 days before the beginning of the new timetable.

13) If the applicant does not accept the allocated train path, HŽ Infrastruktura will not publish it in the timetable, or will forbid the use of that train path by a telegram if it is already published and delete it from the timetable during its next amendments.

14) Allocated capacity can be used upon conclusion of an Access Contract between HŽ Infrastruktura and a railway undertaking which will perform the service.

15) Any trading in infrastructure capacity is prohibited and shall lead to exclusion of the applicant from further allocation of capacity.

16) Allocation of international train paths for the requests submitted through PCS is carried out according to the procedure described in the RNE's Handbook for Procedures for Designing the Annual Timetable. Handbook is available on the following website:

<https://rne.eu/downloads/>

4.5.2 Late Annual Timetable Path Requests

1) The requests for capacity allocation that are submitted after the regular deadline defined in [Annex 4.1](#) are considered as late train path requests.

2) Late requests are not considered during the preparation of draft annual timetable, they will be taken into account only after the draft annual timetable has been completed.



3) Exceptionally, and if it is possible, late requests will be included into the draft annual timetable provided that they do not interfere with the train paths that were requested within the deadline.

4) Once all infrastructure capacities which were requested until the regular deadline are agreed upon, HŽ Infrastruktura will carry out the allocation of remaining available capacities according to requests received after the regular deadline, according to the sequence of their receipt.

5) If, on account of late requests, it is necessary to modify train paths in the draft timetable, HŽ Infrastruktura will not ask the railway undertaking whose train path is to be modified for approval if this modification does not affect the requested timing at the departing or destination establishments, nor does it affect the technological timing in other establishments where the operation of these trains is planned.

6) HŽ Infrastruktura will also not ask the railway undertaking for an approval in case of modifications to the technical conditions of infrastructure if this modification does not significantly affect the train path alteration.

7) HŽ Infrastruktura will make the final alignment of infrastructure capacities according to the late requests received in compliance with the deadline determined in [Annex 4.1](#).

8) Allocation of international train paths for the late requests submitted through PCS is carried out according to the procedure described in the RNE's Handbook for Procedures for Designing the Annual Timetable). The handbook is available on the following website:

<https://rne.eu/downloads/>

Amendments of the annual timetable

9) Annual timetable is amended through regular amendments procedure.

10) The requests for infrastructure capacity allocation for regular amendments of annual timetable 2025/2026 are submitted according to the deadlines defined in [Annex 4.2](#) and procedures specified in [point 4.2](#).

4.5.3 Ad Hoc Path Requests

1) Ad hoc requests are the requests for infrastructure capacity allocation that are submitted during the working timetable and are not related to regular timetable amendments. Infrastructure manager can accept ad hoc requests if it has enough infrastructure capacity.

2) Requests for allocation of ad hoc capacities in the course of a valid annual timetable are submitted via NTR.

Deadline for request submission	Deadline for capacity allocation
for request submitted more than 5 days before the day of service provision	4 days from the day of request receipt
for request submitted 5 and less than 5 days before the day of service provision and no later than 6 hours before service provision	as soon as possible

3) Requests for allocation of ad hoc capacities for test train runs are submitted via NTR.

Deadline for request submission	Deadline for capacity allocation
5 days at earliest, and at the latest 24 hours before service provision	as soon as possible
	Working hours: from Monday to Friday from 8.00 am to 3.00 pm except holidays



4) The method of train path allocation according to an ad hoc request, for transport that will be realized within 5 days from the day of receipt of an ad hoc request, is described in the Instruction for Allocation of Ad Hoc Train Path (HŽI-44).

5) Allocation of international train paths for the ad hoc requests submitted through PCS is carried out according to the procedure described in the RNE's handbook Procedures for International Ad Hoc Path Request Management. The handbook is available on the following website:

<https://rne.eu/downloads/>

4.5.4 Coordination Process

1) In the process of timetable construction, the infrastructure manager shall, as far as possible, meet all requests for infrastructure capacity including requests for infrastructure capacity crossing more than one network, and shall, as far as possible, take account of all constraints on applicants, including the economic effect on their business.

2) Following the publication of the draft timetable and obtained written observations, HŽ Infrastruktura will endeavour to resolve the submitted complaints to the utmost satisfaction of those submitting them. If it is still not possible to resolve the requests that have not been fully met, HŽ Infrastruktura will endeavour to achieve a satisfactory solution according to principles set out in the following paragraphs.

3) When the infrastructure capacity allocation request cannot be fulfilled completely, HŽ Infrastruktura will conduct the coordination process in an endeavour to achieve a solution that will be satisfactory to all parties.

4) The coordination process shall be carried out by HŽ Infrastruktura.

5) With the aim of resolving requests for allocation of capacity which could not be fulfilled completely, HŽ Infrastruktura will organize a meeting with interested applicants.

6) At the meeting, the applicants will be informed about:

- train paths requested by all other applicants on the same routes
- train paths allocated on a preliminary basis to all other applicants on the same routes
- alternative train paths proposed by HŽ Infrastruktura on the relevant routes
- full details of the criteria being used in the capacity allocation process.

7) Minutes of the coordination process shall be taken and signed by all the parties.

8) If interested applicants at the meeting fail to reach satisfactory solutions, HŽ Infrastruktura will, within reasonable limits, propose different infrastructure capacity than those requested, applying priority rules mentioned under [point 4.6](#) and shall notify all interested applicants in writing.

9) If the applicant is not satisfied with the proposed capacity, it has to refuse the capacity in writing and may initiate the dispute resolution process provided for in [point 4.5.5](#).

10) A dissatisfied applicant may initiate proceedings before the regulatory body.

11) The proceedings before the regulatory body cannot be the reason for a delayed process of timetable introduction and coming into effect.



4.5.5 Dispute Resolution Process

1) When an applicant is not satisfied with the capacity proposed by HŽ Infrastruktura during the coordination process, it can initiate dispute resolution process.

2) The process is initiated by submitting a written complaint to the following e-mail address: access@hzinfra.hr within 3 days from the day when the capacity was proposed within the coordination process.

3) The applicant in its complaint states the reasons for not accepting the proposed capacity and puts forward its capacity proposal taking into account all the familiar facts regarding the requests of other applicants and capacity restrictions.

4) HŽ Infrastruktura reaches the decision on the final offer of infrastructure capacity within 10 days from the receipt of the applicant's written complaint.

5) A dissatisfied applicant may initiate proceedings before the regulatory body.

6) The proceedings before the regulatory body cannot be the reason for a delayed process of timetabling and timetable coming into effect.

4.6 Congested Infrastructure

1) Where, after coordination of the requested train paths and consultation with applicants, it is not possible to satisfy all requests for infrastructure capacity adequately, HŽ Infrastruktura shall immediately declare that section of infrastructure on which this has occurred to be congested.

2) HŽ Infrastruktura shall declare congestion also for the section of railway infrastructure which can be expected to suffer from insufficient capacity in the near future.

3) Where infrastructure has been declared to be congested, HŽ Infrastruktura shall carry out a capacity analysis in order to determine the constraints on infrastructure capacity which prevent requests for capacity from being met, and to propose methods of enabling additional requests for infrastructure capacity to be satisfied.

4) Capacity analysis will not be carried out if a capacity-enhancement plan is already being implemented.

5) Infrastructure capacity will not be considered congested in the following cases:

- when the need for a specific infrastructure capacity does not exceed 9 months and if it is not expected that the capacity in question will be requested again
- when infrastructure capacity cannot be allocated due to performance of infrastructure maintenance works
- when HŽ Infrastruktura has reasonable grounds to suspect the requested train path will not be used by the applicant

6) When HŽ Infrastruktura declares the congestion of the railway infrastructure, it will apply the priority rules to the allocation of capacities in the following order:

1. Public transport passenger services
2. Combined transport services
3. International freight transport services
4. Other freight transport services



7) Considering the above-mentioned priorities, the train path allocation process will be carried out according to the following rules:

1. Requests for train paths of regular trains have priority over requests for train paths of facultative trains
2. Requests for train paths for a longer time period of running have priority over requests for train paths for a shorter time period
3. Requests for train paths for a longer route have priority over train paths for a shorter route on the same travel route
4. When it comes to requests for train paths for the trains having the same or about the same characteristics, the priority will be given to the trains that in the previous timetable had better utilisation of the entire train path for which the request was submitted. For paths of the trains that did not exist in the previous timetable an average utilization degree will apply with respect to the type of train

8) A dissatisfied applicant may initiate proceedings before the regulatory body.

4.7 Exceptional Transport and Dangerous Goods

Transport of exceptional consignments

1) Railway undertaking is obligated to indicate in its request for the allocation of infrastructure capacity that there will be an exceptional consignment on the train when the RU is aware of it in advance or when the infrastructure capacity is requested for the purpose of transporting an exceptional consignment.

2) For domestic transport of exceptional consignments railway undertakings must obtain a written approval from HŽ Infrastruktura, and for international

transport of exceptional consignments written approvals of participating infrastructure managers.

3) Application procedure and the contents of a written request for the approval of exceptional consignments transport are prescribed by the Ordinance on the Conditions for the Railway Transport of Exceptional Consignments and the Instruction on the Conditions for the Transport of Exceptional Consignments.

4) The request is submitted as follows:

Request submission		Deadline for request	Deadline for answer
Mail:	HŽ Infrastruktura d.o.o. Sektor za promet Odjel za izvršenje prometa Mihanovićeva 12 HR – 10 000 Zagreb	at the latest 14 days before service provision	at the latest 14 days from the day of request receipt
Tel:	+385 1 453 40 28		
e-mail:	<i>ip@hzinfra.hr</i>		

5) Depending on the type of exceptional consignment, especially if the exceptional consignment requires complex technical requirements, the request may require a longer processing period, so for this reason railway undertakings have to consult the IM on the possibility for transporting such consignment, and in line with this, submit a request on time. Detailed information can be obtained at the aforementioned address.

6) Taking into account all the necessary elements for the execution of exceptional consignment transport, HŽ Infrastruktura shall decide whether it is possible to accept the requested transport and under which conditions.



Transport of dangerous goods

7) Railway undertaking is not obligated to indicate in its request for the allocation of infrastructure capacity that dangerous goods will be transported on the train.

8) The transport of dangerous goods on railway infrastructure run by HŽ Infrastruktura is regulated by the Transport of Dangerous Goods Act and RID.

9) Railway undertakings are obligated to report all dangerous goods consignments transported by a train, UN number and the RID class, order of coaches in a train and placement in the train as well as mass or volume of dangerous goods.

10) Railway undertakings are responsible for obtaining the appropriate approvals relating to the safety of dangerous goods transport.

4.8 Rules After Path Allocation

4.8.1 Rules for Path Modification by the Applicant

Ad hoc train path modification

1) The applicant for an ad hoc train path can only request a change of departure time from the establishment, which can be no more than 6 hours before the time planned in the timetable and no more than 12 hours after the time planned in the timetable. The change is performed in the Daily Train Schedule in accordance with the Traffic Ordinance (HŽI-2).

2) It is not possible to modify other elements of the allocated train path, i.e. if an applicant wants to modify an allocated train path, it has to cancel that particular train path and then submit a new request.

Annual timetable train path modification

3) An applicant may request train path modification in the period up to the end of the valid timetable according to the procedure specified in [point 4.5.2](#) of this Network Statement (regular amendments of the timetable).

4) An applicant may request train path modification for one train run during the procedure of drawing up the Daily Train Schedule. Train path modification rules are laid down in the Traffic Ordinance (HŽI-2). Applicant may request a change of departure time from the establishment, which can be no more than 6 hours before the time planned in the timetable and no more than 12 hours after the time planned in the timetable.

5) Same rules apply on the modification of international train paths.

4.8.2 Rules for Path Alteration by the IM

Train path alteration for a longer time period

1) HŽ Infrastruktura may, if it is previously agreed by the applicant, alter the already allocated train path in the annual timetable if this is necessary due to the requested amendments to the annual timetable.

2) It is not necessary to request approval for freight and service trains if the amendment does not affect the requested timing at the departing or destination establishments, nor does it affect the technological timing in other establishments where the operation of these trains is planned.

3) HŽ Infrastruktura may alter the already allocated train path in the annual timetable without the approval of the applicant when there are modifications to the technical conditions of infrastructure if this modification does not significantly affect the train path alteration.





Train path alteration for one train run

4) In case of an extraordinary event, infrastructure works or if all capacity of a station or line is full, HŽ Infrastruktura may propose train path alteration to the applicant, but this alteration refers only to one train run.

5) Train path alteration may refer to:

- alternative route (train re-routing) – the applicant decides whether to accept the proposed route alteration
- temporary ban of train movement in the direction where capacity is full (station or line)

4.8.3 Non Usage Rules by the Applicant

1) When the applicant regularly fails to use the allocated train path or its part planned in the timetable, HŽ Infrastruktura shall charge a reservation charge.

2) HŽ Infrastruktura monitors the implementation of allocated train paths by calculating the degree of train path utilization for all allocated capacities.

3) The degree of utilization is expressed as a percentage and is calculated by correlating the realized train kilometres of the allocated train path with the planned number of train kilometres.

4) Marginal utilization degree by type of trains is:

Type of train	Marginal utilization degree [%]
passenger trains	80
trains with individual wagons, trains with single-type loads, fast, direct, intermodal trains, sectional, pick-up goods trains	35
circuit-working trains and industrial trains	20

Type of train	Marginal utilization degree [%]
facultative trains in freight transport	20

5) The utilization degree of the allocated train paths is calculated for the time periods from the start of the timetable validity to the first amendments of the timetable, from one to the other amendments of the timetable, and from the last amendments to the end of timetable validity.

6) As regards allocated train paths whose utilization degree is lower than the marginal utilization degree, HŽ Infrastruktura will charge a reservation charge. The fee is charged in the amount of 15% of the entire train path charge for the unrealized train kilometres calculated as a difference between the actual utilization degree of a specific train path and the marginal utilisation degree.

7) The calculation of the charge for freight train path (defining of the weight category) is based on the planned train mass.

8) HŽ Infrastruktura may take back the allocated capacity whose utilization degree is less than 25% a month.

9) HŽ Infrastruktura may take back the allocated capacity on congested infrastructure, whose utilization degree is less than 50% a month, except if the reasons for non-usage are beyond the applicant's control.

4.8.4 Rules for Cancellation by the Applicant

1) An applicant may cancel the allocated infrastructure capacity as follows:

- train path for one or more days is cancelled through the Daily Train Schedule for every single train run



- train paths to be cancelled for the period up to the end of timetable validity are cancelled within the process of regular annual timetable amendments.

2) For information on cancellation charges please refer to [point 5.6.4.](#)

4.9 TTR for Smart Capacity Management

TTR (Timetabling and Capacity Redesign) is the project to simplify, unify, and solidify improvements to the European rail timetabling system to significantly increase the competitiveness of railways.

4.9.1 Objectives of TTR

1) RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA) are working on a project called TTR to harmonise and improve the timetabling system to increase the competitiveness of rail.

2) TTR consists of an improved planning of the distribution of capacity (including temporary capacity restrictions) and a capacity allocation process.

3) The purpose is to better serve market needs and achieve an optimised use of existing capacity. For passenger traffic it will mean earlier availability of the final timetable allowing earlier and more reliable ticket purchasing for passengers. For freight traffic, it will mean more possibilities for path request options closer to the first day of operation and thus more flexibility.

4) Detailed information on the project can be found on:

<http://ttr.rne.eu/>

<http://www.forumtraineurope.eu/services/ttr/>

4.10 Capacity Allocation Principles for RFCs

1) Network managed by HŽ Infrastruktura is part of three corridors: Baltic Sea – Adriatic Sea Rail Freight Corridor, Mediterranean Rail Freight Corridor and Western Balkans – Eastern Mediterranean Rail Freight Corridor.

2) The rules on the allocation of infrastructure capacity on rail freight corridors are contained in CID – Corridor Information Document, Chapter 4. CID is published annually in January for the new timetable and is available on the corridor website.

Corridor	Website	CID – Corridor Information Document
Baltic Sea – Adriatic Sea Rail Freight Corridor	https://www.rfc5.eu/	https://www.rfc5.eu/corridor-information-document/
Mediterranean Rail Freight Corridor	https://www.medrfc.eu/	https://www.medrfc.eu/publications/corridor-information-document/
Western Balkans – Eastern Mediterranean Rail Freight Corridor	https://www.rfc-awb.eu/	https://www.rfc-awb.eu/documents/

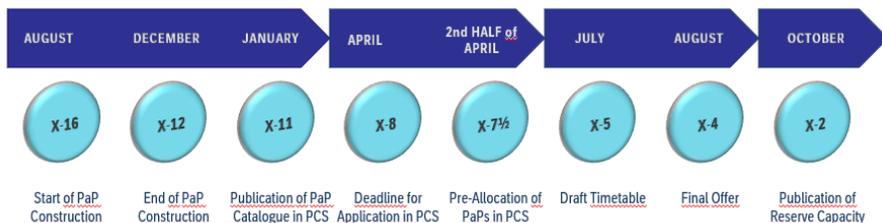
3) Rail freight corridors offer two basic products:

- PaPs – are used to fulfil medium to long-term capacity needs. PaPs are a joint offer of coordinated cross-border paths for the annual timetable produced by IMs/ABs involved in the Corridor. PaPs are published on 2nd Monday of January for the allocation of the capacity of the following timetable (at x-11)



- Reserve capacity (RC) – is used to fulfil ad hoc capacity needs. Ad hoc requests can be requested until 30 days before the train runs.

4) Timeline for drafting and allocating of PAPs and RC:



5) Applications for PaPs and RC can only be made via PCS to the involved C-OSS. If the application is made directly to the HŽ Infrastruktura, HŽ Infrastruktura informs the applicant that they have to place a request in PCS according to the applicable deadlines. PaP and RC capacity requests submitted to HŽ Infrastruktura only shall not be processed.

6) C-OSS contacts:

Corridor	C-OSS Leader	Contacts	
Baltic Sea – Adriatic Sea Rail Freight Corridor	Sandra Ferrari	e-mail: Cell phone:	<i>C-OSS@rfc5.eu</i> +39 335 764 5417
Mediterranean Rail Freight Corridor	Josè Antonio Grau Gregorio	e-mail: e-mail: Tel: Cell phone:	<i>OSS@medrfc.eu</i> <i>j.grau@medrfc.eu</i> +39 2 3664 2433 +34 647 344 533

II.

Corridor	C-OSS Leader	Contacts	
Western Balkans – Eastern Mediterranean Rail Freight Corridor	Dino Džafro	e-mail: Cell phone:	<i>info@rfc-awb.eu</i> +386 41 787 056

7) The C-OSS is the only body where applicants may request and receive dedicated infrastructure capacity for international freight trains on the Corridor. The C-OSS is exclusively responsible for performing all the activities related to the publication and allocation of decision regarding requests for PaPs and RC on behalf of the IM.

8) Corridors publish a catalogue of PAPs in PCS and on their websites. Catalogues of PAPs and RC are available:

Corridor	Link
Baltic Sea – Adriatic Sea Rail Freight Corridor	https://www.rfc5.eu/our-offer/#
Mediterranean Rail Freight Corridor	https://www.medrfc.eu/our-services/commercial-offer/
Western Balkans – Eastern Mediterranean Rail Freight Corridor	https://www.rfc-awb.eu/documents/

9) More about PCS in [point 4.2](#) and [point 4.5](#).



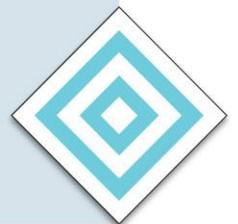
2026

14 December 2025 –
12 December 2026

NETWORK Statement

5 SERVICES AND CHARGES

- 5.1 Introduction
- 5.2 Charging Principles
- 5.3 Minimum Access Package and Charges
- 5.4 Additional Services and Charges
- 5.5 Ancillary Services and Charges
- 5.6 Financial Penalties and Incentives
- 5.7 Performance Scheme
- 5.8 Changes to Charges
- 5.9 Billing Arrangements



5 SERVICES AND CHARGES

5.1 Introduction

1) Railway services provided to railway undertakings are:

- minimum access package
- access to service facilities and to the services supplied in these facilities, including track access to service facilities
- additional services
- ancillary services

2) HŽ Infrastruktura will enable all railway undertakings the use of the aforementioned services provided by HŽ Infrastruktura in a non-discriminatory manner.

3) For the use of the minimum access package and track access to service facilities, railway undertakings shall conclude an Access Contract with HŽ Infrastruktura. For the use of all other services, railway undertakings shall conclude separate contracts.

4) The use of service facilities not managed by HŽ Infrastruktura, as well as additional and ancillary services not provided by HŽ Infrastruktura, is subject to separate contracts with operators of the respective service facilities.

5.2 Charging Principles

1) Charges for the minimum access package and for the track access to services facilities are determined on the basis of direct costs of railway infrastructure maintenance and traffic management on railway

infrastructure in compliance with Commission Implementing Regulation (EU) 2015/909.

2) Charges are determined by taking into consideration infrastructural speed, line gradients, axle load, electrification of lines, type and rank of the train, train mass, type of lines, number of line tracks, realized train kilometres as well as direct costs and transportation quantity.

3) Market is divided into two segments: passenger and freight. HŽ Infrastruktura does not levy mark ups to obtain full recovery of costs and there is no further segmentation of the market.

4) For TT 2025/2026, HŽ Infrastruktura does not charge additional charges for congestion of railway infrastructure, for environmental protection (noise protection), mark up for full recovery of the costs of the minimum access package, etc., nor does it give any discounts.

5) Reservation charge is described in [point 4.8.3](#), and fee for cancellation of allocated train paths in [point 5.6.4](#).

6) For track access within service facilities for providing basic services and supply of basic services, service facility operator can charge a fee in the amount of cost of providing these services plus a reasonable profit.

7) Where additional and ancillary services are offered by only one supplier, the charge imposed for additional and ancillary services shall not exceed the cost of providing it, plus a reasonable profit.

8) HŽ Infrastruktura determines the charge for use of service facilities based on the maintenance cost of the facility. Charges for the basic services supplied in service facilities and for additional and ancillary services are determined on the basis of cost incurred while providing these services.



9) Charging system for the use of railway infrastructure operated by HŽ Infrastruktura has been made in accordance with the provisions of the Railway Act.

10) IT applications for the calculation of charges for realized railway services and for the performance scheme use the data published in the Network Statement and the data from the Transport Information System (IST).

5.3 Minimum Access Package and Charges

1) Minimum access package provided by HŽ Infrastruktura comprises the following services:

- handling of requests for allocation of railway infrastructure capacity
- the right to utilise capacity which is granted
- use of the railway infrastructure, including track points and junctions
- train control including signalling, regulation, dispatching and communication and provision of information on train movement
- use of available electrical supply equipment for traction current
- providing of all other information required to implement of operate the service for which capacity has been granted

2) Provided that all the necessary preconditions for running the train in accordance with the applicable legislation are met, such as a license, safety certificate and signed access contract, the railway undertaking has the right to use the allocated capacity in the form of a train path.

3) The minimum access package charge for freight trains is calculated according to the following formula:

$$C = \left[\sum_{i=1}^n TR_i \times L_i \times l \times C_{vlkm} + (l_{el} \times C_{el}) \right] \times S$$

4) The minimum access package charge for passenger and all locomotive trains is calculated according to the following formula:

$$C = (T + d_n) \times \sum_{i=1}^n L_i \times l \times C_{vlkm} + (l_{el} \times C_{el})$$

Key:

- C - minimum access package charge
 TR_i - weight category of train path in freight transport
 T - train path equivalent
 d_n - additional charge for the use of tilting technique
 L_i - line parameter
 l - train path length (km)
 C_{vlkm} - basic price per train kilometre
 l_{el} - length of train path with electric traction (km)
 C_{el} - additional charge on trainkm price for the train path with electric traction
 S - coefficient for the single wagon load train

5) **Weight category [TR] in freight transport** – is determined on the basis of the overall train mass (Q+L)

Weight category of the train	Weight range (t)	Equivalent of weight category
TR1	(Q+L) ≤ 450	0.25
TR2	450 < (Q+L) ≤ 750	0.53



Weight category of the train	Weight range (t)	Equivalent of weight category
TR3	750 < (Q+L) ≤ 1050	0.75
TR4	1050 < (Q+L) ≤ 1350	1.03
TR5	1350 < (Q+L) ≤ 1650	1.27
TR6	1650 < (Q+L) ≤ 1950	1.52
TR7	1950 < (Q+L) ≤ 2250	1.78
TR8	2250 < (Q+L)	2.03

6) **Train path equivalent [T] in passenger transport** – is determined on the basis of the train mass and train type

Train path equivalent	Train type	Value of equivalent
T11	EuroCity, EuroNight, InterCity, agency	2.17
T12	fast, semi-fast	1.43
T13	passenger, cross-border	0.89
T14	suburban	1.23
T15	empty train sets	0.64

7) **The locomotive train path equivalent [T]**

Train path equivalent	Train type	Value of equivalent
T31	locomotive train in freight and passenger transport	0.20

8) **Additional charge for the use of tilting technology [d_n]** – is applied on all trains in passenger transport which use tilting technology and amounts to 0.20.

9) **Line parameter [L]** is determined by the integration of three elements which influence the definition of its value, and they are:

- technical line parameter
- line operation equivalent
- line costs equivalent

10) Lines belonging to a line category and the value of line parameter:

Category Line	Lines	Line parameter
L1	M101, M102, M103, M104, M401, M402, M403, M405, M406, M407, M408, M409, M410, M502-1, M502-2, R102	1.90
L2	M201, M202, M203, M404, M602, M603, L212	1.60
L3	M301, M302, M303, M304, L208	1.00
L4	M604, M605, M606, M607, L211	0.40
L5	M501, R202	0.80
L6	M601, R101, R103, R104, R105, R106, R201, L101, L102, L103, L201, L202, L203, L204, L205, L206, L207, L209, L210, L213, L214	0.30

11) [Annex 5.1](#) contains an overview of the lines by line parameter.

12) **Train path length [l]** is calculated by adding up train path kilometres on each line.

13) **Basic price per train kilometre [C_{vlkm}]** – is determined on the basis of direct costs for the maintenance of railway infrastructure and traffic management on railway infrastructure, and train kilometres realized. Prices are expressed separately for passenger and for freight transport.

14) The basic price per train kilometre for the use of the minimum access package for the 2025/2026 timetable is:



Description	EUR/trainkm
Passenger trains	0.49
Freight trains	1.05
Locomotive trains in passenger and freight transport	1.05

15) VAT is added to the charge.

16) **Length of train path with electric traction [l_{el}]** – is calculated by adding up train path kilometres with electric traction.

17) **Additional charge on trainkm price for the train path with electric traction [C_{el}]** – is determined on the basis of direct costs for the maintenance of electrical supply equipment for traction current and realized train path kilometres with electric traction.

18) Additional charge on trainkm price for the train path with electric traction amounts to 0.09 EUR/trainkm + VAT.

19) **Coefficient for the single wagon load train [S]** - is applied to all types of freight single wagon load trains and amounts to 0.8.

20) Additional charge for ad hoc capacity - 10% additional charge is levied for all train paths requested in ad hoc allocation capacity procedure and 20% additional charge when a special timetable is drawn up for a train path.

5.4 Additional Services and Charges

1) Additional services may comprise:

- traction current

- preheating and preliminary air conditioning of passenger trains
- control of transport of dangerous goods or assistance in running exceptional consignment trains.

2) Additional services supplied by HŽ Infrastruktura are available to all railway undertakings in a non-discriminatory way and at their request.

3) Railway undertakings will conclude a contract on the use of additional services with HŽ Infrastruktura or with the provider of the service in question.

4) More detailed information on additional services supplied by HŽ Infrastruktura can be obtained at the following address:

Address
<p>HŽ Infrastruktura d.o.o. Sektor za pristup infrastrukturi Mihanovićevea 12 HR – 10 000 Zagreb</p> <p>e-mail: access@hzinfra.hr</p>

5) HŽ Infrastruktura charges for the following additional services:

- supply of traction current
- assistance in transport of exceptional consignments

5.4.1 Traction Current

1) HŽ Infrastruktura supplies traction current to all railway undertakings in a non-discriminatory way and at their request.

II.



II.

2) Railway undertakings shall submit the request for the supply of traction current within the train path request.

3) HŽ Infrastruktura is a buyer of electricity that buys electricity on the market by implementing a public procurement procedure. The electricity received from the supplier is delivered to the railway undertakings as the end customers.

4) HŽ Infrastruktura pays the supplier the Electricity consumption charge and the Transmission network fee.

5) Electricity consumption charge consists of the following tariff items:

- active energy at higher daily tariff
- active energy at lower daily tariff
- renewables incentive fee
- excise duty for business use of electricity

6) Energy recuperation charge consists of the following tariff items:

- active energy at higher daily tariff
- active energy at lower daily tariff

7) Transmission network fee consists of the following tariff items:

- electricity at higher daily tariff
- electricity at lower daily tariff
- peak power demand at higher daily tariff period
- excessive reactive energy
- metering point charge

8) HŽ Infrastruktura pays the supplier for the traction current consumed based on the issued monthly invoices. HŽ Infrastruktura charges this

amounts to the railway undertakings in accordance with the charging model whose items correspond to the supplier's tariff items.

9) The railway undertaking submits to HŽ Infrastruktura the data on energy consumption that the railway undertaking reads from traction vehicles metering devices (railway undertaking metering point). Consumption data shall be submitted no later than the 5th of the month for the previous month. Data on consumption should be structured in the way defined in [Annex 5.3](#).

10) If the railway undertaking fails to submit the data on electricity consumption or the submitted data is incomplete, the consumption is calculated according to the specific consumption of train.

11) **Specific consumption of train** is determined according to the total realized gross tonne kilometres and the consumption specific to the train category.

12) The total realized gross tonne kilometres are calculated by multiplying the total mass of the train (Q+L) by the kilometres of the train.

13) The consumption specific to the train category depends on the train category and the track category.

14) Train categories are:

Train Category	Train Type
1	EC, EN, IC, fast, semi-fast and agency trains
2	passenger, cross-border and suburban - (classical composition)
3	passenger, cross-border and suburban - (EMU)
4	all freight trains, locomotive trains and empty passenger train sets

II.



15) Line categories are:

- lowland line – all electrified railway line sections on which the relevant line resistance is less than or equal to 10 daN /t
- mountain line – all electrified railway line sections on which the relevant line resistance exceeds 10 daN /t.

16) Overview of mountain lines:

Line Section	Running Direction A → B	Running Direction B → A
M202 Zagreb Gk - Rijeka		
Moravice – Brod Moravice	Incline	Decline
Brod Moravice – Skrad	Incline	Decline
Skrad – Zalesina	Incline	Decline
Delnice – Lokve	Incline	Decline
Lokve – Fužine	Incline	Decline
Fužine – Drivenik	Incline	Decline
Drivenik – Plase	Decline	Incline
Plase – Meja	Decline	Incline
Meja – Škrljevo	Decline	Incline
Škrljevo – Sušak-Pećine	Decline	Incline
Sušak-Pećine – Rijeka	Decline	Incline
M203 Rijeka - Šapjane - State border		
Rijeka – Opatija-Matulji	Incline	Decline
Opatija-Matulji – Jurdani	Incline	Decline
Jurdani – Šapjane	Incline	Decline
M602 Škrljevo - Bakar		
Škrljevo – Šoići	Decline	Incline

Line Section	Running Direction A → B	Running Direction B → A
Šoići – Bakar	Decline	Incline
M603 Sušak - Rijeka Brajdica		
Sušak-Pećine – Rijeka Brajdica	Decline	Incline
R102 Sunja - Volinja – State border		
Majur – Volinja	Decline	Incline

17) Consumptions specific to the train category are:

Train Category	Consumption specific to the train category [SP_{vlaka}] - lowland line [kWh/grtkm]	Consumption specific to the train category [SP_{vlaka}] - mountain line Ascent [kWh/grtkm]	Consumption specific to the train category [SP_{vlaka}] - mountain line Descent [kWh/grtkm]
1	0.0505	0.1040	0.0465
2	0.0776	0.0945	0.0504
3	0.0313	0.0404	0.0238
4	0.0205	0.0600	0.0149

Electricity consumption charge

18) Active energy consumption charge [C_{REmm}] – is charged per kWh consumed. The Charge is calculated for each metering point according to the following formula:

$$C_{REmm} = c_{reVT} \times RE_{VT} + c_{reNT} \times RE_{NT}$$

Key:



II.

C_{REmm}	- active energy consumption charge at the metering point [EUR]
c_{reVT}	- unit price of active energy at higher daily tariff [EUR/kWh]
c_{reNT}	- unit price of active energy at lower daily tariff [EUR/kWh]
RE_{VT}	- active energy at the metering point during higher daily tariff period [kWh]
RE_{NT}	- active energy at the metering point during lower daily tariff period [kWh]

19) The amount of active energy [RE_{VT} and RE_{NT}] is read at the metering point (on the traction vehicle and on the facilities powered from the overhead contact wire). If the traction vehicle does not have a metering device for measuring consumption of active energy, the consumption of active energy for preheating/precooling of passenger trains on the departure tracks is calculated in the way described in paragraph 38) of this point, and the consumption of active energy for train run is calculated on the basis of the consumption specific to the train category according to the following formulas:

$$RE_{VT} = SP_{vlaka} \times brtkm_{VTvlaka}$$

$$RE_{NT} = SP_{vlaka} \times brtkm_{NTvlaka}$$

Key:

RE_{VT}	- active energy at metering point during the higher daily tariff period [kWh]
RE_{NT}	- active energy at metering point during the lower daily tariff period [kWh]
SP_{vlaka}	- consumption specific to the train category [kWh/brtkm]
$brtkm_{VTvlaka}$	- grtkm of the train at higher daily tariff period

$brtkm_{NTvlaka}$ - grtkm of the train at lower daily tariff period

20) **Renewables incentive fee [C_{OI}]** - is calculated on the basis of consumed kWh according to the following formula:

$$C_{OI} = c_{oi} \times (RE_{VT} + RE_{NT})$$

Key:

C_{OI}	- renewables incentive fee [EUR]
c_{oi}	- renewables incentive fee per unit [EUR/kWh]
RE_{VT}	- active energy at the metering point during the higher daily tariff period [kWh]
RE_{NT}	- active energy at the metering point during the lower daily tariff period [kWh]

21) Amount of active energy [RE_{VT} and RE_{NT}] is read at the metering point of the railway undertaking or is calculated on the basis of specific consumption of train (paragraph 18).

22) **Excise duty for business use of electricity [C_{TPU}]** - is calculated on the basis of consumed kWh according to the following formula:

$$C_{TPU} = c_{tpu} \times (RE_{VT} + RE_{NT})$$

Key:

C_{TPU}	- excise duty for business use of electricity [EUR]
c_{tpu}	- excise duty rate for business use of electricity [EUR/kWh]
RE_{VT}	- active energy at the metering point during the higher daily tariff period [kWh]

II.



RE_{NT} - active energy at the metering point during the lower daily tariff period [kWh]

23) The amount of active energy [RE_{VT} and RE_{NT}] is read at the metering point of the railway undertaking or is calculated on the basis of specific consumption of train (paragraph 18).

Energy recuperation charge

24) **Energy recuperation charge** [C_{OEEmm}] – is calculated on the basis of recuperated kWh. The charge is calculated for each metering point according to the following formula:

$$C_{OEEmm} = C_{oeVT} \times OE_{VT} + C_{oeNT} \times OE_{NT}$$

Key:

C_{OEEmm} - energy recuperation charge at metering point [EUR]

C_{oeVT} - unit price for energy recuperation at higher daily tariff [EUR/kWh]

C_{oeNT} - unit price for energy recuperation at lower daily tariff [EUR/kWh]

OE_{VT} - amount of recuperated energy at the metering point during the higher daily tariff period [kWh]

OE_{NT} - amount of recuperated energy at the metering point during the lower daily tariff period [kWh]

Transmission network fee

25) **Consumed electrical energy charge** [C_{PEEmm}] – is calculated on the basis of consumed kWh. The Charge is calculated for each metering point according to the following formula:

$$C_{PEEmm} = c_{peeVT} \times RE_{VT} + c_{peeNT} \times RE_{NT}$$

Key:

C_{PEEmm} - consumed electrical energy charge at metering point [EUR]

c_{peeVT} - unit price for consumed electrical energy at higher daily tariff [EUR/kWh]

c_{peeNT} - unit price for consumed electrical energy at lower daily tariff [EUR/kWh]

RE_{VT} - active energy consumed at the metering point during the higher daily tariff period [kWh]

RE_{NT} - active energy consumed at the metering point during the lower daily tariff period [kWh]

26) Amount of active energy [RE_{VT} and RE_{NT}] is read at the metering point of the railway undertaking or is calculated on the basis of specific consumption of train (paragraph 18).

27) **Peak power demand at higher daily tariff charge** [C_{ASmm}] - is calculated according to the individual user share of the active energy consumed during the higher daily tariff in the total active energy consumed during the higher daily tariff period. The formula for calculating the peak power demand at higher daily tariff charge is as follows:

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$$C_{ASmm} = \frac{RE_{VT}}{\sum_{i=1}^n RE_{VT}} \times C_{OPSas}$$

Key:

- C_{ASmm} - peak power demand at the metering point during the higher daily tariff charge [EUR]
- RE_{VT} - active energy consumed at the metering point in the higher daily tariff period [kWh]
- n - the number of users who used traction current in the higher daily tariff period during the billing period
- C_{OPSas} - charge for the peak power demand in the higher daily tariff period invoiced by the transmission network operator

II. 28) Amount of active energy [RE_{VT}] is read at the metering point of the railway undertaking or is calculated on the basis of specific consumption of train (paragraph 18).

29) HŽ Infrastruktura pays **excessive reactive energy charge** to the supplier when the reactive energy is greater than 33% of the consumed active energy, which is determined at each metering point of the infrastructure manager.

30) Excessive reactive energy charge [C_{PJE}] - is calculated according to an individual user share of excessive reactive energy consumption in the total excessive reactive energy consumption. The formula for calculating excessive reactive energy charge is as follows:

$$C_{PJE} = \frac{PJE_{mm}}{\sum_{i=1}^n PJE_{mm}} \times C_{OPSpje}$$

Key:

- C_{PJE} - excessive reactive energy charge at the metering point [EUR]
- PJE_{mm} - excessive reactive energy consumption at the metering point [kvarh]
- n - the number of users who excessively consumed reactive energy during the billing period
- C_{OPSpje} - excessive reactive energy charge invoiced by the transmission network operator [EUR]

31) At each metering point of the railway undertaking, a check is made to see if the excessively consumed reactive energy exceeds 33% of the active energy consumed. If it does not, the metering point in question is not included in the calculation of the excessive reactive energy charge. The formula for calculating the excessive reactive energy consumption at the metering point is as follows:

$$PJE_{mm} = JE_{mm} - RE_{mm} \times 0,33$$

Key:

- PJE_{mm} - excessive reactive energy at the metering point [kvarh]
- JE_{mm} - reactive energy consumed at the metering point [kvarh]
- RE_{mm} - active energy consumed at the metering point [kWh]

32) Amount of active energy consumed [RE_{mm}] is the sum of active energy consumed at higher daily tariff [RE_{VT}] and active energy consumed at lower daily tariff [RE_{NT}] and is read at the metering point of the railway undertaking or is calculated on the basis of specific consumption of train (paragraph 18).



33) Amount of reactive energy consumed [JE_{mm}] is read at the metering point of the railway undertaking (on the traction vehicle). If the traction vehicle does not have a metering device for measuring the reactive energy consumption, then the amount of reactive energy consumed is calculated by relating the active energy and the power factor as a function of velocity [$\cos \varphi$] for the traction vehicle series for which the consumption of reactive energy is calculated. The formula for calculating reactive energy is as follows:

$$JE_{mm} = \sqrt{\frac{RE_{mm}^2}{\cos^2 \varphi} - RE_{mm}^2}$$

Key:

- II. JE_{mm} - reactive energy consumed at metering point [kvarh]
 RE_{mm} - active energy consumed at metering point [kWh]
 $\cos \varphi$ - power factor as a function of velocity for the traction vehicle series

34) Power factor as a function of velocity [$\cos \varphi$] for the traction vehicle series is provided by each railway undertaking for its vehicles. For a traction vehicle series for which the power factor as a function of velocity is not known, the most unfavourable power factor as a function of velocity curve is used, which will result in the use of lower power factor values.

35) **Metering point charge [C_{OBM}]** - is a tariff item that is equally distributed to all users of traction current during the billing period. The formula for calculating the metering point charge is as follows:

$$C_{OBM} = \frac{C_{OPSobm}}{n}$$

Key:

- C_{OBM} - metering point charge [EUR]
 C_{OPSobm} - metering point charge invoiced by the transmission network operator [EUR]
 n - the number of users who used traction current during the billing period

Total charge

36) **The total charge** charged by HŽ Infrastruktura to railway undertakings for the supplied traction current is the sum of all individual charges according to the supplier's tariff items and is calculated following the formula:

$$C_{IEEmm} = C_{REmm} + C_{OI} + C_{TPU} + C_{PEEmm} + C_{ASmm} + C_{PJE} + C_{OBM}$$

Key:

- C_{IEEmm} - total charge for the supplied traction current [EUR]
 C_{REmm} - active energy consumption charge at the metering point [EUR]
 C_{OI} - renewables incentive fee [EUR]
 C_{TPU} - excise duty for business use of electricity [EUR]
 C_{PEEmm} - consumed electrical energy charge at the metering point [EUR]

II.



- C_{ASmm} - peak power demand at higher daily tariff charge at the metering point [EUR]
 C_{PJE} - excessive reactive energy charge [EUR]
 C_{OBM} - metering point charge [EUR]

Final charge

37) After determining the total charge for the supplied traction current, the difference between the total charge calculated and the charge invoiced by the electricity supplier for each month is calculated. The final charge that is charged to the railway undertaking is reduced or increased by the calculated difference in accordance with the financial share of that railway undertaking in the calculated total charge for that month [C_{IEEmm}], minus the total amount of recuperated energy of that railway undertaking. The final charge is calculated according to the following formula:

II.

$$KN_{\dot{z}P} = \left(C_{IEEmm} + \left(\frac{C_{IEEmm}}{\sum_1^n C_{IEEmm}} \times \text{razlika} \right) \right) - C_{OEEmm}$$

Key:

- $KN_{\dot{z}P}$ - final charge for the supplied traction current that is charged to the railway undertaking [EUR]
 C_{IEEmm} - total charge for the supplied traction current [EUR]
 C_{OEEmm} - total energy recuperation charge for train traction [EUR]
 n - the number of railway undertakings that used traction current during the billing period
 razlika - difference between the charge on the electricity suppliers' invoices for respective month and total charge for supplied traction current for all railway undertakings [EUR]

38) In the case of an accepted complaint from the railway undertaking or a subsequently determined error in the calculation, approvals or debits are issued to all railway undertaking that used electricity in the respective month.

39) Unit prices for the calculation of the charge are:

Description	Designation	Unit	Unit Price [EUR]
Active energy at higher daily tariff	C_{reVT}	kWh	0.077178
Active energy at lower daily tariff	C_{reNT}	kWh	0.042445
Renewables incentive fee	C_{oi}	kWh	0.013939
Excise duty rate for business use of electricity	C_{tpu}	kWh	0.000000
Consumed electrical energy at higher daily tariff	C_{peeVT}	kWh	0.005946
Consumed electrical energy at lower daily tariff	C_{peeNT}	kWh	0.002972
Energy recuperation charge during the period of higher daily tariff	C_{oeVT}	kWh	0.070692
Energy recuperation charge during the period of lower daily tariff	C_{oeNT}	kWh	0.070692

II.

40) Special notes related to the charging model for traction current:

- The time period of higher daily tariff and lower daily tariff application depends on daylight saving time, so that the higher daily tariff in the summer time is between 8:00 a.m. and 10:00 p.m., and the lower daily tariff is between 10:00 p.m. and 8:00 a.m., while in the winter time the higher daily tariff is between 7:00 a.m. and 9:00 p.m., and the lower daily tariff is between 9:00 p.m. and 7:00 a.m.



II.

- In the measured data, there is recorded electricity consumption with recorded time stamps for which there is no recorded movement of the locomotives. This measured consumption is attributed to energy consumption for when the traction vehicle was not in the train composition, and in the final calculation of consumption per train run it is kept as a special “loco run” (Type of driving = loco). If the “loco run” is recorded between two recorded train runs, the “loco run” is charged to the previous train run. If the start/end times of the train run and the “loco run” are within the measurement check interval (5/15 min resolution), the train runs will have priority, i.e. the measured consumption in that interval is attributed to the train run. In other words, the software application first extracts the measurements for train runs according to the movement of the locomotives and attributes the remaining measurements to “loco runs”.
- If the last train run of the month, on 28th/30th/31st day of the month, extends to the following day, and thus also to the following month, invoicing is done according to time - until midnight. Train run after midnight is charged in the following month.
- If the measured consumption data provided by the railway undertaking are not complete - during a period of time there is no recorded measurement data (empty lines - NULL), or the measurement was not submitted in the required format, the measurement is considered incomplete and calculation for those trains is made according to the specific consumption of train.
- If several traction vehicles were used on the same train, the total calculated energy consumption per specific consumption of train is divided by the number of traction vehicles.
- Electricity consumption for preheating/precooling of passenger trains is charged to the user who uses it. This consumption is

identified according to a special code, which is listed under "Unique vehicle number" in the detailed specification of consumption of traction current.

The codes for preheating/precooling of passenger trains are:

- 724800000001 – fixed installation for preheating/precooling in Zagreb GK station
- 711600000001 – fixed installation for preheating/precooling in Vinkovci station
- 88880000-year-month – electricity consumption for preheating/precooling of passenger trains on departure tracks if there is no measurement data. Electricity consumption is obtained by multiplying the installed power of the heating/cooling system (EMU=120 kW, wagon=30 kW) with the average heating/cooling time (15 minutes) and the unit price of active energy depending on the time of use (higher or lower daily tariff).

II.

41) The infrastructure manager reserves the right to change the methodology of energy recuperation charge calculation in case the conditions laid out in the contract between infrastructure manager and electricity supplier or transmission network operator change and in case of changed applicable ordinances of a competent regulatory body for electricity market.

5.4.2 Preheating and Preliminary Air-Conditioning of Passenger Trains

1) Facilities for preheating and preliminary air-conditioning of passenger trains are located in stations Vinkovci and Zagreb Glavni kolodvor.



2) HŽ Infrastruktura enables the use of facilities for preheating and preliminary air-conditioning of passenger trains. The use of those facilities is included in minimum access package charge.

3) Traction current required for preheating and preliminary air-conditioning of passenger trains is charged in accordance with [point 5.4.1](#).

4) HŽ Infrastruktura does not provide the service of preheating and preliminary air-conditioning of passenger trains.

5) Every railway undertaking can independently operate the facility for preheating and preliminary air-conditioning in accordance with Instructions for the use of fixed installations for preheating and preliminary air-conditioning of passenger trains. Instructions are available on the website of HŽ Infrastruktura under the headline „[Korisnički centar/Portal za pristup infrastrukturi/Akti upravitelja infrastrukture/Poslovni red kolodvora](#)“.

6) Information on contact addresses of the providers of preheating and preliminary air-conditioning of passenger trains service is available in the Annex „Other Service Facility Operators“ on the website of HŽ Infrastruktura: https://eng.hzinfra.hr/?page_id=284

5.4.3 Services for Exceptional Transport and Dangerous Goods

Exceptional Transport

1) HŽ Infrastruktura enables the exceptional consignment transport according to the provisions of the Ordinance on the Conditions for the Transport of Exceptional Consignments by Rail and the Instructions on the Conditions for the Transport of Exceptional Consignments (HŽI-612).

2) The service of HŽ Infrastruktura includes determining the conditions for the transport of the exceptional consignment and for the running of the train transporting the consignment does not comply with general technical transport standards on the intended line section Besides the aforementioned, the service can include additional engagement of HŽ Infrastruktura staff in the preparation and performance of conditions for the transport of exceptional consignment, such as: temporary displacement of equipment placed near the tracks, engagement of additional HŽ Infrastruktura staff to monitor transport, inspection of tracks after transport operations have been performed, etc.

3) Railway undertakings must request an approval of exceptional consignments transport from HŽ Infrastruktura. HŽ Infrastruktura takes a decision on whether it is possible to accept a specific transport and under which conditions.

4) Railway undertakings shall submit the request for the approval of exceptional consignments transport in line with [point 4.7](#).

5) More detailed information can be obtained at the following address:

Address
<p>HŽ Infrastruktura d.o.o. Sektor za promet Odjel za izvršenje prometa Mihanovićeva 12 HR – 10 000 Zagreb</p> <p>Tel: +385 1 453 40 28 e-mail: ip@hzinfra.hr</p>

6) Charge consists of two parts:





- the charge for the service of determining the specific conditions for the transport of the exceptional consignment and for the running of the train transporting the exceptional consignment
- the charge for the additional engagement of HŽ Infrastruktura staff in the preparation and performance of conditions for the transport of exceptional consignment.

7) The charge for the service of determining the specific conditions for the transport of the exceptional consignment, and the running of the train transporting the exceptional consignment depends on the complexity of conditions for the transport of each individual exceptional consignment. Charge categories are A, B, C and D, where A is charge category with most complex transport conditions.

8) Charge categories, charge and conditions for transport of exceptional consignment are the following:



Charge category	Charge amount EUR	Charge amount HRK	Conditions for transport of exceptional consignment
A	EUR 0.70 per realized train kilometre of exceptional consignment transport + VAT	<ul style="list-style-type: none"> - transport of exceptional consignment requires that a train with exceptional consignment be prohibited from passing and overtaking other trains on parallel, double track and multi-track line - transport of exceptional consignment has to be accompanied by the IM expert staff - transport of exceptional consignment requires switching off of voltage in OLE on one or several sections of the line - transport of exceptional consignment requires strengthening of the line and line structures or temporary displacement of fixed installations - transport of exceptional consignment requires the inspection of the line and parts of railway infrastructure subsystems before and/or after the transport of exceptional consignment - transport of exceptional consignment requires reduced speed of the train with exceptional consignment (≤ 40 km/h), on the transport route or parts of the transport route 	exceptional consignment can only be transported by freight trains requested during ad hoc capacity allocation procedure
B	EUR 0.28 per realized train kilometre of exceptional consignment transport + VAT	<ul style="list-style-type: none"> - transport of exceptional consignment requires reduced speed of the train with exceptional consignment (lower than the maximum allowed train speed prescribed in the timetable, but higher than 40 km/h), on the transport route or parts of the transport route - transport of exceptional consignment requires reduced speed of the train with exceptional consignment over the track points into the direction of traffic and/or turn, as well as over the critical places on the line on the transport route or parts of the transport route 	exceptional consignment can be transported by all freight trains
C	EUR 0.14 per realized train kilometre of exceptional consignment transport + VAT	<ul style="list-style-type: none"> - all other exceptional consignments 	exceptional consignment can be transported by all freight trains
D	no charge	<ul style="list-style-type: none"> - category C exceptional consignment transporting high cube container, i.e. swap body - exceptional consignment which is only formally an exceptional consignment on the HŽ network 	exceptional consignment can be transported by all freight trains



9) The charge category for the service of determining the specific conditions for the transport of the exceptional consignment, and for running of the train transporting exceptional consignments is determined by HŽ Infrastruktura when issuing the written authorisation for exceptional consignment transport.

10) Charge category for each individual exceptional consignment is determined according to the conditions that need to be fulfilled for its transport.

11) If several exceptional consignments of different categories are transported in a train on the same route, the charge for the service of determining the specific conditions for the transport of the exceptional consignment, and the running of the train transporting exceptional consignments is calculated per realized train kilometre of the transport of the consignment with the most complex transport conditions.

12) The charges for additional engagement of HŽ Infrastruktura staff in the preparation and performance of conditions for the transport of exceptional consignments are the following:



Service	Description of the service	Unit	Charge EUR
Additional engagement of staff on accompanying the train	- Transport of the exceptional consignment has to be accompanied by the IM expert staff. Additional engagement of staff accompanying the train with exceptional consignment includes train running time and time needed for staff to arrive to/depart from a train with exceptional consignment (2 hours). The duration of the additional engagement of expert staff accompanying a train with exceptional consignment is calculated as a full hour after each hour started.	Hour	35.20
Removal of a switch signal	- Transport of the exceptional consignment requires the temporary removal of a switch signal	Piece	72.06
Inspection of tracks	- Transport of the exceptional consignment requires inspection of tracks	Km	14.72
	- Transport of the exceptional consignment requires inspection of parts of railway infrastructure subsystems	Installation	224.47
Switching off of voltage in OLE or switching off of voltage in OLE and lifting OLE	- Transport of the exceptional consignment with load height from 4780 to 4799 mm requires switching off of voltage in OLE on the line M202 Zagreb GK – Rijeka. Switching off of voltage: Generalski Stol station, Vrbovsko station, Meja -Škrljevo		178.01
	- Transport of the exceptional consignment with load height from 4780 to 4799 mm requires switching off of voltage in OLE and lifting OLE on the line M202 Zagreb GK – Rijeka. Switching off of voltage: Generalski Stol station, Vrbovsko station, Meja -Škrljevo		356.02
	- Transport of the exceptional consignment with load height from 4800 to 4849 mm requires switching off of voltage in OLE on the line M202 Zagreb GK – Rijeka. Switching off of voltage: Generalski Stol station, Gomirje – Vrbovsko, Vrbovsko station, Skrad – Zalesina, Meja -Škrljevo, S. Pećine – Rijeka, Rijeka station		279.73
	- Transport of the exceptional consignment with load height from 4800 to 4849 mm requires switching off of voltage in OLE and lifting OLE on the line M202 Zagreb GK – Rijeka. Switching off of voltage: Generalski Stol station, Gomirje – Vrbovsko, Vrbovsko station, Skrad – Zalesina, Meja -Škrljevo, S. Pećine – Rijeka, Rijeka station		559.46
	- Transport of the exceptional consignment with load height from 4850 to 4899 mm requires switching off of voltage in OLE on the line M202 Zagreb GK – Rijeka. Switching off of voltage: Generalski Stol station, Gomirje – Vrbovsko, Vrbovsko station, Skrad – Zalesina, Zalesina – Delnice, Fužine – Drivenik, Meja -Škrljevo, S. Pećine – Rijeka, Rijeka station		330.59
	- Transport of the exceptional consignment with load height from 4850 to 4899 mm requires switching off of voltage in OLE and lifting OLE on the line M202 Zagreb GK – Rijeka. Switching off of voltage: Generalski Stol station, Gomirje – Vrbovsko, Vrbovsko station, Skrad – Zalesina, Zalesina – Delnice, Fužine – Drivenik, Meja -Škrljevo, S. Pećine – Rijeka, Rijeka station		661.18



Service	Description of the service	Unit	Charge EUR
	- Transport of the exceptional consignment with load height from 4900 to 5000 mm requires switching off of voltage in OLE on the line M202 Zagreb GK – Rijeka. Switching off of voltage: Generalski Stol station, Ogulin – Ogulinski Hreljin, Ogulinski Hreljin – Gomirje, Gomirje – Vrbovsko, Vrbovsko station, Skrad – Zalesina, Zalesina – Delnice, Lokve – Fužine, Fužine – Drivenik, Meja -Škrljevo, S. Pećine – Rijeka, Rijeka station		356.02
	- Transport of the exceptional consignment with load height from 4900 to 5000 mm requires switching off of voltage in OLE and lifting OLE on the line M202 Zagreb GK – Rijeka. Switching off of voltage: Generalski Stol station, Ogulin – Ogulinski Hreljin, Ogulinski Hreljin – Gomirje, Gomirje – Vrbovsko, Vrbovsko station, Skrad – Zalesina, Zalesina – Delnice, Lokve – Fužine, Fužine – Drivenik, Meja -Škrljevo, S. Pećine – Rijeka, Rijeka station		712.04
	- Transport of the exceptional consignment with load height from 4750 to 4919 mm requires switching off of voltage in OLE on the line M102 Zagreb GK – Dugo Selo. Switching off of voltage: Zagreb Borongaj – Sesvete, Sesvete station		714.20
	- Transport of the exceptional consignment with load height from 4920 to 5010 mm requires switching off of voltage in OLE on the line M102 Zagreb GK – Dugo Selo. Switching off of voltage: Zagreb Borongaj – Sesvete, Sesvete station		1,223.88
	- Transport of the exceptional consignment with load height from 5011 to 5015 mm requires switching off of voltage in OLE on the line M102 Zagreb GK – Dugo Selo. Switching off of voltage: Zagreb Borongaj – Sesvete, Sesvete station		1,223.88
	- Transport of the exceptional consignment with load height from 5011 to 5180 requires switching off of voltage in OLE on the line M101 State border – S. Marof – Zagreb GK. Switching off of voltage: Zagreb Zapadni kolodvor		815.92
Removal of the main signal	- Transport of the exceptional consignment requires the temporary removal of the main signal	Piece	242.48
Removal of the boundary track signal	- Transport of the exceptional consignment requires the temporary removal of the boundary track signal	Piece	242.48
Removal of the shunting signal	- Transport of the exceptional consignment requires the temporary removal of the shunting signal	Piece	181.86
Removal of the telephone cabinet	- Transport of the exceptional consignment requires the temporary removal of the telephone cabinet	Piece	121.24
Removal of the concrete channel cover	- Transport of the exceptional consignment requires the temporary removal of the concrete channel cover	Installation	121.24
Securing the level crossing due to slow train running	- Transport of the exceptional consignment requires securing the level crossing due to slow train running	Installation	121.24



13) VAT is added to the charge.

14) The transport of the exceptional consignment may require additional engagement of HŽ Infrastruktura staff in the preparation and performance of conditions for the transport of exceptional consignment that is not covered by the table from the paragraph above. The charge for additional engagement of staff is billed in the amount of costs actually incurred for each single case.

Transport of Dangerous Goods

15) Dangerous goods are transported on the railway network of the Republic of Croatia in accordance with RID and the Transportation of Dangerous Goods Act.

16) HŽ Infrastruktura does not provide services related to the transport of dangerous goods.

5.5 Ancillary services and Charges

1) Ancillary services may comprise:

- access to telecommunication network
- provision of supplementary information
- technical inspection of rolling stock
- ticketing services in passenger stations and stops
- heavy maintenance services supplied in maintenance facilities dedicated to high speed trains or to other types of rolling stock requiring specific facility.

2) HŽ Infrastruktura is not obligated to provide the above mentioned ancillary services. If HŽ Infrastruktura provides a particular service, then it will be

provided to all railway undertakings in a non-discriminatory way and at their request.

3) HŽ Infrastruktura provides the service of telecommunication network use in line with market conditions.

4) HŽ Infrastruktura provides additional information on the use of railway infrastructure that it is managing, and the services it provides, which is not covered by the Network Statement.

5) For more detailed information on the services provided by HŽ Infrastruktura and the possibilities of providing other services, please contact:

Address
<p>HŽ Infrastruktura d.o.o. Sektor za pristup infrastrukturi Mihanovićeva 12 HR – 10 000 Zagreb</p> <p>e-mail: access@hzinfra.hr</p>

6) Charges of ancillary services provided by HŽ Infrastruktura shall be determined by a contract between the interested parties.

7) For ancillary services provided by other service facility operators, see Annex „Other Service Facility Operators“ on the website of HŽ Infrastruktura: https://eng.hzinfra.hr/?page_id=284



5.6 Financial Penalties and Incentives

5.6.1 Penalties for Path Modification by the Applicant

- 1) The applicant may, without financial consequences, request a modification of the train path allocated to him by the annual timetable.
- 2) For submitting a modification request, see [point 4.8.1](#).

5.6.2 Penalties for Path Alteration by the IM

- 1) HŽ Infrastruktura has the right to alter the train path allocated to the applicant according to the conditions specified in [point 4.8.2](#).
- 2) There is no special charge for altering the allocated train path.
- 3) For rules on the charges in the case of using an alternative route, see the General Terms and Conditions on Access to Railway Infrastructure, which are available on the HŽ Infrastruktura website:
https://eng.hzinfra.hr/?page_id=284

5.6.3 Non-Usage Charges

HŽ Infrastruktura charges the fee for non-usage of allocated train paths in accordance with [point 4.8.3](#).

5.6.4 Cancellation Charges

HŽ Infrastruktura does not charge a fee for the cancellation of allocated train paths.

5.6.5 Incentives/Discounts

HŽ Infrastruktura does not apply incentives nor discounts.

5.7 Performance Scheme

1) Performance scheme includes monitoring the movement of trains and the identification of the cause of delays and compensation for train delays:

- in passenger transport for passenger trains in the annual timetable (including amendments to the annual timetable) which are more than 15 minutes late at the destination establishment compared to the planned timetable time. Performance scheme does not include empty passenger train sets, locomotive trains and ad hoc trains
- in freight transport for freight trains in the annual timetable (including amendments to the annual timetable) which are more than 90 minutes late at the destination establishment compared to the planned timetable time. Performance scheme does not include locomotive trains and ad hoc trains

2) In the case of trains from paragraph 1) of this point, which depart from the departure station before time or late, the following primary delays from [Annex 5.2](#):



PRIMARY DELAYS CAUSED BY THE INFRASTRUCTURE MANAGER

Abbreviations	Term
1.	2.
AA	Waiting for permission
AC	Waiting at the entry automatic block or protective signal
AH	Dispatcher traffic operation command
AK	Entry/exit into a turn
AM	Entry upon special purpose signal
AN	Train running on irregular track
OC	Track closure by infrastructure manager

3) HŽ Infrastruktura monitors train delays in relation to delay causes as primary and secondary delays.

4) **Primary delays** are all initial train delays, which are caused by the original event that led to the delay (disturbance or disruption) and are not caused by the delay or cancellation of another train.

5) **Secondary delays** are delays that occur as a consequence of an already existing delay.

6) The responsibility for primary causes of delay may be attributed to:

- infrastructure manager
- railway undertaking
- external influences

7) An overview of the primary and secondary delay causes can be found in [Annex 5.2](#).

8) Train delays are monitored by observing deviations of real running times in relation to the running times planned in the timetable. Compensation for

train delays caused by extraordinary events, for which responsibility may not be determined without an investigative procedure, is calculated subsequently.

9) Compensation is calculated for all primary train delays by the minute of delay for every individual train.

10) The delay compensation amounts to 0.10 EUR/min. The total amount of the delay compensation for a specific train may reach a maximum of 5% of the charge for the entire train path for each responsible party.

11) If the railway undertaking considers that the cause of the delay is not properly determined, it can submit a complaint to HŽ Infrastruktura regarding the disagreement with the attributed cause of the delay within 120 minutes from the entry of the cause of the delay into the infrastructure manager's information system.

12) Complaints are submitted to the Regional Transport Operations/Područna prometna operativa via e-mail:

Submission of complaints		
Područna operativa Centar	e-mail:	<i>dispecer.zagreb@hzinfra.hr</i>
Područna operativa Istok	e-mail:	<i>dispecer.vinkovci@hzinfra.hr</i>
Područna operativa Jug – dispatcher Knin	e-mail:	<i>dispecer.knin@hzinfra.hr</i>
Područna operativa Jug – dispatcher Split	e-mail:	<i>dispecer.split@hzinfra.hr</i>
Područna operativa Sjever – dispatcher Koprivnica	e-mail:	<i>dispecer.koprivnica@hzinfra.hr</i>
Područna operativa Sjever – dispatcher Varaždin	e-mail:	<i>dispecer.varazdin@hzinfra.hr</i>



Submission of complaints

Područna operativa Zapad	e-mail:	<i>dispecer.rijeka@hzinfra.hr</i>
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13) Within 120 minutes of submitting a complaint, HŽ Infrastruktura accepts the complaint by changing the cause of the delay in the information system or rejects the complaint of the railway undertaking by e-mail.

14) If, after carrying out the procedure from paragraphs 11) to 13) of this point, the railway undertaking still considers that the cause of the delay is not properly determined, it has the right to submit a complaint by e-mail within 4 days of the attribution of the cause of the delay:

Address
<p>HŽ Infrastruktura d.o.o. Sektor za promet Odjel za izvršenje prometa Mihanovićeva 12 HR – 10 000 Zagreb</p> <p>e-mail: <i>spk@hzinfra.hr</i></p>

15) HŽ Infrastruktura, in cooperation with the complainant, decides on the complaint within 4 working days from the receipt of the complaint.

16) HŽ Infrastruktura shall deliver the data on calculated train delays to the railway undertaking once a month.

5.8 Changes to Charges

The infrastructure manager reserves the right to change the charges published in the Network Statement. The infrastructure manager shall publish the new charges in the amendments to the Network Statement and promptly inform the applicants of this.

5.9 Billing Arrangements

1) At the end of the billing period (one month), HŽ Infrastruktura shall calculate the charges for performed services in the previous month and shall send the invoices to the address of the applicant.

2) The applicant shall pay the invoices within 30 days from the receipt of the invoice.

3) Exceptionally, the deadline for settling the invoice for the supplied traction current is 15 days from the date of receipt of the invoice.

4) Prior to contracting for the next period, the applicant shall settle all its due liabilities in full.

5) In the event of non-payment of overdue receivables, HŽ Infrastruktura may activate payment guarantee instruments the applicant provided together with the contract.

Guarantee of Payment

6) The instruments to guarantee payment of HŽ Infrastruktura receivables by applicants are: blank/common promissory notes made in compliance with



the provisions of the applicable Distraint Act that are notarised/confirmed by a notary public, bank guarantees, letters of credit and deposits.

7) For applicants whose headquarters are not on the territory of Croatia, the only acceptable forms of payment guarantee are bank guarantees, letters of credit and deposits.

8) The instruments to guarantee payment must be issued in the amount of 25% of the value of the concluded contract, and the applicants are obligated to issue new payment instruments to HŽ Infrastruktura should HŽ Infrastruktura use the already received instruments to settle overdue unpaid receivables, so that the payment guarantee for payments due is secured during the contract duration in the amount of 25% of the contracted value.

9) An applicant is obligated to deliver the agreed payment guarantee instruments to HŽ Infrastruktura no later than 15 days after the conclusion of the contract, otherwise it will be considered that the contract has not even been concluded and shall not produce legal effects.

10) If, during the implementation of the contract, it becomes apparent that the value of the contract will be significantly higher than estimated (20% or more), the infrastructure manager will require additional payment guarantee instruments from the applicant.

11) New payment guarantee instruments are to be submitted for every concluded rail services contract, i.e. the instruments that had been submitted for contracts signed in previous years are not valid for new contracts.



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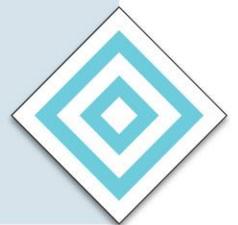
14 December 2025 –
12 December 2026

NETWORK Statement

 HŽ INFRASTRUKTURA

6 OPERATIONS

- 6.1 Introduction
- 6.2 Operational Rules
- 6.3 Operational Measures
- 6.4 Tools for Train Information and Monitoring



6 OPERATIONS

6.1 Introduction

1) Railway infrastructure has to be used in a way which ensures safe and orderly functioning of railway traffic. A railway undertaking is obligated to abide by all regulations for the use of railway infrastructure and safe functioning of railway transport, including the ones issued by HŽ Infrastruktura.

2) The applicant shall enter all the necessary train composition data in the infrastructure manager's Transport Information System (IST).

6.2 Operational Rules

1) Traffic safety is regulated by the Act on Safety and Interoperability of the Rail System. Based on this Act, the Minister of Transport issued a number of ordinances.

2) The list of laws and bylaws, as well as acts of infrastructure manager related to railway transport can be found in [Annex 1.1](#).

3) The acts of the infrastructure manager, which are mentioned in this Network Statement, are available to the applicants in the user centre on the HŽ Infrastruktura website in the section [„Korisnički centar/Portal za pristup infrastrukturi/Akti upravitelja infrastrukture“](#).

4) Access to user centre applications is possible by obtaining a username and password assigned by HŽ Infrastruktura, Sektor za pristup infrastrukturi, at the request of the applicant.

5) The official language of communication in the traffic organization and regulation on railway infrastructure managed by HŽ Infrastruktura is Croatian. For an exemption from the application of the Croatian language, see [point 3.4.2](#).

6) The Republic of Croatia has concluded cross-border agreements with neighbouring countries. Based on agreements between states, HŽ Infrastruktura concludes agreements with neighbouring infrastructure managers. The agreements concluded before the separation of infrastructure management from the provision of rail transport services are also in force. All agreements that apply on the network managed by HŽ Infrastruktura are available on the HŽ Infrastruktura website in the section [„Korisnički centar/Portal za pristup infrastrukturi/Akti upravitelja infrastrukture“](#).

6.3 Operational Measures

6.3.1 Principles

For the efficient use of railway infrastructure and railway traffic management, all participants are obliged to:

- Comply with the rules for safe operation and traffic management
- Follow signalling rules
- Follow timetable rules



6.3.2 Operation Regulation

For traffic organisation and regulation under normal operational conditions, rules for regulation of railway traffic prescribed by the Act on Safety and Interoperability of the Rail System, Ordinance on the Way and Conditions for the Safe Operation and Management of Railway Traffic, Traffic Ordinance (HŽI-2) and other bylaws and regulations regulating it, are applied.

6.3.3 Disturbances

1) the event of extraordinary circumstances defined by the Railway Act, the competent Ministry may determine the measures which the infrastructure manager and the railway undertakings are required to take in order to ensure that traffic on the railway infrastructure continues in the circumstances.

2) In the event of disturbance of train movements due to a technical failure or an accident, the infrastructure manager shall take all necessary measures to normalize the traffic and, to that end, it has adopted the Plan of Emergency Measures in Case of Disturbances in Rail Traffic in which the bodies to be notified in the event of serious accidents or train disruptions are indicated. The Plan of Emergency Measures in Case of Disturbances in Rail Traffic is available in the user centre on the HŽ Infrastruktura website in the section [„Korisnički centar/Portal za pristup infrastrukturi/Akti upravitelja infrastrukture“](#).

3) HŽ Infrastruktura will notify all interested parties of such situation.

4) With the aim to eliminate traffic disturbances, HŽ Infrastruktura will undertake appropriate measures to restore the regular operation of train services, while taking into consideration the needs of passengers and users of freight traffic.

5) HŽ Infrastruktura may, if it deems necessary, require railway undertakings to make available resources which are the most appropriate to restore the situation to normal as soon as possible.

6) Trains used to remove disturbances caused as a result of accidents or extraordinary circumstances have priority over all other trains.

7) In the case of emergency, and when it is necessary due to a failure which rendered railway infrastructure temporarily unavailable, the infrastructure manager may, without prior notice, cancel the allocated train paths for the time necessary to eliminate disturbances and restore traffic or with an agreement of the railway undertaking offer to it an alternative train path, depending on the type and the expected duration of disturbance.

8) In case of a traffic disturbance requiring different traffic organisation than the one defined in the regular timetable, HŽ Infrastruktura will make a temporary timetable, as agreed with railway undertakings, for the period until regular traffic is reinstated.

9) HŽ Infrastruktura will apply the priority rules for train dispatching in the following order:

1. Passenger trains - the railway undertaking in agreement with HŽ Infrastruktura decides on the order of dispatching of its trains
2. Freight trains – in the order of arrival at the place of disturbance.

10) The same priority rules apply to railway freight corridors.

11) With the aim of restoring the normal traffic flow, operative rules for railway traffic management apply under the Act on Safety and Interoperability of the Rail system, Ordinance on the Way and Conditions for the Safe Operation and Management of Railway Traffic, as well as Traffic Ordinance (HŽI-2), and other sub-legal acts and regulations regarding the aforementioned.



12) Necessary measures to be taken in case of accidents and incidents are defined under the Act on Safety and Interoperability of the Rail system and the Instruction on Procedures in Case of Disruptions (HŽI-631).

13) If large incidents with a significant international impact occur, the international coordination of incident management during disturbances is required. More at:

<https://rne.eu/tm-tpm/incident-management/>

6.4 Tools for Train Information and Monitoring

1) Trains running on the network managed by HŽ Infrastruktura can be monitored by using IST application. International trains can be monitored by using TIS application too.

2) **IST** (Transport Information System) is an IT application of the infrastructure manager for monitoring the movement of trains, wagons and freight on the railway network managed by HŽ Infrastruktura. The application enables the user to create and view traffic records (train lists, train movement records, station performance, timetables, reports and statistics). In addition, it enables operations on trains that precede, go along with and analyse the movement of trains (assembling, movement, rerouting, dissolution, disassembling, admission, exit, shunting). This system monitors the execution of the timetable, wagon records, handover of wagons at border crossings, as well as operational and business statistics (performance effect, delay analysis, movement analysis).

3) Access to IST is granted to all railway undertakings that have concluded an access contract to railway infrastructure.

4) **TIS** (Train Information System) is a web-based application that supports international train traffic by delivering real-time train data concerning the

movement of international passenger and freight trains. The relevant data is obtained directly from the Infrastructure Managers' systems and all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders.

5) Applicants and operators of service facilities may also be granted access to the TIS by signing the TIS User Agreement with RNE. By signing this Agreement, the TIS User agrees to RNE sharing train information with cooperating TIS Users. The TIS User shall have access to the data relating to its own trains and to the trains of other TIS Users if they cooperate in the same train run (i.e. data sharing by default).

6) Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: support.tis@rne.eu

7) More at:

<http://tis.rne.eu/>



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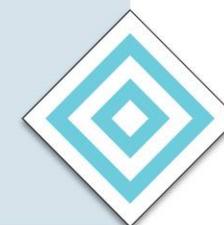
14 December 2025 –
12 December 2026

NETWORK Statement



7 SERVICE FACILITIES

- 7.1 Introduction
- 7.2 Service Facility Overview
- 7.3 Service Facilities Managed by HŽ Infrastruktura





7 SERVICE FACILITIES

7.1 Introduction

1) Service facility means the installation, including ground area, buildings and equipment, which has been specially arranged, as a whole or in part, to allow the supply of one or more railway services referred to in points 2 to 4 of Annex 2 of the Railway Act (basic, additional and ancillary services).

2) Operator of service facility means any legal entity responsible for the managing one or more service facilities (service facility manager) or for supplying one or more services referred to in Annex 2, points 2 to 4 of the Railway Act (service provider) to railway undertakings.

3) This Network Statement contains detailed information on service facilities managed by HŽ Infrastruktura as well as about the services provided in them. The Network Statement contains information on the service facilities of other service facility operators if they are connected to the railway network managed by HŽ Infrastruktura.

4) The principles for determining charges related to service facilities are described in [point 5.2](#).

7.2 Service Facility Overview

1) Service facilities managed by HŽ Infrastruktura are described in accordance with Article 4 of Regulation 2017/2177.

2) More detailed information on service facilities that are connected to the railway network of HŽ Infrastruktura, and which are not managed by HŽ Infrastruktura are available in the Annex „Other Service Facility Operators“ on the website:

https://eng.hzinfra.hr/?page_id=284

3) Operators of service facilities shall publish the service facility description and make it available free of charge, in one of the following ways:

- by publishing it on their web portal or a common web portal in which case HŽ Infrastruktura is provided with a link to be included in its Network Statement, or
- by providing HŽ Infrastruktura with the relevant and ready-to-be-published information to be included in the Network Statement

4) HŽ Infrastruktura has made available to all service facility operators a common template that they can use for publishing information. A common template for service facilities has been developed by RNE and IRG-Rail in collaboration with the railway sector, and is available at:

<https://www.hzinfra.hr/wp-content/uploads/2018/12/Zajednicki-predlozak-za-usluzne-objekte.pdf>

5) Service facility operators may use RFP (Rail Facility Portal) to publish service facility and service data.

6) The RFP, a common European web portal, was designed to provide a platform for service facility operators (such as freight terminals, marshalling yards, etc.) to publish information about their facilities and services in compliance with the relevant EU regulations and to promote their facilities and services. At the same time, for shippers, applicants, railway undertakings, combined transport operators and other logistics service providers using rail the portal is meant to be a single source of information





allowing them to identify relevant facilities for the planning of their services and the optimisation of their transport and logistics chains.

7) Access to RFP is free of charge without user registration. More information at:

<http://railfacilitiesportal.eu>

8) If as operator of the service facility you intend to publish the data that you are obliged in the RFP in line with Implementing Regulation 2017/2177, please contact the address: *contact@railfacilitiesportal.eu*

9) Service facility operators are obliged to submit information on the service facility to HŽ Infrastruktura by 30th of September of the year in which the Network Statement is published to the address:

Address
<p>HŽ Infrastruktura d.o.o. Sektor za pristup infrastrukturi Mihanovićeva 12 HR – 10 000 Zagreb</p> <p>e-mail: <i>access@hzinfra.hr</i></p>

10) In accordance with the Railway Act, HAKOM keeps a register of railway services of service facility operators listed in Annex II, point 2 of Railway Act, which it publishes on its website:

<https://www.hakom.hr/hr/registar/2066>

7.3 Service Facilities Managed by HŽ Infrastruktura

7.3.1 Common Provisions

1) HŽ Infrastruktura will enable all railway undertakings to gain access by railway line to all service facilities connected to the railway infrastructure it manages in a non-discriminatory way and at their request.

2) Access by railway line to service facility also includes the use of railway tracks managed by HŽ Infrastruktura which enable the railway undertaking to use the service facility.

3) When a service facility is accessed to by a railway line, the track access to service facility is charged in accordance with the provisions of the minimum access package of services.

4) When a service facility is located in a station, and the access to the facility is not possible by a railway line, but only by a station track, the access to the service facility is included in the costs of the minimum access package and is not charged separately.

5) HŽ Infrastruktura will enable all railway undertakings to use all service facilities managed by HŽ Infrastruktura and all services supplied by it in these facilities in a non-discriminatory way and at their request.

6) For the use of service facilities and supply of services, railway undertakings will conclude a contract with HŽ Infrastruktura, or with the operators of service facilities in question.



7.3.1.1 Access Conditions

1) The conditions of access to service facilities and the services provided in them are equal to the conditions of access for the minimum access package ([point 3.2](#)).

2) Railway undertaking concludes a contract for the use of service facilities and services with HŽ Infrastruktura.

7.3.1.2 Capacity Allocation

1) Railway undertakings can submit requests to HŽ Infrastruktura for the use of only those service facilities managed and services provided by HŽ Infrastruktura.

2) Railway undertakings submit the requests for the use of service facilities or the use of services as follows:

- within the Train path request, in line with the allocation processes set out under [point 4.5](#).
- by a separate request in writing:

Submitting a request	
e-mail:	<i>hz-gl.dispecer.promet@hzinfra.hr</i>
Mail:	HŽ Infrastruktura d.o.o. Sektor za promet Odjel za izvršenje prijevoza Mihanovićeva 12 HR – 10 000 Zagreb

3) Requests for the use of service facilities not operated by or services not provided by HŽ Infrastruktura are to be submitted to the respective operators of those service facilities.

7.3.2 Passenger Stations and Stops

7.3.2.1 General Information

1) HŽ Infrastruktura manages all establishments open for boarding of passengers on the network of HŽ Infrastruktura.

2) An overview of stations and stops open for boarding of passengers can be found in Annex “HŽI Service Facilities and Services” on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

7.3.2.2 Services

1) HŽ Infrastruktura, as a basic service, will enable all railway undertakings to use all passenger stations and stops, station buildings and other facilities required for boarding of passengers, including travel information displays and suitable location for ticketing services.

2) Upon the request of a railway undertaking, HŽ Infrastruktura will, where possible, provide an appropriate location for ticketing services at the stations and stops for boarding of passengers.

3) An overview of services available in certain establishments can be found in the Annex “HŽI Service Facilities and Services” on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284



7.3.2.3 Service Facility Description

1) A detailed overview of the station and stops open for boarding of passengers, platforms and built-up areas can be found in [Annex 2.20](#).

2) An overview of technical equipment in establishments (overview of lifting platforms for persons with disabilities, platforms for loading and unloading of accompanied cars, water supply facilities for passenger trains, etc.) can be found in Annex “HŽI Service Facilities and Services” on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

7.3.2.4 Charges

1) Charges for the use of passenger stations and stops, station buildings and other facilities necessary for boarding of passengers, including travel information displays, as well as use of areas necessary for access to and transfer of passengers at railway stations and stops, and other surfaces that allow movement of passengers between the public road surfaces and the train are calculated for every train stop at establishment of each train path.

2) Every train stop charge is calculated by the following formula:

$$C_{sm} = K_{sm} \times K_{vl} \times C_{os}$$

Key:

- C_{sm} - charge for the use of station/stop
- K_{sm} - station/stop coefficient
- K_{vl} - train type coefficient
- C_{os} - basic price for the use of station/stop

3) **Station/stop coefficient [K_{sm}]** is determined for each station/stop separately, taking into account the following parameters:

- importance of the station or stop in transport, geographical and social terms
- dimensions of the platform and built up areas for boarding of passengers
- number of tracks along the raised surface of the station/stop
- existence of the shelter next to the building, as well as shelter over the intermediate platform
- existence of equipment for electronic visual passenger information

4) [Annex 7.1](#) contains an overview of station/stop coefficients.

5) **Train type coefficient [K_{vl}]** is determined by the length of the train and amounts to:

Train type coefficient	Train type	Value of coefficient
K_{vl1}	EuroCity, EuroNight, InterCity, agency, fast, semi-fast	1.91
K_{vl2}	passenger, cross-border	0.89
K_{vl3}	suburban	0.99

6) **Basic price for the use of passenger stations and stops, station buildings and other facilities for the boarding of passengers [C_{os}]** is determined on the basis of costs for the maintenance of the facilities and equipment in stations and stops, as well as energy costs.

7) Basic price for the use of passenger stations, station buildings and other facilities for the boarding of passengers amounts to 0.31 EUR/train stopping + VAT.



8) The charge for the use of premises for ticket offices and space for setting up ticket vending machines is regulated by a special contract and is not included in the charge referred to in this point.

9) The charge for the use of water supply facilities for passenger trains and platforms for loading and unloading of accompanied cars is included in the minimum access package charge.

7.3.2.5 Access Conditions

For access conditions to passenger stations and stops, see [point 7.3.1.1](#).

7.3.2.6 Capacity Allocation

1) The request for the use of passenger stations and stops shall be submitted within the train path request by indicating the establishments where the train stops.

2) For the capacity allocation procedure, see [point 7.3.1.2](#).

7.3.3 Freight Terminals

7.3.3.1 General Information

1) HŽ Infrastruktura doesn't operate any freight terminals which are considered to be an arranged and organized area, where the receipt, storage, preparation, reloading and dispatching of various types of goods is carried out.

2) However, HŽ Infrastruktura enables all railway undertakings to use the capacity in all stations and forwardings where it is possible to carry out loading, unloading and reloading of goods in a non-discriminatory way and at their request.

3) HŽ Infrastruktura will enable all railway undertakings which require weighing service to use wagon scales as well as the use of platforms for loading and unloading of goods.

4) An overview of establishments open for freight traffic can be found in Annex "HŽI Service Facilities and Services" on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

5) An overview of freight terminals not managed by HŽ Infrastruktura is available in the Annex "Freight Terminals, Maritime and Inland ports" on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

7.3.3.2 Services

1) HŽ Infrastruktura does not provide loading, unloading or storage services.

2) HŽ Infrastruktura does not provide the service of weighing of railway vehicles.

3) Every railway undertaking independently performs weighing of wagons in accordance with the Instruction for the use of wagon scales. Instructions for the use of each wagon scale are available on the website of HŽ Infrastruktura: under the headline [„Korisnički centar/Portal za pristup infrastrukturi/Akti upravitelja infrastrukture/Poslovni red kolodvora“](#).



7.3.3.3 Service Facility Description

1) An overview of platforms and prepared surfaces for loading and unloading of goods as well as wagon scales can be found in the Annex "HŽI Service Facilities and Services" on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

2) A detailed overview of establishments for loading, unloading and reloading of goods, an overview of wagons scales and platforms can be found in [Annex 7.2](#).

7.3.3.4 Charges

1) The use of capacity in stations and forwardings and available platforms for loading and unloading of goods is included in the minimum access package charge.

2) Charges for the use of wagon scales are calculated per wagon and amount to EUR 7.17/wagon + VAT.

3) For shunting for weighing of wagons see [point 7.3.4.4](#).

7.3.3.5 Access Conditions

For conditions of access to stations and forwardings for loading, unloading and reloading of goods and the use of platforms for loading and unloading see [point 7.3.1.1](#).

7.3.3.6 Capacity Allocation

For the capacity allocation procedure, see [point 7.3.1.2](#).

7.3.4 Marshalling Yards and Train Formation Facilities including Shunting Facilities

7.3.4.1 General Information

1) Marshalling is considered to be an activity of shunting train wagons at stations where these trains terminate their run according to the timetable, and it is carried out to form new trains for other destination stations.

2) Marshalling is allowed only in the stations that have necessary technical, and traffic and technological conditions.

3) In accordance with the Article 64 of the Traffic Ordinance (HŽI-2), marshalling is allowed at the stations listed in Annex "HŽI Service Facilities and Services" on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

4) Assembling, disassembling and changing of composition of freight trains, as well as shunting, can be performed at all establishments on the railway network where the technical and technological capabilities exist.



7.3.4.2 Services

7.3.4.2.1 Shunting

1) Organisation of shunting activities at stations is prescribed in the Technological Station Work Process, i.e. Station Regulations, part II.

2) In compliance with Article 86, paragraph 5 of the Ordinance on the Way and Conditions for the Safe Operation and Management of Railway Traffic, the Technological Station Work Process is drawn up for the following stations: Čakovec, Karlovac, Knin, Koprivnica, Kutina, Novska, Ogulin, Osijek, Ploče, Rijeka, Rijeka Brajdica, Sisak Caprag, Slavonski Brod, Solin, Split Predgrađe, Škrljevo, Varaždin, Vinkovci, Virovitica, Zabok, Zagreb Glavni kolodvor, Zagreb Ranžirni kolodvor and Zagreb Zapadni kolodvor.

3) In compliance with Article 86, paragraph 6 of the Ordinance on the Way and Conditions for the Safe Operation and Management of Railway Traffic, railway undertakings are obligated to draw up the Technological Station Work Process in cooperation with HŽ Infrastruktura for the stations where they perform shunting activities.

4) further information on the drawing up of the Technological Station Work Process in stations where railway undertakings perform shunting activities please contact:

Address
<p>HŽ Infrastruktura d.o.o. Sektor za promet Odjel za organizaciju i tehnologiju prometa Mihanovićeva 12 HR – 10 000 Zagreb</p> <p>Tel: +385 1 453 36 26</p> <p>e-mail: manevriranje@hzinfra.hr</p>

7.3.4.2.1.1 Shunting for Assembling and Disassembling of Train

1) The service of shunting for assembling of train includes the work of:

- traffic controller and/or switchman on setting up the shunting routes and control over the performance of shunting operation and issuing and delivering accompanying documents
- shunting group on manipulation of wagons to assemble the train, delivery of train from the formation location to the departure track if required, checking a train composition, determining the train length and equipping the train with tail signal.

2) The service of shunting for disassembling of train includes the work of:

- traffic controller and/or switchman on setting up of shunting routes and control over the performance of shunting operation
- shunting group on manipulation of wagons to disassemble the train

3) The service of shunting for assembling and disassembling of train does not cover the work of shunting locomotive and shunting locomotive staff.

II.



4) The service of shunting for assembling and disassembling of trains at stations:

Station	Who performs the Service	Working Hours
Koprivnica, Vinkovci and Zagreb Glavni kolodvor	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunting group 	24/7
Zagreb Ranžirni kolodvor	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunting group 	24/7, except on Sundays from
Other stations	<ul style="list-style-type: none"> • traffic controller and/or switchman 	during the station working hours

7.3.4.2.1.2 Shunting for Coupling and Uncoupling the Locomotive

1) The service of shunting for coupling and uncoupling of the locomotive includes the work of:

- traffic controller and/or switchman on setting up of shunting routes and control over the performance of shunting operation
- shunter on the coupling and uncoupling of driving locomotive and equipping the train with tail signal

2) The service of shunting for coupling and uncoupling of the locomotive at stations:

Station	Who performs the Service	Working Hours
Koprivnica, Lokve, Moravice, Ogulin, Perković, Tovarnik, Vinkovci, Zagreb Glavni kolodvor and Zagreb Ranžirni kolodvor	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunter 	24/7

Station	Who performs the Service	Working Hours
Šapjane	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunter 	from 7:50 am to 10:10 pm
Other stations	<ul style="list-style-type: none"> • traffic controller and/or switchman 	during the station working hours

7.3.4.2.1.3 Shunting for Changing of Train Composition

1) The service of shunting for changing a train composition includes the work of:

- traffic controller and/or switchman on setting up of shunting routes, control over the performance of shunting operation and issuance and delivering of accompanying train documents
- shunting group on including and excluding the wagons and equipping the train with tail signal

2) The service of shunting for changing a train composition does not cover the work of a shunting locomotive and shunting locomotive staff.

3) The service of shunting for changing a train composition at stations:

Station	Who performs the Service	Working Hours
Koprivnica, Vinkovci, Zagreb Glavni kolodvor and Zagreb Ranžirni kolodvor	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunting group 	24/7
Lokve, Moravice, Ogulin, Perković and Tovarnik	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunter 	24/7
Šapjane	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunter 	from 7:50 am to 10:10 pm

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Station	Who performs the Service	Working Hours
Koprivnica, Vinkovci, Zagreb Glavni kolodvor and Zagreb Ranžirni kolodvor	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunting group 	24/7

7.3.4.2.1.4 Shunting for Weighing of Wagons

1) The service of shunting for weighing of wagons includes the work of:

- traffic controller and/or switchman on setting up of shunting routes and control over the performance of shunting operation
- shunting group on placement of wagons on the scale

2) The service of shunting for weighing of wagons does not cover the work of shunting locomotive and shunting locomotive staff.

3) The service of shunting for weighing of wagons at stations:

Station	Who performs the Service	Working Hours
Ogulin	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunter 	24/7
Koprivnica	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunting group 	24/7
Zagreb Ranžirni kolodvor	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunting group 	24/7, except on Sundays from 7:00 am
Čakovec, Karlovac, Knin, Osijek, Slavonski Brod and Zagreb Zapadni kolodvor	<ul style="list-style-type: none"> • traffic controller and/or switchman 	during the station working hours

7.3.4.2.1.5 Other Shunting Services

1) The shunting service includes the work of:

- traffic controller and/or switchman on setting up shunting routes and control over the performance of shunting operation
- shunting group at each movement of a vehicle which is not a train run and it is not for the purpose of assembling and disassembling of train, and which is carried out in order to transfer the vehicles from one location to another, including coupling and uncoupling, slowing down and stopping this movement and securing the vehicle from autorun

2) The shunting service does not cover the work of shunting locomotive and shunting locomotive staff.

3) Shunting service at stations:

Station	Who performs the Service	Working Hours
Koprivnica, Vinkovci and Zagreb Glavni kolodvor	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunting group 	24/7
Zagreb Ranžirni kolodvor	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunting group 	24/7, except on Sundays from 7:00 am
Lokve, Moravice, Ogulin, Perković and Tovarnik	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunter 	24/7
Šapjane	<ul style="list-style-type: none"> • traffic controller and/or switchman • shunter 	from 7:50 am to 10:10 pm
Other stations	<ul style="list-style-type: none"> • traffic controller and/or switchman 	during the station working hours





4) Information on contact addresses of other shunting service providers is available in the Annex „Other Service Facility Operators“ on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

7.3.4.3 Service Facility Description

1) In stations where shunting is allowed, there are special groups of shunting tracks. Zagreb Ranžirni kolodvor station is equipped with a hump and hump retarders.

2) Assembling, disassembling and change of the composition of freight trains and passenger trains is possible in all stations listed in the Annex "HŽI Service Facilities and Services" on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

7.3.4.4 Charges

1) The service of assembling or disassembling, changing of the train composition, coupling or uncoupling the locomotive and shunting for weighing of wagons is charged according to the following prices:



Service	Stations	Unit	Basic Price EUR
Assembling and disassembling of train in freight transport	Koprivnica, Zagreb Glavni kolodvor and Zagreb Ranžirni kolodvor	Wagon	3.99
	Vinkovci	Wagon	3.05
	Kutina, Ploče and Virovitica	Train	20.45*
	Bakar, Bibinje, Bizovac, Đakovo, Gornje Dubrave, Ivanić Grad, Jastrebarsko, Luka, Našice, Novi Dvori, Novoselec, Okučani, Osijek Donji Grad, Popovača, Rijeka Brajdica, Solin, Sveti Križ Začretje, Šoići, Vrbovsko and Zagreb Resnik	Train	10.89
	Čakovec, Novska, Osijek, Rijeka and Varaždin	Wagon	2.07*
	Other stations	Wagon	1.1
Changing of train composition in freight transport	Koprivnica, Zagreb Glavni kolodvor and Zagreb Ranžirni kolodvor	Wagon	3.99
	Vinkovci	Wagon	3.05
	Lokve, Moravice, Ogulin, Perković, Šapjane and Tovarnik	Wagon	1.99
	Čakovec, Kutina, Novska, Osijek, Ploče, Rijeka, Varaždin and Virovitica	Wagon	2.07*
	Other stations	Wagon	1.1
Assembling and disassembling of train in passenger transport - classical composition	Koprivnica, Zagreb Glavni kolodvor and Zagreb Ranžirni kolodvor	Wagon	5.92
	Vinkovci	Wagon	4.53
	Čakovec, Kutina, Novska, Osijek, Ploče, Rijeka, Varaždin and Virovitica	Wagon	3.07*
	Other stations	Wagon	1.63
Changing of train composition in passenger transport - classical composition	Koprivnica, Zagreb Glavni kolodvor and Zagreb Ranžirni kolodvor	Wagon	5.92
	Vinkovci	Wagon	4.53
	Lokve, Moravice, Ogulin, Perković, Šapjane and Tovarnik	Wagon	2.95
	Čakovec, Kutina, Novska, Osijek, Ploče, Rijeka, Varaždin and Virovitica	Wagon	3.07*
	Other stations	Wagon	1.63
Assembling and disassembling of train in passenger transport - motor unit	Čakovec, Kutina, Novska, Osijek, Ploče, Rijeka, Varaždin and Virovitica	Set	3.07*
	Ostali kolodvori	Set	1.63



Service	Stations	Unit	Basic Price EUR
Coupling and uncoupling of locomotive to/from train	Koprivnica, Lokve, Moravice, Ogulin, Perković, Šapjane, Tovarnik, Vinkovci, Zagreb Glavni kolodvor and Zagreb Ranžirni kolodvor	Locomotive	3.63
	Other stations	Locomotive	1.31
Shunting for weighing of wagons	Koprivnica and Zagreb Ranžirni kolodvor	Wagon	9.47
	Ogulin	Wagon	4.72
	Čakovec, Karlovac, Knin, Osijek, Slavonski Brod and Zagreb Zapadni kolodvor	Wagon	2.61

* 2 (two) employees (traffic controller and switchman) are involved on setting up the shunting routes

2) Charges for services are calculated according to the number of provided services and their basic price + VAT.

3) Once the infrastructure manager's new IT system (IS-ORPI) is implemented, the charge for shunting service will be calculated on the basis of shunting process time, and according to the following prices:

Station	Measurement Unit	Basic Price EUR
Koprivnica, Zagreb Glavni kolodvor and Zagreb Ranžirni kolodvor	minute	1.58
Vinkovci	minute	1.21
Lokve, Moravice, Ogulin, Perković, Šapjane and Tovarnik	minute	0.79
Čakovec, Kutina, Novska, Osijek, Ploče, Rijeka, Varaždin and Virovitica	minute	0.82
Other stations	minute	0.44

4) The charge for shunting services will be calculated per minute +VAT.

7.3.4.5 Access Conditions

For access conditions see [point 7.3.1.1](#).

7.3.4.6 Capacity Allocation

For the capacity allocation procedure see [point 7.3.1.2](#).

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7.3.5 Storage Sidings

7.3.5.1 General Information

- 1) On the network operated by HŽ Infrastruktura there are no sidings intended exclusively for storing of railway vehicles, but storing on the tracks is allowed depending on availability.
- 2) Classical composition trains are usually stored at the departure station of the passenger trains, on tracks designated for that specific purpose.
- 3) DMUs, EMUs and locomotives can be stored at departure stations on available tracks.
- 4) Freight wagons are mainly stored on sidings appropriate for storage of surplus of freight wagons at marshalling yards and some other major stations.
- 5) Detailed information on storage sidings can be obtained at the following address:

Address
HŽ Infrastruktura d.o.o. Sektor za pristup infrastrukturi Mihanovićeva 12 HR – 10 000 Zagreb e-mail: access@hzinfra.hr

7.3.5.2 Services

- 1) HŽ Infrastruktura will enable all railway undertakings which require rolling stock stabling to use storage sidings in a non-discriminatory way and at their request and to the extent allowed by its infrastructure capacity.
- 2) Storage on the tracks is permitted only with a prior approval of Regional Transport Operations/Područna prometna operativa. A railway undertaking is required to remove the vehicle from the track as soon as possible upon the request of Regional Transport Operations/Područna prometna operativa.
- 3) The period of less than 24 hours, during which freight wagons are waiting for loading/unloading, is not considered as stabling.
- 4) The period of less than 4 hours, during which passenger train sets/coaches (classical composition, DMU and EMU) are waiting in departure/end stations is not considered as stabling.

7.3.5.3 Service Facility Description

HŽ Infrastruktura does not have sidings on its network that are intended exclusively for storing of railway vehicles. All available tracks are used for storing of vehicles.

7.3.5.4 Charges

- 1) Charges for the use of storage sidings are calculated according to the following formula:

$$C = \sum (n_{voz} \times l_{voz}) \times C_g \times t$$



Key:

- C - charge for the use of storage sidings
 n_{voz} - number of vehicles
 l_{voz} - length of vehicles in meters
 C_g - basic price for the use of storage sidings per meter per hour
t - number of hours of use of stabling tracks

2) For the length of an individual vehicle, the average length of an individual type of vehicle [l_{voz}] is taken, as follows:

Vehicle type	Average length [m]
freight wagon	16
passenger coach	25
electric or diesel locomotive	18
electric motor unit (EMU)	73
diesel motor unit (DMU)	35

3) Once the infrastructure manager's new IT system (IS-ORPI) is implemented, the real vehicle length will be taken as the length of each vehicle.

4) Each started hour of use of storage sidings is calculated as full hour.

5) The basic price for the use of storage sidings per meter length per hour amounts to EUR 0.0010 + VAT.

6) Basic price for the use of main tracks for stabling of vehicles per meter of track per hour amounts to EUR 0.0066 + VAT. It is applicable for vehicles that are stabled on the main tracks for more than 24 hours for the entire time of stabling.

7) If the railway undertaking stables the vehicles without a submitted request, it will be charged for the use of storage sidings in double the amount of the basic price per meter per hour.

8) The railway undertaking pays charges for the stored wagons that were part of its train composition up until the wagons are incorporated in the train of another railway undertaking.

9) Charges for the use of storage sidings do not include guarding of stabled railway vehicles.

7.3.5.5 Access Conditions

For access conditions see [point 7.3.1.1](#).

7.3.5.6 Capacity Allocation

1) The request for the use of storage sidings is submitted:

- within the Train Path Request, in accordance with capacity allocation procedure prescribed in [point 4.5](#).
- with a special written request submitted to the Područna prometna operativa

Request submission		
Područna operativa Centar	e-mail:	<i>dispecer.zagreb@hzinfra.hr</i>
Područna operativa Istok	e-mail:	<i>dispecer.vinkovci@hzinfra.hr</i>
Područna operativa Jug – dispatcher Knin	e-mail:	<i>dispecer.knin@hzinfra.hr</i>
Područna operativa Jug – dispatcher Split	e-mail:	<i>dispecer.split@hzinfra.hr</i>



Request submission		
Područna operativa Sjever – dispatcher Koprivnica	e-mail:	<i>dispecer.koprivnica@hzinfra.hr</i>
Područna operativa Sjever – dispatcher Varaždin	e-mail:	<i>dispecer.varazdin@hzinfra.hr</i>
Područna operativa Zapad	e-mail:	<i>dispecer.rijeka@hzinfra.hr</i>

2) The division of competencies of Regional Transport Operations/Područna prometna operative is shown in [Annex 7.4](#).

3) The request for the use of storage sidings has to include:

- type of rolling stock (passenger wagons, freight wagons, locomotives, etc.)
- required track length in metres
- location (station)
- the number of the train with which the vehicles to be stabled will arrive at the stabling station
- planned date and time of the start and end of stabling

4) The railway undertaking must start using the allocated capacity within 12 hours of the scheduled start of stabling. If the RU does not start using the capacity within the specified period, he is considered to have given up the stabling.

5) If there is a need to change the start or end of the stabling, the railway undertaking must request this at least 6 hours before the planned start or end of the stabling.

6) The railway undertaking must notify the infrastructure manager about the ending of the stabling at least 6 hours in advance.

7.3.6 Maintenance Facilities

1) HŽ Infrastruktura does not manage maintenance facilities nor provides maintenance services.

2) Information on operators of maintenance service facilities, with the exception of heavy maintenance facilities dedicated to high-speed trains or to other types of rolling stock requiring specific facilities is available in the Annex “Other Service Facility Operators” on the website of HŽ Infrastruktura: https://eng.hzinfra.hr/?page_id=284

7.3.7 Other Technical Facilities

7.3.7.1 Facilities for Cleaning and Washing of Passenger Wagons and EMUs/DMUs

1) Facilities for cleaning and washing of passenger wagons and EMUs/DMUs are available in Annex “HŽI Service Facilities and Services” on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

2) The use of facilities for cleaning and washing of passenger wagons and EMUs/DMUs is included in minimum access package charge.

3) HŽ Infrastruktura does not provide the service of cleaning and washing of passenger wagons and EMUs/DMUs.

4) Information on the addresses and contacts of the providers of cleaning and washing services for passenger wagons and EMUs/DMUs is available in



the Annex "Other Service Facility Operators" on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

7.3.7.2 Facilities for Cleaning and Washing of Rail Freight Wagons

General Information

1) HŽ Infrastruktura operates the facility for cleaning of freight wagons at the Zagreb Ranžirni kolodvor station.

2) Information on the addresses and contacts of other operators of service facilities for washing and cleaning of freight wagons is available in Annex "Other Service Facility Operators" on the website of HŽ Infrastruktura:

https://eng.hzinfra.hr/?page_id=284

Services

3) HŽ Infrastruktura will enable all railway undertakings to use the facility for cleaning of freight wagons.

4) In this facility it is not allowed to clean the freight wagons that have transported dangerous goods (RID classes 1, 2, 3, 5.1, 5.2, 6.1, 6.2, 7 and 8).

II. 5) The service of the use of the facility for cleaning of freight wagons includes the use of the track where cleaning is carried out and the area near the track.

6) HŽ Infrastruktura does not provide the service of cleaning of freight wagons. Freight wagons are cleaned by the railway undertaking or a company hired by the railway undertaking. Cleaning equipment and resources are provided by the railway undertaking.

7) Depending on the type of cargo that the wagons are cleaned from, the railway undertaking is obligated to adequately protect the service facility premises, and after the wagon cleaning is completed, it has to clean the service facility premises at its own cost.

Service Facility Description

8) Service facility description can be found in the "Instructions for Use of the Service Facility for Cleaning of Freight Wagons in Zagreb RK".

9) Instructions for the use of the service facility are available on the website of HŽ Infrastruktura under the headline „[Korisnički centar/Portal za pristup infrastrukturi/Akti upravitelja infrastrukture/Poslovni red kolodvora](#)“.

Charges

10) Charge for the use of service facility for cleaning of freight wagons at Zagreb Ranžirni kolodvor is calculated according to the following formula:

$$C = \sum (n_{\text{voz}} \times l_{\text{voz}}) \times C_{\text{čišćenje}} \times t$$

Key:

C	-charge for the use of service facility for cleaning of freight wagons
n_{voz}	-number of vehicles
l_{voz}	-vehicle length in metres
$C_{\text{čišćenje}}$	-basic price for the use of the facility for cleaning of freight wagons per metre per hour
t	-number of hours of use of stabling tracks



II.

- 11) The real wagon length will be taken as the length of each wagon.
- 12) Basic price for the use of the facility for cleaning of freight wagons in the station Zagreb Ranžirni kolodvor per metre length per hour amounts to 0.0034 EUR+VAT.
- 13) Every started hour of use of the facility for cleaning of freight wagons in the station Zagreb Ranžirni kolodvor is calculated as full hour.
- 14) If the railway undertaking does not clean the service facility premises, they will be cleaned by the service facility operator and the railway undertaking that used it shall be charged double the amount of cleaning costs.
- 15) VAT is added to the charge.

Access Conditions

- 16) For conditions of access to the service facility see [point 7.3.1.1.](#)

Capacity Allocation

- 17) The request for the use of a service facility for cleaning of freight wagons is submitted within the procedure of drawing up the Daily Train Schedule.
- 18) The request for the use of a service facility has to include:
 - number (quantity) of wagons to be cleaned and
 - type of goods to be removed by cleaning.

7.3.7.3 Tracks for the Performance of Customs Activities

- 1) The list of establishments designated for customs activities is set out in Annex "HŽI Service Facilities and Services" on the website of HŽ Infrastruktura:
https://eng.hzinfra.hr/?page_id=284
- 2) Detailed overview of stations and tracks for the performance of customs activities can be found [Annex 7.3.](#)
- 3) HŽ Infrastruktura will enable the use of tracks for the performance of customs activities in border stations and in other stations where traffic of goods is performed, which is subject to the application of customs and other regulations within the competence of the Customs Administration, and where passenger traffic between the EU and third countries is performed.

7.3.8 Maritime and Inland Port Facilities

- 1) HŽ Infrastruktura does not operate the maritime and inland ports nor port facilities therein connected with the provision of railway transport services.
- 2) Information on the addresses and contacts of maritime and inland port facility operators connected with the provision of railway transport services is available in Annex "Freight Terminals, Maritime and Inland Ports" on the website of HŽ Infrastruktura:
https://eng.hzinfra.hr/?page_id=284
- 3) An overview of establishments connected by rail with public railway infrastructure at ports can be found in Annex "HŽI Service Facilities and Services" on the website of HŽ Infrastruktura:
https://eng.hzinfra.hr/?page_id=284



7.3.9 Relief Facilities

- 1) HŽ Infrastruktura does not manage relief facilities.
- 2) HŽ Infrastruktura, in order to eliminate the consequences of disruptions that affect the flow of traffic, in accordance with the Instruction on Procedures in Case of Disruptions, organizes the work of breakdown trains, rail or road cranes, special purpose vehicles and other means.

7.3.10 Refuelling Facilities

- 1) Refuelling facilities are listed in Annex “HŽI Service Facilities and Services” on the website of HŽ Infrastruktura:
https://eng.hzinfra.hr/?page_id=284
- 2) HŽ Infrastruktura does not provide refuelling service.
- 3) Information on addresses and contacts for the use of refuelling facilities and services is available in the Annex “Other Service Facility Operators” on the website of HŽ Infrastruktura:
https://eng.hzinfra.hr/?page_id=284
- 4) HŽ Infrastruktura provides the service of track access to refuelling facilities in the manner described in [point 7.3.4.2.1.5 Other Shunting Services](#) are performed during the following working hours:

Station	Working hours	Contact details	
Bjelovar	24/7	Tel: e-mail:	+385 43 241 263 ili +385 43 227 111 <i>prometniured.bjelovar@hzinfra.hr</i>

Station	Working hours	Contact details	
Karlovac	24/7	Tel: e-mail:	+385 47 570 301 <i>prometniured.karlovaccentralni@hzinfra.hr</i>
Nova Kapela	24/7	Tel: e-mail:	+385 35 277 321 <i>prometniured.novakapela-batrina@hzinfra.hr</i>
Osijek	24/7	Tel: e-mail:	+385 31 520 411 <i>prometniured.osijek@hzinfra.hr</i>
Pula	5:00 am to 9:00 pm	Tel: e-mail:	+385 52 634 434 <i>prometniured.pula@hzinfra.hr</i>
Rijeka	24/7	Tel: e-mail:	+385 51 560 511 ili +385 51 560 411 <i>prometniured.rijeka@hzinfra.hr</i>
Solin	24/7	Tel: e-mail:	+385 21 520 461 <i>prometniured.solin@hzinfra.hr</i>
Varaždin	24/7	Tel: e-mail:	+385 42 627 411 <i>prometniured.varazdin@hzinfra.hr</i>
Zagreb Glavni kolodvor	24/7	Tel: e-mail:	+385 1 453 43 13 <i>dispecer.cvorni@hzinfra.hr</i>

- 5) The service of track access to refuelling facilities is provided depending on the traffic situation and under the conditions described in the Shunting Instructions for the Refuelling of Traction Vehicles for each individual station. Instructions are available on the website of HŽ Infrastruktura under the headline [„Korisnički centar/Portal za pristup infrastrukturi/Akti upravitelja infrastrukture/Poslovni red kolodvora“](#).





6) Information on addresses and contacts of other providers of the service of track access to refuelling facilities is available in the Annex "Other Service Facility Operators" on the website of HŽ Infrastruktura:

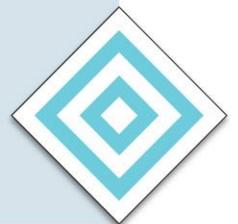
https://eng.hzinfra.hr/?page_id=284



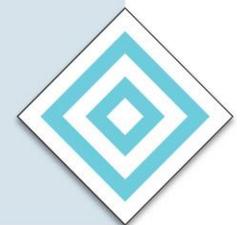
ANNEXES

- 1.1 List of Legislative Acts and By-Laws
- 1.2 Overview of TEN-T Corridors
- 1.3 Corridor Baltic Sea – Adriatic Sea
- 1.4 Mediterranean Corridor
- 1.5 Western Balkans – Eastern Mediterranean Corridor

- 2.1 Rail Freight Corridors
- 2.2 Line Classification
- 2.3 Types of Lines
- 2.4 Intermodal Loading Gauge
- 2.5 Weight Limits
- 2.6 Electrification System
- 2.7 Types of Traffic Control
- 2.8 Types of Safety and Signalling Systems
- 2.9 Types of Telecommunication Devices
- 2.10 Stations, Junctions and other Establishments



- 2.11 Construction Gauge
- 2.12 Pantographs
- 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges
- 2.14 Overview of Lines Equipped with Autostop Devices
- 2.15 Overview of Line Sections on which the Locomotive Train can Exceptional have only the Train Driver Onboard, although the Conditions for Train Operation only with the Train Driver Onboard are not Fulfilled
- 2.16 Overview of Lines and Line Sections which Fulfil the Requirements for Train Operation only with the Train Driver Onboard
- 2.17 Maximum Permitted Train Lengths at Stations
- 2.18 Ruling Line Gradients, Line resistance and Braking Distance Length
- 2.19 Working Hours for Lines not Open 24 Hours
- 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers
- 2.21 Planned Work on Modernisation and Construction of Railway Infrastructure
- 2.22 Overview of Braking Percentages for Braking Distances



2026

14 December 2025 –
12 December 2026

NETWORK Statement



- 4.1 Deadlines for 2025/2026 Annual Timetable Drafting
- 4.2 Deadlines for Amendments to 2025/2026 Annual Timetable

- 5.1 Line Parameters
- 5.2 Overview of the Primary and Secondary Causes of Train Delays
- 5.3 Data on Electric Energy Consumption

- 7.1 Overview of Establishment Coefficients
- 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms
- 7.3 List of Stations Designated for Customs Activities
- 7.4 Competence of Regional Transport Operations



Annex 1.1 List of Legislative Acts and By-Laws**1. Acts**

1. Railway Act (OG 32/19, 20/21 and 114/22)
2. Act on Safety and Interoperability of the Rail System (OG 63/20)
3. Electronic Communications Act (OG 76/22 and 14/24)
4. Act on the Regulation of Rail Services Market and the Protection of the Passenger Rights in Rail Transport (OG 104/17 and 31/25)
5. Act on the Division of HŽ Hrvatske željeznice d.o.o. (OG 153/05 and 57/12)
6. Transportation of Dangerous Goods Act (OG 79/07 and 70/17)
7. Act on Railway Transportation Contracts (OG 87/96 and 114/22)
8. Act on Combined Transport of goods (OG 120/16)
9. Act on Reduced Fares in Transport (OG 133/23)

2. By-laws

1. Ordinance on the Way and Conditions for the Safe Operation and Management of Railway Traffic (OG 107/16 and 63/20)
2. Ordinance on the Way of Securing Traffic on Level Crossings and Pedestrian Crossings over Railway Tracks (OG 111/15 and 63/20)
3. Ordinance on Keeping Records of Inspections Performed by Railway Safety Inspectors (OG 13/95)
4. Ordinance on the Minimum Amount of Liability Insurance for Railway Undertakings (OG 61/19)
5. Ordinance on the Uniform of Railway Employees and the Method of Stopping Traffic at Level Crossings (OG 33/97 and 105/04)
6. Ordinance on General Requirements for Construction in Railway Protection Zone (OG 5/23)
7. Ordinance on the Equipment of Certain Types of Service Facilities (OG 58/22)
8. Ordinance on Train Driver Authorisation (OG 47/22)
9. Ordinance on the List of Jobs of the Operating Staff of the Railway System (OG 53/15 and 63/20)

10. Ordinance on the Procedure for Exercising Rights to Use Reduced Fares for Persons with Disabilities (OG 5/24)
11. Ordinance on Signals, Signalling Signs and Signalling Markings in Railway Traffic (OG 94/15 and 63/20)
12. Ordinance on the Official Identity Card and Badge of Inspector for the Regulation of Railway Services Market and the Protection of Passenger Rights in Railway Transport (OG 9/18, 43/18 and 80/18)
13. Ordinance on the Official Identity Card of Railway Inspectors (OG 55/23)
14. Ordinance on the Professional Training of the Railway Operating Staff (OG 86/17 and 63/20)
15. Ordinance on Technical Conditions to be Met by Railway Electric Power Infrastructure Subsystem (OG 129/10, 23/11 and 63/20)
16. Ordinance on Technical Conditions for Control-command and Signalling Railway Infrastructure Subsystems (OG 97/15 and 63/20)
17. Ordinance on Technical Conditions for Railway Traffic Safety to be Met by Railway Lines (OG 128/08 and 63/20)
18. Ordinance on Technical Requirements for the Safety of Railway Traffic to Be Met by Industrial and other Railway Tracks that are not Public Good in General Use (OG 99/11 and 63/20)
19. Ordinance on the Internal Order of the Railway System (OG 95/17, 57/18 and 63/20)
20. Ordinance on Health Capacity Assessment, the Way and Procedure of Determining the Presence of Alcohol, Narcotics and Psychotropic Substances in the Organism of Railway Operating Staff (OG 122/16 and 63/20)
21. Ordinance on Conditions to Be Met by Legal and Natural Persons Authorized for the Maintenance of Railway Vehicles (OG 99/11, 122/12 and 63/20)
22. Ordinance on Conditions for Determining the Intersection of Railway Lines and other Transport Routes (OG 111/15 and 63/20)



Annex 1.1 List of Legislative Acts and By-Laws

23. Ordinance on the Conditions for the Transport of Exceptional Consignments by Rail (OG 16/21 and 43/23)
24. Ordinance on Timetabling in Railway Traffic (OG 23/20)
25. Ordinance on Railway Vehicles (OG 85/23)
26. Railway Infrastructure Ordinance (OG 127/05, 16/08 and 94/13)

3. Decisions and Regulations

1. Decision Authorizing the Ministry of the Sea, Transport and Infrastructure to Take Decisions on the Annulment of the Status of Public Good in General Use for Sections of the Railway Infrastructure (OG 57/19)
2. Decision on the Appointment of the Railway Infrastructure Manager (OG 19/23)
3. Decision on Costs for the Performance of Technical Vehicle Inspection (OG 95/10)
4. **Regulation** on the **Classification** of Railway Tracks (OG 84/21)

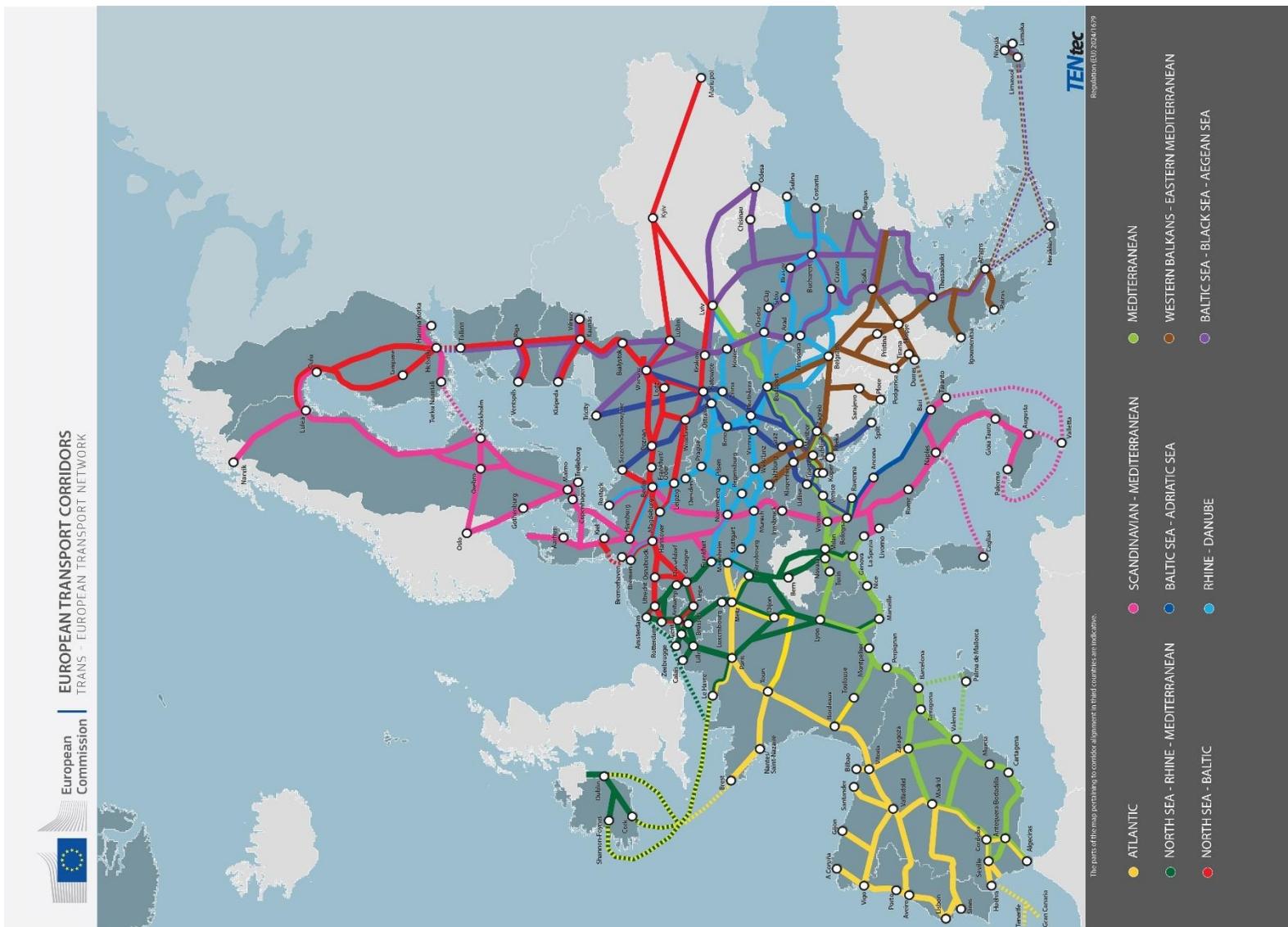
4. Infrastructure manager's acts mentioned in this Network Statement

1. Plan of Emergency Measures in Case of Disturbances in Rail Traffic (Plan HŽI-705) (Offic.Her. 8/22)
2. Instruction on Procedures in Case of Disruptions (Instruction HŽI-631) (Offic.Her. 2/21, 3/23, 15/23 and 4/25)
3. Timetable Ordinance (HŽI-3) (Offic.Her. 9/24)
4. Traffic Ordinance (HŽI-2) (Offic.Her. 10/17, 1/20, 4/21, 9/21, 15/23, 10/24 and 9/25)
5. Table XXI – Overview of Track Closures for Regular Maintenance, Railway Lines Handbook

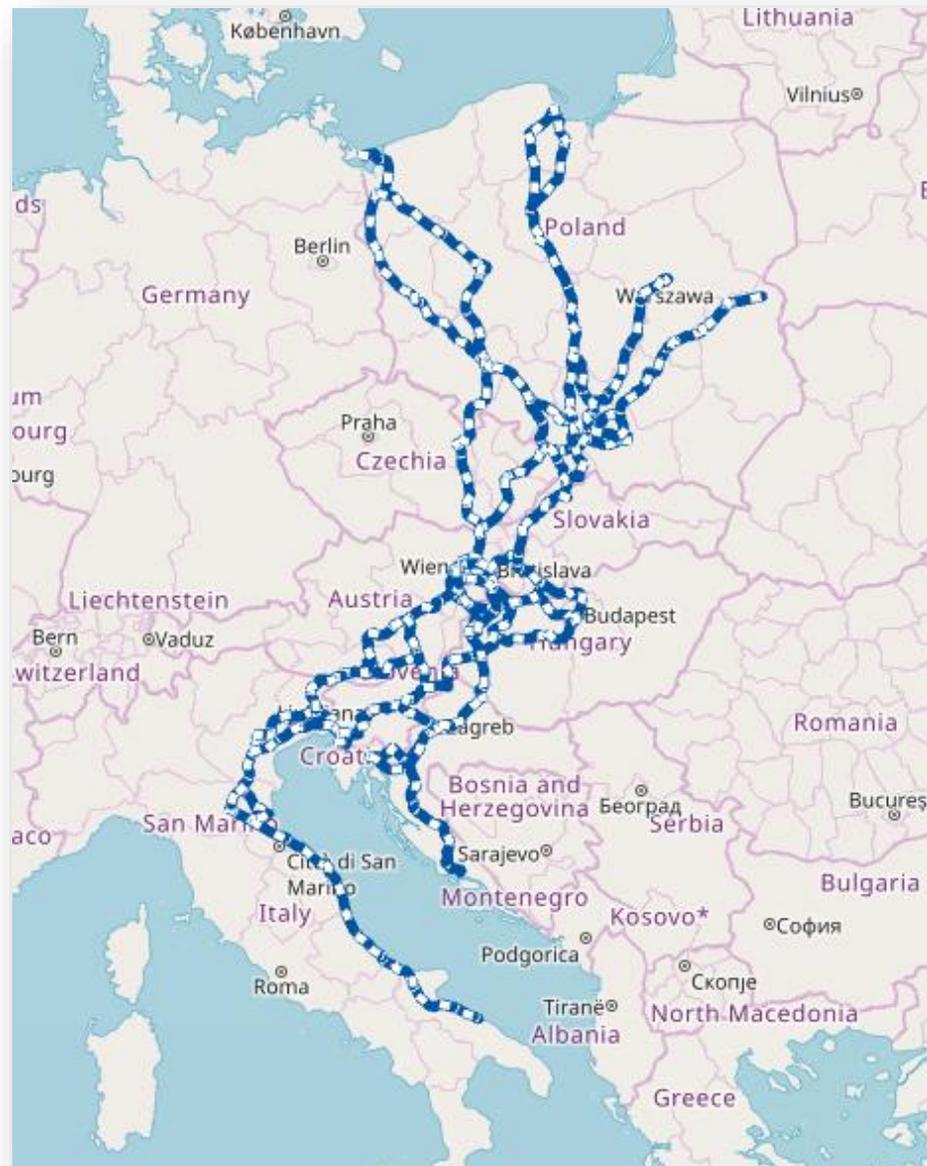
6. Instruction for Traffic Regulation on the Railway Lines Equipped with the Remote Control Devices (HŽI-46) (Offic.Her. 13/11, 14/14 and 5/16)
7. Instruction on the Conditions for the Transport of Exceptional Consignments (Instruction HŽI-612) (Offic.Her. 2/22)
8. Instruction on Signals and Signal Signs (Instruction HŽI-4) (Sl.vj. 8/15 and 2/25)
9. Instruction for Allocation of Ad Hoc Train Path (Instruction HŽI-44) (Offic.Her. 32/12)
10. Instruction on Ensuring Operations during the Winter (Instruction HŽI-333) (Offic.Her. 11/14)
11. Instruction for the Use of Instrument for Measuring Wind Velocity and Direction (Instruction HŽI-451) (Offic.Her. 5/13)
12. Instruction for Determining Railway Line Capacity and Railway Station Capacity (Instruction HŽI-70) (Offic.Her. 5/14 and 7/17)
13. Instruction 425 for Handling Inductive Auto-Stop Device (Official Herald ZJŽ 2/75, 7/78, 8/81 and 8/89; Offic.Her. 20/91 and 6/04)



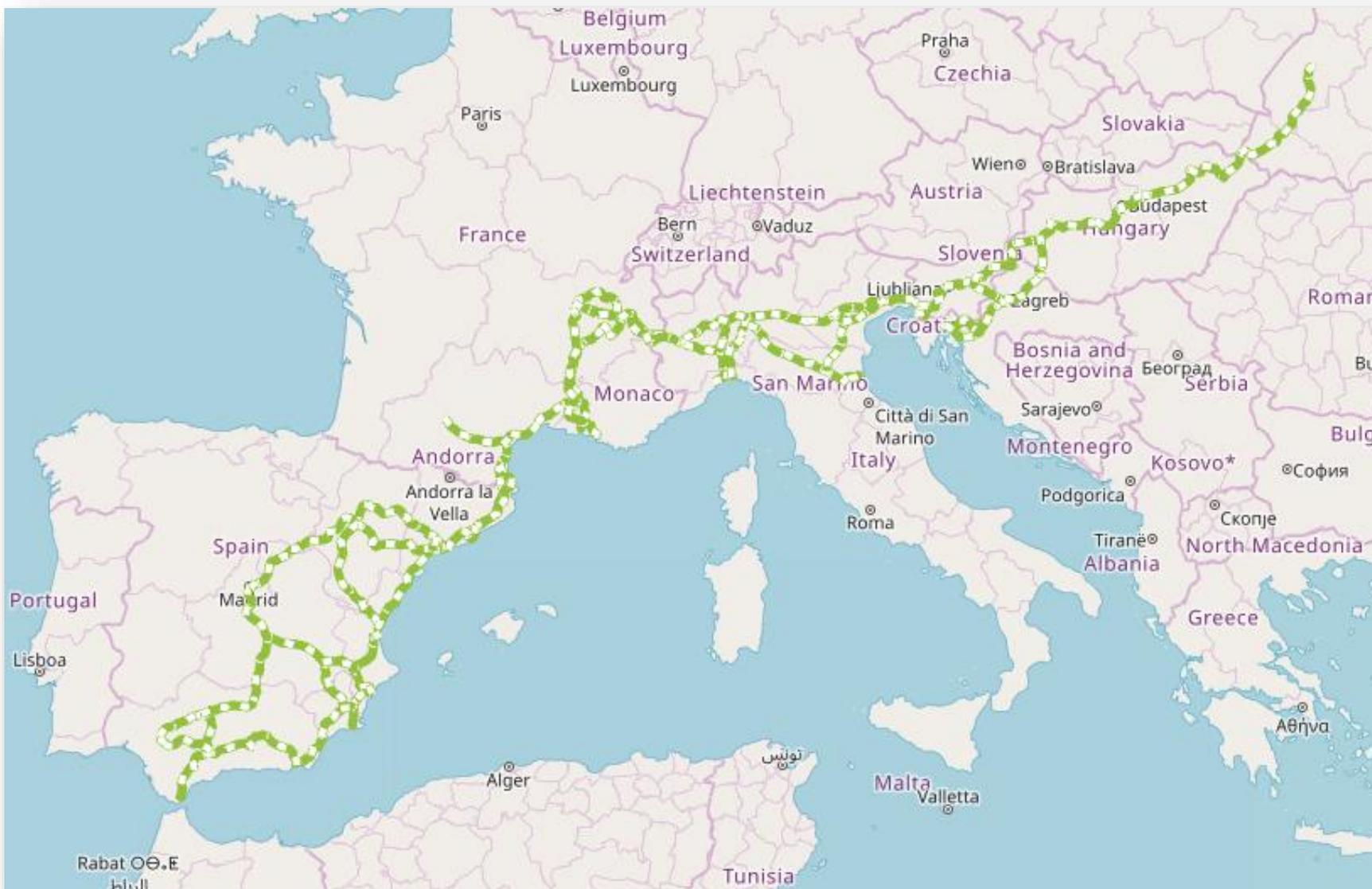
Annex 1.2 Overview of TEN-T Corridors



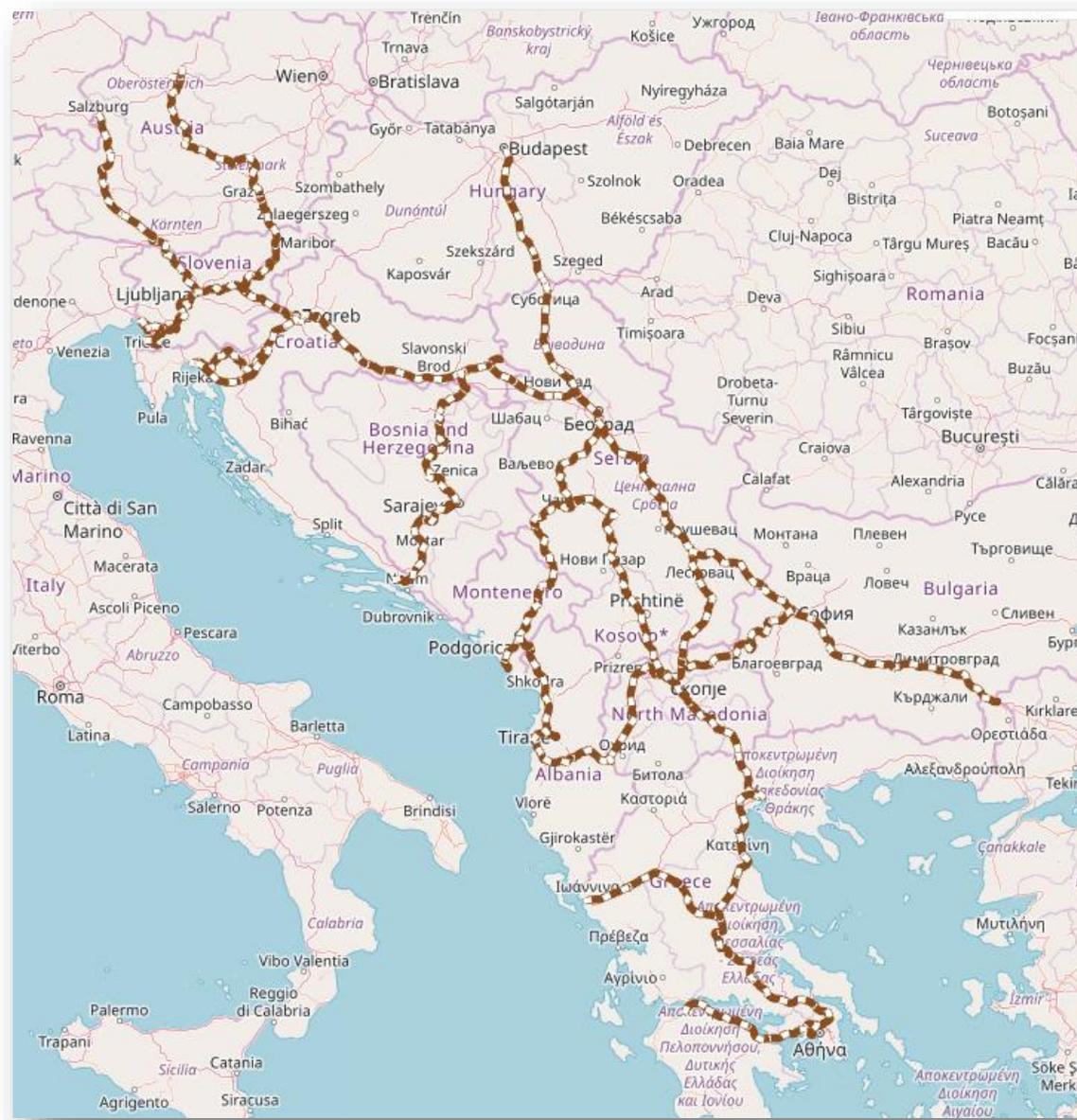
Annex 1.3 Corridor Baltic Sea – Adriatic Sea



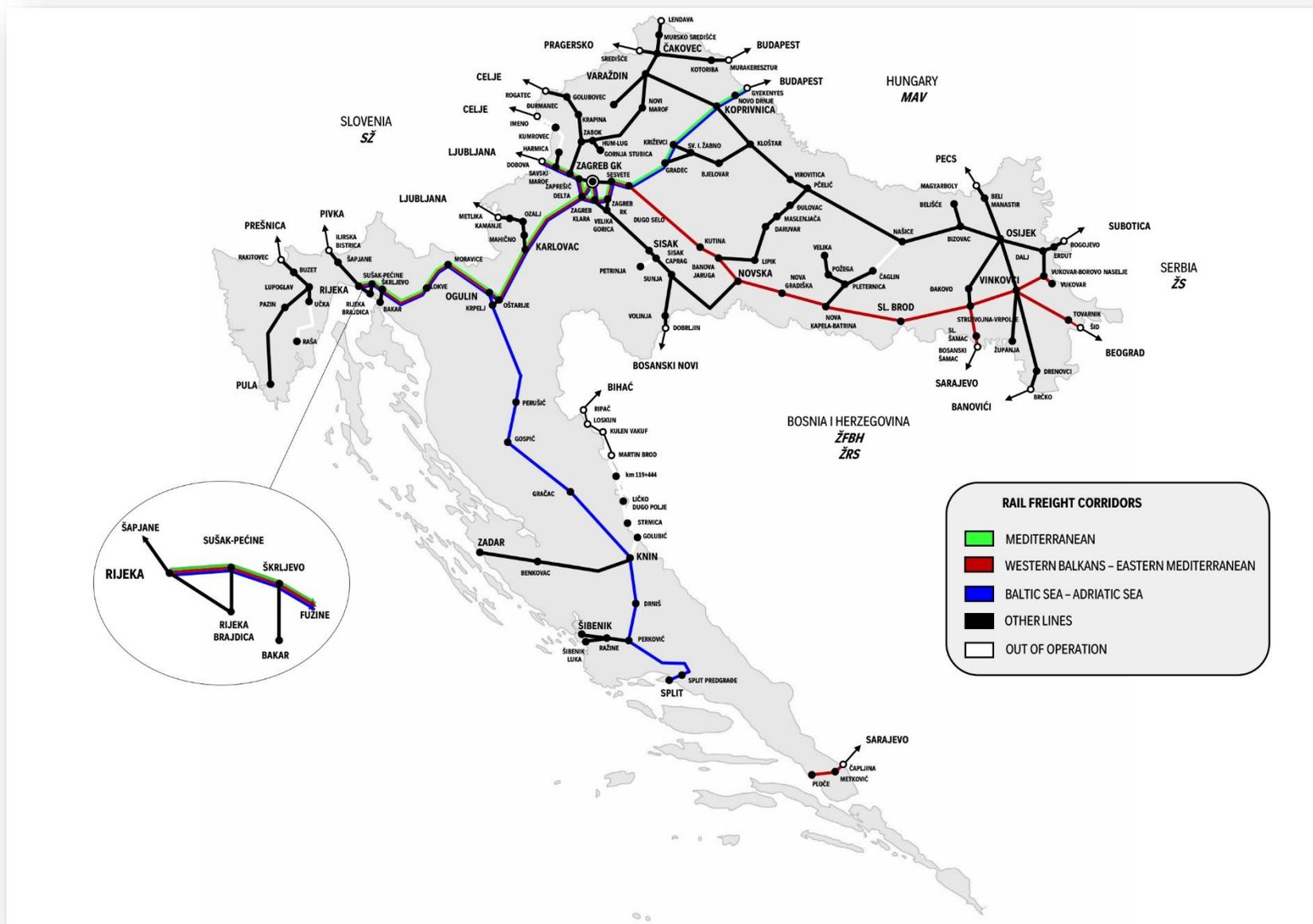
Annex 1.4 Mediterranean Corridor



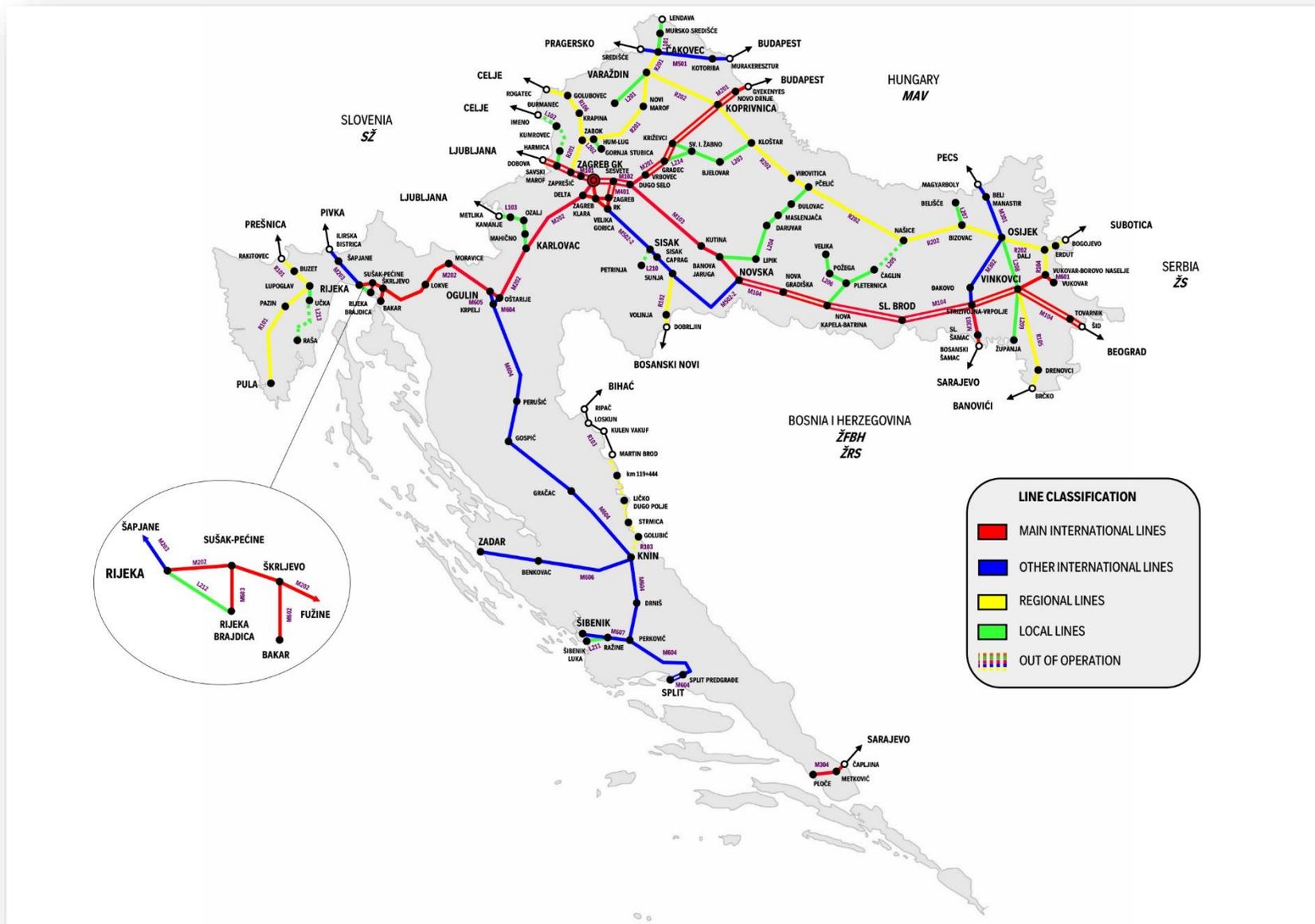
Annex 2.1 Rail Freight Corridors



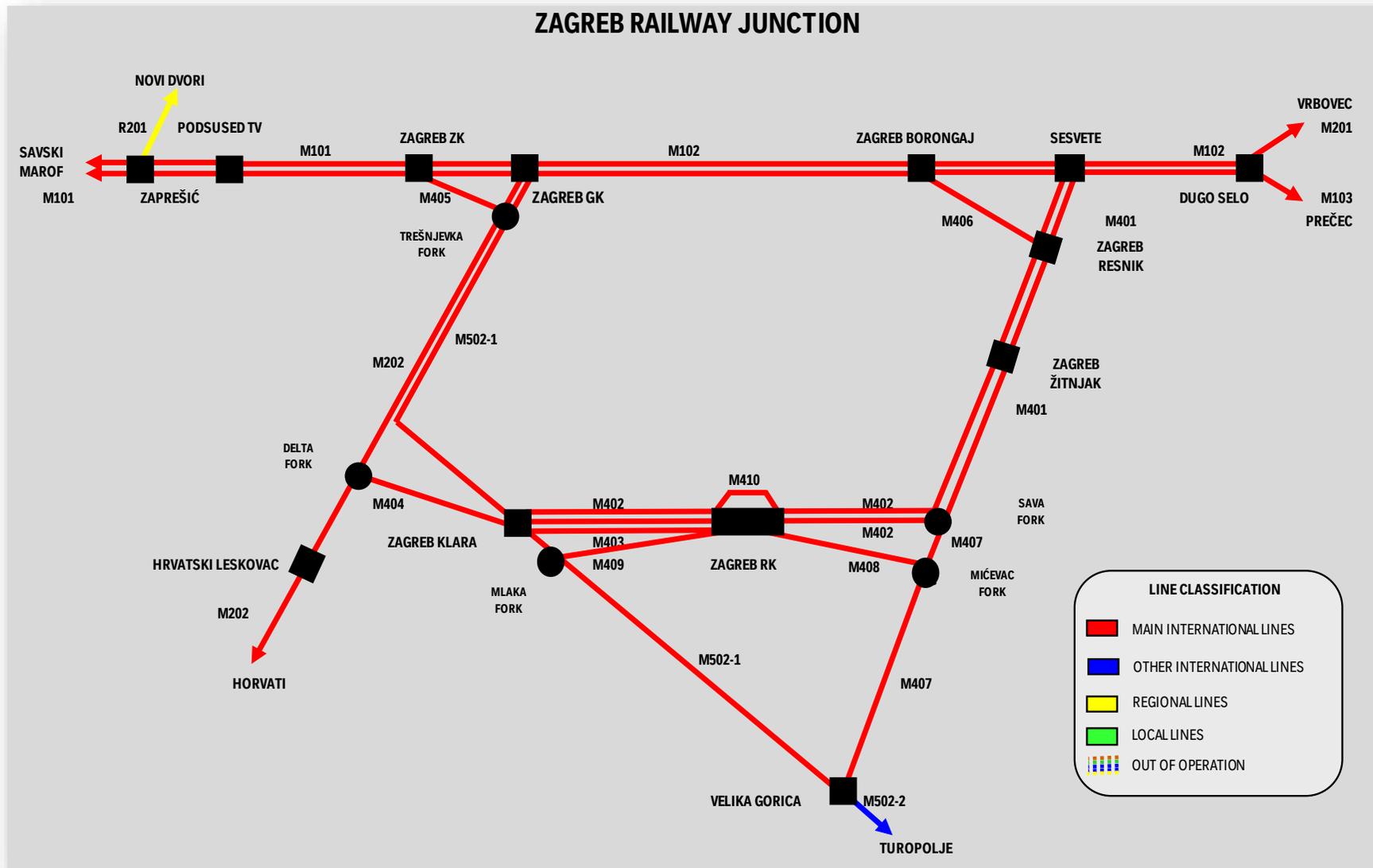
Annex 2.1 Rail Freight Corridors



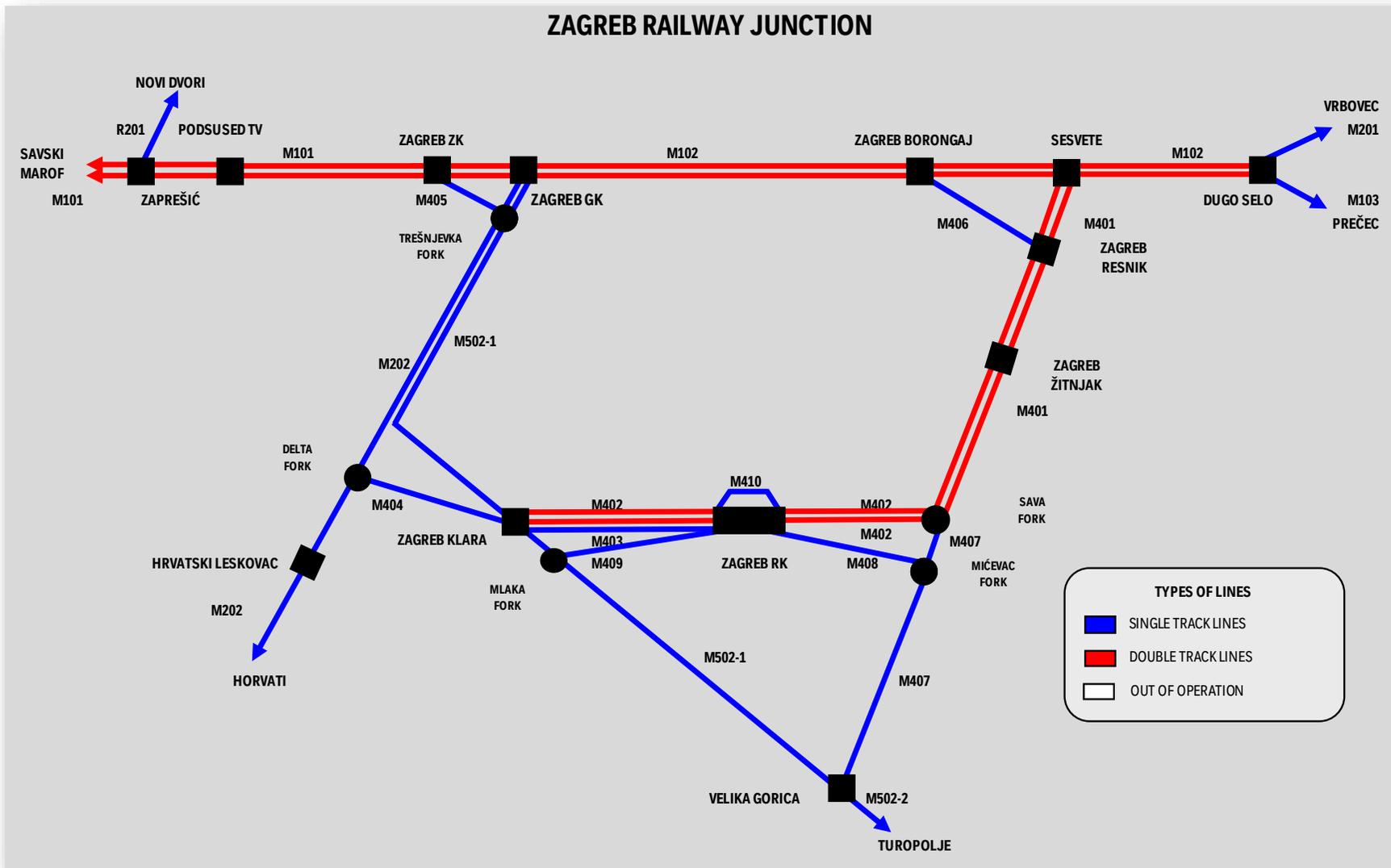
Annex 2.2 Line Classification



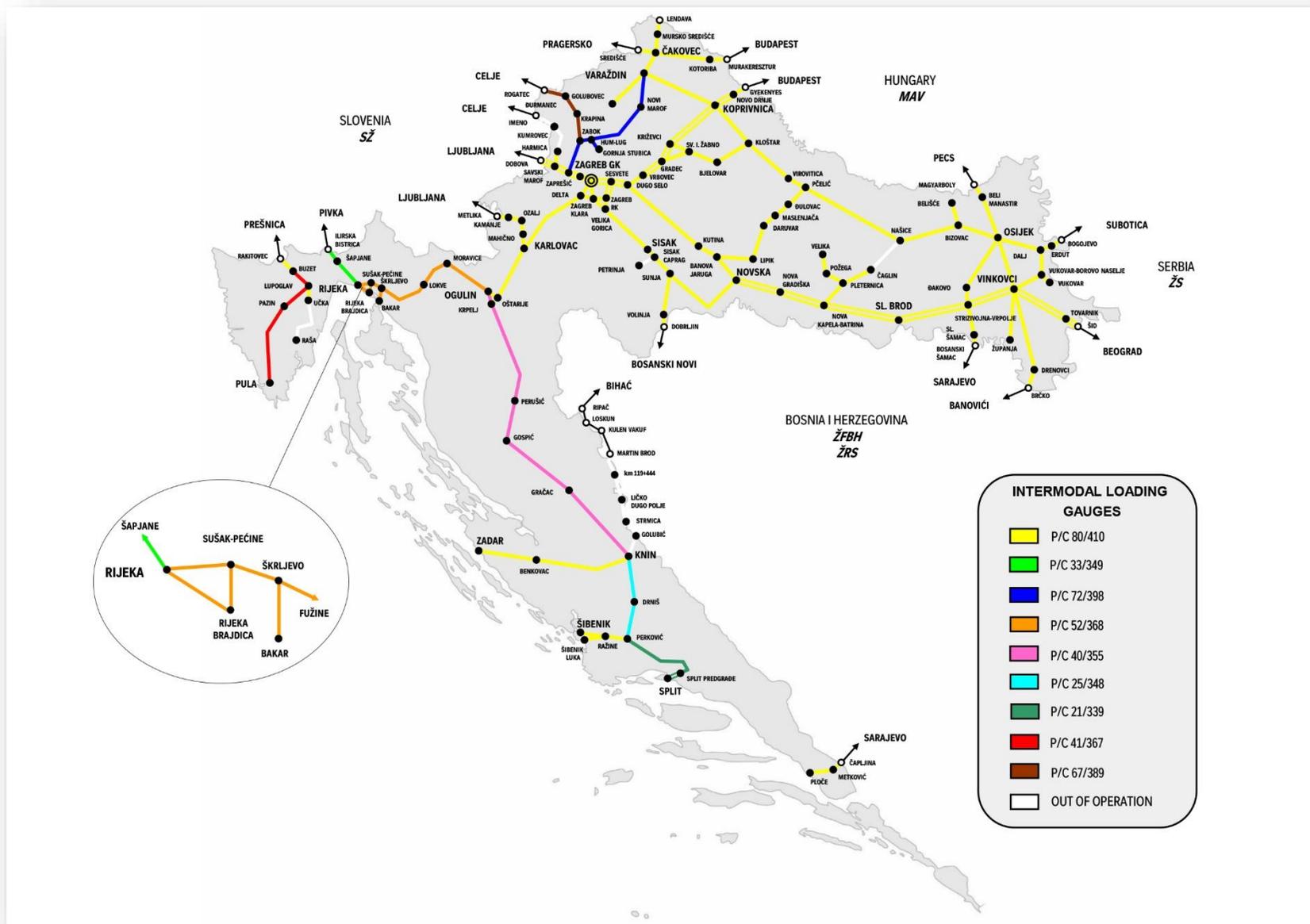
Annex 2.2 Line Classification



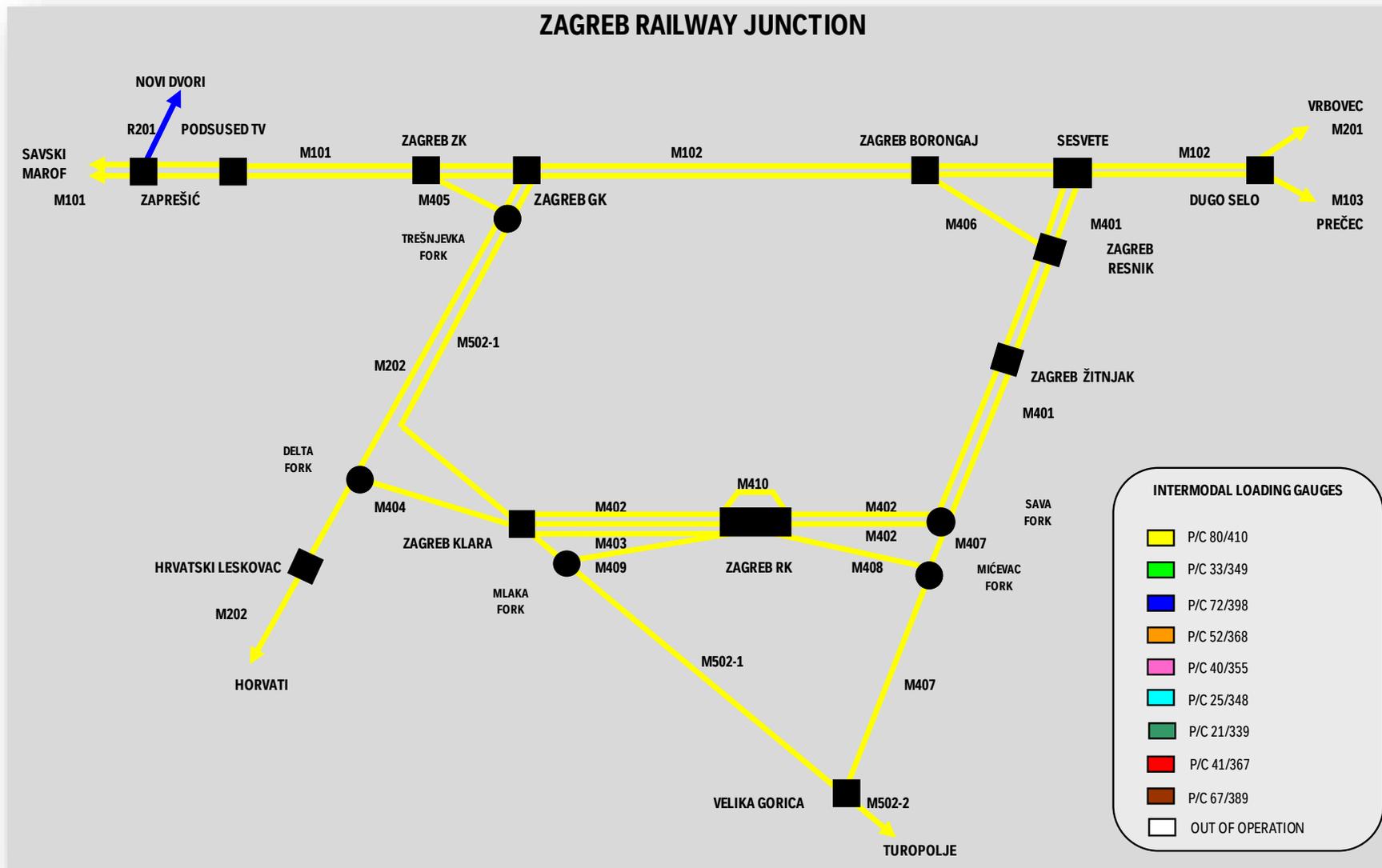
Annex 2.3 Types of Lines



Annex 2.4 Intermodal Loading Gauge



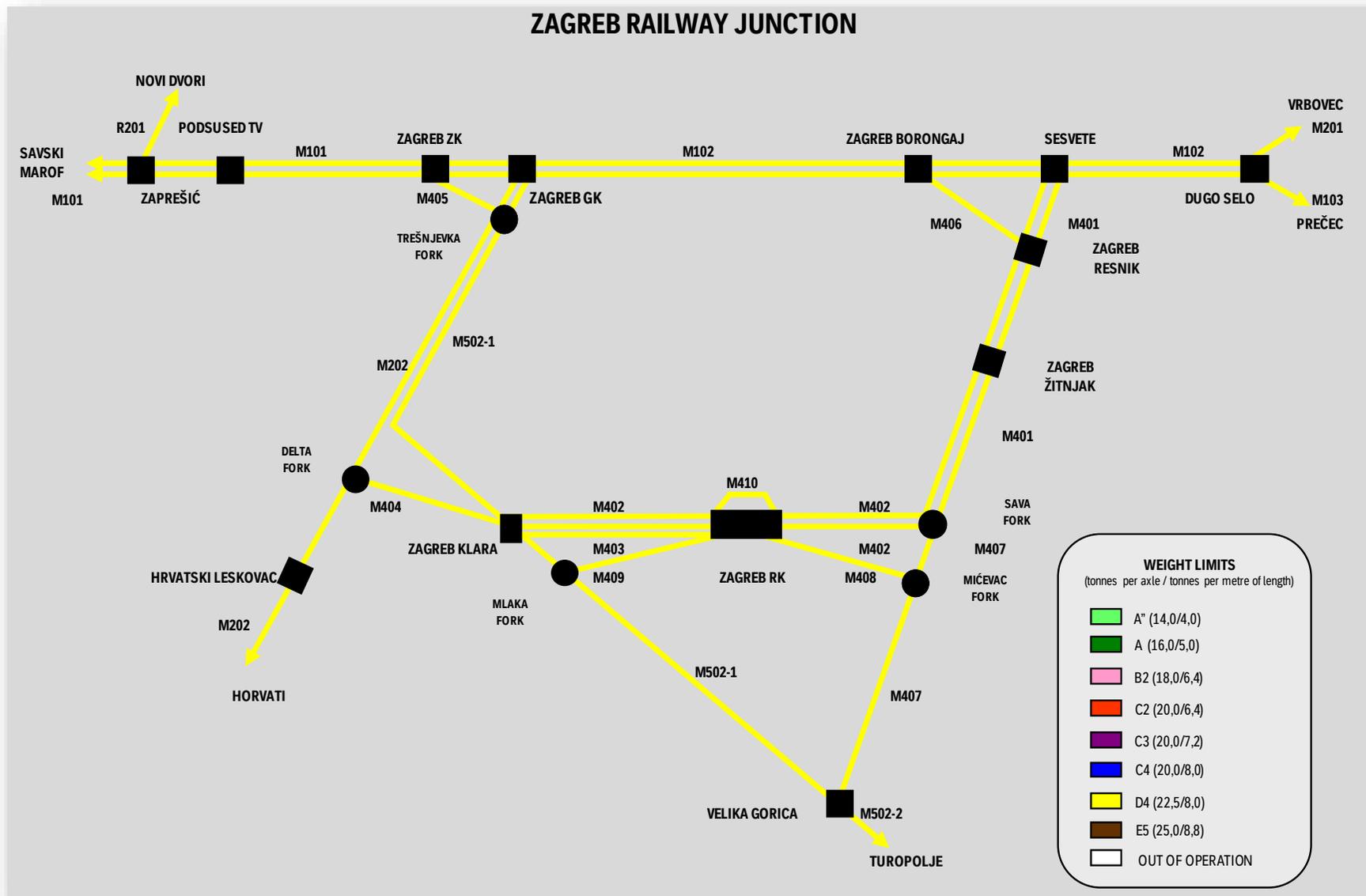
Annex 2.4 Intermodal Loading Gauge



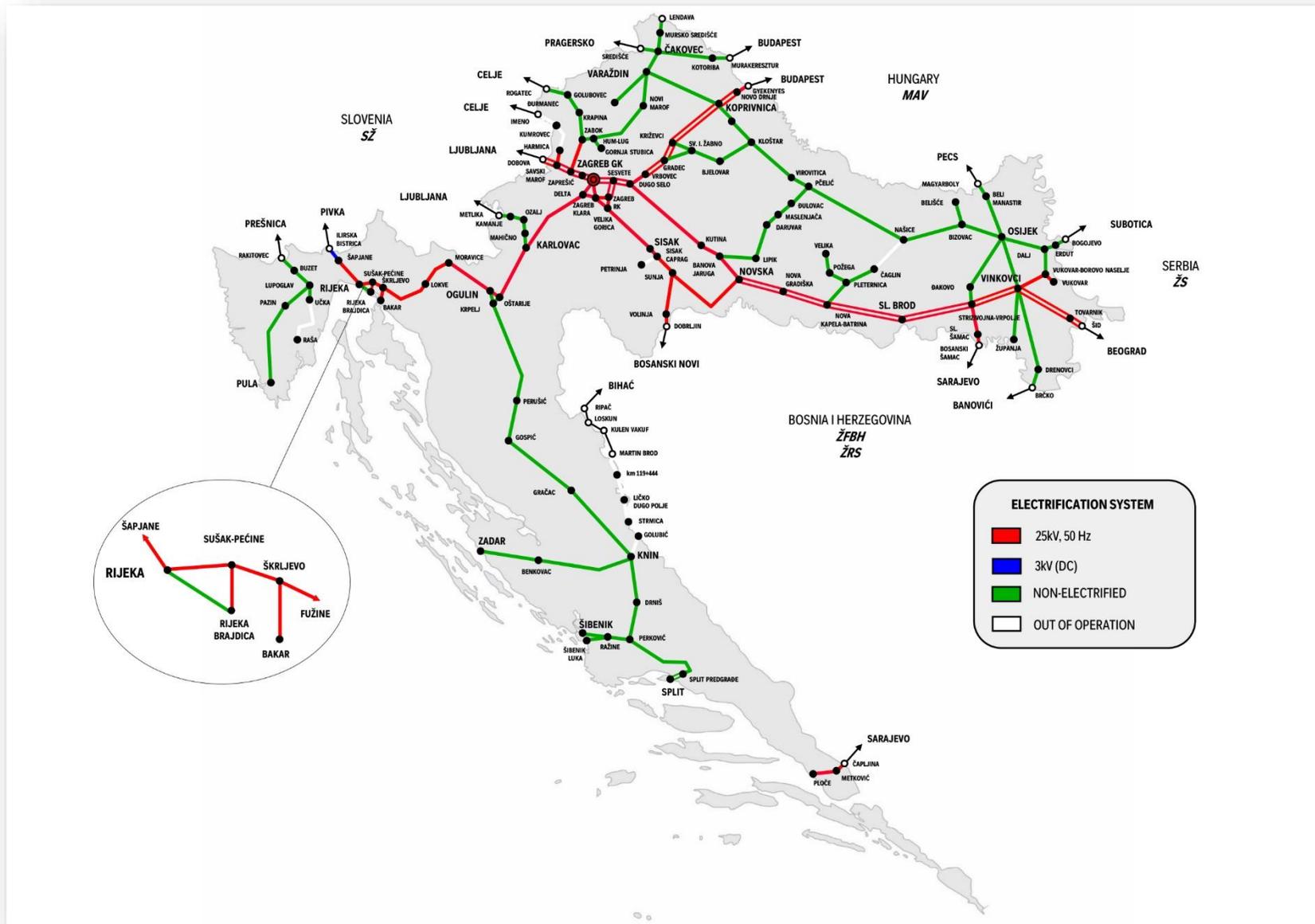
Annex 2.5 Weight Limits



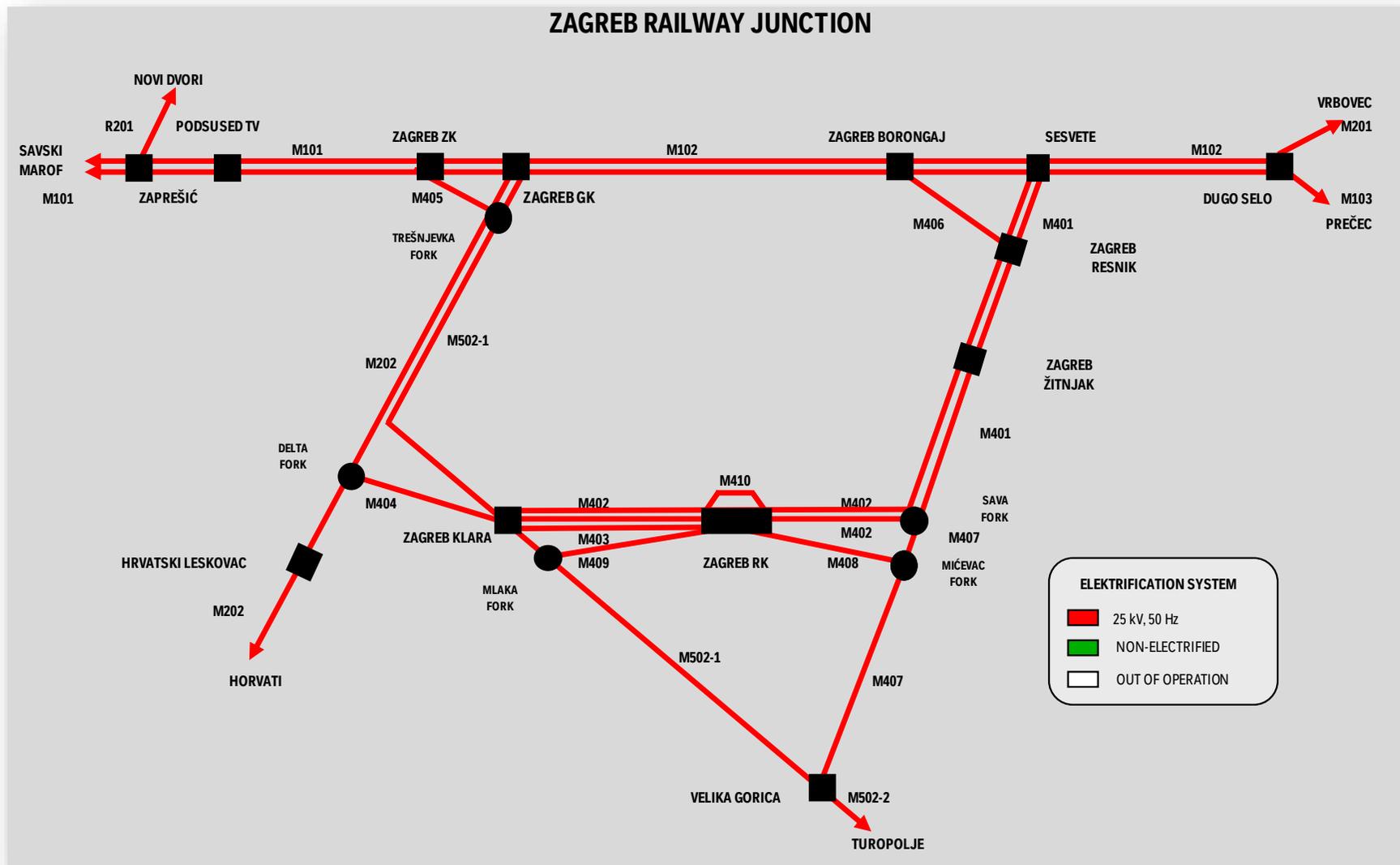
Annex 2.5 Weight Limits



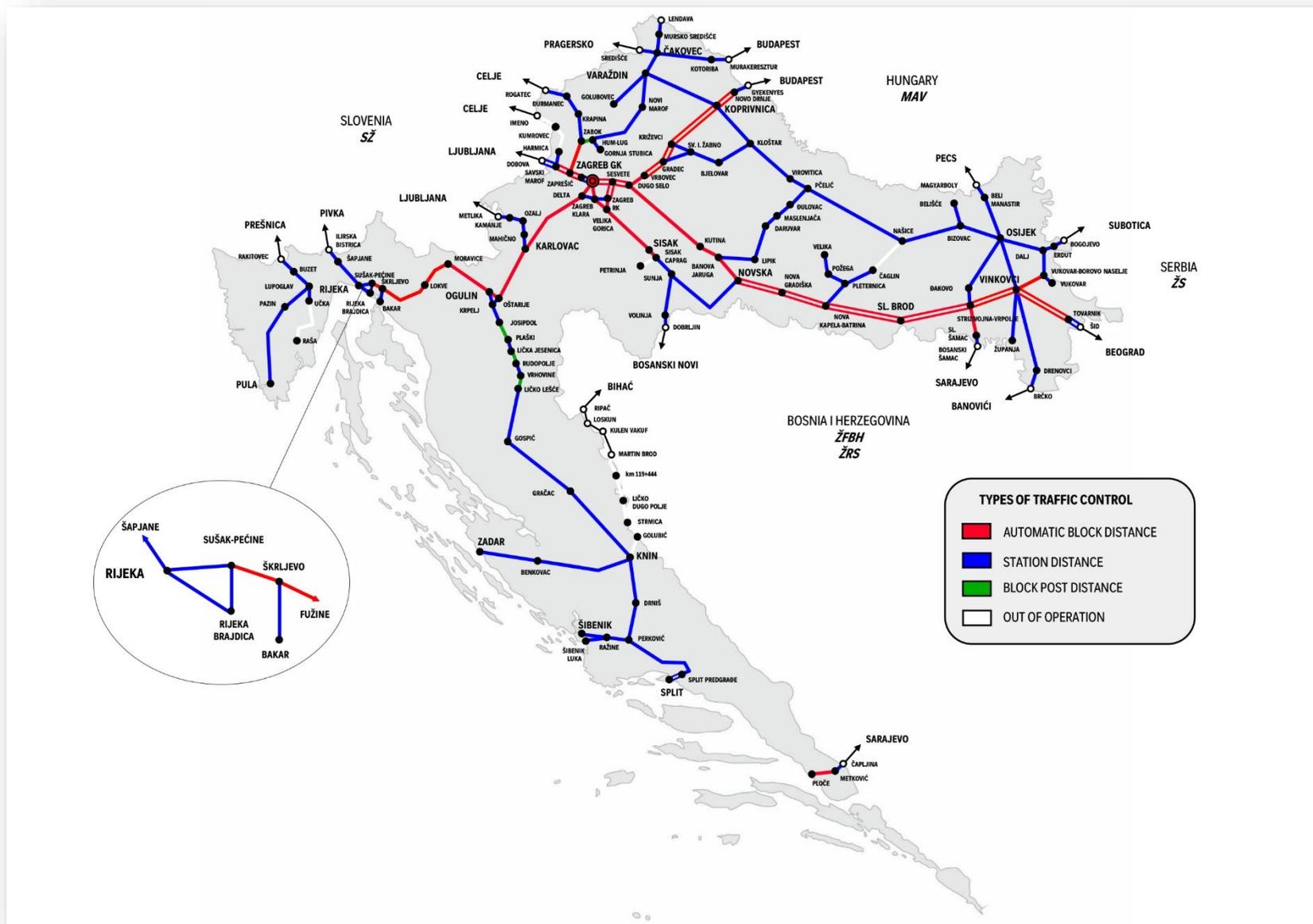
Annex 2.6 Electrification System



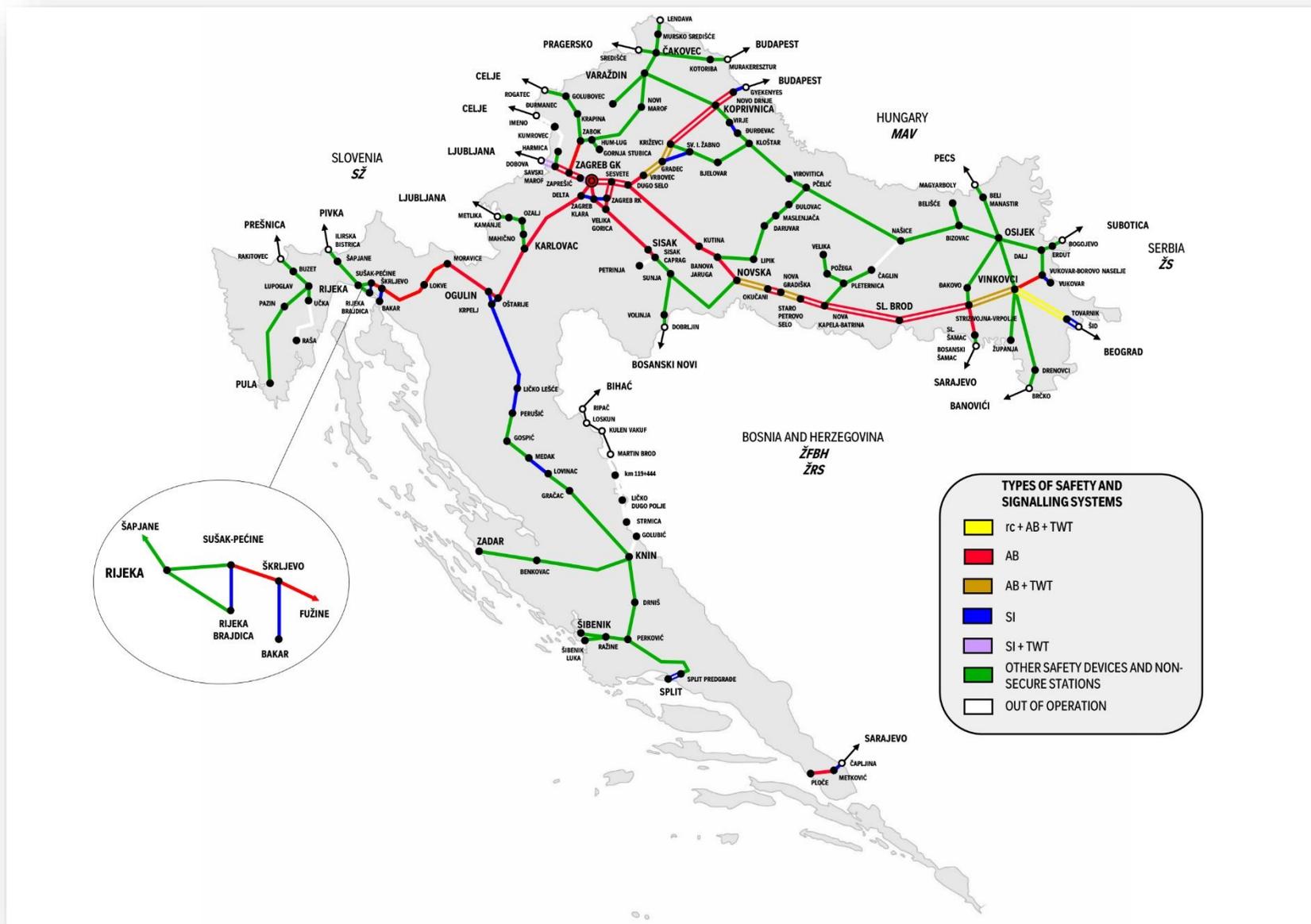
Annex 2.6 Electrification System



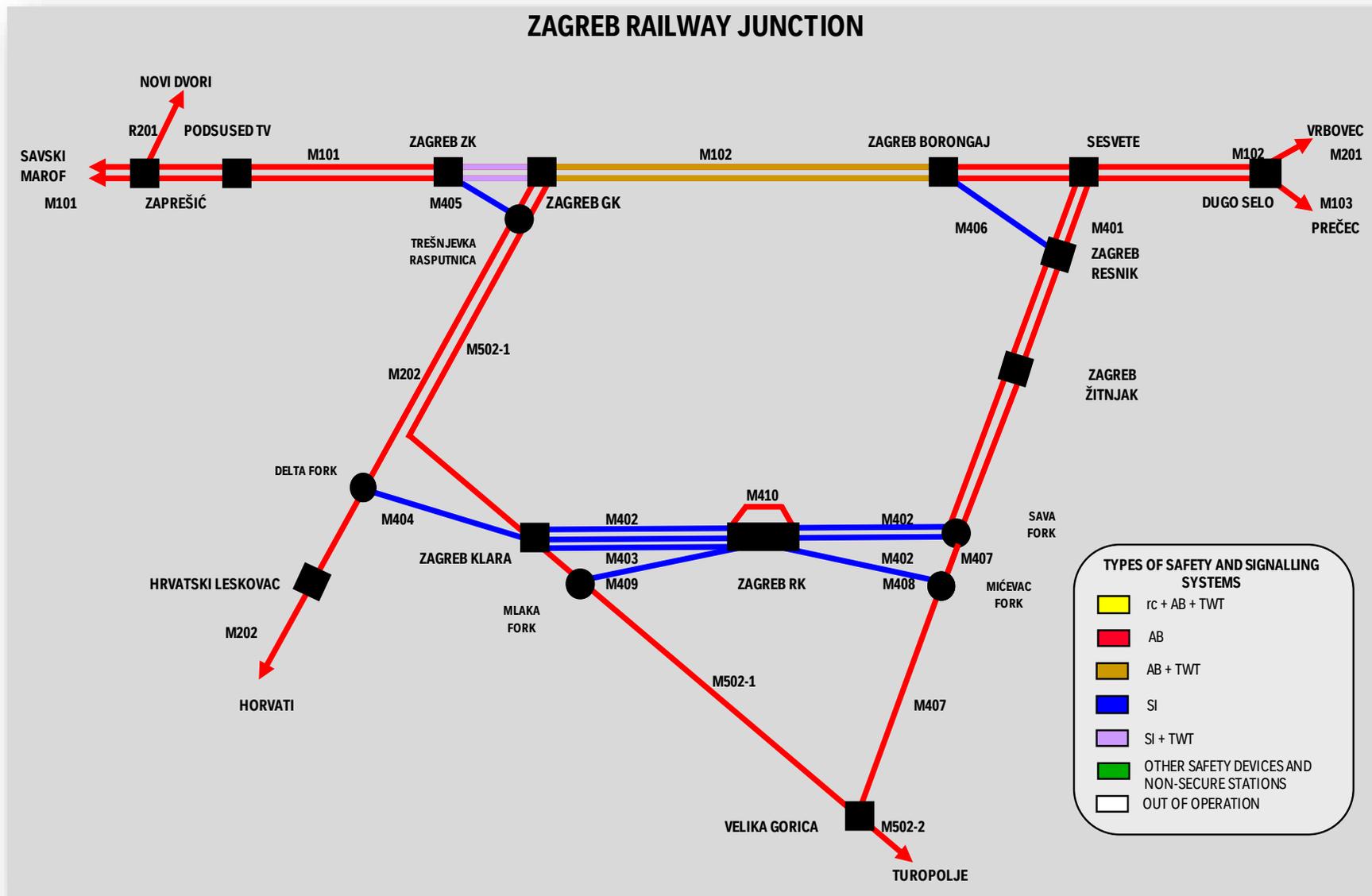
Annex 2.7 Types of Traffic Control



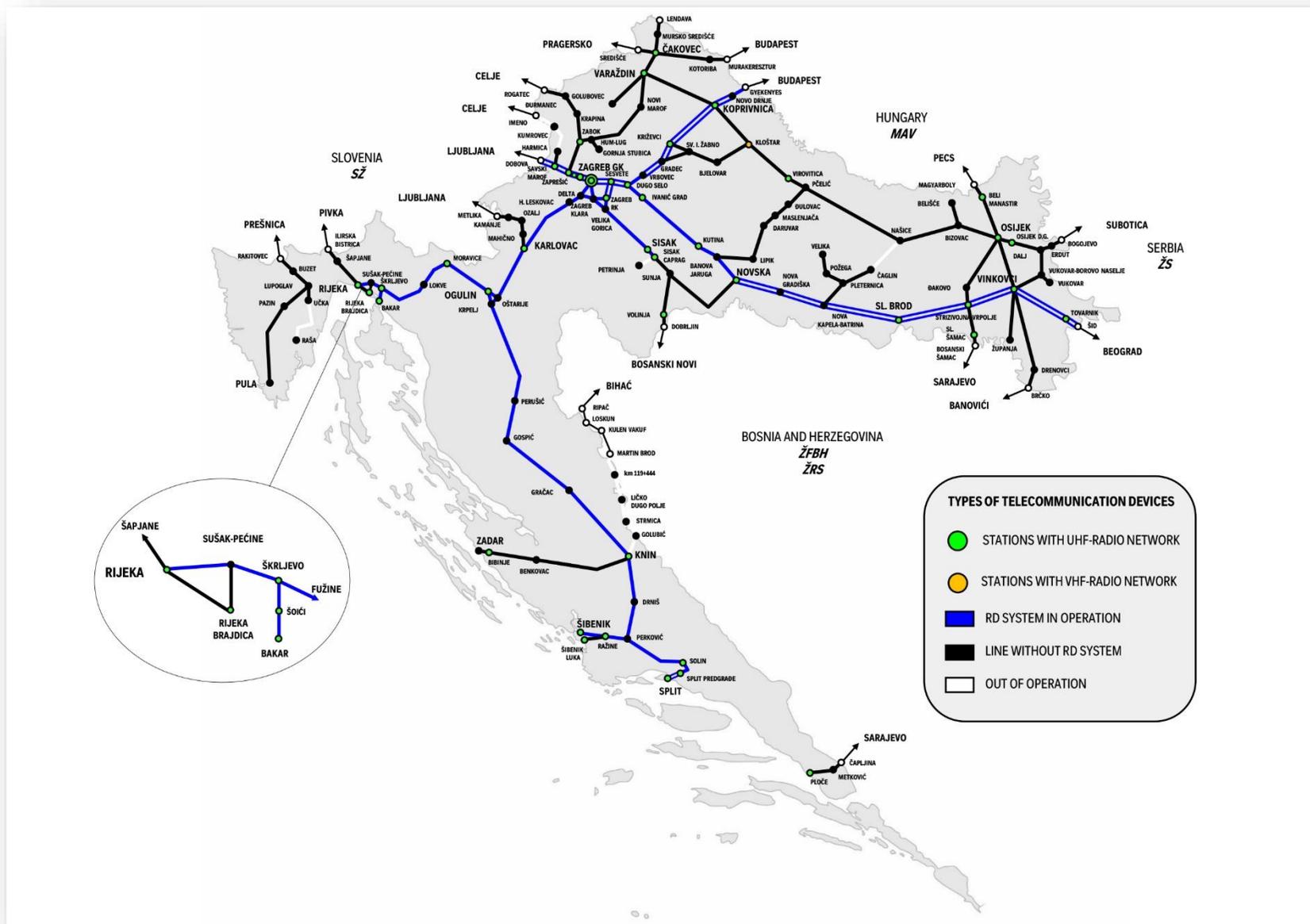
Annex 2.8 Types of Safety and Signalling Systems



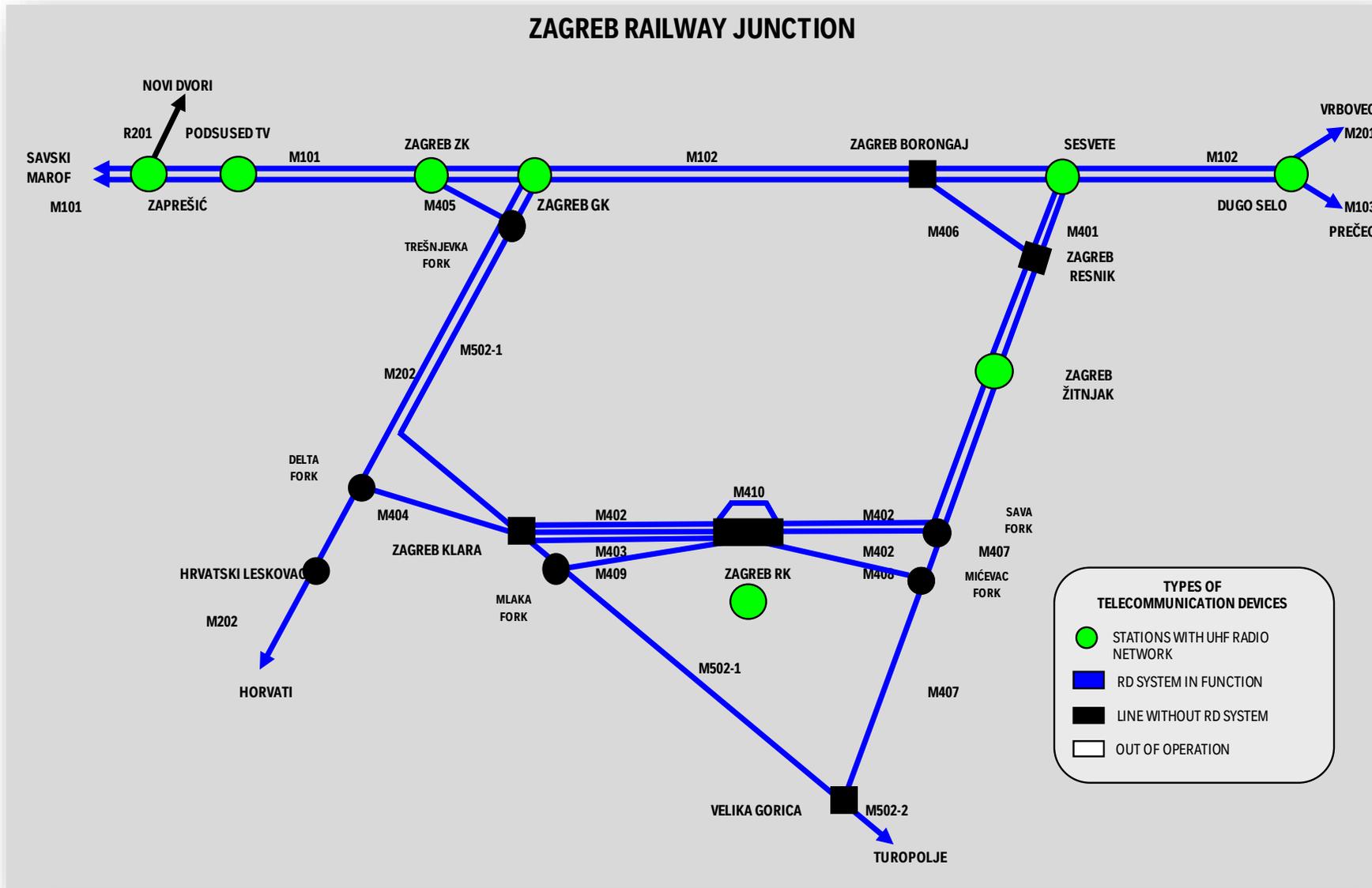
Annex 2.8 Types of Safety and Signalling Systems



Annex 2.9 Types of Telecommunication Devices



Annex 2.9 Types of Telecommunication Devices

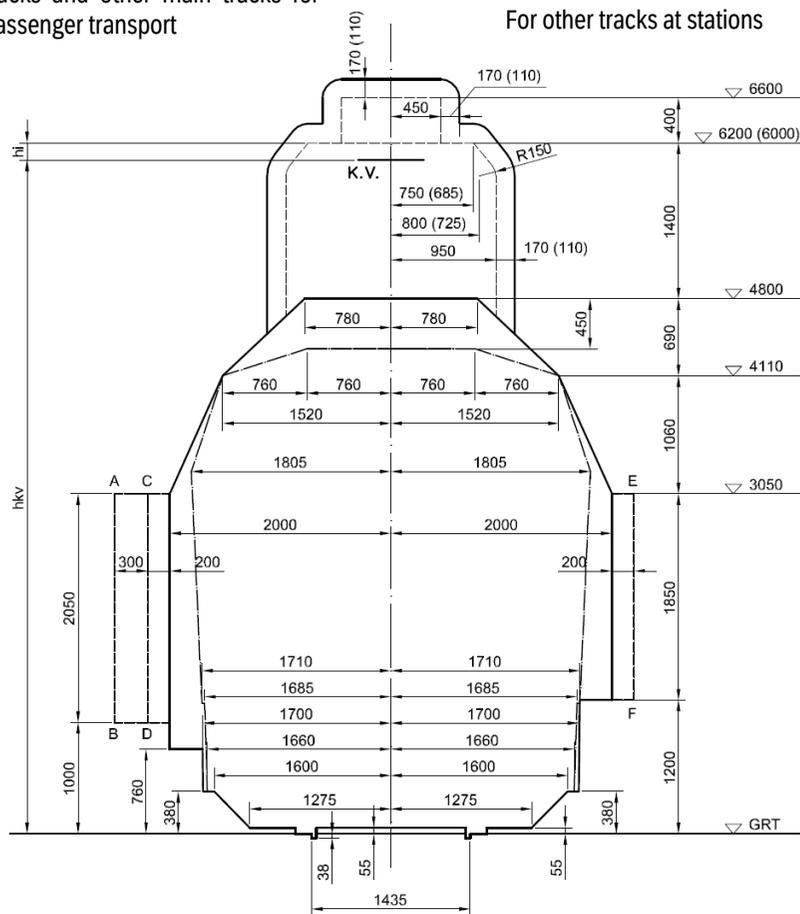


Annex 2.11 Construction Gauge

Construction gauge – for GB loading gauge of railway vehicle

For open line and main running tracks and other main tracks for passenger transport

For other tracks at stations



———— loading gauge for passage of vehicles

----- additional spaces

- - - - - safety contact wire spacing

- . - . - minimal loading gauge

- A – B on open line for posts, signals and similar
- C – D on main running tracks (at stations) for posts, signals etc. as well as on main running tracks (at stations) and on the open line for railway line structures (bridges, tunnels etc.)
- E – F on other tracks at stations for posts, signals and similar, as well as for railway line structures (bridges, tunnels etc.)
- GRT top of rail - TOR
- K.V. contact wire
- hkv: contact wire height
 - for 25 kV, 50 Hz AC nominal height above TOR is 5500 mm, exceptionally 5020 – 6200 mm
 - for 3 kV DC, nominal height above TOR is 5350 mm, exceptionally 4950 – 6000 mm
- hi: contact wire lifting height
 - on open line - 155 mm
 - in tunnels - 80 mm

The measures in brackets refer to 3 kV DC system.

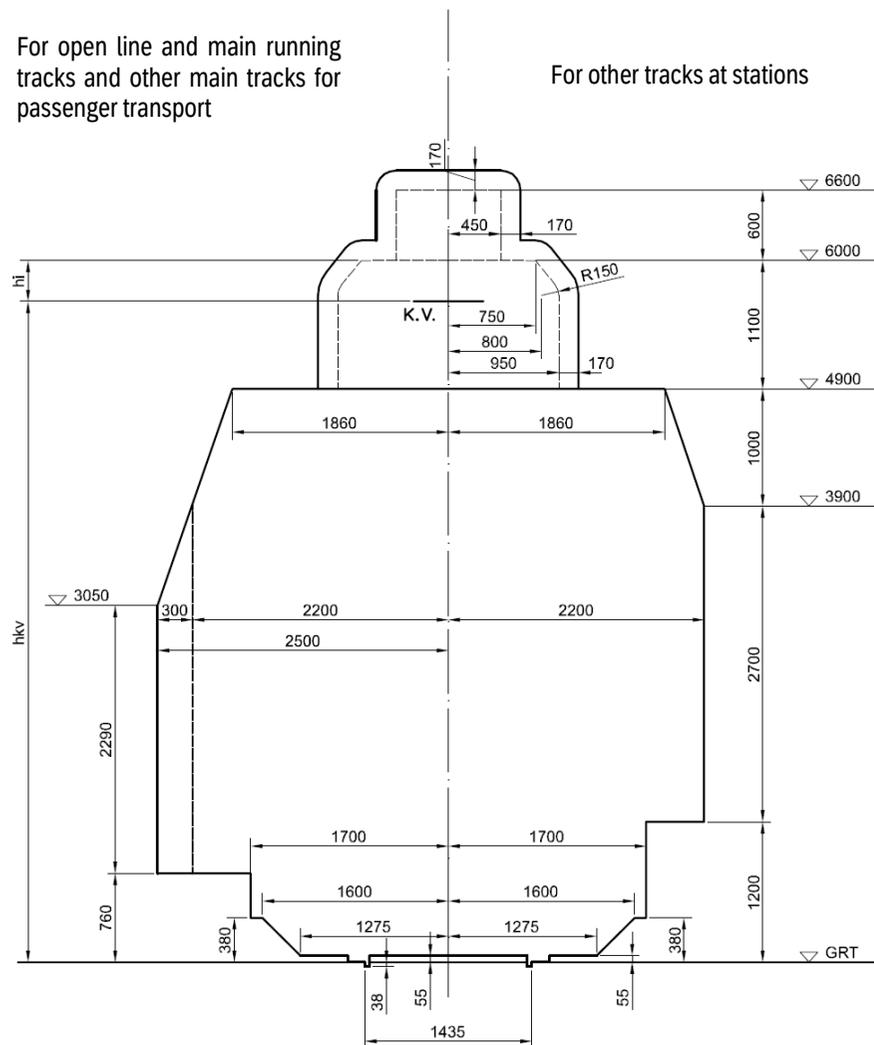


Annex 2.11 Construction Gauge

Construction gauge – for GC loading gauge of railway vehicle

For open line and main running tracks and other main tracks for passenger transport

For other tracks at stations



- loading gauge for passage of vehicles
- - - - - limitation of clearance next to the adjacent track, and for signal placement between tracks
- safety contact wire spacing

- GRT top of rail - TOR
- K.V. contact wire
- hkv: contact wire height
 - nominal height above TOR for 25 kV, 50 Hz AC is 5000 - 5500 mm, exceptionally 4950 - 6000 mm
- hi: contact wire lifting height
 - on open line - 350 mm
 - in tunnels - 250 mm



Annex 2.12 Pantographs

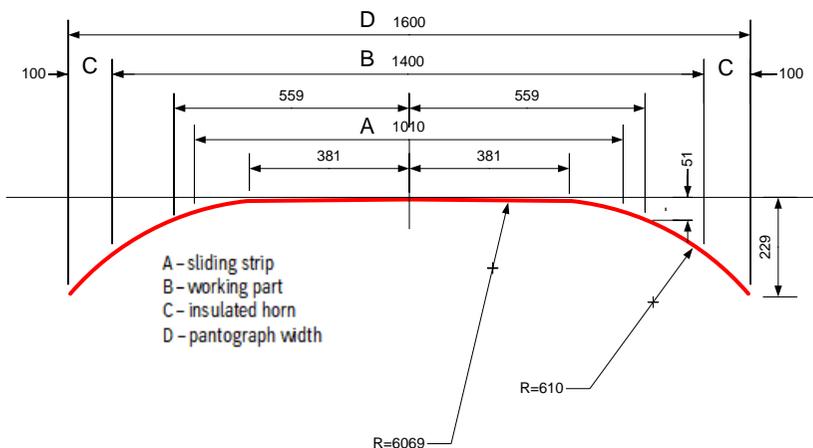


Figure 1 – Pantograph bow profile for 25 kV, 50 Hz AC OLE (25R160)

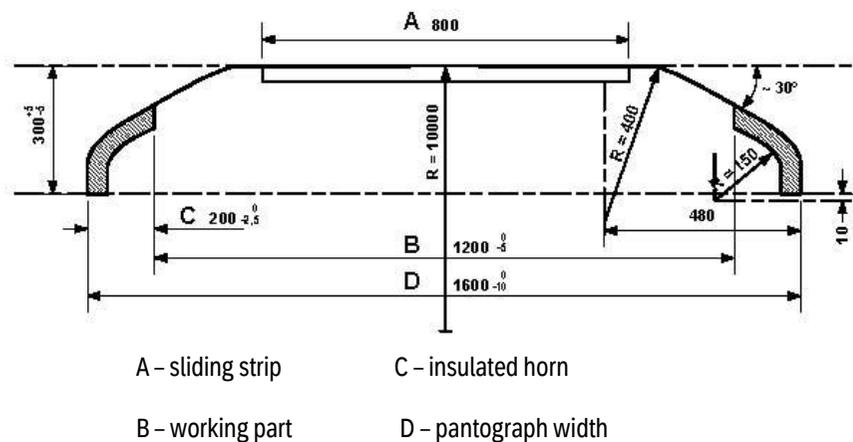


Figure 2 – Pantograph bow profile for AC system 25 kV, 50 Hz in accordance with the Technical specifications for interoperability

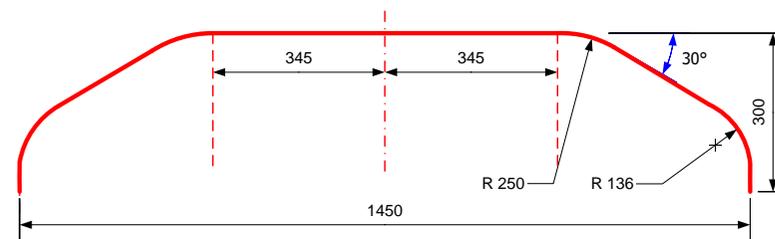
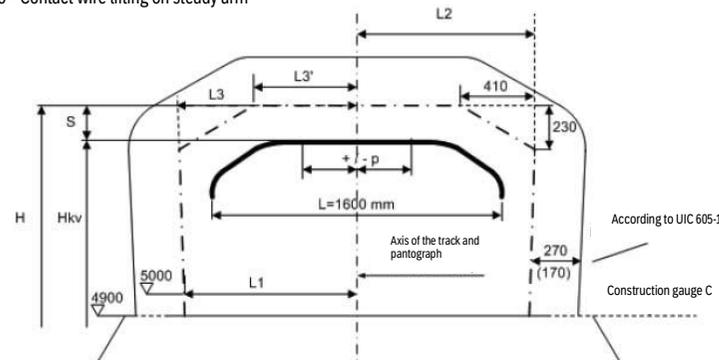


Figure 3 – Pantograph bow profile for 3 kV DC OLE (3R120)

Hkv – Nominal contact wire height
S – Contact wire lifting space
So – Contact wire lifting on steady arm

--- Mechanical pantograph profile
— Electrical pantograph profile



H - Calculation height (m)
R - Arc radius (m)
d - Superelevation (m)

$$L = 0,74 + 0,04 \times H + 0,15 \times H \times d - 0,075 \times d + 2,5 / R \quad (\text{m})$$

For:	Reference height for calculation H(m)
L1	5.0
L2	Hkv
L3	Hkv+S

Figure 4 – Kinematic pantograph bow profile for AC system 25 kV, 50 Hz, in accordance with the Technical specifications for interoperability



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
1. M101 State border - S. Marof - Zagreb Gk															
Savski Marof DG	74103	451+200	10			451+200	451+150	100/95	-	451+150	451+200	95/100	-	GC	
Savski Marof DG - Savski Marof				5095*	5095*	451+150	446+410	120	-	446+410	451+150	120	-	GC	
SAVSKI MAROF	74102	446+086	01			446+410	445+147	100	-	445+147	446+410	100	-	GC	
Savski Marof - Brdovec				2309		445+147			-		445+147		-	GC	
Brdovec	74101	443+777	03					120	-			120	-	GC	
Brdovec - Zaprešić Savska				2393					-				-	GC	
Zaprešić Savska	74007	441+384	03		6552				-				-	GC	
Zaprešić Savska - Zaprešić				1850		440+750	440+174	100	-	440+174	440+750	100	-	GC	
ZAPREŠIĆ	74004	439+534	01			440+174		120	-		440+174	120	-	GC	
Zaprešić - Podsused Stajalište				3797			438+641		-	438+641			-	GB	Bridge Krapina
					5564	438+641	437+279	100	-	437+279	438+641	100	-	GB	
						437+279	436+471	120	-	436+471	437+279	120	-	GB	
						436+471			-		436+471		-	GB	
Podsused Stajalište	74003	435+737	03					100	-			100	-	GB	
							435+651		-	435+651			-	GB	
Podsused Stajalište - Podsused Tvornica				1767		435+651			-		435+651		-	GB	
PODSUSED TVORNICA	74002	433+970	01						-				-	GB	
Podsused Tvornica - Gajnice				1025					-				-	GB	
Gajnice	74006	432+945	03						-				-	GB	
Gajnice - Vrapče				1935					-				-	GB	
Vrapče	74001	431+010	03					120	-			120	-	GB	
Vrapče - Kustošija				2310					-				-	GB	
Kustošija	74005	428+700	03						-				-	GB	
Kustošija - Zagreb Zk				2169*					-				-	GB	
ZAGREB ZAPADNI KOLODVOR	74060	426+571	01			426+571			-	426+571			-	GB	
Zagreb Zk - Zagreb Gk				2093*	2093*	426+571	425+385	70	-	425+080	426+571	70	-	GB	
ZAGREB GLAVNI KOLODVOR	72480	424+423	01			425+385	424+423	50	-	424+423	425+080	50	-	GB	
2. M102 Zagreb Gk - Dugo Selo															
ZAGREB GLAVNI KOLODVOR	72480	424+423	01			424+423		50	-		424+423	50	-	GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges			
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)							
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark		
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
Zagreb Gk - Maksimir				3680	4804		425+953		-	425+953			-	GB			
						425+953	427+554	40	-	427+554	425+953	40	-	GB			
						427+554					427+554		60	-	GB		
Maksimir	72405	428+103	03					60	-				60	-	GB		
Maksimir - Zagreb Borongaj				1124			428+542		-	428+542				-	GB		
						428+542					428+542				GB		
ZAGREB BORONGAJ	72460	429+227	01				429+227	80	-	429+227			80	-	GB		
						429+227			-		429+227			-	GB		
Zagreb Borongaj - Trnava				932	5771				-					-	GB		
Trnava	72404	430+159	03							-					-	GB	
Trnava - Čulinec				1131						-					-	GB	
Čulinec	72403	431+290	03							-					-	GB	
Čulinec - Sesvetska Sopnica				1764						-	432+697				-	GB	
										-		432+697			-	GB	
Sesvetska Sopnica	72408	433+054	03							-					-	GB	
								433+070		-					-	GB	
Sesvetska Sopnica - Sesvete				1944			433+070	434+627	60	-	434+627				-	GB	
SESVETE	72402	434+998	01				434+627	435+755	35	-	435+755	434+627	35	-	GC		
Sesvete - Sesvetska Sela				1731	10156*		435+755		-		435+755			-	GC		
Sesvetska Sela **	72406	436+729	03						140	-					-	GC	
								439+619		-					-	GC	
Sesvetska Sela - Sesvetski Kraljevec				3112			439+619	439+824	100	-	439+814				-	GC	
							439+824			-		439+814			-	GC	
Sesvetski Kraljevec	72401	439+841	03						140	-					-	GC	
										-	440+019				-	GC	
Sesvetski Kraljevec - Dugo Selo				5313*				444+501		-	444+501	440+019	140	-	GC		
DUGO SELO	72517	445+155	01				444+501	445+155	20	-	445+155	444+501	20	-	GC		
3. M103 Dugo Selo - Novska																	
DUGO SELO	72517	84+236	01				84+236		20	-		84+236		20	-	GC	
Dugo Selo - Ostrna				3004*	9495*		83+700			-	83+700				-	GC	
							83+700				-		83+700			-	GC
Ostrna	72516	81+246	03								-					-	GC
Ostrna - Prečec				6491					60	-					-	GC	
PREČEC	92515	74+755	01							-					-	GC	
Prečec - Prečec Stajalište				919	8020*					-					-	GC	
Prečec Stajalište	72515	73+836	03								-					-	GC



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Prečec Stajalište - Ivanić Grad				7101*			66+861	66+861		-	66+861		-	GC	
IVANIĆ GRAD	72514	66+740	01			66+861	66+018	20	-	66+018	66+861	20	-	GC	
Ivanić Grad - Deanovec				5237	5237	66+018	61+807	60	-	61+807	66+018	60	-	GC	
DEANOVEC	72513	61+503	01			61+807	60+980	20	-	60+980	61+807	20	-	GC	
Deanovec - Širinec				3231		60+980		80	-		60+980	80	-	GC	
Širinec	72512	58+272	03		7293*				-				-	GC	
Širinec - Novoselec				4062*			54+342		-	54+342			-	GC	
NOVOSELEC	72511	54+219	01			54+342	53+512	50	-	53+512	54+342	50	-	GC	
Novoselec - Ludina				6269	6269	53+512		80	-		53+512	80	-	GB	Bridge Česma
LUDINA	72510	47+950	01				48+236	50	-	47+480	48+236	50	-	GB	
Ludina - Popovača				6294*	6294*	47+480		80	-		47+480	80	-	GB	
POPOVAČA	72509	41+664	01				41+926	50	-	41+048	41+926	50	-	GB	
Popovača - Voloder				3623		41+048		80	-		41+048	80	-	GB	
Voloder	72508	38+041	03		7205				-				-	GB	
Voloder - Mostavačka Gračenica				3582			34+831		-	34+831			-	GB	
MOSLAVAČKA GRAČENICA	72507	34+459	01			34+831	34+012	50	-	34+012	34+831	50	-	GB	
Moslavačka Gračenica - Repušnica				4209		34+012		80	-		34+012	80	-	GB	
Repušnica	72506	30+250	03		8055*				-				-	GB	
Repušnica - Kutina				3846*			26+923		-	26+923			-	GB	
KUTINA	72505	26+409	01			26+923	26+093	55	-	26+093	26+923	55	-	GB	
Kutina - Ilova				5528*		26+093			-		26+093		-	GB	
Ilova	72504	20+883	03		9064*				-				-	GB	
Ilova - Banova Jaruga				3536					-				-	GB	Bridge Ilova
BANOVA JARUGA	72503	17+347	01						-				-	GB	
Banova Jaruga - Lipovljani				7179*	7179*			60	-			60	-	GB	Bridge Pakra
LIPOVLJANI	72502	10+122	01						-				-	GC	
Lipovljani - Stara Subocka				3420					-				-	GC	
Stara Subocka	72501	6+702	03		10100*				-				-	GC	
Stara Subocka - Novska				6680*			0+339		-	0+339			-	GC	
NOVSKA	72560	0+000	01			0+339	0+000	50	-	0+000	0+339	50	-	GC	
4. M104 Novska - Tovarnik - State border															
NOVSKA	72560	307+005	01			307+005			-		307+005		-	GC	
Novska - Rajić				10450	19954		305+000	50	-	305+000		50	-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
						305+000			-		305+000		-	GC	
Rajić	72608	296+555	03					160	-			160	-	GC	
Rajić - Okučani				9504					-				-	GC	
OKUČANI	72606	287+051	01				287+051		-	287+051			-	GC	
Okučani - Dragalić				7017	14187				-		287+051		-	GC	
Dragalić	72605	280+034	03					60	-			60	-	GC	
Dragalić - Nova Gradiška				7170			273+147		-	273+147			-	GC	
NOVA GRADIŠKA	72604	272+864	01			273+147	272+080	50	-	272+080	273+147	50	-	GC	
Nova Gradiška - Zapolje				6856	12033		272+080		-		272+080		-	GC	
Zapolje	72603	266+008	03					60	-			60	-	GC	
Zapolje - Staro Petrovo Selo				5177			261+334		-	261+334			-	GC	
STARO PETROVO SELO	72602	260+831	01			261+334	260+383	50	-	260+383	261+334	50	-	GC	
Staro Petrovo Selo - Vrbova				4721	10443	260+383			-	257+670	260+383	60	-	GC	
								60	-	257+640	257+670	50	-	GC	
Vrbova	72601	256+110	03						-		257+640		-	GC	
Vrbova - Nova Kapela-Batrina				5722			250+663		-	250+663			-	GC	
NOVA KAPELA-BATRINA	72708	250+388	01			250+663	249+485	50	-	249+485	250+663	50	-	GC	
Nova Kapela-Batrina - Lužani-Malino				5702	8780		249+485		-		249+485		-	GC	
Lužani-Malino	72707	244+686	03					60	-			60	-	GC	
Lužani-Malino - Oriovac				3078			241+993		-	241+993			-	GC	
ORIOVAC	72706	241+608	01			241+993	241+067	50	-	241+067	241+993	50	-	GC	
Oriovac - Brodski Stupnik				3336	12311	241+067			-		241+067		-	GC	
Brodski Stupnik	72705	238+272	03					60	-			60	-	GC	
Brodski Stupnik - Kuti				1432					-				-	GC	
Kuti	72704	236+840	03						-				-	GC	
Kuti - Stari Slatinik				2406			234+781		-	234+781			-	GC	
Stari Slatinik	72703	234+434	03			234+781	234+741	20	-	234+741	234+781	20	-	GC	
Stari Slatinik - Sibinj				5137		234+741			-		234+741		-	GC	
SIBINJ	72702	229+297	01				229+735	50	-	229+735	229+735	50	-	GC	
Sibinj - Slobodnica				1878	8606	229+735	228+751		-	228+751	229+735		-	GC	
Slobodnica	72701	227+419	03					60	-			60	-	GC	
Slobodnica - Slavonski Brod				6728			221+510		-	221+510			-	GC	
SLAVONSKI BROD	72807	220+691	01			221+510	219+963	55	-	219+963	221+510	55	-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Slavonski Brod - Donja Vrba				8754*	13947*	219+963			-		219+963		-	GC		
Donja Vrba	72806	211+936	03						100				100		-	GC
Donja Vrba - Zadubravlje				2582											-	GC
Zadubravlje	72805	209+354	03												-	GC
Zadubravlje - Garčin				2611				207+325		-	207+325				-	GC
GARČIN	72804	206+743	01		8624	207+325	206+266	60	-	206+266	207+325	60	-	GC		
Garčin - Staro Topolje				4918			206+266			-		206+266		-	GC	
Staro Topolje	72803	201+825	03						100	-			100	-	GC	
Staro Topolje - Andrijevci				3706				198+480		-	198+480			-	GC	
ANDRIJEVCI	72802	198+119	01				198+480	197+449	60	-	197+449	198+480	60	-	GC	
Andrijevci - Perkovci				4870	10322	197+449			-		197+449		-	GC		
Perkovci	72801	193+249	03						100	-			100	-	GC	
Perkovci - Strizivojna-Vrpolje				5452				188+547		-	188+447			-	GC	
STRIZIVOJNA-VRPOLJE	71104	187+797	01				188+547	186+982	95	-	186+879	188+447	95	-	GC	
Strizivojna-Vrpolje - Stari Mikanovci				10846		10846	186+982			-		186+879		-	GC	
STARI MIKANOVCI	71103	176+951	01		10206*				-				-	GC		
Stari Mikanovci - Vođinci				5877*					100	-			100	-	GC	
Vođinci	71102	171+078	03							-				-	GC	
Vođinci - Ivankovo				4329				167+250		-	167+250			-	GC	
IVANKOVO	71101	166+749	01				167+250	166+211	95	-	166+211	167+250	95	-	GC	
Ivankovo - Vinkovci				10885	10885	166+211	156+840	160	-	156+840	166+211	160	-	GC		
VINKOVCI	71160	155+864	01		10430	156+840			-		156+840		-	GC		
								154+468		-	154+905			-	GC	
Vinkovci - Mirkovci				5144			154+468	153+384	120	-	153+384	154+905	120	-	GC	
Mirkovci	71010	150+720	03				153+384			-		153+384		-	GC	
Mirkovci - Novi Jankovci				4997						-				-	GC	
Novi Jankovci	91009	145+723	03		11206				-				-	GC		
Novi Jankovci - Jankovci				289					160	-			160	-	GC	
JANKOVCI	71009	145+434	01							-				-	GC	
Jankovci - Srijemske Laze				2733						-				-	GC	
Srijemske Laze	71008	142+701	03							-				-	GC	
Srijemske Laze - Slakovci				1989			141+219		-	141+219			-	GC		
Slakovci	71007	140+712	03			141+219			-		141+219		-	GC		
Slakovci - Orolik				2490				120	-			120	-	GC		
							140+650		-	140+650			-	GC		



**Annex 2.13** Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Orolik	71006	138+222	03			140+650			-		140+650		-	GC	
Orolik - Đeletovci Stajalište				3635					-				-	GC	
Đeletovci Stajalište	91005	134+587	03						-				-	GC	
Đeletovci Stajalište - Đeletovci				359					-				-	GC	
ĐELETOVCI	71005	134+228	01						-				-	GC	
Đeletovci - Vinkovački Banovci				2092				160	-			160	-	GC	
Vinkovački Banovci	71004	132+136	03						-				-	GC	
Vinkovački Banovci - Banovci				1671					-				-	GC	
Banovci	71003	130+465	03						-				-	GC	
Banovci - Ilača				1931					-				-	GC	
Ilača	71002	128+534	03						-				-	GC	
Ilača - Tovarnik				5045			123+907		-	123+907			-	GC	
TOVARNIK	71001	123+489	01			123+907	122+733	95	-	122+733	123+907	95	-	GC	
Tovarnik - Tovarnik DG				1547*	1547*	122+733			-	122+000	122+733	100	-	GC	
Tovarnik DG	71020	121+950	10				121+950		-	121+950		80	-	GC	
5. M201 State border - Botovo - Dugo Selo															
Koprivnica DG	73204	79+027	10				79+027	60	-	79+027		60	-	GC	
Koprivnica DG - Novo Drnje				3869	3869	79+027	78+977	55	-	78+977	79+027	55	-	GC	
						78+977	76+001	100	-	76+001	78+977	100	-	GC	
							76+001				76+001			GC	
NOVO DRNJE	73164	75+158	01					50	-			50	-	GC	Access to the forwardings Botovo and Drnje is provided from Novo Drnje station
Novo Drnje - Peteranec				4267			74+221		-	74+221			-	GC	
Peteranec	73162	70+891	03		9544	74+221		100	-		74+221	100	-	GC	
Peteranec - Koprivnica				5277			66+150		-	66+150			-	GC	
KOPRIVNICA	73160	65+614	01			66+150	64+633	50	-	64+633	66+150	50	-	GC	
Koprivnica - Mučna-Reka				6545	6545	64+633			-		64+633		-	GC	
MUČNA REKA	73101	59+069	01					100	-			100	-	GC	
Mučna-Reka - Sokolovac				4437	6681				-				-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Sokolovac	73102	54+632	03						-				-	GC	
Sokolovac - Lepavina				2244			53+953			53+953			-	GC	
LEPAVINA	73103	52+388	01			53+953	51+459	50	-	51+459	53+953	50	-	GC	
Lepavina - Carevdar				5688		51+459			-		51+459		-	GC	
Carevdar	73104	46+700	03						-				-	GC	
Carevdar - Vojakovački Kloštar				2760				100	-			100	-	GC	
Vojakovački Kloštar	73105	43+940	03		16361				-				-	GC	
Vojakovački Kloštar - Majurec				3610					-				-	GC	
Majurec	73106	40+330	03						-				-	GC	
Majurec - Križevci				4303			36+646		-	36+646			-	GC	
KRIŽEVCI	73107	36+027	01			36+646	34+750	50	-	34+750	36+646	50	-	GC	
Križevci - Repinec				7051		34+750			-		34+750		-	GC	
Repinec	73108	28+976	03		11327			100	-			100	-	GC	
Repinec - Gradec				4276			25+243		-	25+243			-	GC	
GRADEC	73109	24+700	01			25+243			-		25+243		-	GC	
Gradec - Gradec Stajalište				199				80	-			80	-	GC	
Gradec Stajalište	73115	24+501	03		8376		23+894		-	23+894			-	GC	
Gradec Stajalište - Vrbovec				8177		23+894		100	-		23+894	100	-	GC	
VRBOVEC	73110	16+324	01			17+483			-		17+483		-	GC	
Vrbovec - Božjakovina		13+181= 458+347		10017			458+340		-	458+340			-	GC	
Božjakovina	73112	451+473	03		16339*	458+340		100	-		458+340	100	-	GC	
Božjakovina - Dugo Selo				6322*			445+710		-	445+710			-	GC	
DUGO SELO	72517	445+155	01			445+710	445+155	20	-	445+155	445+710	20	-	GC	
6. M202 Zagreb Gk - Rijeka															
ZAGREB GLAVNI KOLODVOR	72480	424+423	01			424+423					424+423			GB	
Zagreb Glavni kolodvor - Trešnjevka (R)				1473				50				50	50	GB	
Trešnjevka (R)	94060	425+896	04				426+135				426+253			GB	
Trešnjevka (R) - Delta				4127		426+135					426+253			GB	
Delta	95002	430+023	04		10746									GB	
Delta - Remetinec				327				70				70	70	GB	
Remetinec	75001	430+350	03											GB	
Remetinec - Hrvatski Leskovac				4819										GB	
HRVATSKI LESKOVAC	75002	435+169	01											GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Hrvatski Leskovac - Horvati				6736	6736									GB	
HORVATI	75003	441+905	01				441+905			441+905				GB	
Horvati - Mavračići				2462										GB	
Mavračići	75010	444+367	03		6530			60	60			60	60	GB	
Mavračići - Zdenčina				4068			448+156			448+156				GB	
ZDENČINA	75004	448+435	01			448+156	448+946	55	55	448+946	448+156	55	55	GB	
Zdenčina - Desinec				3418		448+946					448+946			GB	
Desinec	75005	451+853	03		8493*			100	100			100	100	GB	
Desinec - Jastrebarsko				5075*			456+573			456+573				GB	
JASTREBARSKO	75006	456+998	01			456+573	457+338	35	35	457+338	456+573	35	35	GB	
Jastrebarsko - Domagović				3134		457+338					457+338			GB	
Domagović	75007	460+132	03		10536*									GB	
Domagović - Lazina				3017				40	40			40	40	GB	
Lazina	75008	463+149	03											GB	
Lazina - Draganići				4385*										GB	
DRAGANIĆI	75009	467+515	01				467+515			467+515				GB	
Draganići - Karlovac				9546*	9546*		476+147	50	50	476+147		50	50	GB	
KARLOVAC	75060	477+040	01			476+147	477+619	45	45	477+619	476+147	45	45	GB	
Karlovac - Karlovac Centar				1390*		477+619					477+619			GB	
Karlovac Centar	75011	478+495	03		5699*									GB	
Karlovac Centar - Mrzlo Polje				4309*										GB	
MRZLO POLJE	75101	483+133	01											GB	
Mrzlo Polje - Duga Resa				5203	5203									GB	
DUGA RESA	75102	488+336	01											GB	
Duga Resa - Belavići				3784*				60	60			60	60	GB	
Belavići	75103	492+115	03		9581*									GB	
Belavići - Zvečaj				5797										GB	
ZVEČAJ	75104	497+912	01											GB	
Zvečaj - Gornji Zvečaj				2688										GB	
Gornji Zvečaj	75105	500+600	03		7687									GB	
Gornji Zvečaj - Generalski Stol				4999			505+340			505+340				GB	
GENERALSKI STOL	75106	505+599	01			505+340	506+188	45	45	506+188	505+340	45	45	GB	
						506+188				506+902	506+188	75	90	GB	
Generalski Stol - Donje Dubrave				3901	10525*		506+922	70	70	507+312	506+902	70	70		
						506+922		75	90	507+312		75	90		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Donje Dubrave	75107	509+500	03												GB
Donje Dubrave - Gornje Dubrave				6624*			515+819								GB
GORNJE DUBRAVE	75108	516+117	01			515+819	516+561	45	45	516+561	515+819	45	45		GB
Gornje Dubrave - Tounj				3990		516+561					516+561				GB
Tounj	75109	520+107	03		6179			75	90			75	90		GB
Tounj - Kukača				2189			521+962			521+962					GB
KUKAČA	75110	522+296	01			521+962	522+714	55	55	522+714	521+962	55	55		GB
Kukača - Košare				1584		522+714					522+714				GB
Košare	75112	523+880	03		5029			75	90			75	90		GB
Košare - Oštarije				3445			526+450			526+450					GB
OŠTARIJE	75111	527+325	01			526+450		60	60		526+450	60	60		GB
Oštarije - Ogulin				6130*	6130*	527+601	532+704	140	-	532+704	527+601	140	-		GB
OGULIN	75460	533+459	01			532+704	533+770	75	-	533+770	532+704	75	-		GB
Ogulin - Ogulinski Hreljin				6453	6453	533+770	538+599	80	-	538+599	533+770	80	-		GB
OGULINSKI HRELJIN	75402	539+912	01			538+599					538+599				GB
Ogulinski Hreljin - Ljubošina				3906			540+466	50	-			50	-		GB
Ljubošina	75403	543+818	03		7948	540+466				540+631					GB
Ljubošina - Gomirje				4042				70	-			70	-		GB
GOMIRJE	75404	547+860	01				547+860			547+860					GB
Gomirje - Vrbovsko				6510	6510	547+860		75	-	553+655		75	-		GB
VRBOVSKO	75405	554+370	01			553+655	554+576	70	-	554+576	553+655	70	-		GB
Vrbovsko - Moravice				8838*	8838*	554+576					554+576				GB
MORAVICE	75406	563+200	01			563+200		75	-	563+200		75	-		GB
Moravice - Brod Moravice				7217	7217	563+200	565+200	70	-	565+370		70	-		GB
BROD MORAVICE	75407	570+417	01			565+200	565+390			565+550	565+370				GB
Brod Moravice - Žrnovac				3501		565+390					565+550				GB
Žrnovac	75408	573+918	03		9226			70	-			70	-		GB
Žrnovac - Skrad				5725			577+690			577+840					GB
						577+690	577+860	40	-	577+970	577+840	30	-		GB
						577+860		70	-		577+970	70	-		GB



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges			
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)							
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark		
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
SKRAD	75409	579+643	01				579+643		-	579+643			-	GB			
Skrad - Kupjak				3489	6895	579+643		75	-		579+643	75	-	GB			
Kupjak	75410	583+132	03						-					-	GB		
Kupjak - Zalesina				3406			585+793			-	585+793				-	GB	
ZALESINA	75411	586+538	01				585+793			70	-		586+909	585+793	70	-	GB
Zalesina - Delnice				5879	5879	587+123		-	586+909		586+909	40	-	GB			
						587+123	587+414	40	-		587+713	587+713	40	-		GB	
						587+414	589+100	75	-		589+100	587+713	75	-		GB	
						589+100	589+270	40	-	589+270	589+100	40	-	GB			
						589+270			-	589+270	589+270	40	-	GB			
DELNICE	75412	592+417	01					75	-			75	-	GB			
Delnice - Lokve				8474	8474		600+588		-	600+588				-	GB		
LOKVE	75413	600+891	01			600+588			70	-	600+588		600+588	70	-	GB	
Lokve - Vrata				6297	8771		602+769			-	602+769		602+769			-	GB
Vrata	75414	607+188	03				602+769			-					-	GB	
Vrata - Fužine				2474						-					-	GB	
FUŽINE	75415	609+662	01						75	-			75	-	GB		
Fužine - Lič				3566	7160*			-						-	GB		
Lič	75416	613+228	03							-					-	GB	
Lič - Drivenik				3594*			614+550	614+550		-	614+550	614+550		40	-	GB	
							614+550	614+950	40	-	614+950	614+550	40	-	GB		
DRIVENIK	75417	616+795	01			616+494	617+109	45	-	617+109	616+494	45	-	GB			
Drivenik - Zlobin				4143	9095	617+109			-	617+109	617+109		-	GB			
Zlobin	75418	620+938	03							-				-	GB		
Zlobin - Plase				4952						-				-	GB		
PLASE	75419	625+890	01						50	-			50	-	GB		
Plase - Melnice				2912	7456			-						-	GB		
Melnice	75420	628+802	03							-					-	GB	
Melnice - Meja				4544						-					-	GB	
MEJA	75421	633+346	01							-				-	GB		
Meja - Škrljevo				7880	7880		640+234		-	640+234			-	GB			
						640+234		45	-	640+234	640+234	45	-	GB			
ŠKRLJEVO	75422	641+226	01						-					-	GB		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Škrljevo - Sušak-Pećine				9012	9012		641+945		-	641+945		-		GB		
						641+945	643+494	70	-		641+945		-	GB		
						643+494	643+624	60	-			70	-	GB		
						643+624	649+603	70	-	649+603		-	GB			
SUŠAK-PEĆINE	75502	650+238	01					60	-		649+603	60	-	GB		
Sušak-Pećine - Rijeka				2962*	2962*		650+370		-	650+370		-		GB		
						650+370	651+625	80	-	651+625	650+370	80	-	GB		
						651+625	651+765	30	-	651+765	651+625	30	-	GB		
						651+765	652+640	80	-	652+640	651+765	80	-	GB		
RIJEKA	75560	653+221	01			652+640		-	652+640		-	35	-	GB		
RIJEKA	75560	653+221	01			653+221		-	653+221		-	35	-	GB		
7. M203 Rijeka - Šapjane - State border																
RIJEKA	75560	55+386	01			55+386	54+990	35	-	54+990	55+386	35	-	GA		
Rijeka - Krnjevo				2614	9628	54+990			-		54+990		-	GA		
Krnjevo	75612	52+772	03						40	-			40	-	GA	
Krnjevo - Opatija-Matulji				7014			52+490		-	52+490		-		-	GA	
						52+490	52+380	20	-	52+380	52+490	20	-	GA		
OPATIJA-MATULJI	75611	45+758	01			52+380			-		52+380		-	GA		
Opatija-Matulji - Rukavac				2719	5926		44+940		-	44+793		-		-	GA	
						44+940	44+773	20	-	44+530	44+793	30	-	GA		
						44+773			-		44+530		-	GA		
Rukavac	75610	43+039	03						-			40	-	GA		
Rukavac - Jušići				1694					-				-	GA		
Jušići	75609	41+345	03						-				-	GA		
Jušići - Jurdani				1513					-	40+423		-		-	GA	
									-	40+250	40+423	30	-	GA		
									-	40+250	40+250		-	GA		
JURDANI	75608	39+832	01			39+832			-	39+832		40	-	GA		
Jurdani - Permani				2293	12016		39+832		-		39+832		50	-	GA	
							38+680	50	-	38+555		-	GA			
						38+680	38+535	30	-	38+430	38+555	30	-	GA		
Permani	75607	37+539	03			38+535			-	38+430		50	-	GA		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Permani - Šapjane				9723			35+630		-				-	GA		
						35+630	35+468	35	-			-	GA			
						35+468	31+020	50	-			-	GA			
						31+020	30+894	30	-			-	GA			
						30+894	30+150	50	-			-	GA			
						30+150	29+988	40	-			-	GA			
ŠAPJANE	75605	27+816	01			28+113	27+467	40	-	27+467	28+113	40	-	GA		
Šapjane - Šapjane DG				3326	3326	27+467		50	-		27+467	50	-	GA		
Šapjane DG	75604	24+490	10				24+490		-				-	GA		
8. M301 State border - B. Manastir - Osijek																
Beli Manastir DG	71706	32+069	10			32+069	32+019	80/75	-	32+019	32+069	75/80	-	GC		
Beli Manastir DG - Beli Manastir				4809	4809	32+019	27+693	100	-	27+693	32+019	100	-	GC		
BELI MANASTIR	71705	27+260	01			27+693		20	-		27+693	20	-	GC		
Beli Manastir - Čeminac				9996	16710		25+954		-	25+853			-	GC		
Čeminac	71704	17+264	03						100	-		25+853	100	-	GC	
Čeminac - Švajcarnica				3494				16+885		-	16+885			-	GC	
Švajcarnica**	91703	13+770	03				16+885	16+865	20	-	16+865	16+885	20	-	GC	
Švajcarnica - Darda				3220			16+865			-		16+865		-	GC	
DARDA	71703	10+550	01						100	-			100	-	GC	
Darda - Osijek Dravski Most				8668	10550		13+750		-	13+750			-	GC		
Osijek Dravski Most	71701	1+882	03				13+750	13+650	20	-	13+650	13+750	20	-	GC	
Osijek Dravski Most - Osijek				1882			13+650	10+998	100	-	10+998	13+650	100	-	GC	
OSIJEK	71960	0+000	01				10+998	9+707	50	-	9+417	10+998	50	-	GC	
Darda - Osijek Dravski Most				8668	10550	9+707	6+307	100	-	6+307	9+417	100	-	GB		
Osijek Dravski Most	71701	1+882	03				6+307	6+196	40	-	6+196	6+307	40	-	GB	Bridge Stara Drava
Osijek Dravski Most - Osijek				1882			6+196			-		6+196		-	GB	
OSIJEK	71960	0+000	01				1+660		-	1+660			-	GB		
OSIJEK	71960	0+000	01			1+660		20	-		1+660	20	-	GB		
OSIJEK	71960	0+000	01				0+000		-	0+000			-	GC		
9. M302 Osijek - Strizivojna-Vrpolje																
OSIJEK	71960	0+000	01			0+000		20	-		0+000	20	-	GC		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Osijek - Čepin				9731*	15101*	0+900	0+900		-	0+784			-	GC	
						0+900	2+650	80	-	2+650	0+784	80	-	GC	
						2+650	3+711	100	-	3+711	2+650	100	-	GC	
						3+711	4+833	80	-	4+833	3+711	80	-	GC	
						4+833	8+764	100	-	8+764	4+833	100	-	GC	
						8+764			-		8+764		-	GC	
Čepin	71802	9+173	03				80	-			80	-	GC		
Čepin - Vladislavci				5370			10+130	-			10+130	-	GC		
VLADISLAVCI	71803	14+543	01			10+130	14+441	100	-	14+441	10+130	100	-	GC	
Vladislavci - Dopsin				1529		14+441	14+832	40	-	14+832	14+441	40	-	GC	
Dopsin	71804	16+072	03			14+832			-		14+832		-	GC	
Dopsin - Hrastovac-Vučki				2343			18+108		-			100	-	GC	
Hrastovac-Vučki	71805	18+415	03			18+108		80	-				-	GC	
Hrastovac-Vučki - Lipovac-Koritna				2773			18+618		-	18+598			-	GC	
Lipovac-Koritna	71810	21+188	03			18+618			-	19+108	18+598	80	-	GC	
Lipovac-Koritna - Viškovci				12050*					-		19+108		-	GC	
Viškovci	71807	33+243	03				31+170		-			100	-	GC	
Viškovci - Đakovo				3847		31+170	31+170	75	-	31+170	31+170	75	-	GC	
ĐAKOVO	71808	37+090	01			32+690	32+690		-		32+690		-	GC	
Đakovo - Budrovci				6209				60	-			60	-	GC	
Budrovci	71809	43+299	03			36+750			-		36+750		-	GC	
Budrovci - Strizivojna-Vrpolje				4319			37+991	20	-	37+970		40	-	GC	
STRIZIVOJNA-VRPOLJE	71104	47+618	01			37+991	39+040	100	-	39+040	37+970	100	-	GC	
						39+040	40+290	60	-	40+390	39+040	50	-	GC	
						40+290			-		40+390		-	GC	
							46+458		-			100	-	GC	
						46+458			-	46+458			-	GC	
								55	-		46+458		-	GC	
							47+618		-	47+618		55	-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)				
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	For gauge	Remark	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
10. M303 S.-Vrpolje - S. Šamac - State border																
STRIZIVOJNA-VRPOLJE	71104	0+000	01			0+000		55	-		0+000	55	-	GC		
Strizivojna-Vrpolje - Kopanica-Beravci				9879	9879		1+402	55	-	1+402		55	-	GC		
						1+402	9+312	100	-	9+312	1+402	100	-	GC		
KOPANICA-BERAVCI	78801	9+879	01					30	-			30	-	GC		
							10+385		-	10+385		30	-	GC		
Kopanica-Beravci - Sikirevci				2642	10066				-		10+385		-	GC		
Sikirevci	78802	12+521	03					100	-			100	-	GC		
Sikirevci - Slavonski Šamac				7424			19+197		-	19+197			-	GC		
SLAVONSKI ŠAMAC	78803	19+945	01					20	-		19+197	20	-	GC		
Slavonski Šamac - Slavonski Šamac DG				2754	2754		20+440		-	20+440			-	GC		
						20+440	22+649	100	-	22+649	20+440	100	-	GC		
Slavonski Šamac DG	78804	22+699	10			22+649	22+699	45/50	-	22+699	22+649	50/45	-	GC		
11. M304 State border - Metković - Ploče																
Metković DG	78649	170+412	10			170+412	170+462	100/95	-	170+462	170+412	95/100	-	GB		
Metković DG - Metković				886	886	170+462			-		170+462		-	GB		
METKOVIĆ	78650	171+298	01						-				-	GB		
Metković - Kula Norinska				4805	8564			110	-			110	-	GB		
Kula Norinska	78651	176+103	03							-				-	GB	
Kula Norinska - Krvavac				1383	8564		176+740		-	176+740			-	GB		
							176+740	176+960	70	-	176+960	176+740	70	-	GB	
							176+960	177+330	110	-	177+330	176+960	110	-	GB	
Krvavac	78656	177+486	03					30	-		177+330	30	-	GB		
Krvavac - Opuzen				2376	8564		177+570		-	177+570			-	GB		
							177+570		-	177+570		30	-	GB		
OPUZEN	78652	179+862	01					110	-		177+570	110	-	GB		
Opuzen - Komin				3403	8706		181+984		-	181+984			-	GB		
							181+984		-	181+984		110	-	GB		
Komin	78653	183+265	03					90	-		181+984	90	-	GB		
Komin - Banja				2662	8706		183+771		-	183+771			-	GB		
							183+771	100	-	183+771	183+771	100	-	GB		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Banja	78654	185+927	03						-				-	GB		
Banja - Rogotin				2641			187+599		-	187+599			-	GB		
ROGOTIN	78655	188+568	01					75	-	188+912	187+599	75	-	GB		
Rogotin - Stablina				3125	4584	188+912	191+027	80	-	191+027	188+912	80	-	GB		
Stablina	78657	191+693	03						40	-			40	-	GB	
Stablina - Ploče				1459						-				-	GB	
PLOČE	78680	193+152	01				192+603	193+152	30	-	193+152			-	GB	
12. M401 Sesvete - Sava																
SESVETE	72402	0+000	01			0+000	0+356	35	-	0+356	0+000	35	-	GC		
Sesvete - Zagreb Resnik				4196	4196	0+356			-		0+356		-	GC		
ZAGREB RESNIK	72301	4+196	01					100	-			100	-	GC		
Zagreb Resnik - Zagreb Žitnjak				4382	4382		8+123		-	8+123			-	GC		
ZAGREB ŽITNJAK	72302	8+578	01			8+123	9+228	80	-	9+228	8+123	80	-	GC		
Zagreb Žitnjak - Sava				1866	1866	9+228	9+900	100	-	9+900	9+228	100	-	GC		
						9+900	10+350	20	-	10+350	9+900	20	-	GC		
						10+350			-		10+350		-	GC		
Sava	92302	10+444	04				10+444	100	-	10+444		100	-	GC		
13. M402-A Sava - Zagreb Klara (left track - northern)																
Sava	92302	6+587	04			6+587			-				-	GC		
Sava - Zagreb Rk OS-skretnica 461				847	3275				-				-	GC		
Zagreb Rk OS-skretnica 461	92306	5+740	01							-				-	GC	
Zagreb Rk OS-skretnica 461 - Zagreb Rk OS (sredina OS)				690						-				-	GC	
Zagreb Rk OS (sredina OS)	72303	5+050	01							-				-	GC	
Zagreb Rk OS (sredina OS) - Zagreb Rk OS-stajalište Postavnica 2				270						-				-	GC	
Zagreb Rk OS-stajalište Postavnica 2	72303	4+780	01							-				-	GC	
Zagreb Rk OS-stajalište Postavnica 2 - Zagreb Rk-Postavnica 2				154						-				-	GC	
Zagreb Rk-Postavnica 2	72303	4+626	01							-				-	GC	
Zagreb Rk-Postavnica 2 - Zagreb Rk-Postavnica 1				1252						-				-	GC	
Zagreb Rk-Postavnica 1	72304	3+374	01							-				-	GC	
Zagreb Rk-Postavnica 1 - Zagreb Rk-stajalište Upravna zgrada				54					-				-	GC		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges			
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)							
						Section		Speed (km/h)		Section		Speed (km/h)					
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	For gauge	Remark		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
Zagreb Rk-stajalište Upravna zgrada	72304	3+320	01		2419				-			-	-	GC			
Zagreb Rk-stajalište Upravna zgrada - Zagreb Rk Upravna zgrada				8						-			-	-	GC		
Zagreb Rk Upravna zgrada	72304	3+312	01							-			-	-	GC		
Zagreb Rk Upravna zgrada - Zagreb Rk PS (sredina PS)				712						-			-	-	GC		
Zagreb Rk PS (sredina PS)	72304	2+600	01							-			-	-	GC		
Zagreb Rk PS (sredina PS) - Zagreb Rk PS-stajalište PS				490						-			-	-	GC		
Zagreb Rk PS-stajalište PS	72304	2+110	01							-			-	-	GC		
Zagreb Rk PS-stajalište PS - Zagreb Klara				1217						-			-	-	GC		
ZAGREB KLARA	72922	0+893	01							-			-	-	GC		
14. M402-B Sava - Zagreb Klara (right track - southern)																	
Sava	92302	6+587	04		3508				-	-		6+587		-	GC		
Sava - Zagreb Rk OS (sredina OS)				1537						-	-				-	GC	
Zagreb Rk OS (sredina OS)	72303	5+050	01							-	-				-	GC	
Zagreb Rk OS (sredina OS) - Zagreb Rk OS-stajalište Postavnica 2				330						-	-				-	GC	
Zagreb Rk OS-stajalište Postavnica 2	72303	4+720	01							-	-				-	GC	
Zagreb Rk OS-stajalište Postavnica 2 - Zagreb Rk OS-skretnica 376 (početak II. obilaznog kolosijeka)				70						-	-				-	GC	
Zagreb Rk OS-skretnica 376 (početak II. obilaznog kolosijeka)	72303	4+650=2+634	01							-	-				-	GC	
Zagreb Rk OS-skretnica 376 (početak II. obilaznog kolosijeka) - Zagreb Rk (II. obilazni kolosijek)-Postavnica 2				8						-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-Postavnica 2	72303	2+626	01							-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-Postavnica 2 - Zagreb Rk (II. obilazni kolosijek)-stajalište Lokomotivski depo				631						-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-stajalište Lokomotivski depo	72303	1+995	01							-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-stajalište Lokomotivski depo - Zagreb Rk (II. obilazni kolosijek)-stajalište Postavnica 1				813						-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-stajalište Postavnica 1	72304	1+182	01							-	-				-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Zagreb Rk (II. obilazni kolosijek)-stajalište Postavnica 1 - Zagreb Rk (II. obilazni kolosijek)-Postavnica 1				9				-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-Postavnica 1	72304	1+173	01					-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-Postavnica 1 - Zagreb Rk (II. obilazni kolosijek)-Upravna zgrada				110				-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-Upravna zgrada	72304	1+063	01					-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-Upravna zgrada - Zagreb Rk (II. obilazni kolosijek)-stajalište Blok M1				783				-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-stajalište Blok M1	72304	0+280	01					-	-				-	GC	
Zagreb Rk (II. obilazni kolosijek)-stajalište Blok M1 - Zagreb Rk PS-križište U1 (kraj II. obilaznog kolosijeka)				280				-	-				-	GC	
Zagreb Rk PS-križište U1 (kraj II. obilaznog kolosijeka)	72304	0+000=2+155	01		2325			-	-				-	GC	
Zagreb Rk PS-križište U1 (kraj II. obilaznog kolosijeka) - Zagreb Rk PS-skretnica 109				89				-	-				-	GC	
Zagreb Rk PS-skretnica 109	72304	2+066	01					-	-				-	GC	
Zagreb Rk PS-skretnica 109 - Zagreb Rk PS-skretnica 108				53				-	-				-	GC	
Zagreb Rk PS-skretnica 108	72304	2+013	01					-	-				-	GC	
Zagreb Rk PS-skretnica 108 - Zagreb Klara				1120				-	-				-	GC	
ZAGREB KLARA	72922	0+893	01					-	-	0+893			-	GC	
15. M403 Zagreb RkPs - Z. Klara (K)															
Zagreb Rk PS (sredina PS)	72304	2+600	01			2+600			-		2+600		-	GC	
Zagreb Rk PS (sredina PS) - Zagreb Rk PS-skretnica 108				587					-				-	GC	
Zagreb Rk PS-skretnica 108	72304	2+013	01		1707			20				20	-	GC	
Zagreb Rk PS-skretnica 108 - Zagreb Klara				1120					-				-	GC	
ZAGREB KLARA	72922	0+893	01					0+893		0+893			-	GC	
16. M404 Zagreb Klara - Delta															
ZAGREB KLARA	72922	0+000	01			0+000			60		0+000		60	-	GC
Zagreb Klara - Delta				2438	2438				-				-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges				
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)								
						Section		Speed (km/h)		Section		Speed (km/h)						
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	For gauge	Remark			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.			
Delta	95002	2+438	04				2+438		-	2+438			-	GC				
17. M405 Zagreb Zk - Trešnjevka																		
ZAGREB ZAPADNI KOLODVOR	74060	0+000	01			0+000			-		0+000		-	GC				
Zagreb Zk - Trešnjevka (R)				1458	1536			40	-			40	-	GC				
Trešnjevka (R)	94060	1+458	04						-						-	GC		
Trešnjevka (R) - Trešnjevka (S)				78					-							-	GC	
Trešnjevka (S)	92480	1+536	04				1+536			-			1+536			-	GC	
18. M406 Zagreb Bor. - Zagreb Resnik																		
ZAGREB BORONGAJ	72460	429+219	01			429+219			-		429+219		-	GC				
Zagreb Borongaj - Čulinec				2063	3833			140	-			140	-	GC				
Čulinec	72403	1+085	03						-						-	GC		
Čulinec - skretnica 1T				127			431+417			-	431+417					-	GC	
skretnica 1T		431+417= 1+212					1+212			-			1+212		70	-	GC	
skretnica 1T - Zagreb Resnik				1643				70	-			70	-	GC				
ZAGREB RESNIK	72301	2+855	01			2+855			-	2+855			-	GC				
19. M407 Sava - Velika Gorica																		
Sava	92302	10+444	04			10+444			-		10+444		-	GC				
Sava - Mićevac				1251	5984			100	-			100	-	GC				
Mićevac	92908	11+695	04						-						-	GC		
							11+800			-	11+800					-	GC	
Mićevac - Velika Gorica				4733			11+800 14+800		14+800	70	-		14+800	11+800	70	-	GC	
VELIKA GORICA	72908	16+428	01			16+428			-	16+428			-	GC				
20. M408 Zagreb RkOs - Mićevac																		
Zagreb Rk OS (sredina OS)	72303	5+050	01			5+050			-		5+050		-	GC				
Zagreb Rk OS (sredina OS) - Mićevac				1728	1728			20	-			20	-	GC				
Mićevac	92908	6+778	04			6+778			-	6+778			-	GC				
21. M409 Z. Klara - Zagreb RkPs (S)																		
Zagreb Klara Mlaka-skretnica 1	92921	0+000	04			0+000			-				-	GC				
Zagreb Klara Mlaka-skretnica 1 - Zagreb Rk PS-skretnica 109				1071	1605			20	-				-	GC				



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Zagreb Rk PS-skretnica 109	72304	2+066	01						-			-	-	GC	
Zagreb Rk PS-skretnica 109 - Zagreb Rk PS (sredina PS)				534					-			-	-	GC	
Zagreb Rk PS (sredina PS)	72304	2+600	01				2+600		-			-	-	GC	
22. M410 Zagreb RkOs - Zagreb RkPs															
Zagreb Rk OS-skretnica 461	92306	5+740	14			5+740			-			-	-	GC	
Zagreb Rk OS-skretnica 461 - Zagreb Rk PS				3236*	3236*			20	-			-	-	GC	
Zagreb Rk PS	72304	2+600	14				2+600		-			-	-	GC	
23. M501 State border - Čakovec - Kotoriba - State border															
Čakovec DG	74861	51+894	10			51+894			-		51+894		-	GC	
Čakovec DG - Macinec				1598					-				-	GC	
Macinec	74801	53+492	03					100	-			100	-	GC	
Macinec - Dunjkovec				3573					-				-	GC	
Dunjkovec	74802	57+065	03						-				-	GC	
Dunjkovec - Čakovec				3790*			59+598		-	59+598			-	GC	
ČAKOVEC	74860	60+846	01			59+598	61+394	35	-	61+394	59+598	35	-	GC	
Čakovec - Čakovec-Buzovec				1945		61+394			-		61+394		-	GC	
Čakovec-Buzovec	74803	62+791	03						-				-	GC	
Čakovec-Buzovec - Mala Subotica				6891*					-				-	GC	
MALA SUBOTICA	74804	69+680	01						-				-	GC	
Mala Subotica - Čehovec				6326					-				-	GC	
Čehovec	74805	76+006	03					100	-				-	GC	
Čehovec - Donji Kraljevec				2222					-				-	GC	
DONJI KRALJEVEC	74806	78+228	01						-				-	GC	
Donji Kraljevec - Goričan				3122					-				-	GC	
Goričan **	94807	81+350	03						-				-	GC	
Goričan - Donji Mihaljevec				2986					-				-	GC	
Donji Mihaljevec	74807	84+336	03						-				-	GC	
Donji Mihaljevec - Kotoriba				6558			90+163		-	90+163			-	GC	
KOTORIBA	74808	90+894	01			90+163	91+254	50	-	91+254	90+163	50	-	GB	Signal 3-4
Kotoriba - Kotoriba DG				3377*	3377*	91+254	94+050	100	-	94+050	91+254	100	-	GB	
						94+050	94+100	75	-	94+100	94+050	75	-	GB	
						94+100			-		94+100		-	GB	
Kotoriba DG	74809	94+204	10				94+204	80	-	94+204		80	-	GB	Bridge Mura



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges			
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)							
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark		
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
24. M502-1 Zagreb Gk - Velika Gorica																	
ZAGREB GLAVNI KOLODVOR	72480	424+423	01			424+423			-		424+423		-	GB			
Zagreb Glavni kolodvor - Trešnjevka (S)				1547*	6539*			50	-			50	-	GB			
Trešnjevka (S)	92480	422+825	04						-						-	GB	
Trešnjevka (S) - Zagreb Klara				4992		422+670	422+670		90	-	422+556		422+556	90	-	GB	
						421+210	420+890	80	-	420+890	421+210	80	-	GB			
						420+890		90	-	420+890		90	-	GB			
ZAGREB KLARA	72922	417+833	01			417+833		80	-	417+833		80	-	GB			
Zagreb Klara - Zagreb Klara stara (stajalište)				683*					-		417+833			-	GB		
Zagreb Klara stara (stajalište)	12922	417+146	14						-					-	GB		
Zagreb Klara stara (stajalište) - Zagreb Klara Mlaka skretnica 1				698					-					-	GB		
Zagreb Klara Mlaka skretnica 1	92921	416+448	04		7990*				-					-	GB		
Zagreb Klara Mlaka skretnica 1 - Buzin				1202*						-					-	GB	
Buzin	72923	415+251	03							-					-	GB	
Buzin - Odra				1331						-					-	GB	
Odra	72921	413+920	03							-					-	GB	
Odra - Velika Gorica				4076*						-					-	GB	
VELIKA GORICA	72908	409+904	01				409+904		-	409+904			-	GB			
25. M502-2 V. Gorica - Sisak - Novska																	
VELIKA GORICA	72908	409+904	01				409+904		120	-	409+904	409+904	120	-	GB		
Velika Gorica - Mraclin				6194		9437	409+000	409+000		-	409+000				-	GB	
Mraclin	72907	403+710	03		409+000		408+975	60		-	408+975	409+000		60	-	GB	
Mraclin - Turopolje				3243	408+975				-	408+975			-	GB			
TUROPOLJE	72906	400+467	01			400+467		140	-	400+467	400+467	140	-	GB			
Turopolje - Peščenica				5140	9794	395+876	395+876		-					-	GB		
Peščenica	72905	395+327	03			395+876			100	-				140	-	GB	
Peščenica - Lekenik				4654			395+306	395+306	-	395+325	395+325	100	-	GB			
						395+306		140	-	394+713	394+713	140	-	GB			



**Annex 2.13** Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
LEKENIK	72904	390+673	01						-				-	GB		
Lekenik - Greda				8338	8338		389+325		-	388+818			-	GB		
							389+325	388+798	100	-	388+101	388+818	100	-	GB	
							388+798	386+702	140	-	386+005	388+101	140	-	GB	
							386+702	383+946	100	-	383+256	386+005	100	-	GB	
GREDA	72903	382+335	01					140	-			140	-	GB		
Greda - Stupno				4380*	7858*		381+540		-	381+540			-	GB		
							381+540	381+520	60	-	381+520	381+540	60	-	GB	
							381+520	380+322	140	-	380+322	381+520	140	-	GB	
							380+322	380+302	60	-	380+302	380+322	60	-	GB	
							380+302	379+155	140	-	379+155	380+302	140	-	GB	
							379+155	379+135	60	-	379+135	379+155	60	-	GB	
Stupno	72902	377+963	03					140	-			140	-	GB		
Stupno - Sisak				3478*			376+960	375+723	60	-	376+940	376+960	60	-	GB	Bridge Odra
							375+723		20	-	376+101	376+940	140	-	GB	
										-	376+101			-	GB	
SISAK	72901	374+489	01				374+254		-			60	-	GB		
Sisak - Sisak Caprag				4537*	4537*	374+254			60	-				-	GB	
SISAK CAPRAG	72103	369+966	01				369+520		-	369+520			-	GB		
Sisak Caprag - Blinjski Kut				8089*	8089*	369+520			100	-	367+252	369+520	100	-	GB	
										-	367+124	367+252	20	-	GB	
						362+986	362+286	45	-	363+009	367+124	100	-	GB		
						362+286			20	-	362+170	362+170	20	-	GB	
BLINJSKI KUT	72102	361+904	01				361+353		-	361+353			-	GB		
Blinjski Kut - Brđani Krajiški				4672	10159*	361+353	360+772	60	-	360+602	361+353	30	-	GB		
							360+772	360+030	100	-		360+602		-	GB	
							360+030	359+667	60	-			100	-	GB	
							359+667	358+058	100	-	358+058			-	GB	
							358+058	358+028	40	-	358+028	358+058	40	-	GB	
							358+028			100	-	357+290	358+028	60	-	GB
Brđani Krajiški	72101	357+232	03						-	357+290		100	-	GB		
Brđani Krajiški - Sunja				5487*			355+672		-	355+530			-	GB		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
						355+672	355+510	25	-	355+398	355+530	20	-	GB	
						355+510	354+210	100	-	353+992	355+398	100	-	GB	
						354+210	353+510	40	-	353+754	353+992	40	-	GB	
						353+510	352+901	60	-	352+901	353+754	100	-	GB	
						352+901	352+146	100	-	352+146	352+901	60	-	GB	
SUNJA	72060	351+712	01			352+146		40	-		352+146	40	-	GB	
							350+860		-	350+523			-	GB	
Sunja - Staza				5316		350+860	349+677	100	-	349+294	350+523	100	-	GB	
						349+677	349+274	65	-	348+710	349+294	95	-	GB	
						349+274			-	348+710			-	GB	
Staza	72007	346+396	03						-				-	GB	
Staza - Papići				3344				100	-			100	-	GB	
Papići	72006	343+052	03						-				-	GB	
							342+311		-	341+746			-	GB	
Papići - Šaš				3670		342+311	341+726	95	-	341+161	341+746	95	-	GB	
						341+726	340+786	100	-	340+202	341+161	100	-	GB	
						340+786	339+789	95	-		340+202		-	GB	
ŠAŠ	72005	339+382	01			339+789		40	-			40	-	GB	
							338+980		-	338+410			-	GB	
Šaš - Živaja				6277		338+980	337+715	100	-	337+242	338+410	100	-	GB	
						337+715	337+222	85	-	336+756	337+242	80	-	GB	
						337+222	333+522	100	-	333+522	336+756	100	-	GB	
ŽIVAJA	72004	333+105	01			333+522		40	-		333+522	40	-	GB	
							332+678		-	332+396			-	GB	
Živaja - Cerovljani				4485		332+678	329+150	100	-		332+396	100	-	GB	
						329+150	328+656	85	-	328+676			-	GB	
						328+656			-	328+676		80	-	GB	
Cerovljani	72008	328+620	03					100	-				-	GB	
									-	328+024			-	GB	
Cerovljani - Hrvatska Dubica				2616			326+425		-	326+425	328+024	100	-	GB	
HRVATSKA DUBICA	72003	326+004	01			326+425	325+594	40	-	325+594	326+425	40	-	GB	
						325+594	319+000	60	-	319+000	325+594	60	-	GB	
Hrvatska Dubica - Višnjica				7131		319+000			-		319+000		-	GB	
Višnjica	72002	318+873	03					35	-			35	-	GB	
							317+290		-	317+290			-	GB	
Višnjica - Jasenovac				3584*		317+290	315+608	60	-	315+608	317+290	60	-	GB	
JASENOVAC	72001	315+299	01			315+608	314+770	40	-	314+770	315+608	40	-	GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)				
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	For gauge	Remark	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Jasenovac - Novska				8294		314+770	307+256	60	-	307+256	314+770	60	-	GB	Bridge Strug	
NOVSKA	72560	307+005	01			307+256		50	-	307+005	307+256	50	-	GB		
							307+005							GC		
26. M601 Vinkovci - Vukovar																
VINKOVCI	71160	0+000	01			0+000	0+854	40	-	0+854	0+000	40	-	GC		
Vinkovci - Nuštar				5361	12960	0+854					0+854			GC		
Nuštar	71201	5+361	03												GC	
Nuštar - Bršadin-Lipovača				6878											GC	
Bršadin-Lipovača	71203	12+239	03						120	-			120	-	GC	
Bršadin-Lipovača - Đergaj				721											GC	
ĐERGAJ	71211	12+960	01												GC	
Đergaj - Vukovar-Borovo naselje				2484	2484									GC		
VUKOVAR-BOROVO NASELJE	71204	15+444	01				15+444			15+444				GC		
						15+444		80	-		15+444	80	-	GC		
Vukovar-Borovo naselje - Vukovar				3081	3081					17+381				GC		
						17+381					17+381			GC		
VUKOVAR	71452	18+525	01					60	-	18+525		60	-	GC		
														GC		
27. M602 Škrljevo - Bakar																
ŠKRLJEVO	75422	0+000	01			0+000					0+000			GB		
Škrljevo - Šoići				5729	5729			40	-			40	-	GB		
ŠOIĆI	75603	5+729	01											GB		
														GB		
Šoići - Bakar				5986*	5986*		11+390			11+390				GB		
						11+390					11+390			GB		
BAKAR	75601	11+700	01					30	-	11+700		30	-	GB		
														GB		
28. M603 Sušak - Rijeka Brajdica																
SUŠAK-PEČINE	75502	0+000	01			0+000					0+000			GB		
Sušak-Pečine - Rijeka Brajdica				2923	2923			35	-			35	-	GB		
RIJEKA BRAJDICA	75562	2+923	01							2+923				GB		
														GB		
29. M604 Oštarije - Knin - Split																
OŠTARIJE	75111	0+000	01			0+000	0+197	60	60	0+197	0+000	60	60	GB		
Oštarije - Krpelj				815	5447	0+197	0+815	65	65	0+815	0+197	65	65	GB		
Krpelj	95112	0+815= 5+852	04				0+815= 5+852		80	100		0+815= 5+852	80	100	GB	
Krpelj - Oštarije Ravnice				1925											GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Oštarije Ravnice	76001	7+777	03												GB
Oštarije Ravnice - Šušnjevo Selo				1143			7+850				7+850				GB
						7+850	8+401		95	8+401	7+850		95		GB
						8+401					8+401				GB
Šušnjevo Selo	76012	8+920	03						100				100		GB
Šušnjevo Selo - Josipdol				1564							10+138				GB
JOSIPDOL	76002	10+484	01			10+138				10+710	10+138	40	40		GB
Josipdol - Vojnovac				7026			11+210	40	40		10+710	40	40		GB
						11+210	13+454	70	85	13+454	13+454	70	85		GB
						13+454	15+055	75	90	15+055	13+454	75	90		GB
						15+055	17+341			17+341	15+055				GB
						17+341					17+341				GB
Vojnovac	76003	17+510	03		16454										GB
Vojnovac - Lički Podhum				2614											GB
Lički Podhum	76013	20+124	03												GB
Lički Podhum - Latin				2522											GB
Latin	76004	22+646	03												GB
Latin - Plaški				4292											GB
PLAŠKI	76005	26+938	01				26+938			26+938					GB
						26+938					26+938				GB
							27+673	70	85	27+673			85		GB
						27+673	28+457		80	28+457	27+673		80		GB
						28+457	31+850		85	32+019	28+457		85		GB
						31+850	32+040	30	30	32+429	32+019		70		GB
						32+040	36+930	70	85	36+930	32+429		85		GB
						36+930					36+930				GB
BLATA	76007	37+268	01					40	40			40	40		GB
							38+327			38+327					GB
						38+327	39+741	70	90	40+031	38+327	70	90		GB
						39+741	40+051	40	40	40+291	40+031	35	35		GB
						40+051	42+811		90	42+811	40+291		90		GB
						42+811	43+167		85	43+167	42+811		85		GB
						43+167	44+192	70	90	44+192	43+167		90		GB
						44+192				44+828	44+192		85		GB
							45+328		80		44+828				GB
LIČKA JESENICA	76008	45+651	01			45+328		40	40	45+855		40	40		GB
Lička Jesenica - Rudopolje				14912	14912	45+855	46+500	70	85	46+500	45+855	70	85		GB



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
						46+500	48+300	20	20	48+300	46+500	20	20	GB	
						48+300	50+038	65	70	50+038	48+300	65	70	GB	
						50+038			85		50+038		85	GB	
							53+958			53+958			80	GB	
						53+958	54+218		80	54+218	53+958		80	GB	
						54+218	60+247		85	60+247	54+218		85	GB	
RUDOPOLJE	76010	60+563	01			60+247	60+999	40	40	60+999	60+247	40	40	GB	
Rudopolje - Vrhovine				7736	7736	60+999	67+691	70	85	67+691	60+999	70	85	GB	
						67+691				67+691			60	GB	
VRHOVINE	76011	68+299	01					60	60	68+601		60	60	GB	
							69+101				68+601		70	GB	
						69+101	73+669	70	85	73+669		70	85	GB	
						73+669					73+669		75	GB	
							80+344	75	90	80+344		75	90	GB	
						80+344	80+460	60	70	80+460	80+344	60	70	GB	
						80+460				80+460			75	GB	
							83+435	75	90		83+435		90	GB	
LIČKO LEŠĆE	76103	83+435	01			83+435				83+435			100	GB	
							83+635	100	100	83+635		100	100	GB	
						83+635	86+105		85	86+105	83+635		85	GB	
						86+105	93+528	70	90	93+528	86+105	70	90	GB	
						93+528				93+528			100	GB	
Studenci (stajalište - automatska odjavnica)	76105	93+844	07					100	100			100	100	GB	
Studenci - Perušić				7703			101+223			101+223				GB	
PERUŠIĆ	76106	101+547	01			101+223	101+787	50	50	101+787	101+223	50	50	GB	
						101+787	103+092	100	100	103+362	101+787	100	100	GB	
						103+092	103+382	45	45	103+622	103+362	40	40	GB	
						103+382				103+622				GB	
Perušić - Lički Osik				5618										GB	
Lički Osik (stajalište - automatska odjavnica)	76107	107+165	07		14055*			100	100			100	100	GB	
							114+234			114+234				GB	
Lički Osik - Gospić				8437*		114+234	115+449	80	95	115+449	114+234	80	95	GB	
GOSPIĆ	76108	115+663	01			115+449	116+329	40	40	117+319	115+449	40	40	GB	
Gospić - Bilaj-Ribnik				5299		116+329					117+319			GB	
Bilaj-Ribnik	76109	120+962	03					100	100					GB	
							127+804					100	100	GB	
						127+804	128+014	30	30					GB	
Bilaj-Ribnik - Medak				8323	13622	128+014	128+962	100	100	128+962				GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges					
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)									
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark				
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]						
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.				
MEDAK	76110	129+285	01			128+962	129+530	50	50	129+530	128+962	50	50	GB					
Medak - Kruškovac				4239	14761*	129+530		100	100		129+530	100	100	GB					
Kruškovac	76111	133+524	03															GB	
Kruškovac - Raduč				3856*														GB	
Raduč	76112	137+392	03															GB	
Raduč - Lovinac				6666											142+158	142+158	65	65	GB
							143+215			143+215	142+568	100	100	GB					
LOVINAC	76113	144+058	01			143+215	144+229	50	50	144+229	143+215	50	50	GB					
Lovinac - Ličko Cerje				3564	15311*	144+229	145+770	100	100		144+229	100	100	GB					
						145+770	146+380	95	95							GB			
						146+380		100	100							GB			
Ličko Cerje	76114	147+622	03															GB	
Ličko Cerje - Ričice				4287														GB	
Ričice	76115	151+909	03															GB	
Ričice - Štikada				3423			155+131	80	100		155+131					GB			
Štikada	76116	155+332	03													80	90	GB	
Štikada - Gračac				4037*		156+421					156+347				GB				
						156+421	156+877	30	30	157+197	156+347	50	50	GB					
						156+877	159+368	100	100	159+368	157+197	100	100	GB					
GRAČAC	76117	159+615	01			159+368	159+969	40	40	159+969	159+368	40	40	GB					
					16249*	159+969	160+744	75	90	160+744	159+969	75	90	GA	Tunnel Čulum				
						160+744	161+415	70	85	161+415	160+744	70	85	GA					
						161+415	165+151	75	90	165+151	161+415	75	90	GA					
						165+151	165+249	70	80	165+249	165+151	70	80	GA					
						165+249	166+018	75	90	166+018	165+249	75	90	GA					
						166+018	166+258	70	85	166+258	166+018	70	85	GA					
						166+258	168+092	75	90	168+092	166+258	75	90	GA					
						168+092	169+350	65	80	169+350	168+092	65	80	GA					
						169+350	170+670	60	60	170+670	169+350	60	60	GA					
						170+670	173+086	65	80	173+086	170+670	65	80	GA					
						173+086	175+504	75	90	175+504	173+086	75	90	GA					
MALOVAN	76202	175+861	01			175+504	176+222	50	50	176+222	175+504	50	50	GA					
					10330	176+222	180+029	75	90	180+029	176+222	75	90	GA					
Malovan - Zrmanja				10330		180+029	180+192	70	80	180+192	180+029	70	80	GA					
						180+192	185+871	75	90	185+871	180+192	75	90	GA					



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges			
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)							
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark		
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
ZRMANJA	76203	186+191	01			185+871		40	40		185+871	40	40	GA			
Zrmanja - Prljevo				11617	16700		187+143				187+549			GA			
						187+143	196+809	75	90	197+050	187+549	75	90	GA			
						196+809	197+070	40	40	197+184	197+050	20	20	GA			
						197+070				197+184				GA			
Prljevo	76205	197+808	03				75	90			75	90	GA				
Prljevo - Plavno				5083			202+398			202+398			GA				
PLAVNO	76206	202+891	01			202+398	203+070	50	50	203+070	202+398	50	50	GA			
Plavno - Pađene				6938	6938	203+070	208+581	80	95	208+581	203+070	80	95	GA			
						208+581		60	70	208+970	208+581	60	70	GA			
PAĐENE	76208	209+829	01			209+502	210+071	40	40	210+071		40	40	GA			
Pađene - Knin				13860	13860	210+071	221+498	80	95	221+505	210+071	80	95	GA	Overpass in km 213+566		
						221+498		65	80	222+500	221+505	65	80	GA			
							223+000			222+500		35	35	GA			
KNIN	76260	223+689	01			223+000	224+297	35	35	224+297				GA			
Knin - Kaldrma				7900	10632	224+297					224+297			GA	Steel bridge Krka in km 225+003/225+038; Fence in km 225+510		
Kaldrma	76401	231+589	03					80	95			80	95	GA			
Kaldrma - Kosovo				2732							232+813					GA	
						233+277			233+277	232+813			80	GA	Overpass in km 233+674		
					233+277	233+865	75	90	233+675	233+277	75		GA				
KOSOVO	76402	234+321	01			233+865	234+761	40	40	234+761		40	40	GA			
Kosovo - Tepljuh				6540	10710	234+761				95	236+376	234+761	80	95	GA		
										236+617	236+376			70	70	GA	
							237+282			237+582	236+617			95	95	GA	
						237+282	237+602	80	90	237+892	237+582			85	85	GA	
						237+602				237+892				80	80	GA	
Tepljuh	76403	240+861	03				241+630			241+630			95	95	GA		
Tepljuh - Siverić				2485		241+630	241+720	60	60	241+720	241+630	60	60	GA			
						241+720				241+720				GA			
Siverić	76404	243+346	03				244+725				244+725			80	95	GA	
Siverić - Drniš				1685		244+725					244+725			GA			
DRNIŠ	76405	245+031	01				245+484	50	50	245+484		50	50	GA			



**Annex 2.13** Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Drniš - Žitnić				8523	8523	245+484		70	85		245+484	70	85	GA	Overpass in km 250+555
							253+205			253+205				GA	
ŽITNIĆ	76406	253+554	01			253+205	254+019	40	40	254+019	253+205	40	40	GA	
Žitnić - Sedramić				4463		254+019					254+019			GA	
Sedramić	76407	258+017	03									100	100	GA	
Sedramić - Planjane				3999	11797			100	100	259+066				GA	
										259+446	259+066	60	60	GA	
							260+513			260+513	259+446	100	100	GA	
						260+513					260+513			GA	
Planjane	76408	262+016	03					80	95			80	95	GA	
Planjane - Unešić				3335			264+690			264+690				GA	
UNEŠIĆ	76409	265+351	01			264+690		75	85		264+690			GA	
							266+900							GA	
Unešić - Cera				5826		266+900	267+410	60	60			75	85	GA	
						267+410								GA	
Cera	76410	271+177	03					75	85					GA	
							273+112			273+112				GA	
Cera - Koprno				3157	12048	273+112					273+112			GA	
Koprno	76411	274+334	03					80	95			80	95	GA	
							275+635							GA	
Koprno - Perković				3065		275+635	275+885	50	50	275+865				GA	
						275+885	276+662	80	95	276+662	275+865	75	80	GA	
PERKOVIĆ	76412	277+399	01			276+662	277+611	60	60	277+611	276+662	60	60	GA	
						277+611	279+192	75	85	279+192	277+611	75	85	GA	
Perković - Donji Dolac				3971		279+192	280+594	90		280+594	279+192	90		GA	
						280+594	280+757	80		280+757	280+594	80		GA	
						280+757			100	280+757			100	GA	
Donji Dolac	76512	281+370	03		7260			90				90		GA	
							282+284			282+464				GA	
						282+284	282+814	25	25	282+694	282+464	30	30	GA	
						282+814	283+404	75	75	282+694				GA	
						283+404	284+013	90	100	283+384		90	100	GA	
						284+013				284+308	283+384	45	45	GA	
PRIMORSKI DOLAC	76501	284+659	01					30	30	284+815	284+308	40	40	GA	
							285+224			285+444	284+815	30	30	GA	
Primorski Dolac - Bakovići				2904	11841	285+224					285+444			GA	
Bakovići	76502	287+563	03					70	85			70	85	GA	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Bakovići - Brdašće				2120										GA		
Brdašće	76503	289+683	03											GA		
Brdašće - Preslo				1032										GA		
Preslo	76504	290+715	03											GA		
Preslo - Prgomet				2635										GA		
Prgomet	76505	293+350	03											GA		
Prgomet - Labin Dalmatinski				3150			295+071			295+291				GA		
						295+071	296+115	35	35	295+491	295+291	25	25	GA		
						296+115				295+491				GA		
LABIN DALMATINSKI	76506	296+500	01					60	60			60	60	GA		
										301+350				GA		
Labin Dalmatinski - Sadine				7372			301+350	301+850	40	40	301+850	301+350	40	40	GA	Tunnel Grabarije and Tunnel Torina Draga
							301+850				301+850			GA		
Sadine	76507	303+872	03					60	60			60	60	GA		
										304+182				GA		
							304+081	304+738	15	15	304+682	304+182	15	15	GA	
Sadine - Kaštel Stari				4215			304+081	304+738	15	15	304+682	304+182	15	15	GA	
							304+738			305+182	304+682	50	50	GA		
							307+967		60	60	307+967	305+182	60	60	GA	
							307+967				307+967			GA		
KAŠTEL STARI	76508	308+087	01					20	20			25	25	GA		
							308+467							GA		
							308+467	308+967	45	45	308+902			GA		
							308+967	309+635	70	85	309+915	308+902	70	85	GA	Overpass in km 311+217
							309+635	310+362	35	35	310+415	309+915	40	40	GA	
							310+362	311+255	70	85	311+255	310+415	70	85	GA	
							311+255				311+255			GA		
									75	90			75	90	GA	
											312+000			GA		
Kaštel Kambelovac	76513	311+750	03											GA		
Kaštel Kambelovac - Kaštel Gomilica				1200			312+000				312+000			GA		
Kaštel Gomilica	76514	312+950	03											GA		
Kaštel Gomilica - Kaštel Sućurac				2514										GA		
KAŠTEL SUĆURAC	76509	315+464	01				315+464			315+464				GA		
							315+464				315+464			GA		
									95	95	316+096			GA		
Kaštel Sućurac - Sveti Kajo				2946			315+976	316+115	20	20	316+506	316+096	60	60	GA	
							315+976	316+115	20	20	316+506	316+096	60	60	GA	
							316+115		80	95			80	95	GA	
Sveti Kajo	76516	318+410	03											GA		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Sveti Kajo - Solin				753			318+820								GA	
SOLIN	76510	319+163	01			318+820		35	35	318+920				GA		
Solin - Solin-Širina				1078						320+174	318+920	35	35	GA		
Solin-Širina	76511	320+241	03			320+174		80	95		320+174			GA		
Solin-Širina - Dujmovača				750	4338						320+780			GA		
Dujmovača	76663	320+991	03			320+780					320+780			GA		
Dujmovača - Split Predgrađe				2510				85	100		320+780			GA		
SPLIT PREDGRAĐE	76661	323+501	01							322+922				GA		
Split Predgrađe - Split-Ulica Hrvatske bratske zajednice				1654		322+922	324+148	30	30	324+148	322+922	30	30	GA		
Split-Ulica Hrvatske bratske zajednice **	96660	325+155	03		2872			85	100		324+148			GA		
Split-Ulica Hrvatske bratske zajednice - Split				1218							325+941			GA		
SPLIT	76660	326+373	01			325+941		50	50		325+941			GA		
							326+373							GA		
30. M605 Ogulin - Krpelj																
OGULIN	75460	0+000	01			0+000		75	-	0+800	0+000	75	-	GB		
Ogulin - Krpelj				5842*	5842*		0+800				0+800			GB		
						0+800	5+271	80	-	5+271		80	-	GB		
Krpelj	95112	5+852	04			5+271		60	-		5+271	60	-	GB		
							5+852			5+852				GB		
31. M606 Knin - Zadar																
KNIN	76260	0+000	01			0+000		35	-		0+000	35	-	GB		
Knin - Radučić				14103	24739		0+680			0+680				GB	Fence in km 1+580	
							0+680	1+180	10	-	1+180	0+680	10	-		GB
							1+180	6+930	50	-	6+930	1+180	50	-		GB
							6+930	7+530	20	-	7+530	6+930	20	-		GB
							7+530	11+898	50	-	12+028	7+530	50	-		GB
							11+898	12+403	20	-	12+600	12+028	25	-		GB
Radučić	76301	14+103	03			12+403		80	-		12+600			GB		
Radučić - Kistanje				10636			14+714							GB		
							14+714	15+034	45	-	16+940				GB	
							15+034	19+400	80	-	17+330	16+940	65	-	GB	
							19+400	19+730	45	-	17+330	17+330	80	-	GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
						19+730	20+980	80	-				-	GB	
						20+980	21+440	60	-	21+420			-	GB	
						21+440	22+295	80	-		21+420		-	GB	
						22+295	22+605	50	-			55	-	GB	
						22+605	23+923	80	-	22+905			-	GB	
						23+923			-	24+293	22+905	80	-	GB	
KISTANJE	76303	24+739	01					35	-	25+100	24+293	40	-	GB	
							25+604		-		25+100	80	-	GB	
Kistanje - Đevrske				8271		25+604	32+121	80	-	31+492			-	GB	
						32+121	32+461	45	-	32+761	31+492	45	-	GB	
						32+461			-		32+761	80	-	GB	
Đevrske	76304	33+010	03					80	-			80	-	GB	
							39+600		-	39+600			-	GB	
Đevrske - Dalmatinska Ostrovica				7070		39+600	40+100	15	-	40+142	39+600	25	-	GB	
						40+100			-		40+142		-	GB	
Dalmatinska Ostrovica	76305	40+080	03						-				-	GB	
Dalmatinska Ostrovica - Bulići				4847				50	-			50	-	GB	
Bulići	76306	44+927	03						-				-	GB	
							46+030		-				-	GB	
Bulići - Lepuri				2235	32088	46+030	46+530	40	-	46+410			-	GB	
						46+530			-		46+410		-	GB	
Lepuri	76318	47+162	03					50	-			40	-	GB	
							50+230		-	47+380			-	GB	
Lepuri - Kožlovac				3199		50+230			-		47+380		-	GB	
Kožlovac	76307	50+361	03					25	-			50	-	GB	
							51+712		-	50+390			-	GB	
						51+712	52+800	50	-	51+882	50+390	25	-	GB	
						52+800	53+300	45	-	52+717	51+882	30	-	GB	
						53+300	54+207	50	-		52+717	50	-	GB	
						54+207	54+707	40	-	55+940			-	GB	
						54+707	56+417	50	-		55+940		-	GB	
BENKOVAC	76308	56+827	01			56+417	57+162	40	-	57+162			-	GB	
Benkovac - Šopot				3325		57+162			-		57+162		-	GB	
Šopot	76322	60+152	03		15917			50	-			50	-	GB	
									-	60+206			-	GB	
									-	60+486	60+206	40	-	GB	
Šopot - Raštevčić				4131			61+507		-	61+787	60+486	50	-	GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
						61+507	61+807	40	-	62+037	61+787	30	-	GB	
						61+807			-		62+037		-	GB	
Rašević	76309	64+283	03					50	-			50	-	GB	
							66+841		-	67+041			-	GB	
Rašević - Nadin				4657		66+841	67+580	30	-	67+790	67+041	30	-	GB	
						67+580			-	67+790		50	-	GB	
Nadin	76310	68+940	03						-				-	GB	
								50	-	71+230			-	GB	
Nadin - Škabrnje				3804					-	71+450	71+230	30	-	GB	
							72+367		-	72+367	71+450	50	-	GB	
ŠKABRNJE	76311	72+744	01			72+367			-		72+367		-	GB	
							74+081		-	73+831			-	GB	
Škabrnje - Prkos				3241		74+081	75+597	70	-	74+331	73+831	40	-	GB	
						75+597	75+947	50	-	75+927	74+331	70	-	GB	
Prkos	76312	75+985	03			75+947			-		75+927		-	GB	
								70	-			55	-	GB	
Prkos - Galovci				3658					-	76+337			-	GB	
									-		76+337		-	GB	
Galovci	76313	79+643	03						-			70	-	GB	
							80+006		-	80+006			-	GB	
Galovci - Debeljak				4057		80+006	80+294	60	-	80+294	80+006	60	-	GB	
						80+294			-		80+294		-	GB	
Debeljak	76314	83+700	03						-			70	-	GB	
Debeljak - Sukošan				2796					-				-	GB	
Sukošan	76315	86+496	03						-				-	GB	
							87+500		-	87+500			-	GB	
Sukošan - Bibinje				4138		87+500			-		87+500		-	GB	
BIBINJE	76316	90+634	01					25	-			25	-	GB	
							91+300		-	91+300			-	GB	
Bibinje - Zadar				4223	4223	91+300	93+556	70	-		91+300		-	GB	
ZADAR	76317	94+857	01			93+556	94+857	30	-	94+857			-	GB	
32. M607 Perković - Šibenik															
PERKOVIĆ	76412	-(0+263)	01			-(0+263)	0+000	60	-	0+000	-(0+263)	60	-	GB	
						0+000	0+911	65	-		0+000		-	GB	
Perković - Ripište				5999*	17848*	0+911	1+021	15	-			65	-	GB	
						1+021		65	-				-	GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges			
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)							
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark		
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
Ripište	76701	5+797	03		3605				-				-	GB			
Ripište - Dabar							7+171	7+291	15	-	7+271	7+271	15	-	GB		
Dabar	76702	9+402	03				7+291			-		7+401		-	GB		
Dabar - Primorsko Vrpolje				2432						-	9+436			-	GB		
Primorsko Vrpolje	76703	11+834	03							-	9+546	9+436	30	-	GB		
Primorsko Vrpolje - Primorski Sveti Juraj				3557						-		9+546		-	GB		
Primorski Sveti Juraj	76704	15+391	03							-			65	-	GB		
Primorski Sveti Juraj - Ražine				2255						-	12+122			-	GB		
RAŽINE	76762	17+646	01							-	12+312	12+122	60	-	GB		
Ražine - Mandalina				2220						-		12+312		-	GB		
Mandalina	76705	19+866	03			3601	15+200	15+380	60	-				-	GB		
Mandalina - Šibenik				1381			15+380				-			65	-	GB	
ŠIBENIK	76760	21+247	01								-	16+671	16+671	40	-	GB	Distant signal in km 16+112
											-	16+821	16+821	65	-	GB	
										-	19+700	19+700	40	-	GB		
						19+700			-		19+700		-	GB			
									-			40	-	GB			
									-	19+900	19+900		-	GB			
						19+900	20+418	65	-		19+900		-	GB			
						20+418			-	20+936			-	GB			
							21+247	30	-	21+247	20+936	40	-	GB			
33. R101 State border - Buzet - Pula																	
Buzet DG	77424	31+200	10			31+200		50	-		31+200	50	-	GB			
Buzet DG - Buzet				4379	4379		34+500	20	-	34+500	34+500	20	-	GB	Bridge in km 35+030		
							34+600		-	34+600	34+600		-	GB			
BUZET	77425	35+579	01					50	-			50	-	GB			
Buzet - Nugla				3552	5573		36+246		-	36+246			-	GB			
						36+246	36+877	30	-	36+877	36+246	30	-	GB			
						36+877	39+005	50	-		36+877	50	-	GB			



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Nugla	77428	39+131	03		2021	39+005		45	-				-	GB		
Nugla - Roč								39+168		-	39+148			-	GB	
ROČ	77426	41+152	01				39+168		50	-	39+730	39+148	40	-	GB	
Roč - Ročko Polje				4907		7785				-		39+730		-	GB	
Ročko Polje	77427	46+059	03				42+314	42+314		-				-	GB	
Ročko Polje - Lupoglav				2878			42+314	42+499	30	-			50	-	GB	
LUPOGLAV	77400	48+937	01				42+499			-				-	GB	
Lupoglav - Hum u Istri				4798	10069			60	-				-	GB		
Hum u Istri	77401	53+735	03				48+640			-	48+640	48+640	40	-	GB	
								50+400	40	-	50+400	50+400	50	-	GB	Bridge in km 50+179
							50+400			-	51+817	51+817	30	-	GB	
						52+175	52+175	50	-	52+990	52+990	50	-	GB		
						52+750	52+750	40	-	53+090	53+090	30	-	GB		
Hum u Istri - Borut				5271				30	-	53+734	53+734	50	-	GB	Tunnel Hum from 55+670/ 56+069	
							53+754		-		53+734	10	-	GB		
						53+754	53+754		-	53+950	53+950	25	-	GB		
						54+350	54+350	50	-	54+536	54+536	50	-	GB		
						54+350	54+461	30	-				-	GB		
						54+461	56+640	50	-				-	GB		
						56+640	56+784	40	-				-	GB		
						56+784	57+921	50	-				-	GB		
BORUT	77402	59+006	01				57+921	40	-	58+160	58+160	30	-	GB		
							58+515	25	-	58+725	58+725	50	-	GB		
							58+630		-		58+725		-	GB		
							59+006	50	-	59+006	59+006	60	-	GB		
Borut - Cerovlje				4416	4416		59+006		-				-	GB	Bridge in km 62+819	
								59+750	60	-				-		GB
							59+750	60+474	50	-	60+454	60+454	55	-		GB
							60+474	60+910	55	-	61+510	61+510	60	-		GB
Cerovlje	77403	63+422	03					60	-				-	GB		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Cerovlje - Novaki				2776	7081				-				-	GB		
Novaki	77404	66+198	03							-				-	GB	
Novaki - Pazin				4305		69+450	69+450			-	69+280			-	GB	Bridge in km 68+521, km 68+537, km 70+289
										-	69+550	69+280	35	-	GB	
								40		-	70+225	69+550	60	-	GB	
PAZIN	77405	70+503	01							-		70+225	40	-	GB	
Pazin - Heki				5522	11037		71+500		-	71+500			-	GB	Bridge in km 70+860, km 73+083	
						71+500	73+420	60	-	73+596	71+500	60	-	GB		
						73+420	73+616	30	-	73+852	73+596	40	-	GB		
						73+616	74+655	60	-	74+760	73+852	60	-	GB		
						74+655	75+219	40	-	74+950	74+760	50	-	GB		
						75+219	75+745	60	-		74+950		-	GB		
Heki	77420	76+025	08							-				-	GB	
Heki - Heki Stajalište				1282				76+072		-			60	-	GB	
Heki Stajalište	77407	77+307	03							-				-	GB	
Heki Stajalište - Sveti Petar u šumi				4233						-	80+864			-	GB	
								80+759		-	80+990	80+864	35	-	GB	
SVETI PETAR U ŠUMI	77408	81+540	01			81+330		35	-		80+990	55	-	GB		
Sveti Petar u šumi - Krajcar Brijeg				3340	9690		82+602	55	-	82+602			-	GB		
						82+602	83+699	70	-	83+802	82+602	70	-	GB		
						83+699	83+822	40	-	83+985	83+802	50	-	GB		
						83+822				-		83+985	70	-	GB	
Krajcar Brijeg	77419	84+880	03					70	-			70	-	GB		
Krajcar Brijeg - Žminj				1972				86+365		-	86+139			-	GB	
							86+365	86+486	55	-	86+540	86+139	30	-	GB	
Žminj	77409	86+852	03							-		86+540	70	-	GB	
									70	-			70	-	GB	
Žminj - Kanfanar				4378				87+685		-	87+865			-	GB	
							87+685	88+161	60	-	88+025	87+865	30	-	GB	
							88+161			-	88+735	88+025	50	-	GB	
								90+408	70	-	90+295	88+735	70	-	GB	
KANFANAR	77410	91+230	01				90+408		-		90+295	30	-	GB		
							91+606	30	-	91+606		30	-	GB		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Kanfanar - Smoljanci				2969	17618	91+606	92+588	70	-	92+560	91+606	70	-	GB		
						92+588	92+815	50	-	92+780	92+560	65	-	GB		
						92+815					92+780		-	GB	Bridge in km 91+490	
Smoljanci	77411	94+199	03										-	GB		
Smoljanci - Savičenta				3146										-	GB	
Savičenta	77412	97+345	03											-	GB	
Savičenta - Čabruniči				2818										-	GB	
Čabruniči	77413	100+163	03						70	-			70	-	GB	
Čabruniči - Čabruniči Selo				1246						-				-	GB	
Čabruniči Selo	77422	101+409	03							-				-	GB	
Čabruniči Selo - Juršiči				637					-				-	GB		
Juršiči	77414	102+046	03						-				-	GB		
Juršiči - Vodnjan				6802			104+865		-	103+811			-	GB		
						104+865	105+599	30	-	103+935	103+811	30	-	GB		
						105+599			-		103+935		-	GB		
VODNJAN	77415	108+848	01					70	-			70	-	GB		
Vodnjan - Vodnjan stajalište				707			109+220		-	109+220			-	GB		
Vodnjan stajalište	77421	109+555	03						-		109+220		-	GB		
								65	-			65	-	GB		
							110+110		-				-	GB		
							110+110	110+288	55	-	110+490		-	GB		
							110+288	111+068	70	-	110+490		-	GB		
							111+068	111+277	65	-			-	GB		
							111+277	112+848	70	-			-	GB		
							112+848		-				-	GB		
Galižana	77416	112+934	03		12942			45	-				-	GB		
							112+948		-				-	GB		
							112+948	113+720	70	-			-	GB		
							113+720	113+916	50	-			-	GB		
							113+916	114+760	70	-			-	GB		
							114+760	114+950	40	-			-	GB		
							114+950		-				-	GB		
Šijana	77418	119+540	03					70	-				-	GB		
Šijana - Pula				2250			121+343		-	121+343			-	GB		
PULA	77417	121+790	01			121+343	121+790	40	-	121+790	121+343	40	-	GB		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges				
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)								
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark			
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]					
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.			
34. R102 Sunja - Volinja - State border																		
SUNJA	72060	0+000	01			0+000	0+651	40	-	0+651	0+000	40	-	GB				
Sunja - Hrastovac				5246*	11562*	0+651		80	-		0+651	80	-	GB				
Hrastovac	72201	5+329	03						-						-	GB		
Hrastovac - Graboštani				3465*					-						-	GB		
Graboštani	72202	8+792	03						-						-	GB		
Graboštani - Majur				2851			11+436			-	11+436				-	GB		
MAJUR	72203	11+643	01		8107*	11+436	12+185	40	-	12+185	11+436	40	-	GB				
Majur - Hrvatska Kostajnica				2829			12+185		60	-		12+185	60	-	GB			
Hrvatska Kostajnica	72204	14+472	03					-						-	GB			
Hrvatska Kostajnica - Volinja				5278*			15+080	15+800		20	-	15+800		15+080	20	-	GB	Tunnel
							15+800	16+730		60	-	16+730		15+800	60	-	GB	
						16+730	17+800	40		-	17+800	16+730		40	-	GB		
						17+800	19+095	60	-	19+095	17+800	60	-	GB				
VOLINJA	72205	19+746	01		1532	19+095		20	-		19+095	20	-	GB				
Volinja - Volinja DG				1532			20+080			-	20+080			-	GB			
						20+080	21+140		60	-	21+140		20+080	60	-	GB		
						21+140			20	-			21+140	20	-	GB		
Volinja DG	72208	21+278	10		21+278		-	21+278			-	GB						
35. R103 State border - L. D. Polje - Knin																		
Ličko Dugo Polje-razdjel.točka	78940	119+444	10			119+444		0.0.	-		119+444	0.0.	-	0.0.				
Ličko Dugo Polje-razdjel.točka - Una				4084	4084				-				-	0.0.				
UNA	53419	123+528	01		7419				-				-	0.0.				
Una - DG RH-BiH 1				422					-				-	0.0.				
DG RH-BiH 1	83419	123+950	10						-				-	0.0.				
DG RH-BiH 1 - DG RH-BiH 2				3450					-				-	0.0.				
DG RH-BiH 2	83421	127+400	10						-				-	0.0.				
DG RH-BiH 2 - Bosanski Osredci-Srb				3547	7498				-				-	0.0.				
BOSANSKI OSREDCI-SRB	53420	130+947	01						-				-	0.0.				
Bosanski Osredci-Srb - Osredci				2889					-				-	0.0.				
Osredci	53424	133+836	03						-				-	0.0.				
Osredci - DG RH-BiH 3				3824					-				-	0.0.				
DG RH-BiH 3	83424	137+660	10				-				-		0.0.					
DG RH-BiH 3 - Ličko Dugo Polje				785			-				-		0.0.					



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
LIČKO DUGO POLJE	78939	138+445	01						-				-	0.0.	
Ličko Dugo Polje - Lička Kaldrma				4006	4006				-				-	0.0.	
LIČKA KALDRMA	78938	142+451	01						-				-	0.0.	
Lička Kaldrma - Lički Tiškovac				3710	3710				-				-	0.0.	
LIČKI TIŠKOVAC	78937	146+161	01						-				-	0.0.	
Lički Tiškovac - DG RH-BiH 4				7939					-				-	0.0.	
DG RH-BiH 4	88936	154+100	10		8003				-				-	0.0.	
DG RH-BiH 4 - Bosanski Drenovac				64					-				-	0.0.	
BOSANSKI DRENOVAC	78935	154+164	01						-				-	0.0.	
Bosanski Drenovac - DG RH-BiH 5				1608					-				-	0.0.	
DG RH-BiH 5	88935	155+772	10		6814				-				-	0.0.	
DG RH-BiH 5 - Strmica				5206					-				-	0.0.	
STRMICA	78932	160+978	01						-				-	0.0.	
Strmica - Golubić				8028	8028				-				-	0.0.	
GOLUBIĆ	78934	169+006	01						-				-	0.0.	
Golubić - Knin				8957	8957				-				-	0.0.	
KNIN	76260	177+963	01				177+963		-	177+963			-	0.0.	
36. R104 Vukovar-B.n. - Erdut - State border															
VUKOVAR-BOROVO NASELJE	71204	15+444	01			15+444		50	-		15+444	50	-	GC	
Vukovar-Borovo naselje - Borovo-Trpinja				4533*			16+109		-	16+236			-	GC	
Borovo-Trpinja	71205	19+846	03				16+109	20	-		16+236	20	-	GC	
Borovo-Trpinja - Novi Dalj				7986			20+970		-	20+970			-	GC	
Novi Dalj	71206	27+832	03				20+970		-	20+970			-	GC	
Novi Dalj - Dalj				3082			30+497	50	-	30+497		50	-	GC	
DALJ	71207	30+914	01			30+497	31+396	40	-	31+396	30+497	40	-	GC	
Dalj - Erdut				6444*	6444*	31+396	36+736	50	-	36+736	31+396	50	-	GC	
ERDUT	71208	37+334	01			36+736		10	-	37+552	36+736	40	-	GC	
Erdut - Erdut DG				3742	3742		37+563		-	37+552		50	-	GC	
Erdut DG	71209	41+076	10			37+563	41+076	50	-	41+076			-	GC	
37. R105 Vinkovci - Drenovci - State border															
VINKOVCI	71160	-(0+150)	01			-(0+150)		40	-		-(0+150)	40	-	GC	
Vinkovci - Vinkovci Bolnica				2128	5647		0+790		-	0+790			-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Vinkovci Bolnica	71309	1+978	03			0+790		60	-		0+790	60	-	GC	
Vinkovci Bolnica - Vrapčana				3519			4+945		-	4+945			-	GC	
VRAPČANA	71301	5+497	01			4+945	5+922	40	-	5+922	4+945	40	-	GC	
Vrapčana - Privlaka				7303		5+922			-		5+922		-	GC	
Privlaka	71302	12+800	03		13479			60	-			60	-	GC	
Privlaka - Otok				6176					-				-	GC	
OTOK	71303	18+976	01						-				-	GC	
Otok - Spačva				11874	11874		30+473		-	30+473			-	GC	
SPAČVA	71304	30+850	01			30+473	31+230	40	-	31+230	30+473	40	-	GC	
Spačva - Vrbanja				6794		31+230			-		31+230		-	GC	
Vrbanja	71305	37+644	03		14057			60	-			60	-	GC	
Vrbanja - Drenovci				7263					-				-	GC	
DRENOVCI	71306	44+907	01						-				-	GC	
Drenovci - Gunja				4279					-				-	GC	
Gunja	71307	49+186	03						-				-	GC	
Gunja - Drenovci DG				2024	6303		50+490		-	50+490			-	GC	
						50+490	50+540	25	-	50+540	50+490	25	-	GC	
						50+540		30	-		50+540	30	-	GC	
Drenovci DG	71308	51+210	10				51+210		-	51+210			-	GC	
38. R106 Zabok - Đurmanec - State border															
ZABOK	74307	-(0+005)	01			-(0+005)		80	-		-(0+005)	80	-	GB	
							0+430		-	0+430			-	GB	
				4156	6565	0+430	1+437	60	-		0+430	60	-	GB	
						1+437	2+035	30	-	2+366			-	GB	
						2+035	3+164	80	-	3+495	2+366	80	-	GB	
						3+164	3+515	60	-	3+846	3+495	60	-	GB	
						3+515			-		3+846		-	GB	
Štrucljevo	74601	4+151	03					80	-			80	-	GB	
Štrucljevo - Sveti Križ Začretje				2409			6+325		-	6+325			-	GB	
SVETI KRIŽ ZAČRETJE	74602	6+560	01			6+325	6+710	40	-	6+710	6+325	40	-	GB	
Sveti Križ Začretje - Dukovec				2268*		6+710			-		6+710		-	GB	
Dukovec	74608	8+818	03					80	-			80	-	GB	
							9+170		-	9+500			-	GB	
Dukovec - Velika Ves				2241	9637*	9+170	10+260	60	-	9+850	9+500	60	-	GB	
						10+260		80	-		9+850	80	-	GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Velika Ves	74603	11+059	03						-				-	GB	
Velika Ves - Pristava Krapinska				2591					-				-	GB	
Pristava Krapinska	74611	13+650	03						-				-	GB	
Pristava Krapinska - Krapina				2537			15+790		-	15+790			-	GB	
KRAPINA	74604	16+187	01			15+790	16+432	45	-	16+432	15+790	45	-	GB	
Krapina - Doliće				1699		16+432			-		16+432		-	GB	
Doliće	74610	17+886	03						-				-	GB	
Doliće - Žutnica				1576	4863			50	-			50	-	GB	
Žutnica	74605	19+462	03						-				-	GB	
Žutnica - Đurmanec				1588			20+761		-	20+761			-	GB	
ĐURMANEC	74606	21+050	01			20+761	21+568	40	-	21+289	20+761	40	-	GB	
Đurmanec - Hromec				3198	5922*	21+568	22+525	20	-	21+796	21+289	20	-	GA	
						22+525	23+163	60	-	23+267	21+796	60	-	GA	
						23+163	23+287	20	-	23+957	23+267	20	-	GA	
						23+287			-		23+957		-	GA	
Hromec	74607	24+248	03				60	-			60	-	GA		
Hromec - Đurmanec DG				2724*	5922*		25+868		-	26+114			-	GA	
						25+868	26+134	45	-	26+266	26+114	25	-	GA	
						26+134	26+755	60	-	26+863	26+266	60	-	GA	
Đurmanec DG	74609	26+968	10			26+755		20/50	-		26+863	50/25	-	GA	
39. R201 Zaprešić - Čakovec															
ZAPREŠIĆ	74004	0+000	01			0+000	0+403	40	-	0+403	0+000	40	-	GC	
Zaprešić - Novi Dvori				4213	4213	0+403	0+731	60	-	0+731	0+403	60	-	GC	
						0+731					-	0+731			-
NOVI DVORI	74301	4+213	01						-				-	GC	
Novi Dvori - Pojatno				3326					-				-	GC	
Pojatno	74302	7+539	03						-				-	GC	
Pojatno - Kupljenovo				2831					-				-	GC	
Kupljenovo	74303	10+370	03		8691			120	-			120	-	GC	
Kupljenovo - Luka				2534					-				-	GC	
LUKA	74304	12+904	01						-				-	GC	
Luka - Žeinci				3366					-				-	GC	
Žeinci	74305	16+270	03		5516				-				-	GC	
Žeinci - Veliko Trgovišće				2150					-				-	GC	
VELIKO TRGOVIŠĆE	74306	18+420	01						-				-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Veliko Trgovišće - Zabok				5438	5438				-				-	GC	
ZABOK	74307	23+858	01				23+858		-	23+858			-	GC	
Zabok - Hum-Lug				2079					-				-	GC	
Hum-Lug	74401	25+937	06					80	-			80	-	GC	
Hum-Lug - Dubrava Zabočka				2370					-	26+309			-	GC	
							26+309	40	-	27+146	26+309	40	-	GC	
							27+146	60	-	27+436	27+146		-	GC	
							27+436		-				-	GC	
Dubrava Zabočka	74402	28+307	03						-				-	GC	
Dubrava Zabočka - Špičkovina				1844				80	-				-	GC	
Špičkovina	74415	30+151	03						-				-	GC	
Špičkovina - Bedekovčina				2415*					-	32+160			-	GC	
BEDEKOVČINA	74403	32+559	01				32+160	40	-	32+970	32+160	40	-	GC	
Bedekovčina - Poznanovec				2626			32+970		-		32+970		-	GC	
Poznanovec	74404	35+185	03					80	-			80	-	GC	
Poznanovec - Zlatar Bistrica				4209*					-	38+319			-	GC	Bridge fence
							38+319	20	-	38+331	38+319	20	-	GC	
							38+331		-		38+331		-	GC	
ZLATAR BISTRICA	74405	39+391	01						-				-	GC	
Zlatar Bistrica - Donji Lipovec				4350					-				-	GC	
Donji Lipovec	74406	43+741	03						-				-	GC	
Donji Lipovec - Konjščina				3399					-				-	GC	
KONJŠČINA	74407	47+140	01					80	-			80	-	GC	
Konjščina - Hrašćina-Trgovišće				6792					-				-	GC	
Hrašćina-Trgovišće	74408	53+932	03						-				-	GC	
Hrašćina-Trgovišće - Budinščina				2886*					-				-	GC	
BUDINŠČINA	74409	56+815	01						-	56+815			-	GC	
							56+815	60	-	59+840	56+815	60	-	GC	
Budinščina - Podrute				5989					-	59+840	59+840	45	-	GC	
									-		62+515		-	GC	
Podrute	74410	62+804	03					45	-			20	-	GC	
									-	63+066			-	GC	
Podrute - Madarevo				5557					-	63+276	63+066	45	-	GC	
							63+276	30	-	63+856	63+066	30	-	GC	
							63+856	45	-	64+456	63+856	45	-	GC	
							63+876		-	64+892	64+456		-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)			
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	For gauge	Remark
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
						64+892	65+492	30	-	66+072	65+472	30	-	GC	
						65+492			-		66+072		-	GC	
Mađarevo	74411	68+361	03					45	-				-	GC	
							69+152		-				-	GC	
Mađarevo - Novi Marof				2952		69+152	69+752	30	-			45	-	GC	Signal, Signal box
						69+752			-				-	GC	
NOVI MAROF	74412	71+313	01					45	-				-	GC	
							74+828		-	75+429			-	GB	Exit signal, Distant signal
									-	76+029	75+429	30	-	GB	
Novi Marof - Krušjevec				6125		74+828	76+750	30	-	76+730	76+029	45	-	GB	
						76+750	77+387	45	-	77+387	76+730	30	-	GB	
						77+387			-		77+387		-	GB	
Krušjevec	74413	77+438	03					20	-			20	-	GB	
							77+987		-	77+987			-	GB	
Krušjevec - Doljan				2971		77+987			-		77+987		-	GB	
Doljan	74416	80+409	03						-				-	GB	
Doljan - Turčin				2338					-				-	GB	Tel. box
TURČIN	74414	82+747	01					45	-			45	-	GB	Lighting mast, Entry signal
									-	83+300			-	GB	Signals
Turčin - Varaždin				6029	6029	83+300	88+067	80	-	88+067	83+300	80	-	GB	Bridge fence, Signal and distant signals, distant signal weight
VARAŽDIN	74460	88+776	01			88+067	89+431	40	-	89+431	88+067	40	-	GB	
						89+431	90+670	100	-	98+519	89+431	100	-	GC	
Varaždin - Čakovec				10867	10867	90+670	90+910	20	-	90+910	90+670	20	-	GC	Bridge fence
						90+910	98+451	100	-	98+519	90+910	100	-	GC	
ČAKOVEC	74860	99+643	01			98+451		35	-		98+519	35	-	GC	
							99+643		-	99+643			-	GC	
40. R202 Varaždin - Dalj															
VARAŽDIN	74460	249+855	01			249+855			-		249+855		-	GB	
							248+706	40	-	248+706		40	-	GB	Tension balance weights
Varaždin - Zbelava				5515	11329	248+706	244+390	80	-		248+706		-	GB	
						244+390			-			80	-	GB	
Zbelava	73807	244+340	03					70	-				-	GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Zbelava - Jalžabet				5814			243+970		-				-	GB	
						243+970	242+250	80	-	242+250			-	GB	
						242+250	239+600	40	-	239+600	242+250	40	-	GB	
						239+600	238+891	80	-	238+891	239+600	80	-	GB	Signal
JALŽABET	73806	238+526	01			238+891	238+166	20	-	238+166	238+891	20	-	GB	
Jalžabet - Novakovec				1976		238+166			-		238+166		-	GB	Mechanical distant signal
Novakovec	73808	236+550	03		10919			80	-			80	-	GB	
Novakovec - Martijanec				2788					-				-	GB	
Martijanec	73805	233+762	03						-				-	GB	
Martijanec - Ludbreg				6155			228+068		-	228+068			-	GB	Metal mast
LUDBREG	73804	227+607	01			228+068	227+357	40	-	227+357	228+068	40	-	GB	Metal mast
Ludbreg - Čukovec				4775		227+357			-		227+357		-	GC	
Čukovec	73803	222+832	03		10259			80	-			80	-	GC	
							219+078		-				-	GC	
Čukovec - Rasinja				5484		219+078	218+774	50	-				-	GC	
						218+774	217+717	80	-	217+717			-	GC	
RASINJA	73802	217+348	01			217+717	216+978	30	-	216+978	217+717	30	-	GC	
Rasinja - Kunovec-Subotica				3088		216+978			-		216+978		-	GC	
Kunovec-Subotica	73801	214+260	03		9482			80	-			80	-	GC	
							209+000		-	209+000			-	GC	
Kunovec-Subotica - Koprivnica				6394		209+000	208+407	40	-	208+407	209+000	40	-	GC	
						208+407			-		208+407		-	GC	
KOPRIVNICA	73160	65+614 = 207+866	01				65+614	80	-	65+614		80	-	GC	
						65+614			-		65+614		-	GC	
Koprivnica - Bregi				8533	8533				-				-	GC	
BREGI	73014	199+333	01						-				-	GC	
Bregi - Novigrad Podravski				6866					-				-	GC	
Novigrad Podravski	73012	192+467	03		12073			60	-			60	-	GC	
Novigrad Podravski - Virje				5207					-				-	GC	
VIRJE	73011	187+260	01						-				-	GC	
Virje - Đurđevac				6727	6727		180+962		-	180+962			-	GC	
ĐURĐEVAC	73010	180+533	01			180+962			-		180+962		-	GC	
							178+872	50	-	179+080		50	-	GC	
Đurđevac - Kalinovac				2879*	7750*	178+872			-		179+080		-	GC	
Kalinovac	73009	177+671	03					60	-			60	-	GC	
Kalinovac - Kloštar				4871*			174+350		-	174+129			-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
						174+350	173+573	40	-	173+177	174+129	50	-	GC		
						173+573		60	-	173+177		60	-	GC		
KLOŠTAR	73008	172+850	01				172+850		-	172+850			-	GC		
						172+850		100	-	172+850		100	-	GC		
Kloštar - Pitomača				8274*	8274*		170+219		-	170+219			-	GC		
						170+219	170+019	90	-	170+019	170+219	90	-	GC		
						170+019			-	170+019			-	GC		
PITOMAČA	73007	164+586	01					100	-			100	-	GC		
							164+117		-	164+117			-	GC		
						164+117	163+624	80	-	163+624	164+117	80	-	GC		
						163+624			-	159+940	163+624	100	-	GC		
Pitomača - Vukosavljevica				8089				100	-	159+144	159+940	80	-	GC		
							158+266		-	158+106	159+144	50	-	GC		
						158+266	157+592	80	-	157+592	158+106	60	-	GC		
						157+592			-	157+592			-	GC		
Vukosavljevica	73006	156+497	03		12915			100	-			100	-	GC		
							156+338		-	156+338			-	GC		
						156+338	156+032	80	-	156+032	156+338	80	-	GC		
Vukosavljevica - Špišić-Bukovica				4826			156+032	152+964	100	-	156+032		-	GC		
							152+964	152+424	80	-			-	GC		
							152+424		-			100	-	GC		
ŠPIŠIĆ-BUKOVICA	73005	151+671	01					100	-				-	GC		
							151+406		-	151+406			-	GC		
						151+406	151+112	70	-	151+112	151+406	70	-	GC		
						151+112			-		151+112	100	-	GC		
Špišić-Bukovica - Virovitica Grad				7418			147+574		-	147+454			-	GC		
							147+004	147+004	50	-	147+004	147+454	80	-	GC	
							147+004	144+937	100	-	144+937	147+004	100	-	GC	
							144+937		-		144+937		-	GC		
Virovitica Grad	73004	144+253	03					80	-			80	-	GC		
Virovitica Grad - Virovitica				1044			143+690		-	143+690			-	GC		
VIROVITICA	73003	143+209	01				143+690	142+690	35	-	142+690	143+690	35	-	GC	
							142+690	135+938		-	138+214	142+690	70	-	GC	
									70	-	137+950	138+214	50	-	GC	
Virovitica - Suhopolje				7800	7800		135+938	135+635	65	-	135+938	137+950	70	-	GC	
							135+635		70	-	135+635	135+938	65	-	GC	
									70	-	135+635	70	-	GC		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges			
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)							
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark		
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
SUHOPOLJE	73002	135+409	01				135+409		-	135+409			-	GC			
Suhopolje - Pčelić				3618	9011	135+409		60	-		135+409	60	-	GC			
Pčelić	73001	131+791	06						-					-	GC		
Pčelić - Cabuna				5393			131+400			-	131+400				-	GC	
CABUNA	73912	126+398	01			131+400	126+773		40	-	126+773		131+400	40	-	GC	
Cabuna - Podravska Bistrica				2850	11572*	126+773	126+002	20	-	126+002	126+773	20	-	GC			
						126+002		40	-		126+002	30	-	GC			
									-	125+250			-	GC			
Podravska Bistrica	73911	123+548	03						-	125+250			40	-	GC	Distant signal	
Podravska Bistrica - Sladojevci				2933			121+750			-	121+750				-	GC	
Sladojevci	73910	120+615	03				121+750		60		121+750	60	-	GC			
										-				-	GC		
							119+700			-	119+700				-	GC	
Sladojevci - Slatina				5789*		119+700	119+265	40		-	118+950		119+700	40	-	GC	
SLATINA	73909	114+763	01		18459*	119+265	115+524	60	-	115+224	118+950	60	-	GC			
Slatina - Nova Bukovica				7396			115+524	114+962	40	-	114+962	115+224	40	-	GC		
Nova Bukovica	73908	107+367	03				114+962		60	-	114+401	114+962	20	-	GC		
										-	112+000	114+401	40	-	GB		
Nova Bukovica - Mikleuš				5959			112+000			60	-	112+000			-	GB	
								104+220			-	104+220		60	-	GB	
Mikleuš	73907	101+408	03				104+220	103+470	40		-	103+470	104+220	40	-	GB	
							103+470		60		-	103+470			-	GB	
										-	101+000		60	-	GB		
							101+000	100+390		40	-	100+390	101+000	40	-	GB	
Mikleuš - Čačinci				5104*		100+390	98+250	60		-	98+250	100+390	60	-	GB	Bridge Voćinka	
ČAČINCI	73906	96+343	01		9922	98+250	98+160	40	-	98+160	98+250	40	-	GB			
							98+160	96+726	60	-	96+726	98+160	60	-	GB		
Čačinci - Zdenci-Orahovica				5800		5800	96+726	95+796	20	-	95+796	96+726	20	-	GB		
ZDENCI-ORAHOVICA	73905	90+543	01				95+796	90+835	60	-	90+835	95+796	60	-	GC		
Zdenci-Orahovica - Feričanci				5302			90+835	90+300	20	-	90+411	90+835	20	-	GC		
Feričanci	73904	85+241	03				90+300		40	-	90+411		40	-	GC		
										-				-	GC		
										-				-	GC		
Feričanci - Đurđenovac				4620			84+000			-	84+000				-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
						84+000	81+036	60	-	81+036	84+000	60	-	GC		
ĐURĐENOVAC	73903	80+621	01			81+036				81+036	81+036	60	-	GC		
Đurdenovac - Velimirovac				5463	8992*		79+880	20	-	79+880		20	-	GC		
Velimirovac	73902	75+158	03				79+880				79+880		40	-	GC	Distant signal
Velimirovac - Našice				3529*				72+410	40	-	72+410		40	-	GC	
							72+410				72+410		20	-	GC	
NAŠICE	73901	71+582	01					20	-			20	-	GC		
Našice - Jelisavac				3844	15474		71+207		-	71+207			-	GC		
Jelisavac	71909	67+738	03				71+207		60	-	71+207		60	-	GC	
Jelisavac - Našička Breznica				3063				65+900		-	65+900			-	GC	
							65+900	65+100	40	-	65+100	65+900	40	-	GC	
							65+100			-	65+100			-	GC	
Našička Breznica	71908	64+675	03						60	-			60	-	GC	
Našička Breznica - Niza				3672						-				-	GC	
Niza	71907	61+003	03							-				-	GC	
Niza - Koška				4895				56+272		-	56+272			-	GC	
KOŠKA	71906	56+108	01				56+272	55+600	20	-	55+600	56+272	20	-	GC	
Koška - Normanci				5925	13488	55+600			-	55+600			-	GC		
Normanci	71905	50+183	03					48+807	40	-	48+807		40	-	GC	
Normanci - Cret				3828			48+807			-	48+807			-	GC	
Cret	71904	46+355	03						60	-			60	-	GC	
Cret - Bizovac				3735				43+123		-	43+123			-	GC	
BIZOVAC	71903	42+620	01				43+123	42+290	20	-	42+290	43+123	20	-	GC	
Bizovac - Samatovci				4079	11260	42+290			-	42+290	42+290			-	GC	
Samatovci	71902	38+541	03						60	-			60	-	GC	
Samatovci - Josipovac				7181				31+490		-	31+490			-	GC	
JOSIPOVAC	71901	31+360	01				31+490	30+751	20	-	30+751	31+490	20	-	GC	
Josipovac - Višnjevac IPK				1558	7856*	30+751			-	30+751			-	GC		
Višnjevac IPK	71911	29+802	03							-				-	GC	
Višnjevac IPK - Višnjevac				1179						-				-	GC	
Višnjevac	71910	28+623	03						50	-			50	-	GC	
Višnjevac - Frigis				1282						-				-	GC	
Frigis	71912	27+341	03							-				-	GC	
Frigis - Petrove Gore				1197						-				-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Petrove Gore	71913	26+144	03						-				-	GC	
Petrove Gore - Vodovod				1426					-				-	GC	
Vodovod	71914	24+718	03						-				-	GC	
Vodovod - Osijek				1214*			24+552		-	24+552			-	GC	
OSIJEK	71960	23+423	01			24+552	22+330	20	-	22+330	24+552	20	-	GC	
Osijek - Osijek OLT				1736		22+330			-		22+330		-	GC	
Osijek OLT	71605	21+687	03		2993			50	-			50	-	GC	
Osijek OLT - Osijek Donji grad				1257			20+710		-	20+710			-	GC	
OSIJEK DONJI GRAD	71603	20+430	01			20+710	19+783	15	-	19+783	20+710	15	-	GC	
Osijek Donji grad - Standard				1810		19+783			-		19+783		-	GC	
Standard	71606	18+620	03		4914			40	-			40	-	GC	
Standard - Osijek Luka				2221					-				-	GC	
Osijek Luka	71607	16+399	03						-				-	GC	
Osijek Luka - Nemetin				883			16+190		-	16+190			-	GC	
NEMETIN	71604	15+516	01			16+190		20	-		16+190	20	-	GC	
Nemetin - Sarvaš				4612	4612		14+525		-	14+525			-	GC	
						14+525	11+394	40	-	11+394	14+525	40	-	GC	
						11+394			-		11+394	20	-	GC	
SARVAŠ	71602	10+904	01				10+692	20	-	10+692		20	-	GC	
Sarvaš - Bijelo Brdo				2105		10+692			-		10+692		-	GC	
Bijelo Brdo	71601	8+799	03					40	-			40	-	GC	
Bijelo Brdo - Dalj				8799	10904		5+600		-	5+600			-	GC	
						5+600	0+358	20	-	0+358	5+600	20	-	GC	
DALJ	71207	0+000	01			0+358		40	-		0+358	40	-	GC	
							30+914		-	30+914			-	GC	
41. L101 Čakovec - M. Središće - State border															
ČAKOVEC	74860	0+013	01			0+013	0+748	35	-	0+748	0+013	35	-	GC	
Čakovec - Čakovec-Buzovec				1939*		0+748			-		0+748		-	GC	Exit signal F4-7
Čakovec-Buzovec	74800	1+941	03						-			60	-	GC	
Čakovec-Buzovec - Novo Selo Rok				5338					-				-	GC	
Novo Selo Rok	74901	7+279	03						-				-	GC	
Novo Selo Rok - Vratišinec				5181	16608*				-	8+195			-	GC	
									-	8+343	8+195	25	-	GC	
							10+969		-	11+132	8+343	60	-	GC	
						10+969	11+152	30	-	11+319	11+132	30	-	GC	
						11+152		60	-		11+319	60	-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Vratišinec	74903	12+460	03						-				-	GC	
Vratišinec - Brodec				1316			13+087		-	13+087	13+087	20	-	GC	
Brodec **	94903	13+776	03			13+087		20	-	13+766	13+097	60	-	GC	
Brodec - Mursko Središće				2834			13+786		-	14+000		40	-	GC	
Mursko Središće	74904	16+610	08			13+786	16+350	60	-	16+350	14+000	60	-	GC	
Mursko Središće - Mursko Središće DG				825	825	17+350		35	-	17+350		35	-	GB	Bridge Mura
Mursko Središće DG	74906	17+435	10			17+350	17+435	40	-	17+435	17+350	40	-	GB	
42. L102 S. Marof - Kumrovec - State border															
SAVSKI MAROF	74102	0+272	01			0+272			-		0+272		-	GC	
Savski Marof - Laduč				1708					-			80	-	GC	
Laduč	74104	1+980	03						-				-	GC	
Laduč - Sutla				2119				80	-	3+940			-	GC	
Sutla	74201	4+099	03						-		3+940		-	GC	
Sutla - Harmica				992					-			60	-	GC	
Harmica	74212	5+091	03				5+091		-	5+091			-	GC	
Harmica - Vukovo Selo				2459		5+091			-		5+091		-	0.0.	
Vukovo Selo	74202	7+550	03						-				-	0.0.	
Vukovo Selo - Kraj Donji				1486					-				-	0.0.	
Kraj Donji	74203	9+036	03		2422				-				-	0.0.	
Kraj Donji - Rozga				2795					-				-	0.0.	
Rozga	74204	11+831	03						-				-	0.0.	
Rozga - Prosinec				3336					-				-	0.0.	
Prosinec	74205	15+167	03						-				-	0.0.	
Prosinec - Draše				3430				0.0.	-			0.0.	-	0.0.	
Draše	74206	18+597	03						-				-	0.0.	
Draše - Gredice				3513					-				-	0.0.	
Gredice	74213	22+110	03						-				-	0.0.	
Gredice - Klanjec				2384					-				-	0.0.	
KLANJEC	74207	24+494	01						-				-	0.0.	
Klanjec - DG RH - SLO 1				1332					-				-	0.0.	
DG RH - SLO 1	87901	25+826	10		6663				-				-	0.0.	
DG RH - SLO 1 - DG RH - SLO 2				272					-				-	0.0.	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges			
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)							
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark		
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
DG RH - SLO 2	87902	26+098	10		6899				-				-	0.0.			
DG RH - SLO 2 - Zelenjak				152						-				-	0.0.		
Zelenjak	74208	26+250	03							-				-	0.0.		
Zelenjak - DG RH - SLO 3				598						-				-	0.0.		
DG RH - SLO 3	87903	26+848	10							-				-	0.0.		
DG RH - SLO 3 - DG RH - SLO 4				3721						-				-	0.0.		
DG RH - SLO 4	87904	30+569	10							-				-	0.0.		
DG RH - SLO 4 - Kumrovec				588						-				-	0.0.		
KUMROVEC	74209	31+157	01							-				-	0.0.		
Kumrovec - Zagorska Sela				4932						-				-	0.0.		
Zagorska Sela	74210	36+089	03						-				-	0.0.			
Zagorska Sela - Kumrovec DG				1967					-				-	0.0.			
Kumrovec DG	74211	38+056	10				38+056		-	38+056			-	0.0.			
43. L103 Karlovac - Kamanje - State border																	
KARLOVAC	75060	0+000	01			0+000		40	-		0+000	40	-	GB			
Karlovac - Mahično				6186*	6186*	1+540		40	-	1+540		40	-	GB			
						5+862		20	-	5+862		20	-	GB			
MAHIČNO	75301	6+201	01			5+862	6+514	15	-	6+514	5+862	15	-	GB			
Mahično - Zorkovac				4650	9079	6+514		20	-		6+514	20	-	GB			
Zorkovac	75302	10+851	03						-					-	GB		
Zorkovac - Ozalj				4429					-					-	GB		
OZALJ	75303	15+280	01								-					-	GB
Ozalj - Zaluka				2398	8422		17+220	15	-	17+220		10	-	GB			
Zaluka	75304	17+678	03			17+220			-	22+855	17+220			-	GB		
Zaluka - Kamanje				6024					-		22+855			-	GB		
KAMANJE	75305	23+702	01						-				-	GB			
Kamanje - Brlog Grad				2315	5708*		24+099	20	-			20	-	GB			
						24+099	25+970			-				-	GB		
Brlog Grad							25+970		10	-					-	GB	
	75306	26+017	03								-		26+021			-	GB
Brlog Grad - Bubnjarci				2710*				27+702	20	-	27+786		26+021	15	-	GB	
						27+702				-	27+786	27+786	20	-	GB		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Bubnjarci	75307	28+730	03						-				-	GB	
Bubnjarci - Kamanje DG				683			29+240			29+240			-	GB	
						29+240	29+350	15	-	29+350	29+240	15	-	GB	
Kamanje DG	75308	29+413	10			29+350	29+413	60	-	29+413	29+350	60	-	GB	
44. L201 Varaždin - Golubovec															
VARAŽDIN	74460	0+014	01			0+014			-		0+014		-	GB	
Varaždin - Vidovec				8820*	11530*			40	-			40	-	GB	Signal, lightning mast, Signal box, Tel. box, Control signal
Vidovec	74701	8+828	03						-				-	GB	
Vidovec - Cerje Tužno				2710*					-				-	GB	
CERJE TUŽNO	74702	11+530	01						-				-	GB	
Cerje Tužno - Stažnjevec				4087	8146		14+214	14+214	-	14+355			-	GB	
						14+214	14+375	25	-	14+516	14+355	25	-	GB	
Stožnjevec	74703	15+617	03						-				-	GB	
Stožnjevec - Ivanec				4059					-				-	GB	Control signal
IVANEC	74704	19+676	01					40	-			40	-	GB	
Ivanec - Kuljevčica				2388	6653				-				-	GB	
Kuljevčica	74706	22+064	03						-				-	GB	
Kuljevčica - Lepoglava				4265			25+972		-				-	GB	
LEPOGLAVA	74707	26+329	01			25+972	26+557	35	-	26+557	25+972	35	-	GB	
						26+557			-	30+105	26+557	45	-	GB	Control signal
Lepoglava - Golubovec				7486*	7486*			45	-	30+654	30+105	20	-	GB	Side-loading platform
							32+330		-	32+437	30+654	45	-	GB	
						32+330		20	-		32+437	20	-	GB	
GOLUBOVEC	74708	33+815	01				33+815	20	-	33+815		20	-	GB	Culvert fence
45. L202 Hum-Lug - Gornja Stubica															
Hum-Lug	74401	2+093	06			2+093			-		2+093		-	GC	
Hum-Lug - Oroslavje				2232	10625			40	-			40	-	GC	
Oroslavje	74501	4+325	08						-				-	GC	
Oroslavje - Stubičke Toplice				3183					-				-	GC	
Stubičke Toplice	74502	7+508	03						-				-	GC	
Stubičke Toplice - Donja Stubica				2206					-				-	GC	
Donja Stubica	74503	9+714	08						-				-	GC	
Donja Stubica - Gornja Stubica				3004					-				-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
GORNJA STUBICA	74504	12+718	01				12+718		-	12+718			-	GC		
46. L203 Križevci - Bjelovar - Kloštar																
KRIŽEVCI	73107	0+000	01			0+000			-		0+000	40	-	GA		
Križevci - Poljanka				3764	13625				-	3+738		40	-	GA		
Poljanka	73301	3+764	03							-		3+738	30	-	GA	
Poljanka - Brezovljani				4389					40	-	3+850			-	GA	Road overpass in km 4+554
										-	6+278	3+850	40	-	GA	
										-	6+400	6+278	20	-	GA	
										-	8+127	6+400	40	-	GA	
Brezovljani	73302	8+153	03						-		8+127		35	-	GA	
Brezovljani - Škrinjari				3129						-				-	GA	
								8+850			-	9+179			-	GA
								8+850	9+350	30	-		9+179	40	-	GA
								9+350	11+064	40	-	9+738			-	GA
Škrinjari	73310	11+282	03							-				-	GA	
Škrinjari - Sveti Ivan Žabno				2343						-				-	GA	
SVETI IVAN ŽABNO	73303	13+625	01			13+625			-	13+625			-	GC		
Sveti Ivan Žabno - Cirkvena				3052*	18755*				-				13+625	-	GC	
Cirkvena	73304	16+672	03							-					-	GC
Cirkvena - Hrsovo				2247						-					-	GC
Hrsovo	73309	18+919	03							-					-	GC
Hrsovo - Rovišće				2435						-					-	GC
Rovišće	73305	21+354	03							-					-	GC
Rovišće - Žabjak				1184						-					-	GC
Žabjak	73308	22+538	03							-					-	GC
Žabjak - Klokočevac				3877						-					-	GC
Klokočevac	73306	26+415	03							-					-	GC
Klokočevac - Stare Plavnice				2944						-					-	GC
Stare Plavnice	73311	29+359	03							-					-	GC
Stare Plavnice - Bjelovar				3016*						-					-	GC
BJELOVAR	73307	32+395	01						-					-	GC	
Bjelovar - Markovac				2346*	28665*		33+500		-					-	GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
						33+500	33+792	50	-				-	GB	
						33+792	34+528	60	-				-	GB	
						34+528			-				-	GB	
Markovac	73320	34+750	03					50	-				-	GB	
							34+820		-	34+800			-	GB	
Markovac - Grginac				2162		34+820			-	35+100	34+800	50	-	GB	
									-		35+100		-	GB	
Grginac	73321	36+912	03						-			60	-	GB	
									-	38+143			-	GB	
Grginac - Grginac Novi				1298					-		38+143		-	GB	
Grginac Novi	73322	38+210	03					60	-			50	-	GB	
									-	38+460			-	GB	
Grginac Novi - Veliko Trojstvo				2438					-		38+460		-	GB	
									-			60	-	GB	
Veliko Trojstvo	73323	40+648	03						-				-	GB	
							41+900		-	41+600			-	GB	
Veliko Trojstvo - Mišulinovac				1844		41+900			-	42+393	41+600	25	-	GB	
Mišulinovac	73324	42+492	03				42+925	20	-		42+393		-	GB	
							42+925	43+669	40	-	43+047		-	GB	
							43+669	44+561	60	-	43+852	43+047	20	-	GB
Mišulinovac - Paulovac				2632					-	44+714	43+852	60	-	GB	
									-		44+714		-	GB	
Paulovac	73325	45+124	03					30	-			25	-	GB	
							45+151		-	45+279			-	GB	
							45+151	47+608	60	-	47+708	45+279	60	-	GB
							47+608	47+728	20	-	47+828	47+708	20	-	GB
							47+728	48+314	60	-		47+828		-	GB
							48+314	48+436	20	-			60	-	GB
							48+436	49+294	60	-				-	GB
							49+294	49+500	35	-	50+050			-	GB
							49+500	50+472	60	-	50+251	50+050	35	-	GB
							50+472	50+755	50	-	50+735	50+251	60	-	GB
							50+755		-		50+735			-	GB
Zid Katalena	73326	50+790	03					60	-			20	-	GB	
							53+159		-	50+855			-	GB	
Zid Katalena - Sirova Katalena				2959			53+159	53+422	50	-		50+855		-	GB
							53+422		60	-				-	GB
Sirova Katalena	73327	53+749	03						-				-	GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)			
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	For gauge	Remark
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Sirova Katalena - Kloštar				7333		54+486	54+618	20	-	54+590	54+730	54+590	20	-	GB
						54+618	59+750	60	-	59+869	54+730	60	-	GB	
						59+750	60+286	20	-	60+755	59+869	50	-	GB	
						60+286			-	60+755		60	-	GB	
KLOŠTAR	73008	61+082	01				61+082	60	-	61+082		60	-	GC	
47. L204 Banova Jaruga - Pčelić															
BANOVA JARUGA	72503	0+000	01			0+000			-		0+000		-	GC	
Banova Jaruga - Međurić				2947*				40	-			40	-	GC	
Međurić	73719	2+836	03						-				-	GC	
Međurić - Poljana				5907			6+377		-	6+483			-	GC	
							6+377	6+503	20	6+609	6+483	20	-	GC	
							6+503			6+609			-	GC	
Poljana	73718	8+743	03						-				-	GC	
Poljana - Brezine-Bujavica				5168					-				-	GC	
Brezine-Bujavica	73717	13+911	03		24988*			40	-			40	-	GC	
Brezine-Bujavica - Kukunjevac				3986					-				-	GC	
Kukunjevac	73716	17+897	03						-				-	GC	
Kukunjevac - Dobrovac				3985			19+210		-	19+210			-	GC	
							19+210	19+230	20	19+230	19+210	20	-	GC	
							19+230			19+230			-	GC	
Dobrovac	73715	21+882	03						-				-	GC	
Dobrovac - Lipik				2995					-				-	GC	
LIPIK	73714	24+877	01						-				-	GC	
Lipik - Pakrac Grad				3967			24+958		-	24+958			-	GC	
							24+958			24+958			-	GC	
Pakrac Grad	73713	28+844	03						-			20	-	GC	
Pakrac Grad - Pakrac				1221*			29+797		-	29+797			-	GC	
							29+797			29+797			-	GC	
Pakrac	73712	30+054	08		17529*				-			40	-	GC	
							31+485		-	31+533			-	GC	
							31+485	31+553	10	31+664	31+533	20	-	GC	
							31+553	37+900	40		31+664		-	GC	
							37+900	38+137	35				-	GC	
							38+137		40				-	GC	
Badljeva	73711	38+148	03						-				-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Badlješina - Sirač				4247			39+000		-	39+000			-	GC	
SIRAČ	73710	42+395	01			39+000		20	-	39+000		20	-	GC	
Sirač - Bijela				5636		42+590		40	-	43+202		40	-	GC	
							47+939		-	46+557	43+202	20	-	GC	
Bijela	73709	48+031	03			47+939		20	-	46+683	46+557	40	-	GC	
							48+061		-	48+041		40	-	GC	
Bijela - Daruvar				5427	11063	48+061	49+678	40	-	48+163	48+041	20	-	GC	
						49+678	49+808	20	-	51+087	48+163	40	-	GC	
						49+808		40	-	51+209	51+087	20	-	GC	
							52+817		-	51+924	51+209	40	-	GC	
								40	-	52+046	51+924	20	-	GC	
						52+817		20	-	53+163	52+046	40	-	GC	
DARUVAR	73708	53+458	01				53+647		-			20	-	GC	
						53+647	54+510	50	-				-	GC	
						54+510	54+720	35	-	55+327			-	GC	
						54+720	56+530	50	-	56+424	55+327	50	-	GC	
						56+530	56+670	20	-	56+790	56+424	20	-	GC	
						56+670	58+055	50	-	57+580	56+790	50	-	GC	
						58+055	58+195	20	-	58+315	57+580	20	-	GC	
						58+195		50	-	58+315		50	-	GC	
Vukovje	73707	59+396	03				59+450		-	59+450		50	-	GC	
						59+450	62+710	40	-	62+362	59+450	40	-	GC	
Vukovje - Donja Vrijeska				3626	23855*	62+710		20	-	62+962	62+362	20	-	GC	
								20	-	62+962		50	-	GC	
Donja Vrijeska	73706	63+022	03				63+287		-	63+445			-	GC	
						63+287	63+465	30	-	63+567	63+445	20	-	GC	
Donja Vrijeska - Maslenjača				2037*		63+465		50	-	63+567			-	GC	
								50	-			50	-	GC	
Maslenjača	73705	65+067	03						-				-	GC	
Maslenjača - Škodinovac				1842					-				-	GC	
Škodinovac	73721	66+909	03						-				-	GC	
Škodinovac - Koreničani				3951			68+552		-				-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
						68+552	68+678	20	-	70+824			-	GC	
						68+678			-		70+824		-	GC	
Koreničani	73704	70+860	03						-			20	-	GC	
									-	70+954			-	GC	
									-	72+402	70+954	50	-	GC	
Koreničani - Potočani-Katinac				2816				50	-	72+580	72+402	30	-	GC	
									-	73+580	72+580	50	-	GC	
									-	73+618	73+358	40	-	GC	
									-		73+618		-	GC	
Potočani-Katinac	73720	73+676	03						-				-	GC	
							76+248		-				-	GC	
Potočani-Katinac - Đulovac				3645		76+248	76+370	20	-				-	GC	
						76+370	76+945	50	-	76+570			-	GC	
						76+945			-				-	GC	
ĐULOVAC	73703	77+321	01				77+431	20	-	77+431		20	-	GC	
						77+431	78+100	50	-	78+100	77+431	50	-	GC	
						78+100	79+797	40	-	79+363	78+100	40	-	GC	
						79+797			-	79+863	79+363	10	-	GC	
									-	80+778	79+863	50	-	GC	
									-	80+856	80+778	10	-	GC	
							81+966		-	82+076	80+856	50	-	GC	
Đulovac - Pivnica				8642		81+966	82+096	20	-	82+146	82+076	10	-	GC	
						82+096	82+783	50	-	82+889	82+146	50	-	GC	
						82+783	82+909	20	-	83+232	82+889	15	-	GC	
						82+909	83+976	50	-	84+162	83+232	30	-	GC	
						83+976	84+721	35	-	84+811	84+162	10	-	GC	
						84+721	85+286	10	-	85+366	84+811	15	-	GC	
						85+286			-		85+366		-	GC	
Pivnica	73702	85+963	03					30	-			35	-	GC	
							86+282		-	86+499			-	GC	
						86+282	87+773	50	-		86+499		-	GC	
						87+773	88+007	40	-				-	GC	
						88+007	88+775	50	-				-	GC	
						88+775	88+953	30	-			50	-	GC	
						88+953			-				-	GC	
Pepelana	73701	89+659	03					50	-				-	GC	
Pepelana - Pčelić				6206			91+132		-	91+262			-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
						91+132	91+645	25	-	91+468	91+262	35	-	GC	
						91+645			-	92+510	91+468	50	-	GC	
								50	-	92+716	92+510	35	-	GC	
							93+524		-	93+440	92+716	50	-	GC	
						93+524	93+730	35	-	93+618	93+440	30	-	GC	
						93+730			-	95+481	93+618	50	-	GC	
								50	-	95+752	95+481	45	-	GC	
									-	95+752	95+752	50	-	GC	
Pčelić	73001	95+865	06				95+865		-	95+865	95+865	50	-	GC	
48. L205 Nova Kapela - Našice															
NOVA KAPELA-BATRINA	72708	59+708	01			59+708			-		59+708		-	GC	
Nova Kapela-Batrina - Dragovci				6652					-				-	GC	
Dragovci	73604	53+056	03					40	-			40	-	GC	
Dragovci - Ratkovic				2650					-				-	GC	
Ratkovic	73603	50+406	03						-				-	GC	
Ratkovic - Bučje-Koprivnica				2768	18195		50+203		-	50+203			-	GC	
						50+203	50+173	20	-	50+173	50+203	20	-	GC	
						50+173			-		50+173		-	GC	
Bučje-Koprivnica	73605	47+638	03					40	-			40	-	GC	
Bučje-Koprivnica - Sulkovci				1944					-				-	GC	
Sulkovci	73602	45+694	03						-				-	GC	
Sulkovci - Pleternica				4181			41+670		-	41+670			-	GC	
PLETERNICA	73601	41+513	01			41+670	41+049	35	-	41+049	41+670	35	-	GC	
Pleternica - Zarišlac				7778		41+049			-	39+436	41+049	80	-	GC	
								80	-	39+276	39+436	60	-	GC	
							38+549		-	38+549	39+276	80	-	GC	
						38+549	38+139	60	-	38+139	38+549	60	-	GC	
						38+139			-		38+139		-	GC	
Zarišlac	73408	33+735	03						-				-	GC	
Zarišlac - Knežci				1744					-				-	GC	
Knežci	73409	31+991	03		17481				-			80	-	GC	
Knežci - Ciglenik				1536					-				-	GC	
Ciglenik	73407	30+455	03						-				-	GC	
Ciglenik - Latinovac				3248					-	29+675			-	GC	
									-	29+315	29+675	60	-	GC	
									-		29+315	80	-	GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges		
						Runn. Direction A → B (in direction according to line name)				Runn. Direction B → A (in direction opposite to line name)						
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark	
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
Latinovac	73406	27+207	03						-				-	GC		
Latinovac - Čaglin				3175			26+810		-	27+206	27+206	60	-	GC		
ČAGLIN	73405	24+032	01			26+810	24+249	60	-		24+800		-	GC		
Čaglin - Ljeskovicica				4439		24+249	23+600	30	-	23+600		30	-	GC		
Ljeskovicica	73404	19+593	03			23+600			-		23+600		-	GC		
Ljeskovicica - Londžica				7140					-				-	GC		
Londžica	73403	12+453	03						-				-	GC		
Londžica - Zoljan				4627*					-				-	GC		
Zoljan	73402	7+841	03						-				-	GC		
Zoljan - Otpremnišтво Našiceciment				2842			5+100		-	5+100			-	GC		
Otpremnišтво Našiceciment	93901	4+999	02		24265*	5+100		30	-		5+100	30	-	GC		
Otpremnišтво Našiceciment - Našice Grad				1870			4+990		-	4+990			-	GC		
Našice Grad	73401	3+129	03			4+990	3+236	50	-	3+146	4+990	50	-	GC		
Našice Grad - Našice				3347		3+236		15	-		3+146	15	-	GC		
							3+126		-	3+016			-	GC		
							3+126	2+469	50	-	2+379	3+016	50	-	GC	
							2+469	2+359	15	-	2+269	2+379	15	-	GC	
							2+359	1+710	50	-	1+600	2+269	50	-	GC	
							1+710	1+580	20	-	1+490	1+600	15	-	GC	
							1+580	0+631	50	-	0+491	1+490	50	-	GC	
							0+631		20	-	0+491		20	-	GC	
NAŠICE	73901	-(0+218)	01					20	-	-(0+218)		20	-	GC		
49. L206 Pleternica - Velika																
PLETERNICA	73601	0+000	01			0+000	0+532	35	-	0+532	0+000	35	-	GB		
Pleternica - Novoselci				4922		0+532			-		0+532		-	GB		
Novoselci	73506	4+922	03		7172			40	-			40	-	GB		
Novoselci - Blacko-Jakšić				2250					-				-	GB		
BLACKO-JAKŠIĆ	73501	7+172	01						-				-	GB		
Blacko-Jakšić - Požega				5879	5879		12+574		-	12+574			-	GB		
POŽEGA	73502	13+051	01			12+574	13+218	35	-	13+218	12+574	35	-	GB		
Požega - Mihaljevci				5234	12187	13+218		60	-		13+218	60	-	GB		



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)			
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	For gauge	Remark
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Mihaljevci	73503	18+285	03						-				-	GB	
Mihaljevci - Trenkovo				2678					-				-	GB	
Trenkovo	73504	20+963	03						-				-	GB	
Trenkovo - Velika				4275			24+985		-	24+985			-	GB	
VELIKA	73505	25+238	01			24+985	25+238	20	-	25+238	24+985	20	-	GB	
50. L207 Bizovac - Belišće															
BIZOVAC	71903	-(0+250)	01			-(0+250)			-		-(0+250)		-	GC	
Bizovac - Ladimirevci				5067					-				-	GC	
Ladimirevci	71791	4+817	03		13018			20	-			20	-	GC	
Ladimirevci - Valpovo				5440					-				-	GC	
Valpovo	71992	10+257	08						-				-	GC	
Valpovo - Belišće				2511					-				-	GC	
Belišće	71790	12+768	02				12+768		-	12+768			-	GC	
51. L208 Vinkovci - Osijek															
VINKOVCI	71160	0+000	01			0+000		40	-		0+000	40	-	GC	
Vinkovci - Ostrovo				5486	16472	1+620	2+030	70	-	1+586	2+220	1+586	30	-	GB
						2+030	5+229	80	-		2+220		-	GB	
						5+229	5+419	30	-				-	GB	
						5+419			-				-	GB	
								80	-				-	GB	
Ostrovo	71501	5+486	03				8+663		-	8+663			-	GB	
Ostrovo - Gaboš				3440		8+663			-		8+663		-	GB	
Gaboš	71502	8+926	03					50	-			50	-	GB	
Gaboš - Markušica-Antin				3215			9+700		-	9+700			-	GB	
Markušica-Antin	71503	12+141	03			9+700			-		9+700		-	GB	
Markušica-Antin - Laslovo-Korođ				4331					-				-	GB	
Laslovo-Korođ	71504	16+472	03						-				-	GB	
Laslovo-Korođ - Ernestinovo				4654	17310	17+640	20+250	30	-	17+640	20+250		-	GB	
						20+250			-				-	GB	
								80	-				-	GB	
Ernestinovo	71505	21+126	03						-				-	GB	
Ernestinovo - Antunovac				4321					-	21+389			-	GB	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges			
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)							
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark		
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
Antunovac	71506	25+447	03						-		21+389		-	GB			
Antunovac - Brijest				3760			26+100		-	26+100		80		-	GB		
						26+100	28+400	40	-	28+400	26+100	40	-	GB			
						28+400		80	-	29+106	28+400	80	-	GB			
							29+142		-		29+106		20	-	GB		
Brijest	71507	29+207	08			29+142	29+633	20	-	29+633		20	-	GB			
Brijest - Osijek				4575		29+633	32+929	80	-	32+929	29+633	80	-	GB			
						32+929		20	-		32+929		20	-	GB		
OSIJEK	71960	33+782	01				33+782		-	33+782			20	-	GC		
52. L209 Vinkovci - Županja																	
VINKOVCI	71160	0+150	01			0+150			-		0+150		-	GC			
Vinkovci - Vinkovačko Novo Selo				2107	27705			40	-			40	-	GC			
Vinkovačko Novo Selo	71401	2+257	03						-						-	GC	
Vinkovačko Novo Selo - Rokovci				6759					-						-	GC	
Rokovci	71406	9+016	03						-						-	GC	
Rokovci - Andrijaševci				1306					-						-	GC	
Andrijaševci	71402	10+322	03						-						-	GC	
Andrijaševci - Cerna				4896					-						-	GC	
Cerna	71403	15+218	03						-						-	GC	
Cerna - Gradište				5616					15+391		-					-	GC
							15+391		15+530	20	-					-	GC
							15+530		20+603	40	-					-	GC
							20+603		20+733	20	-					-	GC
Gradište	71404	20+834	03							40	-				-	GC	
Gradište - Županja				7021*							-					-	GC
							27+265		-	27+265			-	GC			
ŽUPANJA	71405	27+853	01			27+265	27+853	20	-	27+853	27+265	20	-	GC			
53. L210 Sisak Caprag - Petrinja																	
SISAK CAPRAG	73103	0+000	01			0+000			-		0+000		-	o.o.			
Sisak Caprag - Mošćenica				4048	10050			o.o.	-			o.o.	-	o.o.			
Mošćenica	75223	4+048	03						-					-	o.o.		
Mošćenica - Petrinja				6002					-					-	o.o.		
PETRINJA	75222	10+050	01				10+050				-		10+050			-	o.o.



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)		For gauge	Remark
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
54. L211 Ražine - Šibenik Luka															
RAŽINE	76762	0+000	01			0+000		50	-		0+000	50	-	GB	
Ražine - Šibenik Luka				2948	2948									GB	
Šibenik Luka	76761	2+948	02				2+948			2+948				GB	
55. L212 Rijeka Brajdica - Rijeka															
RIJEKA BRAJDICA	75562	2+923	01			2+923		10	-		2+923	10	-	GB	
Rijeka Brajdica - Rijeka				1966	1966									GB	
RIJEKA	75560	4+889	01				4+889			4+889				GB	
56. L213 Lupoglav - Raša															
LUPOGLAV	77400	0+000	01			0+000		20	-		0+000	20	-	GB	
Lupoglav - Učka				5657	52385					4+364		15	-	GB	
									4+494	4+364	20	-	GB		
Učka	77451	5+657	02				6+151			6+151		0.0.	-	GB	
Učka - Kršanj				26649		6+151				6+151		0.0.	-	0.0.	
Kršanj	77453	32+306	02									0.0.	-	0.0.	
Kršanj - Raša				20079								0.0.	-	0.0.	
RAŠA	77454	52+385	01				52+385			52+385			-	0.0.	
57. L214 Gradec - Sv. I. Žabno															
GRADEC	73109	-(0+105)	01					80	-			80	-	GC	
Gradec - Lubena				2990	12260		1+234			1+234				GC	
							1+234		1+234			GC			
Lubena	73328	2+885	03											GC	
Lubena - Remetinec Križevački				2007										GC	
Remetinec Križevački	73329	4+892	03					120	-			120	-	GC	
Remetinec Križevački - Haganj				3798										GC	
Haganj	73330	8+690	03											GC	
Haganj - Sveti Ivan Žabno				3465						11+423				GC	



Annex 2.13 Distance between Establishments, Maximum Permitted Speed/Speed Limits and Loading Gauges

Name of station / section	Code	km position	Status	Section length [m]	Distance between stations [m]	Maximum permitted speed and speed limits								Loading Gauges	
						Runn. Direction A→B (in direction according to line name)				Runn. Direction B→A (in direction opposite to line name)					
						Section		Speed (km/h)		Section		Speed (km/h)			
						from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	from km position	up to km position	Conventional trains [km/h]	Tilting trains [km/h]	For gauge	Remark
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
SVETI IVAN ŽABNO	73303	12+155	01				12+155		-	12+155	11+423		-	GC	

Key:

Code - relevant UIC establishment code

km position - kilometre position of establishment on the line

Status - status code of establishment

- 01 - Station
- 02 - Forwarding
- 03 - Stop
- 04 - Fork
- 05 - Block post
- 06 - Fork/Stop
- 07 - Block post/Stop
- 08 - Forwarding/Stop
- 09 - Fork/Block post/Stop
- 10 - State border
- 13 - line end point
- 14 - other

* - distance between position in km is not equal to distance mentioned in column 5 i.e. 6.

** - establishment being built

100/120 (e.g.) - maximum permitted speed expressed in fraction relates to the change of speed at state border



Annex 2.14 Overview of Lines Equipped with Autostop Devices

Starting track balise			Final track balise					
Establishment - place of installment		km position	Establishment - place of installment					
1.		2.	3.					
4.								
1. M101 State border - S. Marof - Zagreb Gk								
Zagreb Gk - Exit signals	DVD1	424+738	(DOBOVA) - Entry signal A	452+438				
	DVD2	424+729						
	DVD3	424+729						
	DS1	424+201						
	DS2	424+250						
	DS3	424+250						
	DS4	424+324						
	DS5	424+387						
	D9	424+385						
	D10	424+411						
	D11	424+442						
	D12	424+485						
	D13	424+525						
(DOBOVA) group Exit signal C1-7		453+110	ZAGREB Gk - Entry signals C1 and C2	425+393				
			ZAGREB Gk - track VD1 (balise 500Hz)	424+696				
			ZAGREB Gk - track VD2 (balise 500Hz)	424+696				
			ZAGREB Gk - track VD3 (balise 500Hz)	424+696				
2. M102 Zagreb Gk - Dugo Selo								
ZAGREB Gk - Exit signals	FVL1	424+972	DUGO SELO - Entry signal B	444+183				
	F1	424+987						
	F2	424+987						
	F3	424+915						
	F4	424+908						
	F5	424+851						
	F9	424+838						
	F10	424+821						
	F11	424+801						
	F12	424+750						
	F13	424+774						
	DUGO SELO - Exit signals	E2			444+467	ZAGREB Gk	Entry signals G and H	425+788
		E3			444+817			
E4		444+763	track VL1 (balise 500Hz)	424+740				
E5		444+763						



Annex 2.14 Overview of Lines Equipped with Autostop Devices

Starting track balise		Final track balise		
Establishment - place of installment	km position	Establishment - place of installment	km position	
1.	2.	3.	4.	
3. M103 Dugo Selo - Novska				
DUGO SELO - Exit signal D4	445+531	NOVSKA - Entry signal C	0+679	
NOVSKA - Exit signal E 6-12	307+047	DUGO SELO - Entry signal A	83+330	
4. M104 Novska - Tovarnik - State border				
NOVSKA - Exit signal D2	306+249	TOVARNIK - Exit signals	C2	123+033
			C3	122+986
			C4 and C5	122+961
TOVARNIK - distant signals PsA1 and PsA2	120+686	NOVSKA - Entry signal A	305+554	
ERTMS level 1 - eurobalise				
NOVSKA - rail track Okučani (right track)	305+815	OKUČANI - rail track Nova Gradiška (left track)	286+282	
In front of AB signals 1111 and 1121	155+122	TOVARNIK - in front of exit signal C2	123+041	
		TOVARNIK - in front of exit signal C3	122+994	
		TOVARNIK - in front of exit signal C4 and C5	122+969	
TOVARNIK - in front of distant signal PsA1 and PsA2	119+128	In front of AB signals 1112 and 1122	153+410	
In front of AB signal 602	284+336	In front of AB signals 6712 and 6722	304+049	
Block section 60 - left track	285+976			
5. M201 State border - Botovo - Dugo Selo				
DUGO SELO - Exit signals D3-D5	445+450	DUGO SELO - Entry signal B	446+118	
6. M202 Zagreb Gk - Rijeka				
ZAGREB Gk - Exit signals	DVD1	424+738	RIJEKA - Entry signal A	652+442
	DVD2	424+729		
	DVD3	424+729		
	DS1	424+201		
	DS2	424+250		
	DS3	424+250		
	DS4	424+324		
	DS5	424+387		
	D9	424+385		
	D10	424+411		
	D11	424+442		
	D12	424+485		
	D13	424+525		
RIJEKA - Exit signal C	652+903	ZAGREB Gk - Entry signal B	425+285	



Annex 2.14 Overview of Lines Equipped with Autostop Devices

Starting track balise		Final track balise	
Establishment - place of installment	km position	Establishment - place of installment	km position
1.	2.	3.	4.
		ZAGREB Gk - track VD1 (balise 500Hz)	424+696
		ZAGREB Gk - track VD2 (balise 500Hz)	424+696
		ZAGREB Gk - track VD3 (balise 500Hz)	424+696
7. M203 Rijeka - Šapjane - State border			
RIJEKA - Exit signal D	55+000	ŠAPJANE - Entry signal B	28+365
JURDANI - Distant signal B	40+698	JURDANI - Entry signal A	38+852
ŠAPJANE - Distant signal PsA	26+499	RIJEKA - Entry signal B	54+422
8. M301 State border - B. Manastir - Osijek			
Level crossing Stražara 6 - Control signal KS 2	6+719	-	
-		Level crossing Stražara 6 - Control signal KS 1	5+319
<i>On the line section State border - B.Manastir - Osijek autostop device only on level crossing control signal</i>			
9. M302 Osijek - Strizivojna-Vrpolje			
Level crossing Đakovo - Control signal KS 1	36+522	STRIZIVOJNA-VRPOLJE - Entry signal C	46+646
STRIZIVOJNA-VRPOLJE - Exit signals E1-3	187+330	Level crossing Đakovo - Control signal KS 2	5+319
10. M303 S.-Vrpolje - S. Šamac - State border			
STRIZIVOJNA-VRPOLJE - Exit signals F1-3	188+170	SLAVONSKI ŠAMAC - Exit signal D2	20+225
SLAVONSKI ŠAMAC - Distant signal PsB	20+731	STRIZIVOJNA-VRPOLJE - Entry signal D	0+943
11. M304 State border - Metković - Ploče			
METKOVIĆ - Distant signal PsA	169+312	PLOČE - Entry signal AP	192+172
PLOČE - Exit signals B and C	191+085	METKOVIĆ - Exit signal C4	172+045
12. M401 Sesvete - Sava			
SESVETE - Exit signal E5	434+814	SAVA (fork) - Protective signal MT	9+920
SAVA (fork) - Protective signal HT	6+330	SESVETE - Entry signal C	0+873
SAVA (fork) - Protective signal IT	10+629		
13. M402 - A Sava - Zagreb Klara (left track - northern)			
SAVA (fork) - Protective signal MT	9+920	-	
ZAGREB KLARA - Entry signal B	1+020	-	
ZAGREB KLARA - Entry signal C	1+020	-	
14. M402 - B Sava - Zagreb Klara (right track - southern)			
ZAGREB KLARA - Exit signal H3	417+900	-	417+900
SAVA (fork) - Protective signal HT	6+410	-	6+410



Annex 2.14 Overview of Lines Equipped with Autostop Devices

Starting track balise		Final track balise		
Establishment - place of installment	km position	Establishment - place of installment	km position	
1.	2.	3.	4.	
15. M403 Zagreb RkPs - Z. Klara (K)				
ZAGREB KLARA - Entry signal B	1+020	-		
ZAGREB KLARA - Exit signal H3	417+900	-		
16. M404 Zagreb Klara - Delta				
ZAGREB KLARA - Exit signal N	1+300	DELTA (fork) - Protective signal RB	2+250	
ZAGREB KLARA - Entry signal M	1+423	-	1+423	
17. M405 Zagreb Zk - Trešnjevka				
ZAGREB Zk - Exit signal D3	426+460	TREŠNJEVKA (fork) - Protective signal T	1+274	
TREŠNJEVKA (fork) - Protective signal R	422+535	ZAGREB Zk - Entry signal B	0+669	
TREŠNJEVKA (fork) - Protective signal S	426+253			
18. M406 Zagreb Borongaj - Zagreb Resnik				
ZAGREB BORONGAJ - Exit signals J1 and J2	430+942	ZAGREB RESNIK - Entry signal B	1+925	
ZAGREB RESNIK - Exit signal D4	3+740	ZAGREB BORONGAJ - Entry signal C	1+486	
		ZAGREB BORONGAJ - Protective signal K	430+768	
19. M407 Sava - Velika Gorica				
MIČEVAC (fork) - Protective signal LT	11+530	VELIKA GORICA - Entry signal E	15+400	
VELIKA GORICA - Exit signal D3	410+379	SAVA (fork) - Protective signal IT	10+670	
20. M408 Zagreb RkOs - Mičevac				
MIČEVAC (fork) - Protective signal KT	6+609	-		
21. M409 Z. Klara - Zagreb RkPs (S)		NO		
22. M410 Zagreb RkOs - Zagreb RkPs		NO		
23. M501 State border - Čakovec - Kotoriba - State border				
ČAKOVEC - Distant signal PsA	58+700	KOTORIBA - Entry signal A	89+815	
KOTORIBA - Distant signal PsB	92+208	ČAKOVEC - Exit signal E1-3	60+593	
		ČAKOVEC - Exit signal E4-7	60+423	
24. M502-1 Zagreb Gk - Velika Gorica				
ZAGREB Gk - Exit signals	DVD1	424+738	VELIKA GORICA - Entry signal B	410+804
	DVD2	424+729		
	DVD3	424+729		
	DS1	424+201		
	DS2	424+250		



Annex 2.14 Overview of Lines Equipped with Autostop Devices

Starting track balise			Final track balise	
Establishment - place of installment		km position	Establishment - place of installment	km position
1.		2.	3.	4.
	DS3	424+250		
	DS4	424+324		
	DS5	424+387		
	D9	424+385		
	D10	424+411		
	D11	424+442		
	D12	424+485		
	D13	424+525		
VELIKA GORICA - Exit signals	D1	410+281	ZAGREB Gk - Entry signals A and B	423+484
	D2	410+293	ZAGREB Gk - track VD1 (balise 500Hz)	424+696
	D3	410+379	ZAGREB Gk - track VD2 (balise 500Hz)	424+696
			ZAGREB Gk - track VD3 (balise 500Hz)	424+696
25. M502-2 Velika Gorica - Sisak - Novska				
Velika Gorica - Exit signals	C1	409+634	SISAK CAPRAG - Exit signal D3	369+682
	C2	409+634		
	C3	409+634		
NOVSKA - Distant signal PsB		308+250	NOVSKA - Entry signal B	307+567
NOVSKA - Exit signals E2, E3, E4, E5, E6-12		307+070	-	
SISAK CAPRAG - Distant signal PsA		368+173	VELIKA GORICA - Entry signal A	409+210
26. M601 Vinkovci - Vukovar				
VINKOVCI - Exit signals H1-12		155+681	VUKOVAR - Entry signal C2	18+035
VINKOVCI - Distant signal PsD		2+065	Vukovar - Entry signal C6	18+172
27. M602 Škrljevo - Bakar				
ŠKRLJEVO - Exit signal F4		641+373	BAKAR - Entry signal A	11+068
ŠOIĆI - Distant signal PsB		7+366	ŠKRLJEVO - Entry signal C	0+705
28. M603 Sušak - Rijeka Brajdica				
SUŠAK PEĆINE - Exit signals	E1	650+218	RIJEKA BRAJDICA - Entry signal A	1+844
	E2	650+162		
RIJEKA BRAJDICA - Exit signals	C3	2+569	SUŠAK PEĆINE - Entry signal C	0+397
	C4	2+539		
	C5	2+585		
	C6	2+586		



Annex 2.14 Overview of Lines Equipped with Autostop Devices

Starting track balise		Final track balise		
Establishment - place of installment	km position	Establishment - place of installment		km position
1.	2.	3.		4.
29. M604 Oštarije - Knin - Split				
OŠTARIJE - Exit signal D	537+296	-		-
VRHOVINE - Distant signal PsA	66+456	LIČKO LEŠĆE -Exit signals	D2	83+510
LIČKO LEŠĆE - Distant signal PsB	85+197	Vrhovine - Exit signals	D3	83+513
			C2	68+122
			C3	68+139
KRPELJ (fork) - Distant signal PsE	6+830	OŠTARIJE - Entry signal F	C4	68+132
30. M605 Ogulin - Krpelj				
OGULIN - Exit signal D3	532+967	KRPELJ (fork) - Protective signal H	5+690	
KRPELJ (fork) - Distant signal PsE	6+830	OGULIN - Entry signal C	532+502	
31. M606 Knin - Zadar		NO		
32. M607 Perković - Šibenik		NO		
33. R101 State border - Buzet - Pula				
Level crossing Pazin - Control signal KS 1	70+265	-		
-		Level crossing Pazin - Control signal KS 2		71+895
<i>On the line section State border - Buzet - Pula autostop device only on level crossing control signal</i>				
34. R102 Sunja - Volinja - State border		NO		
35. R103 State border - L. D. Polje - Knin		NO		
36. R104 Vukovar-B.n. - Erdut - State border		NO		
37. R105 Vinkovci - Drenovci - State border				
VINKOVCI - Exit signal H2	155+681	Level crossing Privlaka I - Control signal KS 1		11+655
level crossing Čistine - Control signal KS 2	21+615	VINKOVCI - Entry signal B		0+787
<i>On the line section VINKOVCI not included - State border autostop device only on level crossing control signal</i>				
38. R106 Zabok - Đurmanec - State border				
ZABOK - Exit signals	E1c	24+073	Level crossing Bračak - Control signal KS1	
	E2	24+010		
	E3	24+026		
	E4	23+978		
level crossing Bračak - Control signal KS 2		29+180	ZABOK Entry signal C	0+733
<i>On the line section ZABOK not included - State border autostop device only on level crossing control signal</i>				



Annex 2.14 Overview of Lines Equipped with Autostop Devices

Starting track balise			Final track balise		
Establishment - place of installment		km position	Establishment - place of installment		km position
1.		2.	3.		4.
39. R201 Zaprešić - Čakovec					
ZAPREŠIĆ - Exit signals	E1	439+677	ČAKOVEC - Entry signal B		25+825
	E2	439+696			
	E3	439+742			
ČAKOVEC - Exit signals	E1-3	60+593	ZAPREŠIĆ - Entry signal C		0+830
	E4-7	60+423			
	V-1	60+593			
40. R202 Varaždin - Dalj					
Level crossing Poljanec - Control signal KS 1		229+789	KOPRIVNICA - Exit signal E2		510+390
KOPRIVNICA - Distant signal PsB		205+519	-		
VIRJE - Distant signal PsB	188+969		ĐURĐEVAC - Exit signals	C2	180+230
				C3	180+227
				C4	180+195
ĐURĐEVAC - Distant signal PsA	178+654		VIRJE - Exit signals	D2	187+518
-				D3	187+553
			Level crossing Josipovac - Control signal KS 2		32+195
41. L101 Čakovec - M. Središće - State border					
ČAKOVEC - Exit signal F1-3		61+080	-		61+080
ČAKOVEC - Exit signal F4-7		61+185	-		61+185
ČAKOVEC - Distant signal PsD		1+497	ČAKOVEC - Entry signal D		0+773
42. L102 S. Marof - Kumrovec - State border					
SAVSKI MAROF - Exit signals E1 - E4		446+127	-		
SAVSKI MAROF - Distant signal PsC		1+991	SAVSKI MAROF - Entry signal C		0+976
43. L103 Karlovac - Kamanje - State border					
KARLOVAC - Exit signal E2		476+745	Level crossing Ozalj - Control signal KS 1		13+795
Level crossing Ozalj - Control signal KS 2		15+759	KARLOVAC - Entry signal B		1+202
<i>On the line section KARLOVAC not included - State border autostop device only on level crossing control signal</i>					
44. L201 Varaždin - Golubovec					
Level crossing Vidovec - Control signal KS 1		8+113	Level crossing Novi Golubovec - Control signal KS 1		32+985
Level crossing Novi Golubovec - Control signal KS 2		33+718	Level crossing Vidovec - Control signal KS 2		9+513
<i>On the line section VARAŽDIN - GOLUBOVEC autostop device only on level crossing control signal</i>					



Annex 2.14 Overview of Lines Equipped with Autostop Devices

Starting track balise		Final track balise	
Establishment - place of installment	km position	Establishment - place of installment	km position
1.	2.	3.	4.
45. L202 Hum-Lug - Gornja Stubica			
-		level crossing Donja Stubica - Control signal KS 1	8+205
Level crossing Gornja Stubica - Control signal KS 2	12+499	HUM-LUG - Protective signal RC	0+200
<i>On the line section HUM-LUG not included - GORNJA STUBICA autostop device only on level crossing control signal</i>			
46. L203 Križevci - Bjelovar - Kloštar			
KRIŽEVCI - Exit signal D8	0+343	Sveti Ivan Žabno - Exit signal E1	13+617
		Sveti Ivan Žabno - Exit signal E2	13+654
		Sveti Ivan Žabno - Exit signal E3	13+740
SVETI IVAN ŽABNO - Distant signal PsC	15+175	KRIŽEVCI - Entry signal C	0+555
47. L204 Banova Jaruga - Pčelić			
BANOVA JARUGA - Distant signal PsB	1+501	BANOVA JARUGA - Entry signal B	0+799
48. L205 Nova Kapela - Našice			
NOVA KAPELA-BATRINA - Exit signal C3	249+880	-	249+880
NOVA KAPELA-BATRINA - Distant signal PsE	57+661	NOVA KAPELA-BATRINA - Entry signal E	58+520
49. L206 Pleternica - Velika		NO	
50. L207 Bizovac - Belišće		NO	
51. L208 Vinkovci - Osijek			
VINKOVCI - Exit signal H2	155+681		
VINKOVCI - Distant signal PsC	1+918	VINKOVCI - Entry signal C	0+918
52. L209 Vinkovci - Županja			
VINKOVCI - Exit signals K2-12	156+550	Level crossing Županja II - Control signal KS 1	26+459
Level crossing Županja II - Control signal KS 2	27+261	VINKOVCI - Entry signal F	1+502
<i>On the line section VINKOVCI not included - ŽUPANJA autostop device only on level crossing control signal</i>			
53. L210 Sisak Caprag - Petrinja		NO	
54. L211 Ražine - Šibenik Luka		NO	
55. L212 Rijeka Brajdica - Rijeka			
RIJEKA BRAJDICA - Exit signal D1-8	3+170	-	
RIJEKA BRAJDICA - Entry signal B	3+394	-	
56. L213 Lupoglav - Raša		NO	



Annex 2.14 Overview of Lines Equipped with Autostop Devices

Starting track balise		Final track balise	
Establishment - place of installment	km position	Establishment - place of installment	km position
1.	2.	3.	4.
57. L214 Gradec - Sv. I. Žabno			
Gradec - Exit signals E1-E3	24+865	Sveti Ivan Žabno - Entry signal A	11+000
Sveti Ivan Žabno - Exit signals D1 - D3	11+617	Gradec - Entry signal C	0+709



Annex 2.15 Overview of Line Sections on which the Locomotive Train can Exceptional have only the Train Driver Onboard, although the Conditions for Train Operation only with the Train Driver Onboard are not Fulfilled

Line designation	Abbreviated name of line	Line section
1.	2.	3.
M101	State border – S. Marof – Zagreb Gk	Zaprešić – Zagreb Gk
M102	Zagreb Gk – Dugo Selo	Zagreb Gk – Dugo Selo
M103	Dugo Selo – Novska	Dugo Selo – Novska
M202	Zagreb Gk – Rijeka	Zagreb Gk – Hrvatski Leskovac Škrvljevo – Rijeka
M304	State border – Metković – Ploče	Metković – Ploče
M401	Sesvete – Sava	Sesvete – Sava fork
M402	Sava – Zagreb Klara	Sava fork – Zagreb Klara
M406	Zagreb Bor. – Zagreb Resnik	Čulinec – Zagreb Resnik
M407	Sava – Velika Gorica	Sava fork – Mičevac fork – Velika Gorica
M408	Zagreb RkOs – Mičevac	Zagreb Rk (OS) – Mičevac fork
M502-1	Zagreb Gk – Velika Gorica	Zagreb Gk – Zagreb Klara – Velika Gorica
M502-2	V. Gorica – Sisak – Novska	Velika Gorica – Sisak – Sisak Caprag
M602	Škrvljevo – Bakar	Škrvljevo – Bakar
M604	Oštarije – Knin – Split	Solin – Split
R201	Zaprešić – Čakovec	Varaždin – Čakovec
R202	Varaždin – Dalj	Varaždin – Koprivnica
L214	Gradec - Sv. I. Žabno	Gradec - Sveti Ivan Žabno

Annex 2.16 Overview of Lines and Line Sections which Fulfil the Requirements for Train Operation only with the Train Driver Onboard

Line designation	Abbreviated name of line	Line sections which fulfil the requirements
1.	2.	3.
M101	State border – S. Marof – Zagreb Gk	entire line
M102	Zagreb Gk – Dugo Selo	entire line
M103	Dugo Selo – Novska	entire line
M104	Novska – Tovarnik – State border	entire line
M201	State border – Botovo – Dugo Selo	entire line
M202	Zagreb Gk – Rijeka	entire line
M401	Sesvete – Sava	entire line
M402	Sava – Zagreb Klara	entire line
M403	Zagreb RkPs – Z. Klara (K)	entire line
M404	Zagreb Klara – Delta	entire line
M405	Zagreb Zk – Trešnjevka	entire line
M406	Zagreb Bor. – Zagreb Resnik	entire line
M407	Sava – Velika Gorica	entire line
M408	Zagreb RkOs – Mičevac	entire line
M409	Z. Klara – Zagreb RkPs (S)	entire line
M410	Zagreb RkOs – Zagreb RkPs	entire line
M502-1	Zagreb Gk – Velika Gorica	entire line
M502-2	V. Gorica – Sisak – Novska	Velika Gorica - Sisak Caprag
M602	Škrvljevo - Bakar	entire line



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
1. M101 State border - S. Marof - Zagreb Gk				
Savski Marof	648	track 1 and 5	644	track 2 and 3
Zaprešić	694	track 4 and 5	618	track 2 and 3
Podsused Tvornica	654	track 1 and 2	741	track 3 and 4
Zagreb Zk (freight trains)	526	track 4 and 5	523	track 4 and 5
Zagreb Zk (passenger trains)	473	track 3 and 4	318	track 1 and 2
Zagreb Gk (freight trains)	401	track 9 and 10	413	track 9 and 10
Zagreb Gk (passenger trains)	589	S-2 and S-3	601	S-2 and S-3
2. M102 Zagreb Gk - Dugo Selo				
Zagreb Gk (passenger trains)	589	S-2 and S-3	601	S-2 and S-3
Zagreb Gk (freight trains)	401	track 9 and 10	413	track 9 and 10
Zagreb Borongaj (passenger trains)	552	A2 and B2	527	A2 and B2
Zagreb Borongaj (freight trains)	580	track 1 and 2	580	track 1 and 2
Sesvete	752	track 4 and 5	442	track 2 and 3
Dugo Selo	662	track 5 and 6	632	track 3 and 4
3. M103 Dugo Selo - Novska				
Dugo Selo	662	track 5 and 6	632	track 3 and 4
Prečec	573	track 1 and 2	572	track 1 and 2
Ivanić Grad	642	track 2 and 3	652	track 2 and 3
Deanovec	590	track 3 and 4	592	track 3 and 4
Novoselec	614	track 2 and 3	620	track 2 and 3
Ludina	576	track 1 and 2	588	track 1 and 2
Popovača	620	track 2 and 3	624	track 2 and 3
Moslavačka Gračenica	601	track 2 and 3	599	track 2 and 3
Kutina (passenger trains)	609	track 2 and 3	610	track 2 and 3
Kutina (freight trains)	682	track 8. and 9.	682	track 8. and 9.
Banova Jaruga	684	track 2 and 3	690	track 2 and 3



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Lipovljani	651	track 2 and 3	651	track 2 and 3
Novska	708	track 4 and 5	658	track 2 and 3
4. M104 Novska - Tovarnik - State border				
Novska	708	track 4 and 5	658	track 2 and 3
Okučani	834	track 4 and 5	676	track 2 and 3
Nova Gradiška	624	track 4 and 5	512	track 2 and 3
Staro Petrovo Selo	432	track 2 and 4	435	track 2 and 3
Nova Kapela-Batrina	659	track 5 and 6	594	track 3 and 4
Oriovac	649	track 4 and 5	528	track 2 and 3
Sibinj	569	track 4 and 5	515	track 2 and 3
Slavonski Brod	475	track 3 and 4	652	track 5 and 6
Garčin	750	track 4 and 5	590	track 2 and 3
Andrijevci	554	track 2 and 3	591	track 4 and 5
Strizivojna-Vrpolje	846	track 1 and 2	778	track 3 and 4
Stari Mikanovci	769	track 4 and 5	752	track 2 and 3
Ivankovo	646	track 4 and 5	637	track 2 and 3
Vinkovci (freight trains)	610	track 6 and 7	608	track 6 and 7
Vinkovci (passenger trains)	847	track 2 and 3	784	track 4 and 5
Jankovci	734	track 4 and 5	735	track 2 and 3
Đeletovci	728	track 2 and 3	736	track 4 and 5
Tovarnik	792	track 4 and 5	674	track 2 and 3
5. M201 State border - Botovo - Dugo Selo				
Novo Drnje	904	track 3 and 4	902	track 1 and 2
Koprivnica	888	track 3 and 4	888	track 3 and 4
Lepavina	719	track 5 and 6	751	track 5 and 6
Križevci	800	track 3 and 4	747	track 5 and 6
Gradec	799	track 2 and 3	794	track 2 and 3



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Vrbovec	854	track 4 and 5	853	track 4 and 5
Dugo Selo	632	track 3 and 4	662	track 5 and 6
6. M202 Zagreb Gk - Rijeka				
Zagreb Gk (passenger trains)	601	S-2 and S-3	589	S-2 and S-3
Zagreb Gk (freight trains)	413	track 9 and 10	401	track 9 and 10
Hrvatski Leskovac	634	track 3 and 4	635	track 3 and 4
Horvati	657	track 1 and 2	665	track 1 and 2
Zdenčina	530	track 2 and 3	538	track 2 and 3
Jastrebarsko	565	track 1 and 2	567	track 1 and 2
Draganići	531	track 1 and 2	523	track 2 and 3
Karlovac	679	track 2 and 3	649	track 2 and 3
Mrzlo Polje	533	track 1 and 2	524	track 1 and 2
Duga Resa	538	track 2 and 3	552	track 2 and 3
Zvečaj	700	track 1 and 2	707	track 1 and 2
Generalski Stol	623	track 3 and 4	616	track 3 and 4
Gornje Dubrave	492	track 2 and 3	508	track 2 and 3
Kukača	531	track 1 and 2	584	track 1 and 2
Oštarije	574	track 1 and 2	582	track 1 and 2
Ogulin	667	track 2 and 3	667	track 2 and 3
Ogulinski Hreljin	669	track 1 and 2	672	track 1 and 2
Gomirje	622	track 2 and 3	618	track 2 and 3
Vrbovsko	694	track 2 and 3	702	track 2 and 3
Moravice	830	track 3 and 4	826	track 3 and 4
Brod Moravice	454	track 1 and 2	454	track 1 and 2
Skrad	427	track 3 and 4	419	track 3 and 4
Zalesina	455	track 1 and 2	470	track 1 and 2
Delnice	425	track 2 and 3	420	track 2 and 3
Lokve	422	track 3 and 4	435	track 3 and 4



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Fužine	378	track 3 and 4	379	track 3 and 4
Drivenik	445	track 1 and 2	447	track 1 and 2
Plase	455	track 2 and 3	453	track 2 and 3
Meja	384	track 1 and 2	381	track 1 and 2
Škrljevo	431	track 2 and 3	437	track 2 and 3
Sušak-Pećine	460	track 1 and 2	462	track 1 and 2
Rijeka	390	track 2 and 3	390	track 2 and 3
7. M203 Rijeka - Šapjane - State border				
Rijeka	390	track 2 and 3	390	track 2 and 3
Opatija-Matulji	306	track 3 and 4	306	track 3 and 4
Jurdani	465	track 3 and 4	465	track 3 and 4
Šapjane	418	track 2 and 3	418	track 2 and 3
8. M301 State border - B. Manastir - Osijek				
Beli Manastir	922	track 2 and 3	922	track 2 and 3
Darda	896	track 2 and 3	896	track 2 and 3
Osijek (freight trains)	616	track 6 and 7	616	track 6 and 7
Osijek (passenger trains)	744	track 3 and 5	744	track 3 and 5
9. M302 Osijek - Strizivojna-Vrpolje				
Osijek (passenger trains)	744	track 3 and 5	744	track 3 and 5
Osijek (freight trains)	616	track 6 and 7	616	track 6 and 7
Vladislavci	275	track 2 and 3	275	track 2 and 3
Đakovo	285	track 2 and 3	285	track 2 and 3
Strizivojna-Vrpolje	778	track 3 and 4	777	track 3 and 4
10. M303 S.-Vrpolje - S. Šamac - State border				
Strizivojna-Vrpolje	847	track 1 and 2	846	track 1 and 2
Kopanica-Beravci	676	track 2 and 3	678	track 3 and 4



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Slavonski Šamac	685	track 2 and 3	673	track 2 and 3
11. M304 State border - Metković - Ploče				
Metković	641	track 3 and 4	631	track 3 and 4
Opuzen	596	track 1 and 2	605	track 1 and 2
Rogotin	662	track 1 and 2	654	track 1 and 2
Ploče (passenger trains)	406	5P and 6P	361	5P and 6P
Ploče (freight trains)	733	track 5 and 6	732	track 5 and 6
12. M401 Sesvete - Sava				
Sesvete	646	track 5 and 6	596	track 5 and 6
Zagreb Resnik	763	track 3 and 4	752	track 2 and 3
Zagreb Žitnjak	793	track 2 and 3	899	track 1 and 2
13. M402 - A Sava - Zagreb Klara (left track - northern)				
Zagreb Rk (otpr. skupina)	493	track O2 and O3	-	-
Zagreb Rk (prij. skupina)	-	-	-	-
Zagreb Klara	(722)	track 4	-	-
14. M402 - B Sava - Zagreb Klara (right track - southern)				
Zagreb Rk (otpr. skupina)	-	-	665	O13 and O14
Zagreb Rk (prij. skupina)	-	-	-	-
Zagreb Klara	-	-	721	track 3 and 4
15. M403 Zagreb RkPs - Z. Klara (K)				
Zagreb Rk (prij. skupina)	-	-	719	P10, P11
16. M404 Zagreb Klara - Delta				
Zagreb Klara (freight trains)	-	-	-	-
17. M405 Zagreb Zk - Trešnjevka				
Zagreb Zk (freight trains)	526	track 4 and 5	523	track 4 and 5



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
18. M406 Zagreb Bor. - Zagreb Resnik				
Zagreb Resnik	763	track 3 and 4	752	track 2 and 3
19. M407 Sava - Velika Gorica				
Velika Gorica	628	track 2 and 3	641	track 2 and 3
20. M408 Zagreb RkOs - Mićevac				
Zagreb Rk (otpr. skupina)	769	O8 and O9	667	O6 and O7
21. M409 Z. Klara - Zagreb RkPs (S)				
Zagreb Rk (prij. skupina)	719	P10 and P11	-	-
22. M410 Zagreb RkOs - Zagreb RkPs				
Zagreb Rk (otpr. skupina)	-	-	-	-
Zagreb Rk (prij. skupina)	688	P5 and P6	-	-
23. M501 State border - Čakovec - Kotoriba - State border				
Čakovec (passenger trains)	245	track 2 and 3	245	track 2 and 3
Čakovec (freight trains)	530	track 5 and 6	530	track 5 and 6
Mala Subotica	667	track 2 and 3	667	track 2 and 3
Donji Kraljevec	421	track 2 and 3	421	track 2 and 3
Kotoriba	784	track 2 and 3	784	track 2 and 3
24. M502-1 Zagreb Gk - Velika Gorica				
Zagreb Gk (freight trains)	413	track 9 and 10	401	track 9 and 10
Zagreb Gk (passenger trains)	601	S-2 and S-3	589	S-2 and S-3
Zagreb Klara	556	track 12 and 13	559	track 12 and 13
Velika Gorica	628	track 2 and 3	641	track 2 and 3
25. M502-2 V. Gorica - Sisak - Novska				
Velika Gorica	628	track 2 and 3	641	track 2 and 3
Turopolje	610	track 3 and 4	604	track 3 and 4



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Lekenik	638	track 2 and 3	640	track 2 and 3
Greda	536	track 1 and 2	553	track 1 and 2
Sisak (freight trains)	696	track 3t and 4t	710	track 3t and 4t
Sisak (passenger trains)	214	track 2 and 3	214	track 2 and 3
Sisak Caprag	607	track 3 and 4	599	track 3 and 4
Sunja	686	track 3 and 4	686	track 3 and 4
Hrvatska Dubica	642	track 2 and 3	642	track 2 and 3
Novska	708	track 4 and 5	658	track 2 and 3
26. M601 Vinkovci - Vukovar				
Vinkovci (freight trains)	610	track 6 and 7	608	track 6 and 7
Vinkovci (passenger trains)	847	track 2 and 3	784	track 4 and 5
Vukovar-Borovo naselje	738	track 1	744	track 1
Vukovar	465	track 2	467	track 2
27. M602 Škrljevo - Bakar				
Škrljevo	431	track 2 and 3	437	track 2 and 3
Šoići	236	track 2 and 3	232	track 2 and 3
Bakar	341	track 3 and 4	339	track 3 and 4
28. M603 Sušak - Rijeka Brajdica				
Sušak-Pećine	460	track 1 and 2	462	track 1 and 2
Rijeka Brajdica	523	track 4 and 5	507	track 4 and 5
29. M604 Oštarije - Knin - Split				
Oštarije	574	track 1 and 2	582	track 1 and 2
Josipdol	360	track 2 and 3	364	track 2 and 3
Plaški	343	track 2 and 3	361	track 2 and 3
Blata	337	track 2 and 3	327	track 2 and 3
Lička Jesenica	342	track 2 and 3	349	track 2 and 3



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Rudopolje	504	track 1 and 2	504	track 1 and 2
Vrhovine	368	track 2 and 3	360	track 2 and 3
Ličko Lešće	518	track 2 and 3	508	track 2 and 3
Perušić	423	track 2 and 3	423	track 2 and 3
Gospić	633	track 2 and 3	633	track 2 and 3
Međak	430	track 2 and 3	430	track 2 and 3
Lovinac	779	track 2 and 3	779	track 2 and 3
Gračac	370	track 2 and 3	370	track 2 and 3
Malovan	523	track 2 and 3	523	track 2 and 3
Zrmanja	450	track 1 and 2	450	track 1 and 2
Plavno	563	track 1 and 2	563	track 1 and 2
Pađene	444	track 2 and 3	444	track 2 and 3
Knin	825	track 2 and 3	839	track 2 and 3
Kosovo	426	track 1 and 2	426	track 1 and 2
Drniš	409	track 3 and 4	409	track 3 and 4
Žitnić	564	track 2 and 3	564	track 2 and 3
Unešić	605	track 2 and 3	585	track 2 and 3
Perković	627	track 4 and 5	621	track 3 and 4
Primorski Dolac	340	track 2 and 3	340	track 2 and 3
Labin Dalmatinski	344	track 2 and 3	344	track 2 and 3
Kaštel Stari	282	track 2 and 3	282	track 2 and 3
Kaštel Sućurac	338	track 2 and 3	338	track 2 and 3
Solin	975	track 2 and 3	975	track 2 and 3
Split Predgrađe (passenger trains)	506	track 2 and 3	506	track 2 and 3
Split Predgrađe (freight trains)	418	track 12 and 13	418	track 12 and 13
Split	340	track 2 and 3	328	track 2 and 3
30. M605 Ogulin - Krpelj				
Ogulin	667	track 2 and 3	667	track 2 and 3



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
31. M606 Knin - Zadar				
Knin	825	track 2 and 3	839	track 2 and 3
Kistanje	539	track 2 and 3	539	track 2 and 3
Benkovac	510	track 2 and 3	510	track 2 and 3
Škabrnje	429	track 2 and 3	429	track 2 and 3
Bibinje (passenger trains)	284	track 1 and 2	284	track 1 and 2
Bibinje (freight trains)	544	track 3 and 4	544	track 3 and 4
Zadar (passenger trains)	318	track 1 and 2	313	track 1 and 2
Zadar (freight trains)	208	track 5 and 6	208	track 5 and 6
32. M607 Perković - Šibenik				
Perković	627	track 4 and 5	621	track 4 and 5
Ražine	555	track 1 and 2	555	track 1 and 2
Šibenik	258	track 2 and 3	252	track 2 and 3
33. R101 State border - Buzet - Pula				
Buzet	367	track 2 and 3	367	track 2 and 3
Roč	372	track 2 and 3	372	track 2 and 3
Lupoglav	521	track 2 and 3	536	track 2 and 3
Borut	637	track 2 and 3	637	track 2 and 3
Pazin	401	track 2 and 3	325	track 2 and 3
Sveti Petar u Šumi	330	track 2 and 3	330	track 2 and 3
Kanfana	394	track 2 and 3	394	track 2 and 3
Vodnjan	465	track 2 and 3	465	track 2 and 3
Pula	434	track 3 and 4	434	track 3 and 4
34. R102 Sunja - Volinja - State border				
Sunja	686	track 3 and 4	686	track 3 and 4
Majur	538	track 2 and 3	538	track 2 and 3



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Volinja	642	track 3 and 4	642	track 3 and 4
35. R103 State border - L. D. Polje - Knin				
Ličko Dugo Polje	0.0.			
Lička Kaldrma				
Lički Tiškovac				
Strmica				
Golubić				
Knin				
36. R104 Vukovar-B.n. - Erdut - State border				
Vukovar-Borovo naselje	563	track 2 and 3	563	track 2 and 3
Dalj	542	track 3 and 4	542	track 3 and 4
Erdut	603	track 2 and 3	603	track 2 and 3
37. R105 Vinkovci - Drenovci - State border				
Vinkovci (freight trains)	610	track 6 and 7	608	track 6 and 7
Vinkovci (passenger trains)	847	track 2 and 3	784	track 4 and 5
Vrapčana	678	track 3 and 4	678	track 3 and 4
Otok	687	track 2 and 3	687	track 2 and 3
Spačva	643	track 2 and 3	643	track 2 and 3
Drenovci	662	track 2 and 3	662	track 2 and 3
38. R106 Zabok - Đurmanec - State border				
Zabok (passenger trains)	220	track 2 and 3	222	track 2 and 3
Zabok (freight trains)	490	track 12 and 13	489	track 12 and 13
Sveti Križ Začretje	277	track 2 and 3	277	track 2 and 3
Krapina	296	track 2 and 3	296	track 2 and 3
Đurmanec	428	track 2 and 3	428	track 2 and 3
39. R201 Zaprešić - Čakovec				
Zaprešić	618	track 2 and 3	694	track 4 and 5



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Novi Dvori (passenger trains)	171	track 1b and 3a	171	track 1b and 3a
Novi Dvori (freight trains)	509	track 1b/2 and 3a/b	514	track 1b/2 and 3a/b
Luka	540	track 1 and 2	534	track 1 and 2
Veliko Trgovišće	465	track 2 and 3	458	track 2 and 3
Zabok (passenger trains)	220	track 2 and 3	222	track 2 and 3
Zabok (freight trains)	490	track 12 and 13	489	track 12 and 13
Bedekovčina	541	track 2 and 3	541	track 2 and 3
Zlatar Bistrica	265	track 2 and 3	265	track 2 and 3
Konjščina	270	track 2 and 3	270	track 2 and 3
Budinščina	223	track 2 and 3	223	track 2 and 3
Novi Marof	191	track 2 and 3	191	track 2 and 3
Turčin	225	track 2 and 3	225	track 2 and 3
Varaždin	667	track 2 and 3	667	track 2 and 3
Čakovec (passenger trains)	245	track 2 and 3	245	track 2 and 3
Čakovec (freight trains)	530	track 5 and 6	530	track 5 and 6
40. R202 Varaždin - Dalj				
Varaždin	667	track 2 and 3	667	track 2 and 3
Jalžabet	566	track 2 and 3	566	track 2 and 3
Ludbreg	523	track 2 and 3	523	track 2 and 3
Rasinja	626	track 2 and 3	626	track 2 and 3
Koprivnica	888	track 3 and 4	888	track 3 and 4
Bregi	612	track 2 and 3	612	track 2 and 3
Virje	526	track 2 and 3	527	track 2 and 3
Đurđevac	620	track 3 and 4	614	track 3 and 4
Kloštar	642	track 2 and 3	637	track 2 and 3
Pitomača	496	track 2 and 3	496	track 2 and 3
Špišić Bukovica	649	track 1 and 2	649	track 1 and 2
Virovitica	642	track 2 and 3	642	track 2 and 3



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Suhopolje	471	track 2 and 3	471	track 2 and 3
Cabuna	656	track 2 and 3	656	track 2 and 3
Slatina	317	track 2 and 3	317	track 2 and 3
Čačinci	642	track 2 and 3	642	track 2 and 3
Zdenci-Orahovica	310	track 2 and 3	310	track 2 and 3
Đurđenovac	316	track 2 and 3	316	track 2 and 3
Našice	564	track 2 and 3	564	track 2 and 3
Koška	519	track 2 and 3	519	track 2 and 3
Bizovac	511	track 2 and 3	511	track 2 and 3
Josipovac	385	track 3 and 4	385	track 3 and 4
Osijek (freight trains)	616	track 6 and 7	616	track 6 and 7
Osijek (passenger trains)	744	track 3 and 5	744	track 3 and 5
Osijek Donji Grad	531	track 2 and 3	531	track 2 and 3
Dalj	542	track 3 and 4	542	track 3 and 4
41. L101 Čakovec - M. Središće - State border				
Čakovec (passenger trains)	245	track 2 and 3	245	track 2 and 3
Čakovec (freight trains)	530	track 5 and 6	530	track 5 and 6
42. L102 S. Marof - Kumrovec - State border				
Savski Marof	644	track 3 and 4	646	track 3 and 4
Klanjec	o.o.			
Kumrovec				
43. L103 Karlovac - Kamanje - State border				
Karlovac	649	track 2 and 3	679	track 2 and 3
Mahično	492	track 2 and 3	492	track 2 and 3
Ozalj	514	track 2 and 3	514	track 2 and 3
Kamanje	510	track 2 and 3	510	track 2 and 3



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
44. L201 Varaždin - Golubovec				
Varaždin	667	track 2 and 3	667	track 2 and 3
Cerje Tužno	489	track 2 and 3	489	track 2 and 3
Ivanec	545	track 2 and 3	545	track 2 and 3
Lepoglava	432	track 2 and 3	432	track 2 and 3
Golubovec	157	track 2 and 3	157	track 2 and 3
45. L202 Hum-Lug - Gornja Stubica				
Gornja Stubica	234	track 2 and 3	234	track 2 and 3
46. L203 Križevci - Bjelovar - Kloštar				
Križevci	296	track 6b and 7bc	296	track 6b and 7bc
Sveti Ivan Žabno	556	track 2 and 3	551	track 2 and 3
Bjelovar	296	track 2 and 3	296	track 2 and 3
Kloštar	613	track 3 and 4	622	track 3 and 4
47. L204 Banova Jaruga - Pčelić				
Banova Jaruga	(455)	track 2	(455)	track 2
Lipik	209	track 2 and 3	209	track 2 and 3
Sirač	150	track 2 and 3	150	track 2 and 3
Daruvar	231	track 2 and 3	231	track 2 and 3
Đulovac	193	track 2 and 3	193	track 2 and 3
48. L205 Nova Kapela - Našice				
Nova Kapela-Batrina	475	track 2 and 3	469	track 2 and 3
Pleternica	357	track 2 and 3	357	track 2 and 3
Čaglin	458	track 2 and 3	458	track 2 and 3
Našice	564	track 3 and 4	564	track 3 and 4
49. L206 Pleternica - Velika				
Pleternica	357	track 2 and 3	357	track 2 and 3



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Blacko-Jakšić	567	track 2 and 3	567	track 2 and 3
Požega	322	track 2 and 3	322	track 2 and 3
Velika	272	track 2 and 3	272	track 2 and 3
50. L207 Bizovac - Belišće				
Bizovac	511	track 2 and 3	511	track 2 and 3
Belišće*	613	track 2 and 3	613	track 2 and 3
51. L208 Vinkovci - Osijek				
Vinkovci (freight trains)	610	track 6 and 7	608	track 6 and 7
Vinkovci (passenger trains)	847	track 2 and 3	784	track 4 and 5
Osijek (passenger trains)	744	track 3 and 5	744	track 3 and 5
Osijek (freight trains)	616	track 6 and 7	616	track 6 and 7
52. L209 Vinkovci - Županja				
Vinkovci (freight trains)	608	track 6 and 7	610	track 6 and 7
Vinkovci (passenger trains)	859	track 2 and 3	805	track 4 and 5
Županja	545	track 2 and 3	545	track 2 and 3
53. L210 Sisak Caprag - Petrinja				
Sisak Caprag	0.0.			
Petrinja				
54. L211 Ražine - Šibenik Luka				
Ražine	555	track 2 and 3	555	track 2 and 3
Šibenik Luka*	(327)	track 4	(327)	track 4
55. L212 Rijeka Brajdica - Rijeka				
Rijeka Brajdica	507	track 4 and 5	523	track 4 and 5
Rijeka	386	Marina 2	386	Marina 2
56. L213 Lupoglav - Raša				
Lupoglav	521	track 2 and 3	536	track 2 and 3



Annex 2.17 Maximum Permitted Train Lengths at Stations

Station name	Runn. direction A →B		Runn. direction B →A	
	(direction according to line name)		(direction opposite line name)	
	Maximum permitted train length [m]	Tracks for reception of longest trains	Maximum permitted train length [m]	Tracks for reception of longest trains
1.	2.	3.	4.	5.
Raša	612	track 2 and 3	612	track 2 and 3
57. L214 Gradec - Sv. I. Žabno				
Gradec	794	track 2 and 3	799	track 2 and 3
Sveti Ivan Žabno	556	track 2 and 3	551	track 2 and 3

Key:

For stations where there is only one arrival and departure track, the maximum permitted length of a train is entered in brackets.

For stations where the group of arrival and departure tracks for the reception of freight trains is connected to the main running track with junction point only on one side, the maximum permitted length of a train is entered in brackets.

For stations where the meeting of trains is not possible, "-" mark is entered instead of the maximum permitted length of a train.

* forwarding



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1. M101 State border - S. Marof - Zagreb Gk											
DG – Savski Marof	0	1.0	3	1.4	0	3	1.4	0	1.0	3	1000
Savski Marof – Zaprešić	0	1.0	1	1.0	0	1	1.0	0	1.0	1	
Zaprešić – Podused TV	0	1.0	2	1.0	0	2	1.0	0	1.0	3	
Podused Tvornica – Zagreb Zk	3	1.0	3	1.0	3	3	1.0	3	1.0	3	
Zagreb Zk – Zagreb Gk	2	1.0	5	1.0	3	5	1.0	2	1.0	5	700
2. M102 Zagreb Gk - Dugo Selo											
Zagreb Gk – Zagreb Borongaj	3	1.0	1	1.0	4	1	1.0	3	1.0	1	700
Zagreb Borongaj – Sesvete	2	1.0	3	1.4	2	3	1.4	2	1.0	3	1000
Sesvete – Dugo Selo	1	0.7	5	1.0	1	5	1.0	1	0.7	5	
3. M103 Dugo Selo - Novska											
Dugo Selo – Prečec	2	1.0	3	1.0	3	3	1.0	2	1.0	3	1000
Prečec – Ivanić Grad	4	1.0	5	1.0	4	5	1.0	4	1.0	5	
Ivanić Grad – Deanovec	3	1.0	3	1.0	3	3	1.0	3	1.0	3	
Deanovec – Novoselec	1	1.0	3	1.0	1	3	1.0	1	1.0	3	
Novoselec – Ludina	2	1.0	1	1.0	2	1	1.0	2	1.0	2	
Ludina – Popovača	5	1.0	1	1.0	5	1	1.0	5	1.0	2	
Popovača – Moslavačka Gračenica	3	1.0	4	1.0	3	4	1.0	3	1.0	4	
Moslavačka Gračenica – Kutina	4	1.0	5	1.0	4	5	1.0	4	1.0	5	
Kutina – Banova Jaruga	3	1.0	3	1.0	3	3	1.0	3	1.0	3	
Banova Jaruga – Lipovljani	4	1.0	2	1.0	4	2	1.0	4	1.0	3	
Lipovljani – Novska	3	1.0	3	1.0	3	3	1.0	3	1.0	3	
4. M104 Novska - Tovarnik - State border											
Novska – Okučani	6	1.1	4	1.0	6	4	1.0	6	1.1	4	1500
Okučani – Nova Gradiška	4	1.0	4	1.0	4	4	1.0	4	1.0	4	
Nova Gradiška – Staro Petrovo Selo	4	1.0	6	1.3	4	6	1.3	4	1.0	6	
Staro Petrovo Selo – Nova Kapela-Batrina	4	1.0	5	1.0	4	5	1.0	4	1.0	5	



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist [daN/t]	Ruling gradient				Ruling line resist [daN/t]	
	Incline [%]	Length [km]	Decline [%]	Length [km]		Incline [%]	Length [km]	Decline [%]	Length [km]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
Nova Kapela-Batrina – Oriovac	3	1.0	5	1.1	3	5	1.1	3	1.0	5	1000
Oriovac – Sibinj	5	1.0	5	1.0	5	5	1.0	5	1.0	5	
Sibinj – Slavonski Brod	2	1.0	6	1.0	2	6	1.0	2	1.0	6	
Slavonski Brod – Garčin	3	1.0	2	1.9	3	2	1.9	3	1.0	2	
Garčin – Andrijevci	3	1.0	4	1.0	3	4	1.0	3	1.0	4	
Andrijevci – Strizivojna-Vrpolje	4	1.0	4	1.0	4	4	1.0	4	1.0	4	
Strizivojna-Vrpolje – Stari Mikanovci	1	1.0	2	1.0	1	2	1.0	1	1.0	2	
Stari Mikanovci – Ivankovo	4	1.0	1	1.0	5	1	1.0	4	1.0	1	
Ivankovo – Vinkovci	4	1.0	3	1.0	4	3	1.0	4	1.0	3	
Vinkovci – Jankovci	4	1.0	6	1.0	4	6	1.0	4	1.0	6	
Jankovci – Đeletovci	2	1.5	3	1.0	2	3	1.0	2	1.5	3	
Đeletovci – Tovarnik	2	1.0	2	1.0	2	2	1.0	2	1.0	2	
Tovarnik – DG	-	-	1	1.0	0	1	1.0	-	-	1	
5. M201 State border - Botovo - Dugo Selo											
DG – Novo Drnje	1	1.0	3	1.0	1	3	1.0	1	1.0	3	1000
Novo Drnje – Koprivnica	4	1.0	1	1.0	4	1	1.0	4	1.0	1	
Koprivnica – Lepavina	6	1.0	-	-	6	-	-	6	1.0	0	
Lepavina – Križevci	5	1.0	10	1.0	5	10	1.0	5	1.0	11	
Križevci – Gradec	2	1.0	5	1.0	2	5	1.0	2	1.0	5	
Gradec - Vrbovec	6	1.0	2	1.0	6	2	1.0	6	1.0	3	
Vrbovec – Dugo Selo	2	1.0	4	1.0	2	4	1.0	2	1.0	4	
6. M202 Zagreb Gk - Rijeka											
Zagreb Gk – Trešnjevka (R)	5	1.0	-	-	6	-	-	5	1.0	0	700
Trešnjevka (R) – Delta	3	1.0	5	1.0	4	5	1.0	3	1.0	5	
Delta – Hrvatski Leskovac	6	1.0	5	1.0	6	5	1.0	6	1.0	5	
Hrvatski Leskovac – Horvati	8	1.0	1	1.0	8	1	1.0	8	1.0	1	1000
Horvati – Zdenčina	7	1.1	7	1.0	8	7	1.0	7	1.1	8	
Zdenčina – Jastrebarsko	1	1.0	6	1.0	1	6	1.0	1	1.0	6	
Jastrebarsko – Draganići	1	1.0	5	1.0	1	5	1.0	1	1.0	6	



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
Draganići – Karlovac	3	1.0	4	1.0	3	4	1.0	3	1.0	4	
Karlovac – Mrzlo Polje	4	1.0	5	1.0	4	5	1.0	4	1.0	7	
Mrzlo Polje – Duga Resa	8	1.0	0	1.2	10	0	1.2	8	1.0	1	
Duga Resa – Zvečaj	8	1.0	0	1.0	9	0	1.0	8	1.0	2	
Zvečaj – Generalski Stol	8	1.0	1	1.2	8	1	1.2	8	1.0	1	
Generalski Stol – Gornje Dubrave	8	1.0	1	1.0	10	1	1.0	8	1.0	1	
Gornje Dubrave – Kukača	8	1.0	-	-	10	-	-	8	1.0	0	
Kukača – Oštarije	8	1.0	1	1.0	10	1	1.0	8	1.0	1	
Oštarije – Ogulin	4	1.0	1	1.0	4	1	1.0	4	1.0	1	
Ogulin – Ogulinski Hreljin	7	1.0	3	1.0	8	3	1.0	7	1.0	6	
Ogulinski Hreljin – Gomirje	7	1.0	1	1.0	8	1	1.0	7	1.0	1	
Gomirje – Vrbovsko	7	1.0	0	1.0	9	0	1.0	7	1.0	0	
Vrbovsko – Moravice	8	1.0	0	1.0	10	0	1.0	8	1.0	0	
Moravice – Brod Moravice	17	1.0	-	-	18	-	-	17	1.0	0	
Brod Moravice – Skrad	17	1.0	-	-	19	-	-	17	1.0	0	
Skrad – Zalesina	18	1.0	3	1.0	22	3	1.0	18	1.0	5	
Zalesina – Delnice	1	1.0	1	1.0	3	1	1.0	1	1.0	4	
Delnice – Lokve	17	1.0	1	1.0	19	1	1.0	17	1.0	3	
Lokve – Fužine	16	1.0	26	1.0	19	26	1.0	16	1.0	28	
Fužine – Drivenik	17	1.0	-	-	19	-	-	17	1.0	0	
Drivenik – Plase	0	1.0	26	1.0	0	26	1.0	0	1.0	29	
Plase – Meja	-	-	26	1.0	0	26	1.0	-	-	29	
Meja – Škrljevo	-	-	26	1.0	0	26	1.0	-	-	28	
Škrljevo – Sušak-Pećine	-	-	26	1.0	0	26	1.0	-	-	28	
Sušak-Pećine – Rijeka	0	1.0	26	1.0	0	26	1.0	0	1.0	26	
7. M203 Rijeka - Šapjane - State border											
Rijeka – Opatija-Matulji	25	1.0	0	1.0	27	0	1.0	25	1.0	1	700
Opatija-Matulji – Jurdani	25	1.0	-	-	27	-	-	25	1.0	0	
Jurdani – Šapjane	13	1.0	1	1.0	13	1	1.0	13	1.0	1	



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
Šapjane – DG	12	1.6	1	1.0	12	1	1.0	12	1.6	1	
8. M301 State border - B. Manastir - Osijek											
DG – Beli Manastir	5	1.0	6	1.0	5	6	1.0	5	1.0	6	700
Beli Manastir – Darda	1	1.7	3	1.5	1	3	1.5	1	1.7	3	
Darda – Osijek	6	1.0	3	1.0	6	3	1.0	6	1.0	4	
9. M302 Osijek - Strizivojna-Vrpolje											
Osijek – Vladislavci	3	1.0	3	1.0	4	3	1.0	3	1.0	4	700
Vladislavci – Đakovo	8	1.1	8	1.0	9	8	1.0	8	1.1	9	
Đakovo – Strizivojna-Vrpolje	0	1.2	9	1.0	2	9	1.0	0	1.2	10	
10. M303 S.-Vrpolje - S. Šamac - State border											
Strizivojna-Vrpolje – Kopanica-Beravci	1	1.0	2	1.0	2	2	1.0	1	1.0	4	1000
Kopanica-Beravci – Slavonski Šamac	1	1.0	1	1.0	2	1	1.0	1	1.0	1	
Slavonski Šamac – DG	6	1.0	0	1.0	6	0	1.0	6	1.0	0	
11. M304 State border - Metković - Ploče											
DG – Metković	0	1.0	1	1.0	0	1	1.0	0	1.0	1	1000
Metković – Opuzen	1	1.4	2	1.0	2	2	1.0	1	1.4	2	
Opuzen – Rogotin	3	1.0	3	1.0	4	3	1.0	3	1.0	4	
Rogotin – Ploče	0	1.1	1	1.0	1	1	1.0	0	1.1	3	
12. M401 Sesvete - Sava											
Sesvete – Zagreb Resnik	3	1.0	4	1.0	3	4	1.0	3	1.0	4	1000
Zagreb Resnik – Zagreb Žitnjak	2	1.4	6	1.0	2	6	1.0	2	1.4	6	
Zagreb Žitnjak – Sava	5	1.0	2	1.0	5	2	1.0	5	1.0	2	
13. M402 - A Sava - Zagreb Klara (left track - northern)											
Sava – Zagreb Rk	2	1.0	4	1.0	3	4	1.0	2	1.0	5	1000
Zagreb Rk – Zagreb Klara	3	1.0	0	1.0	3	0	1.0	3	1.0	1	700



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
14. M402 - B Sava - Zagreb Klara (right track - southern)											
Sava – Zagreb Rk	4	1.0	2	1.0	5	2	1.0	4	1.0	3	1000
Zagreb Rk – Zagreb Klara	0	1.0	3	1.0	1	3	1.0	0	1.0	3	
15. M403 Zagreb RkPs - Z. Klara (K)											
Zagreb Rk (PS) – Zagreb Klara	3	1.0	0	1.0	3	0	1.0	3	1.0	1	700
16. M404 Zagreb Klara - Delta											
Zagreb Klara – Delta	1	1.0	0	1.0	2	0	1.0	1	1.0	1	1000
17. M405 Zagreb Zk - Trešnjevka											
Zagreb Zk – Trešnjevka (S)	2	1.0	1	1.0	2	1	1.0	2	1.0	1	700
18. M406 Zagreb Bor. - Zagreb Resnik											
Zagreb Borongaj – Zagreb Resnik	2	1.0	4	1.0	0	4	1.0	2	1.0	6	700
19. M407 Sava - Velika Gorica											
Sava – Mićevac	-	-	5	1.0	0	5	1.0	-	-	5	1000
Mićevac – Velika Gorica	1	1.0	1	1.0	1	1	1.0	1	1.0	1	
20. M408 Zagreb RkOs - Mićevac											
Zagreb Rk (OS) – Mićevac	1	1.0	2	1.0	1	2	1.0	1	1.0	3	1000
21. M409 Z. Klara - Zagreb RkPs (S)											
Zagreb Klara – Zagreb Rk (PS)	1	1.0	1	1.0	3	1	1.0	1	1.0	1	1000
22. M410 Zagreb RkOs - Zagreb RkPs											
Zagreb Rk (OS) – Zagreb Rk (PS)	5	1.2	5	1.0	5	5	1.0	5	1.2	5	1000
23. M501 State border - Čakovec - Kotoriba - State border											
DG – Čakovec	-	-	4	1.0	0	4	1.0	-	-	4	700
Čakovec – Mala Subotica	-	-	2	1.0	0	2	1.0	-	-	2	



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
Mala Subotica – Donji Kraljevec	0	1.0	2	1.0	0	2	1.0	0	1.0	2	
Donji Kraljevec – Kotoriba	1	1.0	2	1.0	1	2	1.0	1	1.0	2	
Kotoriba – DG	2	1.0	1	1.0	2	1	1.0	2	1.0	1	
24. M502-1 Zagreb Gk - Velika Gorica											
Zagreb Gk – Trešnjevka (S)	5	1.0	-	-	6	-	-	5	1.0	0	700
Trešnjevka (S) – Zagreb Klara	3	1.0	4	1.0	4	4	1.0	3	1.0	5	
Zagreb Klara – Velika Gorica	1	1.0	2	1.0	1	2	1.0	1	1.0	2	1000
25. M502-2 V. Gorica - Sisak - Novska											
Velika Gorica – Turopolje	5	1.0	5	1.2	5	5	1.2	5	1.0	5	1000
Turopolje – Lekenik	0	6.3	1	2.3	0	1	2.3	0	6.3	1	
Lekenik – Greda	1	1.0	1	1.0	1	1	1.0	1	1.0	1	
Greda – Sisak	1	1.7	1	1.9	1	1	1.9	1	1.7	1	
Sisak – Sisak Caprag	5	1.0	1	1.0	6	1	1.0	5	1.0	2	
Sisak Caprag – Blinjski Kut	5	0.7	6	1.4	5	6	1.4	5	0.7	6	
Blinjski Kut – Sunja	6	1.2	5	1.0	6	5	1.0	6	1.2	5	
Sunja – Staza	1	1.0	4	1.0	1	4	1.0	1	1.0	4	
Staza – Šaš	3	1.3	2	1.0	3	2	1.0	3	1.3	2	
Šaš – Živaja	2	1.0	3	1.0	2	3	1.0	2	1.0	3	
Živaja – Hrvatska Dubica	1	1.0	5	1.0	1	5	1.0	1	1.0	5	
Hrvatska Dubica – Jasenovac	5	1.0	5	1.0	7	5	1.0	5	1.0	6	
Jasenovac – Novska	6	1.0	1	1.0	7	1	1.0	6	1.0	1	
26. M601 Vinkovci - Vukovar											
Vinkovci – Đergaj	4	1.0	5	1.1	4	5	1.1	4	1.0	5	1000
Đergaj – Vukovar-Borovo naselje	2	1.0	2	1.0	2	2	1.0	2	1.0	2	
Vukovar-Borovo naselje – Vukovar	0	1.0	4	1.0	0	4	1.0	0	1.0	4	
27. M602 Škrljevo - Bakar											
Škrljevo – Šoići	-	-	26	1.0	0	26	1.0	-	-	29	1000



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
Šoići – Bakar	0	1.0	26	1.0	0	26	1.0	0	1.0	29	
28. M603 Sušak - Rijeka Brajdica											
Sušak-Pećine – Rijeka Brajdica	-	-	21	1.9	0	21	1.9	-	-	30	700
29. M604 Oštarije - Knin - Split											
Oštarije – Krpelj	0	1.0	1	1.0	0	1	1.0	0	1.0	2	700
Krpelj – Josipdol	10	1.0	1	1.0	11	1	1.0	10	1.0	1	
Josipdol – Plaški	10	3.8	10	1.0	13	10	1.0	10	3.8	12	
Plaški – Blata	18	1.5	0	1.0	22	0	1.0	18	1.5	1	
Blata – Lička Jesenica	18	1.0	-	-	21	-	-	18	5.4	0	
Lička Jesenica – Rudopolje	18	1.0	1	1.0	21	1	1.0	18	1.0	2	
Rudopolje – Vrhovine	0	1.0	19	2.0	1	19	2.0	0	1.0	21	
Vrhovine – Ličko Lešće	0	1.3	10	1.0	2	10	1.0	0	1.3	12	
Ličko Lešće – Perušić	2	1.0	12	1.2	3	12	1.2	2	1.0	14	
Perušić – Gospić	5	1.0	5	1.3	6	5	1.3	5	1.0	6	
Gospić – Medak	7	1.0	2	1.0	7	2	1.0	7	1.0	3	
Medak – Lovinac	6	1.0	7	1.0	7	7	1.0	6	1.0	7	
Lovinac – Gračac	1	1.0	7	1.2	2	7	1.2	1	1.0	7	
Gračac – Malovan	18	1.0	2	1.0	22	2	1.0	18	1.0	4	
Malovan – Zrmanja	1	1.0	19	1.0	2	19	1.0	1	1.0	21	
Zrmanja – Plavno	11	1.0	19	1.1	14	19	1.1	11	1.5	22	
Plavno – Pađene	0	1.0	18	1.0	0	18	1.0	0	1.0	20	
Pađene – Knin	0	1.0	19	1.0	0	19	1.0	0	1.0	21	
Knin – Kosovo	15	1.0	9	1.0	16	9	1.0	15	1.0	10	
Kosovo – Drniš	21	1.0	19	1.0	22	19	1.0	21	1.0	20	
Drniš – Žitnić	21	1.0	21	1.0	22	21	1.0	21	1.0	22	
Žitnić – Unešić	18	1.0	19	1.0	19	19	1.0	18	1.0	20	
Unešić – Perković	1	1.0	21	1.0	2	21	1.0	1	1.0	24	
Perković – Primorski Dolac	24	1.0	26	1.4	27	26	1.4	24	1.0	28	
Primorski Dolac – Labin Dalmatinski	26	1.4	0	1.0	29	0	1.0	26	1.4	1	



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
Labin Dalmatinski – Kaštel Stari	0	1.0	26	6.4	1	26	6.4	0	1.0	29	
Kaštel Stari – Kaštel Sućurac	0	1.0	25	1.0	1	25	1.0	0	1.0	28	
Kaštel Sućurac – Solin	8	1.0	21	1.0	9	21	1.0	8	1.0	22	
Solin – Split Predgrađe	11	1.0	6	1.0	13	6	1.0	11	1.0	7	
Split Predgrađe – Split	4	1.0	11	1.0	5	11	1.0	4	1.0	13	
30. M605 Ogulin - Krpelj											
Ogulin – Krpelj	1	0.7	2	1.0	1	2	1.0	1	0.7	3	700
31. M606 Knin - Zadar											
Knin – Kistanje	8	1.9	8	1.9	9	8	1.9	8	1.9	9	700
Kistanje – Benkovac	8	1.0	8	1.3	8	8	1.3	8	1.0	9	
Benkovac – Škabrnje	3	1.4	7	1.0	4	7	1.0	3	1.4	9	
Škabrnje – Bibinje	0	1.0	8	4.0	1	8	4.0	0	1.0	10	
Bibinje – Zadar	2	1.9	4	1.0	2	4	1.0	2	1.9	4	
32. M607 Perković - Šibenik											
Perković – Ražine	9	1.0	23	1.0	11	23	1.0	9	1.0	25	700
Ražine – Šibenik	8	1.0	15	1.0	10	15	1.0	8	1.0	17	
33. R101 State border - Buzet - Pula											
DG – Buzet	0	1.0	20	5.2	0	20	5.2	0	1.0	23	700
Buzet – Roč	-	-	15	1.0	0	15	1.0	-	-	17	
Roč – Lupoglav	17	1.0	17	1.0	19	17	1.0	17	1.0	19	
Lupoglav – Borut	21	1.0	20	1.0	24	20	1.0	21	1.0	22	
Borut – Cerovlje	0	1.0	9	1.0	1	9	1.0	0	1.0	9	
Cerovlje – Pazin	21	1.0	5	2.0	22	5	2.0	21	1.0	6	
Pazin – Sveti Petar u Šumi	21	1.1	20	1.0	24	20	1.0	21	1.1	23	
Sveti Petar u Šumi – Kanfanar	6	0.9	19	1.0	7	19	1.0	6	0.9	21	
Kanfanar – Vodnjan	0	1.2	17	1.0	2	17	1.0	0	1.2	17	
Vodnjan – Pula	4	1.0	21	1.0	6	21	1.0	4	1.0	22	



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
34. R102 Sunja - Volinja - State border											
Sunja – Majur	9	1.0	3	1.0	9	3	1.0	9	1.0	3	700
Majur – Volinja	15	1.0	16	1.0	16	16	1.0	15	1.0	19	
Volinja – DG	0	1.0	2	1.0	0	2	1.0	0	1.0	3	
35. R103 State border - L. D. Polje - Knin											
Razdjelna točka km 119+444 – Una	0.0.										-
Una – Bosanski Osredci-Srb											
B. Osredci-Srb – Ličko Dugo Polje											
Ličko Dugo Polje – Lička Kaldrma											
Lička Kaldrma – Lički Tiškovac											
Lički Tiškovac – Bosanski Drenovac											
Bosanski Drenovac – Strmica											
Strmica – Golubić											
Golubić – Knin											
36. R104 Vukovar-B.n. - Erdut - State border											
Vukovar-Borovo naselje – Dalj	6	1.0	2	1.0	7	2	1.0	6	1.0	2	700
Dalj – Erdut	3	1.0	3	1.0	3	3	1.0	3	1.0	3	
Erdut – DG	1	1.0	6	1.0	1	6	1.0	1	1.0	6	
37. R105 Vinkovci - Drenovci - State border											
Vinkovci – Vrapčana	2	1.0	5	2.0	3	5	2.0	2	1.0	5	700
Vrapčana – Otok	5	1.0	1	1.0	5	1	1.0	5	1.0	1	
Otok – Spačva	1	1.0	6	1.0	1	5	1.0	1	1.0	5	
Spačva – Drenovci	1	1.0	1	1.0	1	1	1.0	1	1.0	1	
Drenovci – DG	6	1.0	2	1.0	6	2	1.0	6	1.0	2	
38. R106 Zabok - Đurmanec - State border											
Zabok – Sveti Križ Začretje	7	1.0	5	1.0	9	5	1.0	7	1.0	5	700
Sveti Križ Začretje – Krapina	4	1.2	1	1.0	4	1	1.0	4	1.2	1	



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
Krapina – Đurmanec	5	1.0	0	1.0	7	0	1.0	5	1.0	2	
Đurmanec – DG	20	1.0	0	1.0	22	0	1.0	20	1.0	2	
39. R201 Zaprešić - Čakovec											
Zaprešić – Novi Dvori	1	1.0	2	1.0	2	2	1.0	1	1.0	3	1000
Novi Dvori – Luka	2	1.0	1	1.3	2	1	1.3	2	1.0	1	
Luka – Veliko Trgovišće	2	1.0	-	-	3	-	-	2	1.0	0	
Veliko Trgovišće – Zabok	2	1.1	1	1.0	2	1	1.0	2	1.1	1	
Zabok – Hum-Lug	2	1.0	2	0.7	3	2	0.7	2	1.0	2	
Hum-Lug – Bedekovčina	2	1.0	1	1.0	4	1	1.0	2	1.0	1	700
Bedekovčina – Zlatar Bistrica	3	1.0	1	1.0	3	1	1.0	3	1.0	1	
Zlatar Bistrica – Konjščina	2	1.5	1	1.0	2	1	1.0	2	1.5	1	
Konjščina – Budinščina	5	1.0	2	1.0	6	2	1.0	5	1.0	3	
Budinščina – Novi Marof	18	1.0	17	1.0	21	17	1.0	18	1.0	20	
Novi Marof – Turčin	14	1.0	17	1.0	17	17	1.0	14	1.0	20	
Turčin – Varaždin	2	1.1	7	1.0	2	7	1.0	2	1.1	8	
Varaždin – Čakovec	2	1.0	4	1.0	2	4	1.0	2	1.0	4	
40. R202 Varaždin - Dalj											
Varaždin – Jalžabet	0	1.8	2	1.0	1	2	1.0	0	1.8	2	700
Jalžabet – Ludbreg	5	1.0	5	1.0	5	5	1.0	5	1.0	5	
Ludbreg – Rasinja	4	1.1	4	1.0	4	4	1.0	4	1.1	4	
Rasinja – Koprivnica	5	1.0	6	1.6	5	6	1.6	5	1.0	6	
Koprivnica – Bregi	3	1.0	5	1.0	3	5	1.0	3	1.0	5	
Bregi – Virje	4	1.0	6	1.0	5	6	1.0	4	1.0	6	
Virje – Đurđevac	3	1.0	4	1.0	3	4	1.0	3	1.0	4	
Đurđevac – Kloštar	2	1.0	3	1.0	2	3	1.0	2	1.0	4	
Kloštar – Pitomača	4	1.0	3	1.7	4	3	1.7	4	1.0	4	
Pitomača – Špišić Bukovica	7	1.0	6	1.0	7	6	1.0	7	1.0	6	
Špišić Bukovica – Virovitica	6	1.0	7	1.1	6	7	1.0	6	1.0	7	
Virovitica – Suhopolje	4	1.0	4	1.0	5	4	1.0	4	1.0	4	



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]	
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist		
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	
Suhopolje – Pčelić	1	1.0	2	1.0	1	2	1.0	1	1.0	3	700	
Pčelić – Cabuna	4	0.8	3	1.0	4	3	1.0	4	0.8	3		
Cabuna – Slatina	5	1.0	4	1.0	5	4	1.0	5	1.0	4		
Slatina – Čačinci	7	1.0	8	1.0	7	8	1.0	7	1.0	8		
Čačinci – Zdenci-Orahovica	6	1.0	1	1.0	6	1	1.0	6	1.0	1		
Zdenci-Orahovica – Đurđenovac	6	1.0	7	1.0	6	7	1.0	6	1.0	7		
Đurđenovac – Našice	5	1.0	6	1.0	5	6	1.0	5	1.0	7		
Našice – Koška	4	2.3	3	1.0	4	3	1.0	4	2.3	3		
Koška – Bizovac	1	1.4	2	1.0	1	2	1.0	1	1.4	2		
Bizovac – Josipovac	1	1.3	1	1.5	2	1	1.5	1	1.3	2		
Josipovac – Osijek	1	1.0	2	1.0	2	2	1.0	1	1.0	2		
Osijek – Osijek Donji Grad	2	1.0	2	1.0	3	2	1.0	2	1.0	2		
Osijek Donji Grad – Nemetin	2	1.0	1	1.0	2	1	1.0	2	1.0	1		
Nemetin – Sarvaš	1	1.0	1	1.0	1	1	1.0	1	1.0	1		
Sarvaš – Dalj	3	1.7	2	1.0	3	2	1.0	3	1.7	2		
41. L101 Čakovec - M. Središće - State border												
Čakovec – Mursko Središće	10	1.2	9	1.0	10	9	1.0	10	1.2	9		700
Mursko Središće – DG	-	-	7	0.8	0	7	0.8	-	-	7		
42. L102 S. Marof - Kumrovec - State border												
Savski Marof - Harmica	3	1.0	-	-	4	-	-	3	1.0	0	700	
Harmica – Klanjec	0.0.										-	
Klanjec – Kumrovec												
Kumrovec – DG												
43. L103 Karlovac - Kamanje - State border												
Karlovac – Mahično	7	1.0	5	1.0	8	5	1.0	7	1.0	6	700	
Mahično – Ozalj	6	1.0	3	1.0	6	3	1.0	6	1.0	4		
Ozalj – Kamanje	7	1.0	0	1.0	9	0	1.0	7	1.0	2		
Kamanje – DG	10	1.2	10	1.0	12	10	1.0	10	1.0	12		



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
44. L201 Varaždin - Golubovec											
Varaždin – Cerje Tužno	4	1.0	2	0.8	4	2	0.8	4	1.0	2	700
Cerje Tužno – Ivanec	14	1.0	9	1.0	15	9	1.0	14	1.0	9	
Ivanec – Lepoglava	6	1.0	5	0.7	6	5	0.7	6	1.0	5	
Lepoglava – Golubovec	23	1.0	1	1.0	29	1	1.0	23	1.0	1	
45. L202 Hum-Lug - Gornja Stubica											
Hum-Lug – Oroslavje	4	1.0	1	1.0	4	1	1.0	4	1.0	1	700
Oroslavje – Donja Stubica	9	1.0	0	1.0	11	0	1.0	9	1.0	1	
Donja Stubica – Gornja Stubica	8	1.0	2	1.0	8	2	1.0	8	1.0	2	
46. L203 Križevci - Bjelovar - Kloštar											
Križevci – Sveti Ivan Žabno	10	1.8	10	1.6	12	10	1.6	10	1.8	11	700
Sveti Ivan Žabno – Bjelovar	8	1.0	8	1.7	9	8	1.7	8	1.0	8	
Bjelovar – Kloštar	11	1.0	11	1.0	13	11	1.0	11	1.0	13	
47. L204 Banova Jaruga - Pčelić											
Banova Jaruga – Lipik	10	1.0	6	1.0	10	6	1.0	10	1.0	6	700
Lipik – Pakrac	8	1.1	0	1.0	10	0	1.0	8	1.1	1	
Pakrac – Sirač	17	1.6	25	1.4	20	25	1.4	17	1.6	28	
Sirač – Daruvar	13	1.0	25	1.5	14	25	1.5	13	1.0	28	
Daruvar – Đulovac	17	3.3	25	2.5	19	25	2.5	17	3.3	30	
Đulovac – Pčelić	0	1.0	24	1.0	5	24	1.0	0	1.0	29	
48. L205 Nova Kapela - Našice											
Nova Kapela-Batrina – Pleternica	5	1.0	6	1.0	6	6	1.0	5	1.0	7	700
Pleternica – Čaglin	6	1.0	2	1.0	7	2	1.0	6	1.0	2	
Čaglin – Našicecement	o.o.										-
Našicecement – Našice	-	-	15	1.0	0	15	1.0	-	-	18	700



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
49. L206 Pleternica - Velika											
Pleternica – Blacko-Jakšić	3	1.0	-	-	3	-	-	3	1.0	0	700
Blacko-Jakšić – Požega	5	1.0	3	1.0	6	3	1.0	5	1.0	3	
Požega – Velika	12	1.0	1	1.0	13	1	1.0	12	1.0	2	
50. L207 Bizovac - Belišće											
Bizovac – Valpovo	7	1.0	7	1.0	8	7	1.0	7	1.0	7	700
Valpovo – Belišće	3	1.0	0	0.6	4	0	0.6	3	1.0	1	
51. L208 Vinkovci - Osijek											
Vinkovci – Brijest	5	1.0	6	1.0	7	6	1.0	5	1.0	6	700
Brijest – Osijek	0	1.0	2	1.0	1	2	1.0	0	1.0	2	
52. L209 Vinkovci - Županja											
Vinkovci – Andrijaševci	1	1.0	4	1.5	3	4	1.5	1	1.0	5	700
Andrijaševci – Županja	1	1.3	4	1.0	1	4	1.0	1	1.3	4	
53. L210 Sisak Caprag - Petrinja											
Sisak Caprag – Petrinja	o.o.										-
54. L211 Ražine - Šibenik Luka											
Ražine – Šibenik Luka	8	1.0	15	1.0	10	15	1.0	8	1.0	17	700
55. L212 Rijeka Brajdica - Rijeka											
Rijeka Brajdica – Rijeka	-	-	1	1.0	0	1	1.0	-	-	2	700
56. L213 Lupoglav - Raša											
Lupoglav – Učka	-	-	18	1.0	0	18	1.0	-	-	18	700
Učka – Kršan	o.o.										-
Kršan – Raša											



Annex 2.18 Ruling Line Gradients, Line Resistance and Braking Distance Length

Line section	Running direction A → B					Running direction B → A					Braking distance length [m]
	Ruling gradient				Ruling line resist	Ruling gradient				Ruling line resist	
	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	Incline [%]	Length [km]	Decline [%]	Length [km]	[daN/t]	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
57. L214 Gradec - Sv. I. Žabno											
Gradec - Sveti Ivan Žabno	8	1.0	7	1.0	8	7	1.0	8	1.0	8	1000

Key:

In the columns 2 and 7 for inclines and in the columns 4 and 9 for declines horizontal part of the track is shown as zero ("0").

In the columns 6 and 11 ruling line resistance on inclines is shown with numerical value without plus or minus sign, and on the horizontal part of the track and on declines it is shown as zero ("0").

If the whole line section is on the incline, then "-" mark is entered for declines in the columns 4 and 9.

If the whole line section is on the decline, then "-" mark is entered for inclines in the columns 2 and 7.



Annex 2.19 Working Hours for Lines not Open 24 Hours

Name of line/section	Line working hours
1.	2.
Sunja – Novska	4.00 am to 10.00 pm
State border – Šapjane – Rijeka	5.00 am to 10.00 pm
State border – Buzet – Pula	4.00 am to 11.00 pm
Karlovac – Kamanje – State border	2.30 am to 9.30 pm
Ražine - Šibenik Luka	4.30 am to 11.30 pm
Perković - Šibenik	4.30 am to 11.30 pm
Knin – Zadar	not working Ne and + in other periods working from 06.00 am to 2.00 pm
Čakovec – Kotoriba – State border	4.00 am to 11.00 pm
Zabok – Đurmanec – State border	3.30 am to 11.30 pm
Varaždin – Golubovec	3.00 am to 10.00 pm
Koprivnica – Varaždin	4.00 am to 11.00 pm
Osijek – Čačinci	not working Pe/Su, Su/Ne, d+/+ from 10.40 pm to 3.40 am in other periods working 24 hours a day
Dalj – Osijek	5.30 am to 9.00 pm
Banova Jaruga – Pčelić	4.00 am to 11.00 pm
Nova Kapela-Batrina – Pleternica	4.00 am to 11.00 pm
Pleternica – Čaglin	10.30 am to 4.30 pm
Pleternica – Velika	4.30 am to 11.00 pm
State border – Beli Manastir – Osijek	4.00 am to 9.00 pm
Strizivojna-Vrpolje – Slavonski Šamac – State border	10.00 am to 10.00 pm
State border - Erdut – Vukovar-Borovo Naselje	6.00 am to 4.00 pm
Vinkovci – Vukovar-Borovo Naselje – Vukovar	4.00 am to 10.00 pm
Vinkovci – Drenovci – State border	2.50 am to 9.50 pm
Vinkovci – Županja	X(Su) 24 hours a day Su, Ne and + from 2.30 pm to 11.30 pm

Remark:

During weekends and public holidays the working hours for lines not open 24 hours could be different than above listed.

- Pe - Friday
- Su - Saturday
- Ne - Sunday
- X - working day, including Saturday
- X(Su) - working day, Saturday not included
- d+ - the day before holiday
- + - holiday



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
1. M101 State border - S. Marof - Zagreb Gk							
SAVSKI MAROF	ZAPREŠIĆ	next to track 1	built-up area	160	0,25	1,6	con.paving
		between tracks 1 and 2	built-up area	160	0,25	1,55	con.paving
		between tracks 2 and 3	built-up area	160	0,25	1,55	con.paving
Brdovec	ZAPREŠIĆ	next to right track	built-up area	160	0,25	1,6	con.paving
		next to left track	built-up area	160	0,25	1,6	con.paving
Zaprešić Savska	ZAPREŠIĆ	next to right track	platform	160	0,55	2,5	con.paving
		next to left track	platform	160	0,55	3,4	con.paving
ZAPREŠIĆ		next to track 1	built-up area	160	0,25	2,0-3,8	con.paving
		between tracks 2 and 3	built-up area	160	0,25	1,55	con.paving
		between tracks 3 and 4	built-up area	160	0,25	1,55	con.paving
Podsused stajalište	ZAGREB Zk	next to right track	platform	160	0,55	2,5	con.paving
		next to left track	built-up area	160	0,25	2,3	con.paving
Gajnice	ZAGREB Zk	next to right track	platform	166	0,56	3,9	con.paving
		next to left track	platform	160	0,56	4,6	con.paving
Vrapče	ZAGREB Zk	next to right track	platform	156	0,57	4,66	con.paving
		next to left track	platform	158	0,54	4,5	con.paving
Kustošija	ZAGREB Zk	next to right track	platform	160	0,55	3	con.paving
		next to left track	platform	160	0,55	2,8	con.paving
ZAGREB Zk		next to track 1	built-up area	97	0,3	4,8	stone
		between tracks 1 and 2	built-up area	160	0,25	1,3	con.paving
		between tracks 2 and 3	built-up area	160	0,25	1,6	con.paving
ZAGREB Gk		next to track S-1	platform	455	0,2	1,5-12	stone
		between VD-1 and VD-2	platform	185	0,25	5,9	asphalt
		next to track VD-3	platform	185	0,23	4,7	asphalt
		next to track VL-1 Rogoš	platform	380	0,35	6,5	asphalt
		between tracks S-2(S-2A) and S-3(S3-A)	platform	645	0,35	6,5	asphalt
		between tracks S-4(S-4A) and S-5(S5-A)	platform	560	0,38	6,05	asphalt
2. M102 Zagreb Gk - Dugo Selo							
ZAGREB Gk		next to track S-1	platform	455	0,2	1,5-12	stone
		between VD-1 and VD-2	platform	185	0,25	5,9	asphalt
		next to track VD-3	platform	185	0,23	4,7	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		next to track VL-1 Rogoš	platform	380	0,35	6,5	asphalt
		between tracks S-2(S-2A) and S-3(S3-A)	platform	645	0,35	6,5	asphalt
		between tracks S-4(S-4A) and S-5(S5-A)	platform	560	0,38	6,05	asphalt
Maksimir	ZAGREB Gk	between left and right track	platform	160	0,37	7,8	asphalt
Trnava	ZAGREB Gk	next to right track	platform	159	0,56	2,47	con.paving
		next to left track	platform	161	0,56	2,47	con.paving
Čulinec	ZAGREB Gk	between left and right track	platform	160	0,55	6,1	con.paving
Sesvetska Sopnica	SESVETE	between left and right track	platform	160	0,55	6	con.paving
SESVETE		between tracks 1 and 2	built-up area	92	0,3	1,6	asphalt
		between tracks 2 and 3	built-up area	161	0,25	1,8	asphalt
		between tracks 3 and 4	built-up area	153	0,22	1,6	asphalt
Sesvetski Kraljevec	SESVETE	next to right track	built-up area	160	0,38	2,5	con.paving
		next to left track	built-up area	160	0,38	2,5	con.paving
DUGO SELO		between tracks 4 and 5	platform	400	0,55	9,5	con.paving
3. M103 Dugo Selo - Novska							
DUGO SELO		between tracks 4 and 5	platform	400	0,55	9,5	con.paving
Ostrna	DUGO SELO	next to right track	built-up area	63	0,3	2	asphalt
Prečec stajalište	DUGO SELO	next to right track	platform	85	0,37	2,1	asphalt
IVANIĆ GRAD		between tracks 1 and 2	built-up area	184	0,25	1,45	asphalt
		between tracks 2 and 3	built-up area	103	0,2	1,7	asphalt
DEANOVEC	IVANIĆ GRAD	between tracks 2 and 3	built-up area	94	0,34	1,6	asphalt
Širinec	IVANIĆ GRAD	next to right track	built-up area	86	0,35	2,04	asphalt
NOVOSELEC	IVANIĆ GRAD	between tracks 1 and 2	built-up area	117	0,2	1,32	asphalt
LUDINA	KUTINA	next to track 1	platform	81	0,38	1,85	asphalt
		between tracks 1 and 2	built-up area	80	0,2	1,8	asphalt
POPOVAČA	KUTINA	between tracks 1 and 2	built-up area	78	0,25	1,27	asphalt
		between tracks 2 and 3	built-up area	77	0,3	1,6	asphalt
Voloder	KUTINA	next to left track	platform	77	0,38	1,91	asphalt
MOSLAVAČKA GRAČENICA	KUTINA	between tracks 1 and 2	built-up area	77	0,2	1,4	asphalt
Repušnica	KUTINA	next to left track	built-up area	70	0,3	1,2	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
KUTINA		between tracks 1 and 2	built-up area	248	0,17	1,3	asphalt
		between tracks 2 and 3	built-up area	101	0,2	1,58	asphalt
Ilova	BANOVA JARUGA	next to right track	platform	80	0,38	2,5	asphalt
BANOVA JARUGA		between tracks 1 and 2	built-up area	208	0,15	1,3	asphalt
		between tracks 2 and 3	built-up area	208	0,15	1,56	asphalt
LIPOVLJANI	BANOVA JARUGA	between tracks 1 and 2	built-up area	105	0,2	1,45	asphalt
		between tracks 2 and 3	built-up area	80	0,2	1,7	asphalt
Stara Subocka	NOVSKA	next to right track	platform	82	0,38	1,75	asphalt
NOVSKA		next to track 1	built-up area	35	0,3	2,5	asphalt
		between tracks 1 and 2	built-up area	72	0,2	1,52	asphalt
		between tracks 5 and 6	platform	400	0,31-0,38	6,3	asphalt
4. M104 Novska - Tovarnik - State border							
NOVSKA		next to track 1	built-up area	35	0,3	2,5	asphalt
		between tracks 1 and 2	built-up area	72	0,2	1,52	asphalt
		between tracks 5 and 6	platform	400	0,31-0,38	6,3	asphalt
Rajić	NOVA GRADIŠKA	next to left track	platform	100	0,55	3	con.paving
		next to right track	platform	100	0,55	3	con.paving
OKUČANI	NOVA GRADIŠKA	next to track 1	platform	160	0,55	4,5	con.paving
		between tracks 4 and 5	platform	250	0,55	9	con.paving
Dragalić	NOVA GRADIŠKA	next to left track	built-up area	78	0,3	2	asphalt
		next to right track	built-up area	79	0,3	2	asphalt
NOVA GRADIŠKA		between tracks 1 and 2	built-up area	173	0,2	1,35	asphalt
		between tracks 2 and 3	built-up area	302	0,18	1,8	asphalt
		between tracks 3 and 4	built-up area	302	0,2	1,6	asphalt
Zapolje	NOVA GRADIŠKA	next to left track	built-up area	78	0,32	2	asphalt
		next to right track	built-up area	76	0,31	2	asphalt
STARO PETROVO SELO	NOVA GRADIŠKA	between tracks 2 and 3	built-up area	154	0,18	1,55	asphalt
		between tracks 3 and 4	built-up area	154	0,29	6,25	asphalt
Vrbova	NOVA GRADIŠKA	next to left track	built-up area	81	0,29	2	asphalt
		next to right track	built-up area	78	0,34	2	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
NOVA KAPELA-BATRINA	NOVA GRADIŠKA	between tracks 1 and 2	platform	101	0,35	1,5	asphalt
		between tracks 2 and 3	built-up area	101	0,22	1,6	asphalt
		between tracks 3 and 4	built-up area	283	0,19	1,6	asphalt
		between tracks 4 and 5	built-up area	283	0,17	1,75	asphalt
Lužani-Malino	NOVA GRADIŠKA	next to left track	built-up area	78	0,26	2,00	asphalt
		next to right track	built-up area	78	0,26	2,00	asphalt
ORIOVAC	SLAVONSKI BROD	between tracks 1 and 2	built-up area	82	0,05	1,6	asphalt
		between tracks 2 and 3	built-up area	170	0,2	1,6	asphalt
		between tracks 3 and 4	built-up area	170	0,18	1,64	asphalt
Brodski Stupnik	SLAVONSKI BROD	next to left track	built-up area	78	0,3	2	asphalt
		next to right track	built-up area	78	0,34	2	asphalt
Kuti	SLAVONSKI BROD	next to left track	built-up area	80	0,3	2	asphalt
		next to right track	built-up area	80	0,31	2	asphalt
Stari Slatinik	SLAVONSKI BROD	next to left track	built-up area	80	0,31	2	asphalt
		next to right track	built-up area	81	0,31	2	asphalt
SIBINJ	SLAVONSKI BROD	between tracks 1 and 2	built-up area	71	0,2	1,53	asphalt
		between tracks 2 and 3	built-up area	170	0,28	1,9	asphalt
		between tracks 3 and 4	built-up area	170	0,18	1,5	asphalt
Slobodnica	SLAVONSKI BROD	next to left track	built-up area	80	0,31	2	asphalt
		next to right track	built-up area	79	0,28	2	asphalt
SLAVONSKI BROD		next to track 1	platform	376	0,55	13,2	asphalt
		between tracks 5 and 6	platform	401	0,55	6,3	con.paving
Donja Vrba	SLAVONSKI BROD	next to left track	built-up area	77	0,29	2	asphalt
		next to right track	platform	77	0,35	2	asphalt
Zadubravlje	SLAVONSKI BROD	next to left track	built-up area	78	0,33	2	asphalt
		next to right track	built-up area	78	0,3	2	asphalt
GARČIN	SLAVONSKI BROD	between tracks 2 and 3	built-up area	163	0,2	1,55	asphalt
		between tracks 4 and 5	built-up area	163	0,22	1,58	asphalt
Staro Topolje	SLAVONSKI BROD	next to left track	platform	81	0,36	2	asphalt
		next to right track	built-up area	86	0,34	2	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
ANDRIJEVCI	SLAVONSKI BROD	between tracks 1 and 2	built-up area	60	0,04	1,45	asphalt
		between tracks 2 and 3	built-up area	170	0,2	1,62	asphalt
		between tracks 3 and 4	built-up area	170	0,19	1,62	asphalt
Perkovci	SLAVONSKI BROD	next to left track	platform	80	0,35	2,12	asphalt
		next to right track	built-up area	89	0,33	2	asphalt
STRIZIVOJNA-VRPOLJE		between tracks 1 and 2	built-up area	144	0,25	1,57	asphalt
		between tracks 2 and 3	built-up area	144	0,25-0,22	1,61	asphalt
		between tracks 3 and 4	built-up area	144	0,25	1,87	asphalt
STARI MIKANOVCICI	VINKOVCI	between tracks 1 and 2	platform	166	0,26-0,20	1,55	asphalt
		next to track 5 left	built-up area	166	0,35	1,78	asphalt
Vodinci	VINKOVCI	next to left track	built-up area	70	0,33	1,67	asphalt
		next to right track	built-up area	77	0,3	1,75	asphalt
IVANKOVO	VINKOVCI	between tracks 2 and 3	built-up area	203	0,34-0,26	1,58	asphalt
		between tracks 3 and 4	built-up area	202	0,25	1,58	asphalt
VINKOVCI		next to track 1	platform	441	0,35	13	asphalt
		between tracks 2 and 3	platform	441	0,55	8,9	con.paving
		between tracks 4 and 5	platform	441	0,55	8,9	con.paving
		next to track 1c	platform	110	0,4	8,65	asphalt
		next to track 1b	platform	167	0,45	13,5	asphalt
Mirkovci	VINKOVCI	next to track 1a	platform	109	0,41	4,9	asphalt
		next to left track	platform	100	0,55	3	con.paving
Novi Jankovci	TOVARNIK	next to right track	platform	100	0,55	3	con.paving
		next to left track	platform	100	0,55	3	con.paving
Srijemske Laze	TOVARNIK	next to right track	platform	100	0,55	3	con.paving
		next to left track	platform	100	0,55	3	con.paving
Slakovci	TOVARNIK	next to right track	platform	102	0,55	3	con.paving
		next to left track	platform	100	0,55	3	con.paving
Orolik	TOVARNIK	next to right track	platform	102	0,55	3	con.paving
		next to left track	platform	100	0,55	3	con.paving
Đeletovci stajalište	TOVARNIK	next to left track	platform	100	0,55	3	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
Vinkovački Banovci	TOVARNIK	next to right track	platform	100	0,55	3	con.paving
		next to left track	platform	100	0,55	3	con.paving
		next to right track	platform	100	0,55	3	con.paving
Banovci	TOVARNIK	next to left track	platform	100	0,55	3	con.paving
		next to right track	platform	100	0,55	3	con.paving
Ilača	TOVARNIK	next to left track	platform	100	0,55	3	con.paving
		next to right track	platform	102	0,55	3	con.paving
TOVARNIK		between tracks 2 and 3	built-up area	100	0,35-0,25	1,55	con.paving
		between tracks 3 and 4	built-up area	100	0,25	1,55	con.paving
5. M201 State border - Botovo - Dugo Selo							
NOVO DRNJE	KOPRIVNICA	next to track 1	platform	160	0,55	5,0	con.paving
Peteranec	KOPRIVNICA	next to left track	platform	160	0,55	5,0	con.paving
		next to right track	platform	160	0,55	5,0	con.paving
KOPRIVNICA		next to track 1	built-up area	210	0,2	6,5	asp./flagst.
		between tracks 2 and 3	platform	451	0,35	6,3	asphalt
		between tracks 4 and 6	platform	400	0,55	6,06	asphalt
		next to track 21	built-up area	170	0,3	5	asphalt
Mučna-Reka	KOPRIVNICA	next to left track	platform	160	0,55	5,0	con.paving
		next to right track	platform	160	0,55	5,0	con.paving
Sokolovac	KOPRIVNICA	next to left track	platform	160	0,55	5,0	con.paving
		next to right track	platform	160	0,55	5,0	con.paving
LEPAVINA	KOPRIVNICA	next to track 1	platform	160	0,55	5,0	con.paving
		next to track 6	platform	160	0,55	5,0	con.paving
Carevdar	KRIŽEVCI	next to left track	platform	160	0,55	5,0	con.paving
		next to right track	platform	160	0,55	5,0	con.paving
Vojakovački Kloštar	KRIŽEVCI	next to left track	platform	160	0,55	5,0	con.paving
		next to right track	platform	160	0,55	5,0	con.paving
Majurec	KRIŽEVCI	next to left track	platform	160	0,55	5,0	con.paving
		next to right track	platform	160	0,55	5,0	con.paving
KRIŽEVCI		next to track 1	built-up area	88	0,2	4,65	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		between tracks 2 and 3	platform	300	0,55	6,3	con.paving
		between tracks 6 and 7	platform	300	0,55	6,1	con.paving
Repinec	KRIŽEVCI	next to right track	platform	160	0,55	4,5	con.paving
		next to left track	platform	160	0,55	4,5	con.paving
Gradec stajalište	KRIŽEVCI	next to track 1 left (side)	platform	160	0,55	5,1	con.paving
		between tracks 2 and 3	platform	160	0,55	6,1	con.paving
VRBOVEC	KRIŽEVCI	between tracks 2 and 3	platform	300	0,55	6,3	con.paving
		between tracks 6 and 7	platform	300	0,55	6,3	con.paving
Božjakovina	KRIŽEVCI	next to left track	platform	160	0,55	4,5	con.paving
		next to right track	platform	160	0,55	4,5	con.paving
DUGO SELO		between tracks 4 and 5	platform	400	0,55	9,5	con.paving
6. M202 Zagreb Gk - Rijeka							
ZAGREB Gk		next to track S-1	platform	455	0,2	1,5-12	stone
		between VD-1 and VD-2	platform	185	0,25	5,9	asphalt
		next to track VD-3	platform	185	0,23	4,7	asphalt
		next to track VL-1 Rogoš	platform	380	0,35	6,5	asphalt
		between tracks S-2(S-2A) and S-3(S3-A)	platform	645	0,35	6,5	asphalt
		between tracks S-4(S-4A) and S-5(S5-A)	platform	560	0,38	6,05	asphalt
Remetinec	HRVATSKI LESKOVAC	next to right track	built-up area	80	0,31	1,64	asphalt
HRVATSKI LESKOVAC		between tracks 1 and 2	built-up area	100	0,20-0,21	1,29	asphalt
		between tracks 2 and 3	built-up area	100	0,20-0,23	1,8	asphalt
HORVATI	HRVATSKI LESKOVAC	next to track 1	built-up area	121	0,24	1,45	asphalt
Mavračići	JASTREBARSKO	next to right track	platform	90	0,49	1,98	asphalt
ZDENČINA	JASTREBARSKO	between tracks 1 and 2	built-up area	111	0,31-0,11	1,62	asphalt
		between tracks 2 and 3	built-up area	75	0,15	1,75	asphalt
Desinec	JASTREBARSKO	next to right track	platform	160	0,55	2,5	con.paving
JASTREBARSKO		next to track 1 right	built-up area	130	0,12	1,55	asphalt
		between tracks 1 and 2	built-up area	89	0,11-0,20	1,55	asphalt
Domagović	JASTREBARSKO	next to left track	built-up area	70	0,35	2	asphalt
Lazina	JASTREBARSKO	next to right track	platform	110	0,55	2,5	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
DRAGANIĆI	JASTREBARSKO	next to track 1 right	built-up area	70	up to TOR	1,5	filled
		between tracks 1 and 2	built-up area	143	0,19-0,27	1,55	asphalt
KARLOVAC		next to track 1 left	built-up area	220	0,1	5,6	asphalt
		between tracks 1 and 2	built-up area	238	0,20-0,25	1,5	asphalt
		between tracks 2 and 3	built-up area	238	0,11-0,18	1,5	asphalt
Karlovac centar	KARLOVAC	next to left track	platform	160	0,55	4,5	epoxy
MRZLO POLJE	KARLOVAC	next to track 1 right	built-up area	101	0,04	1,5	crus.stone
DUGA RESA	KARLOVAC	between tracks 1 and 2	built-up area	160	0,17-0,41	1,4	asphalt
		between tracks 2 and 3	built-up area	160	0,24-0,27	1,7	asphalt
Belavići	KARLOVAC	next to right track	platform	80	0,38-0,41	1,7	asphalt
ZVEČAJ	GORNJE DUBRAVE	next to track 1 left	platform	97	0,37	2	asphalt
Gornji Zvečaj	GORNJE DUBRAVE	next to right track	platform	87	0,38	2	asphalt
GENERALSKI STOL	GORNJE DUBRAVE	between tracks 2 and 3	built-up area	94	0,22-0,30	1,71	con.paving
Donje Dubrave	GORNJE DUBRAVE	next to track 1 left	built-up area	98	0,19	1,2	con.paving
GORNJE DUBRAVE		between tracks 1 and 2	built-up area	104,6	0,28/0,25	1,53	con.paving
Tounj	GORNJE DUBRAVE	next to left track	built-up area	101	0,04 - 0,26	2	con.paving
KUKAČA	GORNJE DUBRAVE	next to track 1 left	built-up area	124	0,26	2,08	con.paving
Košare	OGULIN	next to left track	platform	90,5	0,35	2,1	con.paving
OŠTARIJE	OGULIN	next to track 1 left	built-up area	205	0/0,30	2,12	con.paving
		between tracks 1 and 2	built-up area	173,38	0,33/0,33	1,63	con.paving
		between tracks 2 and 3	built-up area	168,1	0,33/0,35	1,7	con.paving
OGULIN		next to track 1 left	platform	92,7	0,38	4,4	asphalt
		next to track 1 left	built-up area	205	0/0,30	2,12	con.paving
		between tracks 1 and 2	built-up area	300,85	0,27/0,28	1,47	con.paving
		between tracks 2 and 3	built-up area	300,85	0,29/0,27	1,66	con.paving
OGULINSKI HRELJIN	OGULIN	next to track 1 right	platform	112,5	0,55	2,45/5,00	con.paving
		between tracks 1 and 2	built-up area	113,75	0,27/0,25	1,32	con.paving
Ljubošina	MORAVICE	next to left track	built-up area	86	up to TOR	2	crus.stone
GOMIRJE	MORAVICE	between tracks 1 and 2	built-up area	114,4	0,22/0,26	1,56	con.paving
		between tracks 2 and 3	built-up area	114,1	0,26/0,23	1,55	con.paving
VRBOVSKO	MORAVICE	between tracks 1 and 2	built-up area	113,45	0,25/0,23	1,52	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		between tracks 2 and 3	built-up area	113,80	0,26/0,31	1,74	con.paving
MORAVICE		between tracks 1 and 2	built-up area	191,25	0,26/0,27	1,48	con.paving
		between tracks 2 and 3	built-up area	205	0,26/0,25	1,46	con.paving
		next to track 1 right	built-up area	94,4	0	4,30/12,95	con.paving
		next to track 1	platform	114	0,57	2,5	con.paving
BROD MORAVICE	MORAVICE	between tracks 1 and 2	built-up area	101	0,25	1,5	con.paving
Žrnovac	MORAVICE	next to right track	platform	88,8	0,6	2,7	con.paving
SKRAD	MORAVICE	next to track 1	built-up area	78,4	0	4	con.paving
		between tracks 1 and 2	built-up area	100	0,22	1,08	con.paving
		between tracks 2 and 3	built-up area	100	0,3	1,8	con.paving
Kupjak	MORAVICE	next to right track	built-up area	100	0,25	2,5	con.paving
ZALESINA	DELNICE	next to track 1	built-up area	80	0,32	2,5	con.paving
DELNICE		next to track 1	built-up area	109,76	0	4,2	con.paving
		between tracks 1 and 2	built-up area	102	0,25	1,55	con.paving
		between tracks 2 and 3	built-up area	102	0,25	1,7	con.paving
LOKVE	DELNICE	next to track 1a	built-up area	89,8	0	4,5	con.paving
		between tracks 1 and 2	built-up area	100	0,25	1,5	con.paving
		between tracks 2 and 3	built-up area	52	0,25	1,75	con.paving
Vrata	FUŽINE	next to right track	built-up area	100	0,28	2,5	con.paving
FUŽINE		next to track 1	built-up area	120	0	4,5	con.paving
		between tracks 1 and 2	built-up area	100	0,27-0,26	1,45	con.paving
		between tracks 2 and 3	built-up area	100	0,25	1,35	con.paving
Lič	FUŽINE	next to right track	built-up area	109	0,25	2	con.paving
DRIVENIK	FUŽINE	next to track 1	built-up area	23,2	0,05	1,2	concrete
		between tracks 1 and 2	built-up area	53	0,23	1,5	con.paving
Zlobin	FUŽINE	next to left track	built-up area	144,4	0,05-0,10	2,9-4	asphalt
PLASE	FUŽINE	next to track 1	built-up area	114,5	0,1	4,5	asphalt
		between tracks 1 and 2	built-up area	125	0,35	1,43	asphalt
Melnice	FUŽINE	next to right track	built-up area	48,6	(-0,10)	2,3	crus.stone
MEJA	ŠKRLJEVO	next to track 1	built-up area	86,6	0,15	1,1-3,9	concrete
ŠKRLJEVO		next to track 1	built-up area	127,1	0,15	3,00-4,35-6,5	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
SUŠAK-PEĆINE	RIJEKA	between tracks 1 and 2	built-up area	100,9	0,15	1,35	asphalt
		next to track 1	built-up area	304,8	0,1	2,3-2,7	asphalt
		between tracks 1 and 2	built-up area	181	0,15	1,35	asphalt
RIJEKA		next to track 1	built-up area	249	0,2	6,1	asphalt
		between tracks 2 and 3	built-up area	351,7	0,2	2-5,8	asphalt
7. M203 Rijeka - Šapjane - State border							
RIJEKA		between tracks 1 and 22	built-up area	151,15	0,2	1,4	asphalt
		between tracks 22 and 23	built-up area	151,15	0,35	2,6-3,6	asphalt
Krnjevo	RIJEKA	next to left track	platform	65	0,38	2,5	con.paving
OPATIJA-MATULJI	ŠAPJANE	between tracks 2 and 3	built-up area	307,6	0,25	1,4-1,8	asphalt
Rukavac	ŠAPJANE	next to left track	platform	65	0,35	2,5	con.paving
Jušići	ŠAPJANE	next to left track	platform	65	0,38	5	con.paving
JURDANI	ŠAPJANE	between tracks 2 and 3	built-up area	83,29	0,25-0,3	1,59-1,62	asphalt
Permani	ŠAPJANE	next to left track	platform	65	0,38	2,5	con.paving
ŠAPJANE		next to track 1 left	built-up area	69,1	0,1	0,85-1,35-2,44	asphalt
		between tracks 1 and 2	built-up area	65,16	0,25	1,42	asphalt
		between tracks 2 and 3	built-up area	170	0,25	1,58	asphalt
8. M301 State border - B. Manastir - Osijek							
BELI MANASTIR		between tracks 3 and 4	platform	400	0,55	6,1	con.paving
Čeminac	BELI MANASTIR	next to right track	platform	113	0,35	2	asphalt
DARDA	BELI MANASTIR	between tracks 1 and 2	platform	110	0,55	2,6	con.paving
Osijek Dravski Most	OSIJEK	next to right track	platform	110	0,48	3	asphalt
OSIJEK		between tracks 1 and 2	built-up area	235	up to TOR	1,53	asphalt
		between tracks 2 and 3	built-up area	290	up to TOR	1,53	asphalt
		between tracks 3 and 5	platform	404	0,33/0,28	6,35	asphalt
		next to track LP 2	platform	122	0,35	5	asphalt
		between tracks LP1 and 1	built-up area	55	up to TOR	2,2	asphalt/concrete
9. M302 Osijek - Strizivojna-Vrpolje							
OSIJEK		between tracks 1 and 2	built-up area	235	up to TOR	1,53	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		between tracks 2 and 3	built-up area	290	up to TOR	1,53	asphalt
		between tracks 3 and 5	platform	404	0,33/0,28	6,35	asphalt
		next to track LP 2	platform	122	0,35	5	asphalt
		between tracks LP1 and 1	built-up area	55	up to TOR	2,2	asphalt/concrete
Čepin	OSIJEK	next to right track	platform	97	0,55	3	asphalt
VLADISLAVCI	OSIJEK	between tracks 1 and 2	built-up area	94	0,25	1,4	asphalt
Dopsin	OSIJEK	next to right track	built-up area	70	up to TOR	2	crus.stone
Hrastovac-Vučki	OSIJEK	next to right track	built-up area	100	up to TOR	2	crus.stone
Lipovac-Koritna	OSIJEK	next to left track	platform	115	0,38	2,5	asphalt
Viškovci	OSIJEK	next to left track	built-up area	92	0,25	1,7	asphalt
ĐAKOVO	OSIJEK	between tracks 1 and 2	built-up area	103	0,25	1,36	asphalt
Budrovci	OSIJEK	next to right track	built-up area	100	0,2	2	asphalt
STRIZIVOJNA-VRPOLJE		between tracks 1 and 2	built-up area	144	0,25	1,57	asphalt
		between tracks 2 and 3	built-up area	144	0,25-0,22	1,61	asphalt
		between tracks 3 and 4	built-up area	144	0,25	1,87	asphalt
10. M303 S.-Vrpolje - S. Šamac - State border							
STRIZIVOJNA-VRPOLJE		between tracks 1 and 2	built-up area	144	0,25	1,57	asphalt
		between tracks 2 and 3	built-up area	144	0,25-0,22	1,61	asphalt
		between tracks 3 and 4	built-up area	144	0,25	1,87	asphalt
KOPANICA-BERA VCI	STRIZIVOJNA-VRPOLJE	between tracks 1 and 2	built-up area	140	up to TOR	3,31	crus.stone
		between tracks 2 and 3	built-up area	140	up to TOR	3,31	crus.stone
Sikirevci	STRIZIVOJNA-VRPOLJE	next to left track	platform	100	0,55	2,25	asphalt
SLAVONSKI ŠAMAC	STRIZIVOJNA-VRPOLJE	next to track 1 right	platform	100	0,55	6	con.paving
		next to track 1 right	platform	160	0,55	6,00 i 4,5	con.paving
11. M304 State border - Metković - Ploče							
METKOVIĆ		between tracks 1 and 2	platform	280	0,55	5,1	asphalt
		between tracks 3 and 4	platform	360	0,55	6,1	asphalt
Kula Norinska	METKOVIĆ	next to right track	platform	100	0,55	3	asphalt
Krvavac	METKOVIĆ	next to left track	platform	100	0,55	3,5	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
OPUZEN	METKOVIĆ	next to track 1 left	platform	100	0,55	3	asphalt
Komin	PLOČE	next to left track	platform	100	0,55	3	asphalt
Banja	PLOČE	next to left track	platform	100	0,55	3	asphalt
ROGOTIN	PLOČE	next to track 1 left	platform	100	0,55	3	asphalt
Stablina	PLOČE	next to left track	platform	100	0,55	3	asphalt
PLOČE		between tracks 4 and 5	platform	297	0,38	8,85	asphalt
		next to track 6	platform	297	0,37	5	asphalt
12. M401 Sesvete - Sava							
-		-	-	-	-	-	-
13. M402 - A Sava - Zagreb Klara (left track - northern)							
-		-	-	-	-	-	-
14. M402 - B Sava - Zagreb Klara (right track - southern)							
-		-	-	-	-	-	-
15. M403 Zagreb RkPs - Z. Klara (K)							
-		-	-	-	-	-	-
16. M404 Zagreb Klara - Delta							
-		-	-	-	-	-	-
17. M405 Zagreb Zk - Trešnjevka							
-		-	-	-	-	-	-
18. M406 Zagreb Bor. - Zagreb Resnik							
-		-	-	-	-	-	-
19. M407 Sava - Velika Gorica							
-		-	-	-	-	-	-
20. M408 Zagreb RkOs - Mičevac							
-		-	-	-	-	-	-
21. M409 Z. Klara - Zagreb RkPs (S)							
-		-	-	-	-	-	-



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
22. M410 Zagreb RkOs - Zagreb RkPs							
-		-	-	-	-	-	-
23. M501 State border - Čakovec - Kotoriba - State border							
Macinec	ČAKOVEC	next to right track	platform	80,75	0,34-0,35	2,51	asphalt
Dunjekovec	ČAKOVEC	next to right track	platform	95	0,33-0,34	2,5	asphalt
ČAKOVEC		next to track 1	platform	151	0,57-0,59	5,95	con.paving
		between tracks 1 and 2	built-up area	150	0,22-0,38	1,66	asphalt
		between tracks 2 and 3	built-up area	101,8	0,23-0,27	1,57	asphalt
Čakovec-Buzovec	ČAKOVEC	next to right track	platform	120,5	0,38	2,45	con.paving
MALA SUBOTICA	ČAKOVEC	between tracks 1 and 2	built-up area	52	0,21-0,25	1,08	con.paving
		between tracks 2 and 3	built-up area	86,5	0,23-0,32	0,54	con.paving
Čehovec	KOTORIBA	next to right track	built-up area	99,3	0,42-0,43	2,5	asphalt
DONJI KRALJEVEC	KOTORIBA	between tracks 1 and 2	built-up area	80	0,25	1,5	con.paving
		between tracks 2 and 3	built-up area	100	0,25	1,61	con.paving
Donji Mihaljevec	KOTORIBA	next to right track	platform	92,5	0,25	2,5	con.paving
KOTORIBA		next to track 1	platform	138,9	0,33-0,37	2,52-4,73	asphalt
		between tracks 1 and 2	built-up area	138,9	0,18-0,26	1,48-1,62	asphalt
24. M502-1 Zagreb Gk - Velika Gorica							
ZAGREB Gk		next to track S-1	platform	455	0,2	1,5-12	stone
		between VD-1 and VD-2	platform	185	0,25	5,9	asphalt
		next to track VD-3	platform	185	0,23	4,7	asphalt
		next to track VL-1 Rogoš	platform	380	0,35	6,5	asphalt
		between tracks S-2(S-2A) and S-3(S3-A)	platform	645	0,35	6,5	asphalt
		between tracks S-4(S-4A) and S-5(S5-A)	platform	560	0,38	6,05	asphalt
ZAGREB KLARA		between tracks 13 and 14	built-up area	134	0,25	1,26	asphalt
		next to track 14	built-up area	88	0,25	2	asphalt
Buzin	ZAGREB KLARA	next to left track	platform	160	0,55	4,5	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
Odra	ZAGREB KLARA	next to left track	built-up area	80	0,35	1,5	asphalt
VELIKA GORICA	ZAGREB KLARA	next to track 1	built-up area	160	0,2	2,5	con.paving
		between tracks 1 and 2	built-up area	167	0,2	1,55	con.paving
25. M502-2 V. Gorica - Sisak - Novska							
VELIKA GORICA	ZAGREB KLARA	next to track 1	built-up area	160	0,2	2,5	con.paving
		between tracks 1 and 2	built-up area	167	0,2	1,55	con.paving
Mračin	SISAK	next to left track	platform	160	0,55	2	con.paving
TUROPOLJE	SISAK	between tracks 1 and 2	built-up area	160	0,2	1,4	asphalt
		between tracks 2 and 3	built-up area	160	0,2	1,35	asphalt
Peščenica	SISAK	next to left track	platform	160	0,38	2,5	asphalt
LEKENIK	SISAK	next to track 1	platform	160	0,55	2,5	con.paving
		between tracks 1 and 2	built-up area	160	0,2	1,5	con.paving
GREDA	SISAK	next to track 1	platform	160	0,55	3	con.paving
		between tracks 1 and 2	built-up area	160	0,21	1,75	con.paving
Stupno	SISAK	next to left track	platform	160	0,55	2,5	con.paving
SISAK		next to track 1	platform	160	0,55	3,25	con.paving
		between tracks 2 and 3	platform	324	0,55	6,65	con.paving
SISAK CAPRAG		between tracks 1 and 2	built-up area	200	0,25	1,4	con.paving
		between tracks 2 and 3	built-up area	290	0,25	1,8	con.paving
		between tracks 3 and 4	built-up area	290	0,25	1,63	con.paving
BLINJSKI KUT	SISAK CAPRAG	between tracks 2 and 3	built-up area	100	0,2	1,65	con.paving
Brđani Krajiški	SUNJA	next to left track	platform	160	0,55	2,5	con.paving
		between tracks 1 and 2	built-up area	160	0,25	1,44	asphalt
		between tracks 2 and 3	built-up area	346	0,25	1,42	asphalt
		between tracks 3 and 4	built-up area	250	0,25	1,68	asphalt
Staza	SUNJA	next to left track	platform	160	0,55	2,5	con.paving
Papići	SUNJA	next to left track	platform	160	0,55	2,5	con.paving
ŠAŠ	SUNJA	next to track 2	built-up area	160	0,25	1,55	con.paving
		between tracks 2 and 3	built-up area	160	0,25	1,55	con.paving
ŽIVAJA	SUNJA	next to track 2	built-up area	160	0,25	1,55	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		between tracks 2 and 3	built-up area	160	0,25	1,55	con.paving
Cerovljani	SUNJA	next to right track	platform	160	0,55	2,5	con.paving
HRVATSKA DUBICA	SUNJA	next to track 2	built-up area	160	0,25	1,55	con.paving
		between tracks 2 and 3	built-up area	160	0,25	1,55	con.paving
Višnjica	SUNJA	next to left track	platform	160	0,55	2,5	con.paving
JASENOVAC	NOVSKA	between tracks 2 and 3	built-up area	160	0,25	1,5	con.paving
NOVSKA		next to track 1	built-up area	35	0,3	2,5	asphalt
		between tracks 1 and 2	built-up area	72	0,2	1,52	asphalt
		between tracks 5 and 6	platform	400	0,31-0,38	6,3	asphalt
26. M601 Vinkovci - Vukovar							
VINKOVCI		next to track 1	platform	441	0,35	13	asphalt
		between tracks 2 and 3	platform	441	0,55	8,9	con.paving
		between tracks 4 and 5	platform	441	0,55	8,9	con.paving
		next to track 1c	platform	110	0,4	8,65	asphalt
		next to track 1b	platform	167	0,45	13,5	asphalt
		next to track 1a	platform	109	0,41	4,9	asphalt
Nuštar	VUKOVAR-BOROVO NASELJE	next to right track	platform	100	0,55	5,15	con.paving
Bršadin-Lipovača	VUKOVAR-BOROVO NASELJE	next to right track	platform	100	0,55	4,5	con.paving
VUKOVAR-BOROVO NASELJE		between tracks 3 and 4	platform	200	0,55	6,1	con.paving
		next to track 1	platform	160	0,55	4,5	con.paving
VUKOVAR	VUKOVAR-BOROVO NASELJE	next to track 2	platform	80	0,55	4,5	con.paving
27. M602 Škrljevo - Bakar							
-		-	-	-	-	-	-
28. M603 Sušak - Rijeka Brajdica							
-		-	-	-	-	-	-
29. M604 Oštarije - Knin - Split							
OŠTARIJE	OGULIN	next to track 1 left	built-up area	289,2	0,22	2	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		between tracks 1 and 2	built-up area	173,38	0,33/0,33	1,63	con.paving
		between tracks 2 and 3	built-up area	168,1	0,33/0,35	1,7	con.paving
Oštarije-Ravnice	OGULIN	next to right track	built-up area	80	0,16	1,5	asphalt
Šušnjevo Selo	OGULIN	next to right track	built-up area	80,68	0,24	2,2	asphalt
JOSIPDOL	OGULIN	between tracks 1 and 2	built-up area	125,45	0,3	1,55	con.paving
Vojnovac	OGULIN	next to left track	built-up area	80	0,08	1,53	asphalt
Lički Podhum	PLAŠKI	next to left track	built-up area	51,5	0,14	1,8	filled
Latin	PLAŠKI	next to right track	built-up area	46	up to TOR	2	filled
PLAŠKI		between tracks 1 and 2	built-up area	160,3	0,27/0,27	1,62	asphalt
		between tracks 2 and 3	built-up area	70,9	0,27/0,26	1,61	asphalt
BLATA	PLAŠKI	between tracks 1 and 2	built-up area	81,55	0,21/0,30	1,64	asphalt
LIČKA JESENICA	PLAŠKI	between tracks 1 and 2	built-up area	80	up to TOR	2	filled
RUDOPOLJE	VRHOVINE	next to right track	platform	103,7	0,38-0,40	3,27	con.paving
VRHOVINE		between tracks 1 and 2	built-up area	154,9	0,15/0,23	1,4	asphalt
		between tracks 2 and 3	built-up area	131,9	0,17/0,28	1,5	asphalt
LIČKO LEŠĆE	VRHOVINE	between tracks 1 and 2	built-up area	89,45	0,21/0,28	1,71	asphalt
Studenci	GOSPIĆ	next to left track	built-up area	80,4	0,24	1,7	asphalt
PERUŠIĆ	GOSPIĆ	next to track 1 right	built-up area	100,3	0,34	4	con.paving
		between tracks 1 and 2	built-up area	83,2	0,18/0,28	1,35	con.paving
Lički Osik	GOSPIĆ	next to right track	platform	100,82	0,55/0,57	2,6	con.paving
GOSPIĆ		island platform	platform	321,75	0,54/0,57	6,1	con.paving
		next to track 1 right	platform	100	0,39	3,9	con.paving
Bilaj-Ribnik	GOSPIĆ	next to right track	built-up area	100,45	0,34-0,36	2,6	con.paving
MEDAK	GOSPIĆ	between tracks 1 and 2	built-up area	100,65	0,17/0,21	1,53	con.paving
Kruškovac	GOSPIĆ	next to right track	platform	100,34	0,39	2,71	con.paving
Raduč	GOSPIĆ	next to right track	platform	100,42	0,53	2,5	con.paving
LOVINAC	GOSPIĆ	next to track 1 left	platform	104,8	0,37-0,39	4,00/4,58	con.paving
Ličko Cerje	GOSPIĆ	next to left track	platform	100,5	0,53	2,5	con.paving
Ričice	GOSPIĆ	next to right track	platform	100,37	0,56	2,5	con.paving
Štikada	GRAČAC	next to left track	platform	101,25	0,54	2,5	con.paving
GRAČAC		between tracks 2 and 3	platform	300	0,56-0,59	6	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
MALOVAN	GRAČAC	between tracks 1 and 2	built-up area	83	0,18	1,7	asphalt
ZRMANJA	GRAČAC		REMOVED				
Prijevo	KNIN	next to right track	built-up area	82	0,32	2	asphalt
PLAVNO	KNIN	next to track 1	platform	80	0,55	2,5	con.paving
		between tracks 1 and 2	built-up area	80	0,2	1,5	con.paving
PAĐENE	KNIN	between tracks 2 and 3	built-up area	87	0,29	1,45	asphalt
KNIN		NO.1 LP1-LP4 track	platform	616	0,20-0,38	4,0-13	asphalt
		NO.2 2.-3. tracks	platform	616	0,2	5,75	asphalt
		NO.3 3.-4. track	platform	175	0,20-0,18	2,8	asphalt
Kaldrma	DRNIŠ	next to right track	built-up area	66	0,17	3-4,3	crus.stone
KOSOVO	DRNIŠ	next to track 1	platform	152	0,55	2,5	asphalt
Tepljuh	DRNIŠ	next to right track	platform	100	0,55	2,5	asphalt
Siverić	DRNIŠ	next to left track	platform	100	0,55	2,5	asphalt
DRNIŠ		between tracks 1 and 2	built-up area	140	0,18-0,32	1-1,5	asphalt
		between tracks 2 and 3	built-up area	320	0,2	1,45	asphalt
ŽITNIĆ	DRNIŠ	between tracks 1 and 2	built-up area	210	0,2	1,9	asphalt
Sedramić	DRNIŠ	next to left track	platform	100	0,55	2,5	asphalt
Planjane	PERKOVIĆ	next to right track	platform	100	0,55	2,5	asphalt
UNEŠIĆ	PERKOVIĆ	between tracks 1 and 2	built-up area	208	0,2	1,6	asphalt
		between tracks 2 and 3	built-up area	208	0,2	1,65	asphalt
Cera	PERKOVIĆ	next to right track	built-up area	141	0,32	1,85	crus.stone
Koprno	PERKOVIĆ	next to left track	built-up area	81	0,2	1,73	asphalt
PERKOVIĆ		between tracks 1 and 2	built-up area	208	0,12-0,28	1,4	asphalt
		between tracks 2 and 3	built-up area	270	0,21-0,24	1,72	asphalt
		between tracks 3 and 4	built-up area	283	0,2	1,55	asphalt
Donji Dolac	PERKOVIĆ	next to right track	platform	114	0,55	2,5	con.paving
PRIMORSKI DOLAC	PERKOVIĆ	between tracks 1 and 2	built-up area	185	0,25-0,18	1-1,66	asphalt
Bakovići	PERKOVIĆ	next to right track	platform	100	0,55	3	con.paving
Brdašće	PERKOVIĆ	next to right track	built-up area	38	0,3	2,1	asphalt
Preslo	PERKOVIĆ	next to left track	platform	76	0,55	3	con.paving
Prgomet	KAŠTEL SUČURAC	next to right track	platform	100	0,55	3	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
LABIN DALMATINSKI	KAŠTEL SUĆURAC	between tracks 1 and 2	built-up area	215	0,21	1,55	asphalt
Sadine	KAŠTEL SUĆURAC	next to right track	built-up area	39	0,1	2-2,2	asphalt
KAŠTEL STARI	KAŠTEL SUĆURAC	between tracks 1 and 2	built-up area	219	0,27	1,6	asphalt
Kaštel Kambelovac	KAŠTEL SUĆURAC	next to left track	platform	100	0,55	2,5	con.paving
Kaštel Gomilica	KAŠTEL SUĆURAC	next to right track	platform	100	0,55	2,5	con.paving
KAŠTEL SUĆURAC		between tracks 1 and 2	built-up area	200	0,2	1,5	con.paving
		next to track 1	platform	100	0,55	3	con.paving
Sveti Kajo	SOLIN	next to left track	platform	100	0,55	2,5/3,9	con.paving
SOLIN		between tracks 1 and 2	built-up area	234	0,2	1,55	con.paving
Solin Širina	SOLIN	next to left track	platform	100	0,55	2,5/4,0	con.paving
Dujmovača	SPLIT	next to left track	platform	100	0,55	3,0/4,5	con.paving
SPLIT PREDGRAĐE	SPLIT	next to track 1	platform	335	0,37	2,0-2,9	asphalt
		between tracks 2 and 3	platform	325	0,33-0,37	3,9-6	asphalt
SPLIT		next to track 1	platform	448	0,42-0,23	3,75	asphalt
		between tracks 2 and 3	platform	466	0,39-0,37	8,91	asphalt
		between tracks 4 and 5	platform	259	0,44	3,64	asphalt
30. M605 Ogulin - Krpelj							
-	-	-	-	-	-	-	-
31. M606 Knin - Zadar							
KNIN		NO.1 LP1-LP4 track	platform	616	0,20-0,38	4,0-13	asphalt
		NO.2 2.-3. tracks	platform	616	0,2	5,75	asphalt
		NO.3 3.-4. track	platform	175	0,20-0,18	2,8	asphalt
Radučić	KNIN	next to right track	built-up area	125	0,24	1,6	asphalt
KISTANJE	ZADAR	between tracks 1 and 2	built-up area	188	0,21-0,15	1,55	asphalt
		between tracks 2 and 3	built-up area	188	0,21-0,24	1,6	asphalt
Đevrske	ZADAR	next to left track	built-up area	94	0,35	1,7	asphalt
Dalmatinska Ostrovica	ZADAR	next to right track	built-up area	40	0,2	2,5	crus.stone
Bulići	ZADAR	next to left track	built-up area	31	0,2	2	crus.stone
Lepuri	ZADAR	next to left track	built-up area	96	0,32	5,85	crus.stone
Kožlovac	ZADAR	next to left track	built-up area	41	0,25	2,5	crus.stone



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
BENKOVAC	ZADAR	between tracks 1 and 2	built-up area	228	0,32-0,35	1,67	asphalt
		between tracks 2 and 3	built-up area	228	0,29-0,32	1,48	asphalt
Šopot	ZADAR	next to left track	built-up area	60	0,27	10	crus.stone
Raštevčić	ZADAR	next to left track	built-up area	150	0,09	4,1-5	crus.stone
Nadin	ZADAR	next to right track	built-up area	101	0,12-0,16	1,3-6	crus.stone
ŠKABRNJE	ZADAR	next to track 1 right	built-up area	204	0,17	9,9	asphalt
		between tracks 1 and 2	built-up area	204	0,17-0,13	3,3	asphalt
Prkos	ZADAR	next to left track	built-up area	46	0,25	3	crus.stone
Galovci	ZADAR	next to left track	built-up area	50	0,12	2	crus.stone
Debeljak	ZADAR	next to right track	built-up area	23	0,3	2,3	crus.stone
Sukošan	ZADAR	next to left track	built-up area	123	0,16	1-2,00	crus.stone
BIBINJE	ZADAR	next to track 1 right	built-up area	202	0,23-0,12	2-4,1	crus.stone
		between tracks 1 and 2	built-up area	202	0,12-0,20	5-7,25	crus.stone
ZADAR		between tracks 1 and 2	platform	303	0,33-0,35	7,9-8	asphalt
32. M607 Perković - Šibenik							
PERKOVIĆ		between tracks 1 and 2	built-up area	208	0,12-0,28	1,4	asphalt
		between tracks 2 and 3	built-up area	270	0,21-0,24	1,72	asphalt
		between tracks 3 and 4	built-up area	283	0,2	1,55	asphalt
Ripište	PERKOVIĆ	next to left track	built-up area	80	0,31	2,0-6	crus.stone
Dabar	RAŽINE	next to right track	built-up area	95	0,2	2,2-7	asphalt
Primorsko Vrpolje	RAŽINE	next to right track	built-up area	100	0,27	2	asphalt
Primorski Sveti Juraj	ŠIBENIK	next to left track	built-up area	35	0,32	2	asphalt
RAŽINE		next to track 1	built-up area	122	0,3	2,4-6	asphalt
		between tracks 1 and 2	built-up area	122	0,27-0,09	1,6	asphalt
Mandalina	ŠIBENIK	next to right track	built-up area	53	0,35	6,25	concr.slabs
ŠIBENIK		next to track 1	built-up area	152	0,28	4,05	asphalt
		between tracks 1 and 2	built-up area	189	0,34-0,36	1,3-4	asphalt
		between tracks 2 and 3	built-up area	214	0,33-0,29	3,6	asphalt
33. R101 State border - Buzet - Pula							
BUZET	LUPOGLAV	between tracks 1 and 2	built-up area	80	0,25	2	crus.stone
		between tracks 2 and 3	built-up area	80	0,27	2	crus.stone



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
Nugla	LUPOGLAV	next to left track	built-up area	48	0,3	1,5	crus.stone
ROČ	LUPOGLAV	between tracks 1 and 2	built-up area	80	0,3	2	crus.stone
		between tracks 2 and 3	built-up area	80	0,35	2	crus.stone
Ročko Polje	LUPOGLAV	next to right track	built-up area	50	0,3	1,5	crus.stone
LUPOGLAV		between tracks 2 and 3	low platform	80	0,38	1,66	concr.slabs
		between tracks 2 and 3	low platform	80	0,38	1,66	concr.slabs
Hum u Istri	PAZIN	next to left track	built-up area	50	0,35	2,50	crus.stone
BORUT	PAZIN	between tracks 1 and 2	built-up area	80	0,28	2	crus.stone
		between tracks 2 and 3	built-up area	80	0,28	2	crus.stone
Cerovlje	PAZIN	between tracks 1 and 2	built-up area	80	0,25	2	crus.stone
		between tracks 2 and 3	built-up area	80	0,25	2	crus.stone
Novaki	PAZIN	next to right track	built-up area	50	0,3	2	crus.stone
PAZIN		between tracks 2 and 3	low platform	50	0,38	1,65	concr.slabs
		between tracks 2 and 3	low platform	80	0,38	1,65	concr.slabs
Heki	PAZIN	next to left track	built-up area	50	0,25	2	crus.stone
Heki stajalište	PAZIN	next to right track	built-up area	57	0,25	2	crus.stone
SVETI PETAR U ŠUMI	PAZIN	between tracks 2 and 3	low platform	80	0,38	1,65	concr.slabs
		between tracks 2 and 3	low platform	80	0,38	1,65	concr.slabs
Krajcar Brijeg	PAZIN	next to right track	built-up area	50	0,25	2	crus.stone
Žminj	PAZIN	next to left track	built-up area	50	0,3	2	crus.stone
KANFANAR	PULA	between tracks 1 and 2	built-up area	100	0,27	2	crus.stone
		between tracks 2 and 3	built-up area	100	0,3	2	crus.stone
		between tracks 3 and 4	low platform	82	0,34-0,26	1,65	asphalt
		between tracks 4 and 5	low platform	82	0,25-0,43	1,65	asphalt
Smoljanci	PULA	next to right track	built-up area	50	0,25	2	crus.stone
Savičenta	PULA	next to left track	built-up area	50	0,29	2	crus.stone
Čabrunići	PULA	next to left track	built-up area	50	0,29	2	crus.stone
Čabrunići Selo	PULA	next to left track	built-up area	50	0,3	2	asphalt
Juršići	PULA	next to left track	built-up area	80	0,25	2	asphalt
VODNJAN	PULA	between tracks 2 and 3	low platform	80	0,38	1,53	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		between tracks 2 and 3	low platform	80	0,38	1,53	con.paving
Vodnjan stajalište	PULA	next to right track	low platform	65	0,38	2,65	concr.slabs
Galižana	PULA	next to left track	built-up area	50	0,25	2	crus.stone
Šijana	PULA	next to left track	built-up area	50	0,35	2	crus.stone
PULA		next to track 1	platform	52	0,3	5	concr.slabs
		between tracks 2 and 3	platform	255	0,3	6,4	asphalt
34. R102 Sunja - Volinja - State border							
SUNJA		between tracks 1 and 2	built-up area	160	0,25	1,44	asphalt
		between tracks 2 and 3	built-up area	346	0,25	1,42	asphalt
		between tracks 3 and 4	built-up area	250	0,25	1,68	asphalt
Hrastovac	SUNJA	next to right track	built-up area	85	0,25	2	asphalt
Graboštani	VOLINJA	next to left track	built-up area	80	0,25	2	asphalt
MAJUR	VOLINJA	between tracks 1 and 2	built-up area	120	0,25	1,35	asphalt
Hrvatska Kostajnica	VOLINJA	next to left track	built-up area	79	0,2	1,8	asphalt
VOLINJA		between tracks 2 and 3	built-up area	80	0,38-0,20	1,7	asphalt
35. R103 State border - L. D. Polje - Knin							
LIČKO DUGO POLJE				0.0.			
LIČKA KALDRMA							
LIČKI TIŠKOVAC							
STRMICA							
GOLUBIĆ							
36. R104 Vukovar-B.n. - Erdut - State border							
VUKOVAR-BOROVO NASELJE		between tracks 3 and 4	platform	200	0,55	6,1	con.paving
		next to track 1	platform	160	0,55	4,5	con.paving
Borovo-Trpinja	VUKOVAR-BOROVO NASELJE	next to right track	built-up area	25	0	2	crus.stone
Novi Dalj	VUKOVAR-BOROVO NASELJE	next to right track	built-up area	193	0,2	1,4	asphalt
DALJ	OSIJEK DONJI GRAD	between tracks 1 and 2	built-up area	78	0	2,2	crus.stone



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		between tracks 2 and 3	built-up area	78	0	2,2	crus.stone
		between tracks 3 and 4	built-up area	115	0,25	1,53	asphalt
ERDUT	OSIJEK DONJI GRAD	between tracks 1 and 2	built-up area	50	0,2	2,2	crus.stone
		between tracks 2 and 3	built-up area	65	0	2,2	crus.stone
37. R105 Vinkovci - Drenovci - State border							
VINKOVCI		next to track 1	platform	441	0,35	13	asphalt
		between tracks 2 and 3	platform	441	0,55	8,9	con.paving
		between tracks 4 and 5	platform	441	0,55	8,9	con.paving
		next to track 1c	platform	110	0,4	8,65	asphalt
		next to track 1b	platform	167	0,45	13,5	asphalt
		next to track 1a	platform	109	0,41	4,9	asphalt
Vinkovci Bolnica	VINKOVCI	next to right track	platform	100	0,55	3	con.paving
Privlaka	OTOK	next to left track	built-up area	99	0,23	4	crus.stone
OTOK		between tracks 1 and 2	built-up area	60	0,25	1,5	asphalt
		between tracks 2 and 3	built-up area	60	0,25	1,5	asphalt
SPAČVA	OTOK	between tracks 1 and 2	built-up area	50	0	2	crus.stone
SPAČVA	OTOK	between tracks 2 and 3	built-up area	50	0	2	crus.stone
Vrbanja	OTOK	next to left track	built-up area	60	0,25	2	asphalt
DRENOVCI	OTOK	next to track 1 left	platform	160	0,55	6	asphalt
		between tracks 1 and 2	built-up area	165	0,28	2,8	crus.stone
Gunja	OTOK	next to left track	built-up area	100	0,17	4	crus.stone
38. R106 Zabok - Đurmanec - State border							
ZABOK		next to the track 1b	platform	80	0,55	3	con.paving
		next to the track 1c	platform	80	0,55	3	con.paving
		between tracks 2 and 3	platform	290	0,55	6,6	con.paving
Štrucljevo	KRAPINA	next to left track	platform	100	0,38	2,5	asphalt
SVETI KRIŽ ZAČRETJE	KRAPINA	between tracks 2 and 3	built-up area	100	0,25	1,75	asphalt
Dukovec	KRAPINA	next to left track	platform	100	0,38	2,5	asphalt
Velika Ves	KRAPINA	next to track right	platform	100	0,38	2,5	asphalt
Pristava Krapinska	KRAPINA	next to left track	platform	90	0,55	2,5	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
KRAPINA		between tracks 1 and 2	built-up area	83	0,2	1,55	asphalt
		between tracks 2 and 3	built-up area	83	0,2	1,55	asphalt
Doliće	KRAPINA	next to left track	built-up area	88	0,35	1,7	asphalt
Žutnica	KRAPINA	next to right track	built-up area	64	0,35	1,7	crus.stone
ĐURMANEC	KRAPINA	between tracks 1 and 2	built-up area	41	0,2	1,55	asphalt
		between tracks 2 and 3	built-up area	42	0,2	1,55	asphalt
Hromec	KRAPINA	next to left track	built-up area	65	0,38	2,5	asphalt
39. R201 Zaprešić - Čakovec							
ZAPREŠIĆ		next to track 1	built-up area	160	0,25	2,0-3,2	con.paving
		between tracks 2 and 3	built-up area	160	0,25	0,55	con.paving
		between tracks 3 and 4	built-up area	160	0,25	0,55	con.paving
NOVI DVORI	ZAPREŠIĆ	between tracks 1b and 3a	platform	160	0,55	6,15	con.paving
Pojatno	ZAPREŠIĆ	next to left track	platform	160	0,55	3	con.paving
Kupljenovo	ZABOK	next to right track	platform	160	0,55	3	con.paving
LUKA	ZABOK	next to right track	platform	160	0,55	5,1	con.paving
Žeinci	ZABOK	next to left track	platform	160	0,55	3	con.paving
VELIKO TRGOVIŠĆE	ZABOK	between tracks 2 and 3	platform	160	0,55	6,6	con.paving
ZABOK		next to the track 1b	platform	80	0,55	3	con.paving
		next to the track 1c	platform	80	0,55	3	con.paving
		between tracks 2 and 3	platform	290	0,55	6,6	con.paving
Hum-Lug	ZABOK	next to right track	built-up area	87	0,35	1,6	asphalt
Dubrava Zabočka	ZABOK	next to left track	platform	160	0,55	3	con.paving
Špičkovina	KONJŠČINA	next to left track	built-up area	101	0,2	1,96	concrete
BEDEKOVČINA	KONJŠČINA	between tracks 2 and 3	built-up area	144,5	0,24-0,29	1,47	con.paving
Poznanovec	KONJŠČINA	next to left track	platform	96,5	0,38	2,67	con.paving
ZLATAR BISTRICA	KONJŠČINA	between tracks 1 and 2	built-up area	125	0,25	1,5	con.paving
		between tracks 2 and 3	built-up area	157	0,25-0,28	1,7	con.paving
Donji Lipovec	KONJŠČINA	next to right track	platform	101,5	0,38	2,67	con.paving
KONJŠČINA		between tracks 1 and 2	built-up area	98,5	0,21-0,32	1,81	con.paving
		between tracks 2 and 3	built-up area	144	0,24-0,29	1,59	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
Hrašćina -Trgovišće	KONJŠČINA	next to left track	platform	89,7	0,13-0,2	2,52	asphalt
BUDINŠČINA	KONJŠČINA	between tracks 1 and 2	built-up area	111	0,27-0,3	1,63	con.paving
		between tracks 2 and 3	built-up area	124,8	0,25-0,28	1,79	con.paving
Podrute	KONJŠČINA	next to right track	platform	100,2	0,38	2,5	asphalt
Mađarevo	NOVI MAROF	next to left track	platform	91	0,37-0,43	2,5	asphalt
NOVI MAROF		between tracks 1 and 2	built-up area	91,7	0,37-0,43	1,49	asphalt
		between tracks 2 and 3	built-up area	137,2	0,29-0,33	1,6	asphalt
Krušljevec	NOVI MAROF	next to right track	built-up area	91	0,18-0,27	2,5	asphalt
Doljan	NOVI MAROF	next to right track	platform	100	0,38	2,5	con.paving
TURČIN	NOVI MAROF	between tracks 1 and 2	built-up area	141	0,24-0,25	1,47	con.paving
		between tracks 2 and 3	built-up area	92,5	0,25	1,67	con.paving
VARAŽDIN		between tracks 1A and 1	built-up area	75,6	0,33-0,39	4	asphalt
		between tracks 1 and 2	built-up area	106,8	0,2-0,28	1,74	asphalt
		between tracks 2 and 3	built-up area	224,6	0,14-0,27	1,51	asphalt
		between tracks 3 and 4	built-up area	173,6	0,17-0,26	1,68	asphalt
ČAKOVEC		next to track 1	platform	151	0,57-0,59	5,95	con.paving
		between tracks 1 and 2	built-up area	150	0,22-0,38	1,66	asphalt
		between tracks 2 and 3	built-up area	101	0,23-0,27	1,57	asphalt
40. R202 Varaždin - Dalj							
VARAŽDIN		between tracks 1A and 1	built-up area	75,6	0,33-0,39	4	asphalt
		between tracks 1 and 2	built-up area	106,8	0,2-0,28	1,74	asphalt
		between tracks 2 and 3	built-up area	224,6	0,14-0,27	1,51	asphalt
		between tracks 3 and 4	built-up area	173,6	0,17-0,26	1,68	asphalt
Zbelava	VARAŽDIN	next to track right	built-up area	82	0,23-0,28	1,62	asphalt
JALŽABET	LUDBREG	between tracks 1 and 2	built-up area	99	0,15-0,2	1,44	asphalt
		between tracks 2 and 3	built-up area	99	0,25	1,4	gravel
Novakovec	LUDBREG	next to right track	platform	93	0,3-0,32	1,7	asphalt
Martijanec	LUDBREG	next to right track	platform	80	0,28+0,31	1,64	asphalt
LUDBREG		between tracks 1 and 2	built-up area	102,54	0,16-0,23	1,55	asphalt
		between tracks 2 and 3	built-up area	90,55	0,14+0,21	1,77	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
Čukovec	LUDBREG	next to left track	platform	84	0,35	2,3	asphalt
RASINJA	LUDBREG	between tracks 1 and 2	built-up area	90	0,2	1,54	asphalt
		between tracks 2 and 3	built-up area	82	0,2	1,8	asphalt
KOPRIVNICA		next to track 1	built-up area	210	0,2	6,5	asp./flagst.
		between tracks 2 and 3	platform	451	0,35	6,3	asphalt
		between tracks 4 and 6	platform	400	0,55	6,06	asphalt
		next to track 21	built-up area	170	0,3	5	asphalt
Kunovec-Subotica	LUDBREG	next to track left	platform	84	0,35	1,6	asphalt
BREGI	ĐURĐEVAC	between tracks 2 and 3	built-up area	160	0,2	1,55	asphalt
Novigrad Podravski	ĐURĐEVAC	next to track left	built-up area	90	0,2	1,3	asphalt
VIRJE	ĐURĐEVAC	between tracks 1 and 2	built-up area	165	0,2	1,3	asphalt
ĐURĐEVAC		between tracks 3 and 4	platform	304	0,35	6,35	asphalt
Kalinovac	ĐURĐEVAC	next to track left	built-up area	75	0,2	1,7	asphalt
KLOŠTAR	ĐURĐEVAC	between tracks 2 and 3	built-up area	200	0,25	2,8	con.paving
		between tracks 3 and 4	built-up area	160	0,25	1,53	con.paving
PITOMAČA	ĐURĐEVAC	between tracks 2 and 3	platform	160	0,55	2,5	con.paving
		next to right track (next to track 2)	platform	160	0,55	2,5	con.paving
Vukosavljevica	VIROVITICA	next to left track	platform	160	0,55	2,5	con.paving
ŠPIŠIĆ-BUKOVICA	VIROVITICA	next to left track (next to track 2)	platform	160	0,55	2,5	con.paving
		next to right track (next to track 1)	platform	160	0,55	2,5	con.paving
Virovitica grad	VIROVITICA	next to right track	platform	160	0,55	2,5	con.paving
VIROVITICA		between tracks 1 and 2	built-up area	313	0,2	1,55	asphalt
		between tracks 2 and 3	built-up area	395	0,2	1,55	asphalt
SUHOPOLJE	VIROVITICA	between tracks 1 and 2	built-up area	152	0,2	3,35	asphalt
		between tracks 2 and 3	built-up area	160	0,2	3,3	asphalt
Pčelić	VIROVITICA	next to left track	platform	78	0,35	1,40/1,10	asphalt
CABUNA	SLATINA	between tracks 1 and 2	built-up area	116	0,2	1,61	asphalt
Podravska Bistrica	SLATINA	next to left track	built-up area	70	up to TOR	1,6	gravel
Sladojevci	SLATINA	next to left track	built-up area	76	up to TOR	1,6	gravel
SLATINA		between tracks 1 and 2	built-up area	160	0,2	1,2	asphalt
		between tracks 2 and 3	built-up area	175	0,2	1,16	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
Nova Bukovica	SLATINA	next to left track	platform	90	0,35	2	asphalt
Mikleuš	SLATINA	next to left track	platform	90	0,55	3	con.paving
ČAČINCI	SLATINA	between tracks 1 and 2	built-up area	206	0,2	1,55	asphalt
		between tracks 2 and 3	built-up area	204	0,2/0,38	208	con.paving
ZDENCI-ORAHOVICA	NAŠICE	between tracks 1 and 2	built-up area	115	0,2	1,29	asphalt
		between tracks 2 and 3	built-up area	115	0,25	1,7	asphalt
Feričanci	NAŠICE	next to left track	platform	101	0,35	2	asphalt
ĐURĐENOVAC	NAŠICE	between tracks 1 and 2	built-up area	164	0,30/0,2	1,1	asphalt
		between tracks 2 and 3	built-up area	94	0,2/0,25	1,7	asphalt
Velimirovac	NAŠICE	next to right track	platform	100	0,3	2	asphalt
NAŠICE		between tracks 1 and 2	built-up area	96	0,15/0,15	1,4	asphalt
		between tracks 2 and 3	built-up area	202	0,15/0,12	1,31	asphalt
		between tracks 3 and 4	built-up area	107	0,10/0,30	1,4	asphalt
Jelisavac	NAŠICE	next to right track	platform	92	0,3	1,5	concrete/asphalt
Našička Breznica	NAŠICE	next to left track	platform	100	0,55	3	con.paving
Niza	BIZOVAC	next to left track	built-up area	75	0,25	2	asphalt
KOŠKA	BIZOVAC	between tracks 1 and 2	built-up area	174	0,18/0,20	1,45	asphalt
		between tracks 2 and 3	built-up area	124	0,20/0,20	1,31	asphalt
Normanci	BIZOVAC	next to right track	platform	90	0,35	1,95	concrete
Cret	BIZOVAC	next to left track	built-up area	96	0,35	2	asphalt
BIZOVAC		between tracks 1 and 2	built-up area	194	0,33/0,15	1,24	asphalt
		between tracks 2 and 3	built-up area	194	0,15/0,30	1,81	asphalt
Samatovci	BIZOVAC	next to left track	built-up area	96	0,35	2	asphalt
JOSIPOVAC	BIZOVAC	between tracks 1 and 2	built-up area	95	0,3	1	asphalt
		between tracks 2 and 3	built-up area	173	0,16/0,16	1,37	asphalt
Višnjevac IPK	OSIJEK	next to right track	platform	50	0,35	1,55	asphalt
Višnjevac	OSIJEK	next to left track	platform	60	0,35	1,55	asphalt
Frigis	OSIJEK	next to right track	platform	70	0,35	1,55	asphalt
Petrove Gore	OSIJEK	next to right track	platform	55	0,35	1,55	asphalt
Vodovod	OSIJEK	next to right track	platform	55	0,35	1,55	asphalt
OSIJEK		between tracks 1 and 2	built-up area	235	up to TOR	1,53	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		between tracks 2 and 3	built-up area	290	up to TOR	1,53	asphalt
		between tracks 3 and 5	platform	404	0,33/0,28	6,35	asphalt
		next to track LP 2	platform	122	0,35	5	asphalt
		between tracks LP1 and 1	built-up area	55	up to TOR	2,2	asphalt/concrete
Osijek OLT	OSIJEK	next to left track	platform	69	0,35	1,55	asphalt
OSIJEK DONJI GRAD		between tracks 1 and 2	built-up area	110	0,20/0,12	1,5	asphalt
		between tracks 2 and 3	built-up area	110	0,20/0,12	1,5	asphalt
Standard	OSIJEK DONJI GRAD	next to right track	platform	48	0,35	1,55	asphalt
Osijek Luka	OSIJEK DONJI GRAD	next to left track	platform	68	0,35	1,55	asphalt
NEMETIN	OSIJEK DONJI GRAD	next to track 5	platform	60	0,17	1,5	asphalt
SARVAŠ	OSIJEK DONJI GRAD	between tracks 1 and 2	built-up area	95	0,20/0,30	1,57	asphalt
		between tracks 2 and 3	built-up area	126	0,30/0,15	1,57	asphalt
Bijelo Brdo	OSIJEK DONJI GRAD	next to right track	platform	54	0,28	2	asphalt
DALJ	OSIJEK DONJI GRAD	between tracks 1 and 2	built-up area	78	0	2,2	crus.stone
		between tracks 2 and 3	built-up area	78	0	2,2	crus.stone
		between tracks 3 and 4	built-up area	115	0,25	1,53	asphalt
41. L101 Čakovec - M. Središće - State border							
ČAKOVEC		next to track 1	platform	151	0,57-0,59	5,95	con.paving
		between tracks 1 and 2	built-up area	150	0,22-0,38	1,66	asphalt
		between tracks 2 and 3	built-up area	101	0,23-0,27	1,57	asphalt
Čakovec-Buzovec	ČAKOVEC	next to left track	platform	90	0,38	2,5	con.paving
Novo Selo Rok	ČAKOVEC	next to right track	platform	50	0,37	2,52	asphalt
Vratišinec	ČAKOVEC	next to right track	platform	50,2	0,35-0,37	2,1-2,5	asphalt
Mursko Središće	ČAKOVEC	between tracks 1 and 2	built-up area	58,5	0,22-0,34	1,26	asphalt
42. L102 S. Marof - Kumrovec - State border							
SAVSKI MAROF	ZAPREŠIĆ	next to track 1	built-up area	160	0,25	1,6	con.paving
		between tracks 1 and 2	built-up area	160	0,25	1,55	con.paving
		between tracks 2 and 3	built-up area	160	0,25	1,55	con.paving
Laduč	ZAPREŠIĆ	next to right track	platform	161	0,52	2,8	con.paving
Sutla	ZAPREŠIĆ	next to right track	platform	160	0,54	2,6	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
Harmica	ZAPREŠIĆ	next to right track	platform	160	0,56	3,5	con.paving
Vukovo Selo		0.0.					
Kraj Donji							
Rozga							
Prosinec							
Draše							
Gredice							
KLANJEC							
Zelenjak							
KUMROVEC							
Zagorska Sela							
43. L103 Karlovac - Kamanje - State border							
KARLOVAC		next to track 1 left	built-up area	220	0,1	5,6	asphalt
		between tracks 1 and 2	built-up area	238	0,20-0,25	1,5	asphalt
		between tracks 2 and 3	built-up area	238	0,11-0,18	1,5	asphalt
MAHIČNO	OZALJ		NONE				
Zorkovac	OZALJ		NONE				
OZALJ		between tracks 1 and 2	built-up area	63	0,29	1,3	asphalt
		between tracks 2 and 3	built-up area	63	0,29	1,3	asphalt
Zaluka	OZALJ		NONE				
KAMANJE	OZALJ		NONE				
Brlog Grad	OZALJ		NONE				
Bubnjarci	OZALJ		NONE				
44. L201 Varaždin - Golubovec							
VARAŽDIN		between tracks 1A and 1	built-up area	75,6	0,33-0,39	4	asphalt
		between tracks 1 and 2	built-up area	106,8	0,2-0,28	1,74	asphalt
		between tracks 2 and 3	built-up area	224,6	0,14-0,27	1,51	asphalt
		between tracks 3 and 4	built-up area	173,6	0,17-0,26	1,68	asphalt
Vidovec	IVANEC	next to right track	platform	100,8	0,37-0,38	2,5	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
CERJE TUŽNO	IVANEC	between tracks 1 and 2	built-up area	100	0,25-0,26	1,5	con.paving
Stažnjevec	IVANEC	next to left track	platform	100,9	0,35	2,53	asphalt
IVANEC		between tracks 1 and 2	built-up area	100	0,21-0,27	1,7	con.paving
		between tracks 2 and 3	built-up area	62	0,25+0,29	1,54	con.paving
Kuljevičica	IVANEC	next to left track	platform	80,5	0,32-0,36	2,5	asphalt
LEPOGLAVA	IVANEC	between tracks 1 and 2	built-up area	99,8	0,23-0,24	1,22	asphalt
GOLUBOVEC	IVANEC	between tracks 1 and 2	built-up area	65	0,15-0,25	1,51	con.paving
45. L202 Hum-Lug - Gornja Stubica							
Hum-Lug	ZABOK	next to right track	built-up area	87	0,35	1,6	asphalt
Oroslavje	ZABOK	between tracks 1 and 2	built-up area	60	0,14	1,6	asphalt
Stubičke Toplice	ZABOK	next to right track	built-up area	50	0,2	1,6	asphalt
Donja Stubica	ZABOK	between tracks 1 and 2	built-up area	51	0,14	1,55	asphalt
GORNJA STUBICA	ZABOK	between tracks 1 and 2	built-up area	40	0,25	1,5	asphalt
46. L203 Križevci - Bjelovar - Kloštar							
KRIŽEVCI		next to track 1	built-up area	88	0,2	4,65	asphalt
		between tracks 6 and 7	platform	130	0,35	6,3	con.paving
Poljanka	KRIŽEVCI	next to right track	built-up area	80	0,2	3	con.paving
Brezovljani	KRIŽEVCI	next to right track	platform	64	0,35	1,5	asphalt
Škrinjari	KRIŽEVCI	next to left track	platform	85	0,35	2	asphalt
SVETI IVAN ŽABNO	KRIŽEVCI	next to track 1	platform	100	0,55	3	con.paving
		between tracks 2 and 3	platform	100	0,55	3,5	con.paving
Cirkvena	BJELOVAR	next to right track	built-up area	80	0,35	2,5	con.paving
Hrsovo	BJELOVAR	next to right track	platform	80	0,35	2	asphalt
Rovišće	BJELOVAR	next to left track	platform	80	0,38	2	con.paving
Žabjak	BJELOVAR	next to right track	platform	95	0,35	1,6	asphalt
Klokočevac	BJELOVAR	next to right track	platform	90	0,35	2	asphalt
Stare Plavnice	BJELOVAR	next to left track	platform	90	0,35	1,5	concrete
BJELOVAR		between tracks 1 and 2	built-up area	97	0,2	1,3	asphalt
		between tracks 2 and 3	built-up area	54	0,25	1,35	asphalt
Markovac	BJELOVAR	next to right track	built-up area	70	up to TOR	2	crus.stone



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
Grginac	BJELOVAR	next to right track	built-up area	82	up to TOR	1,5	crus.stone
Grginac Novi	BJELOVAR	next to left track	platform	80	0,38	2,5	con.paving
Veliko Trojstvo	BJELOVAR	next to right track	platform	80	0,38	2,5	con.paving
Mišulinovac	BJELOVAR	between tracks 1 and 2	built-up area	80	0,25	1,6	con.paving
Paulovac	BJELOVAR	next to right track	platform	80	0,38	2	con.paving
Zid Katalena	ĐURĐEVAC	next to left track	built-up area	40	up to TOR	1,5	crus.stone
Sirova Katalena	ĐURĐEVAC	between tracks 1 and 2	built-up area	80	0,38	2	asphalt
KLOŠTAR	ĐURĐEVAC	between tracks 2 and 3	platform	249	0,35	2,8	asphalt
		between tracks 3 and 4	built-up area	100	0,35	1,6	con.paving
47. L204 Banova Jaruga - Pčelić							
BANOVA JARUGA		between tracks 1 and 2	built-up area	208	0,15	1,3	asphalt
		between tracks 2 and 3	built-up area	208	0,15	1,56	asphalt
Međurić	BANOVA JARUGA	next to right track	built-up area	25	up to TOR	3	crus.stone
Poljana	BANOVA JARUGA	next to left track	built-up area	48	up to TOR	2,5	crus.stone
Brezine-Bujavica	BANOVA JARUGA	next to left track	built-up area	30	up to TOR	2,6	crus.stone
Kukunjevac	DARUVAR	next to left track	built-up area	39	up to TOR	3	crus.stone
Dobrovac	DARUVAR	next to left track	built-up area	60	up to TOR	3,2	crus.stone
LIPIK	DARUVAR	between tracks 1 and 2	built-up area	74	0,22	1,28	crus.stone
Pakrac Grad	DARUVAR	next to right track	built-up area	66	up to TOR	6,1	crus.stone
Pakrac	DARUVAR	between tracks 1 and 2	built-up area	34	up to TOR	2,6	crus.stone
		between tracks 2 and 3	built-up area	35	up to TOR	2,8	crus.stone
Badlješina	DARUVAR	next to right track	built-up area	32	up to TOR	3	crus.stone
SIRAČ	DARUVAR	next to track 1	built-up area	27	up to TOR	2	crus.stone
		between tracks 1 and 2	built-up area	22	up to TOR	3	crus.stone
Bijela	DARUVAR	next to right track	built-up area	30	up to TOR	2	crus.stone
DARUVAR		between tracks 1 and 2	platform	60	0,25	1,1	asphalt
		between tracks 2 and 3	platform	56	0,25	1,1	asphalt
Vukovje	VIROVITICA	next to right track	built-up area	60	up to TOR	1,1	crus.stone
Donja Vrijeska	VIROVITICA	next to right track	built-up area	60	up to TOR	1,1	crus.stone
Maslenjača	VIROVITICA	next to left track	built-up area	80	up to TOR	2	crus.stone



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
Škodinovac	VIROVITICA	next to right track	built-up area	60	0,25	2	asphalt
Koreničani	VIROVITICA	next to right track	built-up area	60	up to TOR	1,1	crus.stone
Potočani-Katinac	VIROVITICA	next to right track	platform	60	0,25	1,2	asphalt
ĐULOVAC	VIROVITICA	between tracks 1 and 2	built-up area	80	0,38	1,3	asphalt
Pivnica	VIROVITICA	next to right track	built-up area	60	up to TOR	1,1	crus.stone
Pepelana	VIROVITICA	next to left track	built-up area	60	up to TOR	1,1	crus.stone
Pčelić	VIROVITICA	next to left track	platform	78	0,35	1,40/1,10	asphalt
48. L205 Nova Kapela - Našice							
NOVA KAPELA-BATRINA	NOVA GRADIŠKA	between tracks 1 and 2	platform	101	0,35	1,5	asphalt
		between tracks 2 and 3	built-up area	101	0,22	1,6	asphalt
		between tracks 3 and 4	built-up area	283	0,19	1,6	asphalt
		between tracks 4 and 5	built-up area	283	0,17	1,75	asphalt
Dragovci	NOVA GRADIŠKA	next to right track	platform	51	0,3	2,35	asphalt
Ratkovica	POŽEGA	next to right track	platform	60	0,38	2,5	asphalt
Bučje-Koprivnica	POŽEGA	next to left track	platform	55	0,38	2,5	asphalt
Sulkovci	POŽEGA	next to right track	platform	50	0,38	2,5	asphalt
PLETERNICA	POŽEGA	between tracks 1 and 2	built-up area	130	0,25	1,25	asphalt
		between tracks 2 and 3	built-up area	130	0,25	1,27	asphalt
Zarilac	POŽEGA	next to the line right	built-up area	60	0,25	2	fill material
Knežci	POŽEGA	next to the line right	built-up area	51	0,25	2	gravel
Ciglenik	POŽEGA	next to the line right	built-up area	60	0,25	2	fill material
Latinovac	POŽEGA	next to the line right	built-up area	61	0,25	2	fill material
ČAGLIN	POŽEGA	between tracks 1 and 2	built-up area	85	up to TOR	3,1	crushed stone and gravel
		between tracks 2 and 3	built-up area	85	up to TOR	3,2	crushed stone and gravel
Ljeskovicica	POŽEGA			o.o.			
Londžica	POŽEGA			o.o.			
Zoljan	POŽEGA			o.o.			
Našice Grad	NAŠICE	next to right track	built-up area	50	0,2	2	asphalt
NAŠICE		between tracks 1 and 2	built-up area	96	0,2	1,4	asphalt
		between tracks 2 and 3	built-up area	202	0,2	1,31	asphalt
		between tracks 3 and 4	built-up area	107	0,2	1,4	asphalt
49. L206 Pleternica - Velika							
PLETERNICA	POŽEGA	between tracks 1 and 2	built-up area	130	0,25	1,25	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		between tracks 2 and 3	built-up area	130	0,25	1,27	asphalt
Novoselci	POŽEGA	next to right track	platform	55	0,38	2,5	asphalt
BLACKO-JAKŠIĆ	POŽEGA	between tracks 2 and 3	built-up area	85	0,25	1,42	asphalt
POŽEGA		between tracks 1 and 2	built-up area	125	0,25	1,3	asphalt
		between tracks 2 and 3	built-up area	125	0,25	1,3	asphalt
Mihaljevci	POŽEGA	next to right track	platform	60	0,38	2,2	asphalt
Trenkovo	POŽEGA	next to right track	platform	61	0,38	2,2	asphalt
VELIKA	POŽEGA	between tracks 1 and 2	built-up area	83	0,22	1,3	asphalt
50. L207 Bizovac - Belišće							
BIZOVAC		between tracks 1 and 2	built-up area	194	0,33/0,15	1,24	asphalt
		between tracks 2 and 3	built-up area	194	0,15/,030	1,81	asphalt
Ladimirevci	BIZOVAC	next to left track	platform	50	0,2	1,5	asphalt
Valpovo	BIZOVAC	between tracks 1 and 2	built-up area	53	0,2	1,3	asphalt
BELIŠĆE	BIZOVAC	between tracks 1 and 2	built-up area	50	0,2	1,7	asphalt
51. L208 Vinkovci - Osijek							
VINKOVCI		next to track 1	platform	441	0,35	13	asphalt
		between tracks 2 and 3	platform	441	0,55	8,9	con.paving
		between tracks 4 and 5	platform	441	0,55	8,9	con.paving
		next to track 1c	platform	110	0,4	8,65	asphalt
		next to track 1b	platform	167	0,45	13,5	asphalt
		next to track 1a	platform	109	0,41	4,9	asphalt
Ostrovo	OSIJEK	next to right track	platform	100	0,55	3	con.paving
Gaboš	OSIJEK	next to left track	platform	100	0,55	3	con.paving
Markušica-Antin	OSIJEK	next to left track	platform	100	0,55	3	asphalt
Laslovo-Korođ	OSIJEK	between tracks 1 and 2	platform	160	0,55	6,1	con.paving
Ernestinovo	OSIJEK	next to left track	platform	100	0,55	3	con.paving
Antunovac	OSIJEK	next to right track	platform	100	0,55	3	asphalt
Brijest	OSIJEK	between tracks 1 and 2	built-up area	100	up to TOR	1,6	crus.stone
OSIJEK		between tracks 1 and 2	built-up area	235	up to TOR	1,53	asphalt
		between tracks 2 and 3	built-up area	290	up to TOR	1,53	asphalt



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
		between tracks 3 and 5	platform	404	0,33/0,28	6,35	asphalt
		next to track LP 2	platform	122	0,35	5	asphalt
		between tracks LP1 and 1	built-up area	55	up to TOR	2,2	asphalt/concrete
52. L209 Vinkovci - Županja							
VINKOVCI		next to track 1	platform	441	0,35	13	asphalt
		between tracks 2 and 3	platform	441	0,55	8,9	con.paving
		between tracks 4 and 5	platform	441	0,55	8,9	con.paving
		next to track 1c	platform	110	0,4	8,65	asphalt
		next to track 1b	platform	167	0,45	13,5	asphalt
		next to track 1a	platform	109	0,41	4,9	asphalt
Vinkovačko Novo Selo	VINKOVCI	next to right track	platform	70	0,38	2,65	asphalt
Rokovci	VINKOVCI	next to left track	platform	83	0,38	2,5	asphalt
Andrijaševci	VINKOVCI	between tracks 1 and 2	built-up area	60	0,25	1,3	asphalt
Cerna	VINKOVCI	next to right track	built-up area	65	0,25	1,3	asphalt
Gradište	VINKOVCI	next to left track	platform	65	0,38	2,5	asphalt
ŽUPANJA	VINKOVCI	between tracks 1 and 2	built-up area	50	0,25	1,3	asphalt
53. L210 Sisak Caprag - Petrinja							
Mošćenica							
PETRINJA				0.0.			
54. L211 Ražine - Šibenik Luka							
-		-	-	-	-	-	-
55. L212 Rijeka Brajdica - Rijeka							
-		-	-	-	-	-	-
56. L213 Lupoglav - Raša							
-		-	-	-	-	-	-
57. L214 Gradec - Sv. I. Žabno							
Gradec stajalište	KRIŽEVCI	between tracks 1 and 2	platform	160	0,55	5,1	con.paving
		between tracks 2 and 3	platform	160	0,55	6,1	con.paving



Annex 2.20 Overview of Platforms and Built-Up Areas at Stations and Stops Open for Boarding of Passengers

Establishment	Supervising station	Location	Platform / Built-up area	Dimensions			Built-up area
				l [m]	h [m]	w [m]	
1.	2.	3.	4.	5.	6.	7.	8.
Lubena	KRIŽEVCI	next to left track	platform	100	0,55	3	con.paving
Remetinec Križevački	KRIŽEVCI	next to left track	platform	100	0,55	3	con.paving
Haganj	KRIŽEVCI	next to left track	platform	100	0,55	3	con.paving
SVETI IVAN ŽABNO	KRIŽEVCI	next to track 1	platform	100	0,55	3	con.paving
		between tracks 2 and 3	platform	100	0,55	3,5	con.paving

Remark:

In the column 1 under “Establishment”, establishments with the status of stations are written in capital letters, and establishments with the status of stops are written in lower case.

** Establishment being built



Annex 2.21 Planned Work on Modernisation and Construction of Railway Infrastructure

Planned works	Planned start	Planned line closure	Planned completion	Restricted speed running
1.	2.	3.	4.	5.
Railway lines important for international traffic				
Railway lines on Corridor RH1				
<i>M101 State border - S. Marof - Zagreb Gk</i>				
Reconstruction of the bridge in km 422+224.80 (Lužnica)	June 2026	48 hours closure of the line during installation of the load bearing reinforced concrete span structure	December 2026	yes
Renewal of the rail tracks and replacement of the switches in Zagreb GK railway station	February 2026	HŽI is in the process of contracting the works for the track renovation and switch replacement at Zagreb GK. The planned track closures for the replacement of switches on main running tracks are on weekends, Friday - Monday, lasting approximately 52 hours (starting on Friday after the last train until Monday before the first train). The track work will be carried out in permanent track closures with changes to the Technological station work process.	December 2027	yes
<i>M102 Zagreb Gk - Dugo Selo</i>				
Construction of railway stop Sesevetska Sela on the line M102 Zagreb GK – Dugo Selo	November 2024	Future stop in km 436+775.00 of line M102; For the construction of the underpass are planned closures in the intervals from 48 to 72 hours depending on the technology	June 2026	yes
Renewal of the railway viaduct "Držičeva-Harambašićeva" from km 425+966 to km 427+555	January 2026	Works on one of the tracks. Possible daily closures (Monday-Sunday) lasting 6 to 8 hours, alternately left track and right track (as needed), possible closures for up to 72 hours according to the needs of contractors	June 2026	yes
Replacement of the existing switches in Sesevete railway station	January 2026	HŽI is in the process of contracting the works for the Replacement of the existing switches in Sesevete railway station. The planned track closures for the replacement of switches are on weekends, Friday - Monday, lasting approximately 52 hours (starting on Friday after the last train until Monday before the first train).	June 2026	yes



Annex 2.21 Planned Work on Modernisation and Construction of Railway Infrastructure

Planned works	Planned start	Planned line closure	Planned completion	Restricted speed running
1.	2.	3.	4.	5.
<i>M103 Dugo Selo - Novska</i>				
Upgrade, renewal, construction of a second track and construction of a new double-track line on the sections of Dugo Selo – Novska line	November 2025	Possible daily 8 hour closures of the line during the interval 6.00 am to 4.00 pm, weekend closures (12 hours during the interval 6.00 am to 8.00 pm), occasional weekend closures lasting for up to 72 hours as well as occasional closures longer than 72 hours (3 to 7 days).	December 2030	yes
<i>M104 Novska - Tovarnik - DG</i>				
Renewal of the line section Sibirj - Okučani	January 2026	Daily closures (Monday - Sunday) for 6 to 8 hours (as needed) and possible closures for up to 72 hours according to the needs of contractors	December 2026	yes
Enhanced maintenance works of the line M104 on the line sections Andrijevci-Garčin left track in km 198+480 - 206+260 and Strizivojna Vrpolje-Vrpolje-Andrijevci right track 188+500 - 197+400	June 2025	On the whole line section of M104 Andrijevci - Garčin left track permanent closure of one track of the double-track line for several months. On the whole line section of M104 Strizivojna/Vrpolje - Andrijevci right track permanent closure of one track of the double-track line for several months.	December 2026	yes
Adaptation works of railway border crossing for the implementation of the Schengen acquis Communautaire - TOVARNIK railway station	February 2025	Planned temporary line closures lasting up to 8 hours. Works are performed only in the station area.	September 2026	yes
Sibirj - Slavonski Brod left track and right track Strizivojna Vrpolje - Ivankovo	January 2026	Daily closures (Monday - Sunday) for 6 to 8 hours (as needed) and possible closures for up to 72 hours according to the needs of contractors	December 2026	yes
<i>M402 Sava - Zagreb Klara</i>				
Replacement of the switches in Zagreb RK railway station	January 2026	Permanent 72-hour track closures of individual tracks with the possibility of using detours within the station	December 2026	no



Annex 2.21 Planned Work on Modernisation and Construction of Railway Infrastructure

Planned works	Planned start	Planned line closure	Planned completion	Restricted speed running
1.	2.	3.	4.	5.
Railway lines on Corridor RH2				
<i>M201 State border - Botovo - Dugo Selo</i>				
Reconstruction of existing and construction of a second track on the line section: Dugo Selo - Križevci	December 2019	<u>Line subsection Dugo Selo-Vrbovec:</u> 8 hours day closures every working day (Monday - Saturday) from 7:00 am to 4:00 pm, occasional closures at weekends for up to 72 hours according to the needs of contractors, possible closures on the sections Dugo Selo-Sesvete, Dugo Selo - Ivanić Grad (8 hours closures from 7:00 am to 4:00 pm and occasional closures of the line for up to 72 hours)	December 2026	yes
Reconstruction of existing and construction of a second track on the line section: Križevci - Koprivnica - State border	June 2020	<u>Line subsection Križevci - Koprivnica:</u> Works on the track. Daily closures (Monday-Saturday) of the line (8 hours closure in intervals from 6:00 to 4:00 pm) and occasional closures at weekends for up to 72 hours. Possible closures on the section Koprivnica-Rasinja, Koprivnica-Bregi (8 hours closure in intervals from 7:00 am to 4:00 pm and occasional closures of the line for up to 72 hours) <u>Line subsection Koprivnica - state border:</u> Works on the route will be performed. Daily closures (Monday-Saturday) of the line (8 hours closure in intervals from 6:00 am to 4:00 pm) and occasional closures for up to 72 hours. Possible closures on the section Koprivnica-Rasinja and Koprivnica-Bregi (8 hours closure in intervals from 7:00 am to 4:00 pm and occasional closures for up to 72 hours)	December 2026	yes



Annex 2.21 Planned Work on Modernisation and Construction of Railway Infrastructure

Planned works	Planned start	Planned line closure	Planned completion	Restricted speed running
1.	2.	3.	4.	5.
<i>M202 Zagreb Gk - Rijeka</i>				
Reconstruction of existing and construction of a second track on the line section: Hrvatski Leskovac - Karlovac	November 2022	<p><u>Line subsection Jastrebarsko - Karlovac:</u> Daily closures (Monday-Sunday) of the line (8 hours closure in interval from 7:00 am to 4:00 pm), occasional closures at weekends for up to 72 hours according to the needs of contractors, if needed, possible closures longer than 72 hours. Possible closures on the sections Karlovac-Kamanje and Karlovac-Mrzlo Polje (8 hours closure in interval from 7:00 am to 4:00 pm)</p> <p><u>Line subsection Hrvatski Leskovac - Jastrebarsko:</u> Daily closures (Monday-Sunday) of the line (8 hours closure in interval from 7:00 to 4:00 pm), occasional closures at weekends for up to 72 hours according to the needs of contractors, if needed, possible closures longer than 72 hours. Possible closures on the section Zagreb Delta- Hrvatski Leskovac (8 hours closure in interval from 7:00 am to 4:00 pm)</p>	November 2027	yes
Works on substructure of the track on the line section Ogulin - Moravice	February 2023	3 weekend closures lasting up to 36 hours; periodical daily closures for 6 to 8 hours (Monday, Tuesday, Wednesday, Thursday, Friday)	June 2026	yes
<ul style="list-style-type: none"> * Change of the culvert in km 588+327 and km 588+601* Rehabilitation of the tunnel Sušica * Replacement of the rail track, mechanical replacement of the sleepers, mechanical track regulation, machine planning of the ballast bed, unloading of the crushed stone * Work of the cutter 	April 2026	Line Section Zalesina - Delnice 2 to 4 line closures lasting for 48 hours, other days 6 to 8 hours without interruption, five to six days a week	October 2026	yes
Rehabilitation of the tunnel Sljeme, Kobiljak	May 2025	Line subsection Lokve - Fužine - Drivenik - Plase 8 hours without interruption, five to six days a week	October 2026	yes



Annex 2.21 Planned Work on Modernisation and Construction of Railway Infrastructure

Planned works	Planned start	Planned line closure	Planned completion	Restricted speed running
1.	2.	3.	4.	5.
<ul style="list-style-type: none"> * Rehabilitation of 10 railway cuts * Replacement of the rail track, mechanical replacement of the sleepers, mechanical track regulation, machine planning of the ballast bed, unloading of the crushed stone * Strengthening of the embankment Hreljin 2, 3, Vučnik, near the barrack, work of the cutter, rehabilitation of windbreak exit Meja I 	January 2026	Line subsection Lokve - Drivenik-Plase-Meja 8 hours without interruption, five to six days a week	October 2026	yes
Anti-corrosive protection of the trussed bridge Rječina	March 2026	Line section S. Pećine - Rijeka 4 to 6 hours without interruption, five days a week during daylight	July 2026	yes
Replacement of the rail track, mechanical replacement of the sleepers, mechanical track regulation, machine planning of the ballast bed, unloading of the crushed stone	February 2026	Line subsection Škrljevo - Rijeka 3 to 4 hours for several days track closures, during daylight	December 2026	no
Renewal of the line section Drivenik-Škrljevo (25 km), line Zagreb GK-Rijeka	April 2025	Monday - Friday: 8 to 10 hours daily closures of the line; As needed and according to possibilities closures of the line at weekends for 36 hours;	December 2028	yes
Other railway lines important for international traffic				
<i>M203 Rijeka - Šapjane - State border</i>				
Work of the cutter, securing of the railway cuts, embankments, wall coverings	February 2026	Line section O. Matulji - Rijeka 4 hours without interruption, five days a week, during daylight	July 2026	yes
Replacement of the rail track, mechanical replacement of the sleepers, mechanical track regulation, machine planning of the ballast bed, unloading of the crushed stone Rehabilitation of the culvert Rukavac Rehabilitation of the tunnel Rukavac	January 2026	Line subsection Šapjane - Jurdani - O. Matulji - Rijeka 2 to 3 hours for several days track closures, during daylight	December 2026	no



Annex 2.21 Planned Work on Modernisation and Construction of Railway Infrastructure

Planned works	Planned start	Planned line closure	Planned completion	Restricted speed running
1.	2.	3.	4.	5.
<i>M304 State border - Metković - Ploče</i>				
Adaptation works of railway border crossing for the implementation of the Schengen acquis Communautaire - METKOVIĆ railway station	September 2024	Planned temporary line closures lasting up to 8 hours. Works are performed only in the station area.	March 2026	yes
<i>M501 State border - Čakovec - Kotoriba - State border</i>				
Renewal of an unstable embankment "Tresetišće" from km 85+800 to km 87+400	May 2025	Permanent closure of the line for 60 working days during May, June and July 2025, for the construction of gravel steps and the replacement of the track grid. 140 working days of the line due to unloading the crushed stone, mechanical track regulation, mechanical adjustment of the ballast bed, thermite rail welding, overdriving of the CWR (lasting for 8 hours, three days a week).	August 2026	yes
<i>M502-2 V. Gorica - Sisak - Novska</i>				
Installation of signalling and telecommunication devices on the line section Sisak Caprag - Novska	March 2025	Daily closure of the line for at least 6 hours	December 2026	yes
Replacement of the power supply system on the line section Velika Gorica - Sisak Caprag	October 2024	Switching off the safety and signalling devices in 6 stations on the line section. One station is scheduled to be switched off for 24 hours over the weekend along with the closure of the line between neighbouring stations. For works on certain sections between stations, it is planned to switch off safety and signalling devices on the line (ATC and level crossing) for one week with the introduction of station interdependence and a speed of 100 km/h.	March 2026	no
<i>M602 Škriljevo - Bakar</i>				
* Replacement of the rail track, mechanical replacement of the sleepers, mechanical track regulation, machine planning of the ballast bed, unloading of the crushed stone * Cleaning of the drain ditch and strengthening of the embankment* Work of the cutter	January 2026	3 to 4 hours for several days track closures, during daylight	December 2026	no



Annex 2.21 Planned Work on Modernisation and Construction of Railway Infrastructure

Planned works	Planned start	Planned line closure	Planned completion	Restricted speed running
1.	2.	3.	4.	5.
<i>M603 S. Pećine - Rijeka Brajdica</i>				
* Replacement of the rail track, mechanical track regulation, machine planning of the ballast bed, unloading of the crushed stone * Strengthening of the embankment	January 2026	2 to 3 hours for several days track closures, during daylight	December 2026	no
<i>M604/M605 Oštarije - Knin - Split / Ogulin - Krpelj</i>				
Modernisation and renewal of the line - works on reconstruction of stations and tracks, replacement of switches and rehabilitation of level crossing safety devices	January 2024	Daily closures from 6 to 8 hours (from Monday to Sunday) and if necessary and depending on the complexity of the construction process, permanent line closures at weekends lasting for 36 hours	December 2026	yes
Rehabilitation of the tunnels Grabež and Čulum	September 2024	8-hour closures are expected during the visible part of the day	June 2026	no
<i>M606 Knin - Zadar</i>				
Complete restoration of the open line Knin - 12+300, (Kistanje) 39+370 - Škabrnje 73+100	October 2024	Daily closures (Monday - Sunday) for 6 to 8 hours (as needed) and possible closures for up to 72 hours according to the needs of contractors	October 2028	yes
<u>Railway lines for regional traffic</u>				
<i>R101 State border - Buzet - Pula</i>				
Embankment landslide rehabilitation in km 50+050 - 50+350	May 2026	Daily closure of the line for at least 6 hours	December 2026	yes
Rehabilitation of railway cut in km 36+680 - 36+800	June 2026	Daily closure of the line for at least 6 hours	September 2026	yes
Embankment landslide rehabilitation in 69+450 - 69+520	July 2026	Daily closure of the line for at least 6 hours	October 2026	yes
Embankment landslide rehabilitation in 71+300 - 71+430	June 2026	Daily closure of the line for at least 6 hours	October 2026	yes



Annex 2.21 Planned Work on Modernisation and Construction of Railway Infrastructure

Planned works	Planned start	Planned line closure	Planned completion	Restricted speed running
1.	2.	3.	4.	5.
Works on renewal of the line section DG - Buzet - Sv. Petar u Šumi (50.13 km) on the line R101 DG - Buzet - Pula	January 2026	Daily closures (Monday - Sunday) for 6 to 8 hours (as needed) and possible closures for up to 72 hours according to the needs of contractors	December 2026	yes
<i>R102 Sunja - Volinja - State border</i>				
Adaptation works of railway border crossing for the implementation of the Schengen acquis Communautaire - VOLINJA railway station	June 2025	Planned temporary line closures lasting up to 8 hours. Works are performed only in the station area.	August 2027	yes
<i>R104 Vukovar-B. N. - Erdut - State border</i>				
Adaptation works of railway border crossing for the implementation of the Schengen acquis Communautaire - ERDUT railway station	March 2025	Planned temporary line closures lasting up to 8 hours. Works are performed only in the station area.	October 2026	yes
<i>R201 Zaprešić - Čakovec</i>				
Works on renewal of the line section Varaždin (included) - Čakovec (included)	January 2025	Permanent closure or closure of the line for 36 hours (March to May and September to December) and 36 hours closure (June, July, August)	June 2026	yes
<i>R202 Varaždin - Dalj</i>				
Works on renewal of the line section Koprivnica - Virovitica, line subsection Varaždin (not included) - Koprivnica (not included) - Kloštar (not included)	January 2025	Permanent closure or closure of the line for 36 hours (March to May and September to December) and 36 hours closure (June, July, August)	December 2028	yes
Works on renewal of the line Koška - Osijek	March 2026	Permanent closure or closure of the line for 36 hours (March to May and September to December) and daily track closure from approx. 8 hours Monday to Friday)	December 2027	



Annex 2.21 Planned Work on Modernisation and Construction of Railway Infrastructure

Planned works	Planned start	Planned line closure	Planned completion	Restricted speed running
1.	2.	3.	4.	5.
Railway lines for local traffic				
<i>L103 Karlovac - Kamanje - State border</i>				
Works on renewal of the line	January 2026	Permanent closure of the line	December 2026	yes
<i>L203 Križevci - Bjelovar - Kloštar</i>				
Works on renewal of the line Sv. I. Žabno - Bjelovar	December 2025	Daily closures (Monday - Sunday) for 6 to 8 hours (as needed) and possible closures for up to 72 hours according to the needs of contractors	June 2026	yes
<i>L204 Banova Jaruga - Pčelić</i>				
Works on renewal of the line section Banova Jaruga - Daruvar	January 2026	<u>Line subsection Banova Jaruga - Pakrac</u> Daily closures (Monday - Sunday) for 6 to 8 hours (as needed) and possible closures for up to 72 hours according to the needs of contractors <u>Line subsection Pakrac - Daruvar</u> Permanent closure of the line	December 2026	yes
<i>L213 Lupoglav - Raša</i>				
Works on renewal of the line	January 2026	Permanent closure of the line	December 2026	yes
Rehabilitation of underpass in km 3+141	April 2026	48 hours line closure during the installation of the temporary bridge and the installation of the load-bearing steel span structure	June 2026	yes
Embankment landslide rehabilitation in km 3+050-3+150	March 2026	Daily closure of the line for at least 6 hours	June 2026	yes
Embankment landslide rehabilitation in km 3+500-3+700	July 2026	Daily closure of the line for at least 6 hours	October 2026	yes



Annex 2.22 Overview of Braking Percentages for Braking Distances

Table of braking percentages for 400 m stopping distances

Ruling decline [‰]	Brake type	Permitted speed [km/h]												Brake type	Ruling decline [‰]	
		20	25	30	35	40	45	50	55	60	65	70	75			80
		Braking percentage [%]														
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.
0	R/P	6	6	8	11	15	21	28	36	46	56	67	80	93	R/P	0
	G	6	6	8	12	18	26	35	47	61	80	-	-	-	G	
1	R/P	6	6	9	12	16	23	29	37	47	57	68	82	96	R/P	1
	G	6	6	9	13	19	27	37	49	63	83	-	-	-	G	
2	R/P	6	7	10	13	17	24	30	39	49	59	70	83	98	R/P	2
	G	6	7	10	15	21	29	38	51	66	85	-	-	-	G	
3	R/P	6	8	11	14	19	25	32	40	50	61	72	85	100	R/P	3
	G	6	8	11	16	22	30	40	52	68	87	-	-	-	G	
4	R/P	7	9	12	15	20	26	33	42	52	62	74	87	102	R/P	4
	G	7	9	12	17	24	32	42	54	70	90	-	-	-	G	
5	R/P	8	10	13	17	21	28	34	43	53	64	76	89	104	R/P	5
	G	8	10	14	18	25	33	43	56	72	92	-	-	-	G	
6	R/P	9	11	14	18	22	29	36	44	55	65	78	91	106	R/P	6
	G	9	11	15	20	26	34	45	58	74	95	-	-	-	G	
7	R/P	10	12	15	19	24	30	37	46	56	67	79	93	109	R/P	7
	G	10	12	16	21	28	36	47	60	76	97	-	-	-	G	
8	R/P	11	13	16	20	25	31	38	48	58	69	81	95	111	R/P	8
	G	11	13	17	22	29	38	48	62	78	100	-	-	-	G	
9	R/P	12	15	18	22	27	33	40	49	60	71	83	97	113	R/P	9
	G	12	14	18	24	31	40	50	64	80	104	-	-	-	G	
10	R/P	13	16	19	23	28	34	41	50	61	72	85	99	115	R/P	10
	G	13	15	19	25	32	41	52	65	82	-	-	-	-	G	
11	R/P	14	17	20	24	29	36	43	52	63	74	87	101	118	R/P	11
	G	14	17	21	27	34	43	54	67	85	-	-	-	-	G	
12	R/P	15	18	21	25	30	37	44	53	64	75	89	103	120	R/P	12
	G	15	18	22	28	35	44	55	69	87	-	-	-	-	G	
13	R/P	16	19	22	26	31	38	46	55	66	77	91	105	122	R/P	13
	G	16	19	23	29	36	46	57	71	89	-	-	-	-	G	
14	R/P	17	20	23	28	33	40	47	57	68	79	93	107	125	R/P	14
	G	17	20	24	31	37	48	58	73	91	-	-	-	-	G	
15	R/P	18	21	24	29	34	41	49	58	69	81	95	109	127	R/P	15
	G	18	21	25	32	39	49	61	75	93	-	-	-	-	G	
16	R/P	19	22	25	30	36	43	51	60	71	83	97	112	-	R/P	16
	G	19	22	27	34	41	51	63	77	95	-	-	-	-	G	



Annex 2.22 Overview of Braking Percentages for Braking Distances

Table of braking percentages for 400 m stopping distances

Ruling decline [‰]	Brake type	Permitted speed [km/h]												Brake type	Ruling decline [‰]	
		20	25	30	35	40	45	50	55	60	65	70	75			80
		Braking percentage [%]														
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.
17	R/P	20	23	26	31	37	44	52	61	73	84	99	114	-	R/P	17
	G	20	23	28	35	42	52	64	79	97	-	-	-	-	G	
18	R/P	21	24	27	32	38	45	53	62	74	86	101	116	-	R/P	18
	G	21	24	29	36	43	53	66	81	99	-	-	-	-	G	
19	R/P	22	25	29	34	40	47	55	64	75	88	103	118	-	R/P	19
	G	22	26	31	38	45	55	68	83	-	-	-	-	-	G	
20	R/P	23	26	30	35	41	48	56	66	76	90	105	120	-	R/P	20
	G	23	27	32	39	47	57	70	85	-	-	-	-	-	G	
21	R/P	24	27	31	36	42	49	58	68	79	92	107	122	-	R/P	21
	G	25	29	34	40	49	59	72	87	-	-	-	-	-	G	
22	R/P	25	28	32	37	43	50	59	69	81	94	109	-	-	R/P	22
	G	26	30	35	41	50	60	73	89	-	-	-	-	-	G	
23	R/P	26	29	33	38	44	52	60	71	82	96	111	-	-	R/P	23
	G	27	31	36	43	51	61	75	91	-	-	-	-	-	G	
24	R/P	27	30	35	39	46	53	62	73	84	98	-	-	-	R/P	24
	G	28	32	38	45	52	63	77	93	-	-	-	-	-	G	
25	R/P	29	32	36	41	48	55	64	74	86	100	-	-	-	R/P	25
	G	29	33	39	46	54	65	79	95	-	-	-	-	-	G	
26	R/P	30	33	38	42	49	57	65	76	88	102	-	-	-	R/P	26
	G	30	34	40	46	56	67	81	97	-	-	-	-	-	G	
27	R/P	31	34	39	43	50	58	66	78	90	104	-	-	-	R/P	27
	G	31	35	41	48	58	69	83	100	-	-	-	-	-	G	
28	R/P	32	35	40	44	51	59	68	80	92	-	-	-	-	R/P	28
	G	32	36	43	49	60	71	85	-	-	-	-	-	-	G	
29	R/P	33	37	41	46	53	61	70	81	94	-	-	-	-	R/P	29
	G	33	38	45	51	61	72	87	-	-	-	-	-	-	G	
30	R/P	34	38	42	48	54	63	72	83	96	-	-	-	-	R/P	30
	G	35	40	46	53	62	74	88	-	-	-	-	-	-	G	



Annex 2.22 Overview of Braking Percentages for Braking Distances

Table of braking percentages for 700 m stopping distances

Ruling decline [%o]	Brake type	Permitted speed [km/h]																				Brake type	Ruling decline [%o]	
		20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115			120
		Braking percentage [%]																						
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.
0	R/P	6	6	6	6	6	8	12	16	21	26	33	39	47	55	65	75	85	96	107	121	135	R/P	0
	G	6	6	6	6	8	11	15	20	26	33	41	51	62	-	-	-	-	-	-	-	-	G	
1	R/P	6	6	6	6	7	10	13	17	22	28	34	41	49	57	66	77	86	97	109	123	137	R/P	1
	G	6	6	6	7	9	12	16	21	27	34	42	53	64	-	-	-	-	-	-	-	-	G	
2	R/P	6	6	6	6	8	11	14	19	23	29	36	42	50	58	68	78	88	99	110	124	138	R/P	2
	G	6	6	6	8	10	13	18	23	29	36	44	54	60	-	-	-	-	-	-	-	-	G	
3	R/P	6	6	6	7	9	12	16	20	25	30	37	44	51	60	69	79	89	100	112	125	140	R/P	3
	G	6	6	7	9	11	15	19	24	30	37	46	56	68	-	-	-	-	-	-	-	-	G	
4	R/P	6	6	6	8	10	13	17	21	26	32	38	45	53	61	70	81	90	101	113	127	141	R/P	4
	G	6	6	8	10	12	16	20	26	32	39	48	58	70	-	-	-	-	-	-	-	-	G	
5	R/P	6	6	7	9	11	14	18	22	27	33	40	47	54	62	72	82	92	103	115	128	143	R/P	5
	G	7	7	9	11	14	17	22	27	33	41	50	60	72	-	-	-	-	-	-	-	-	G	
6	R/P	6	6	8	10	12	15	19	24	28	34	41	48	56	64	73	83	93	104	116	130	144	R/P	6
	G	7	8	10	12	15	19	23	28	35	42	51	62	74	-	-	-	-	-	-	-	-	G	
7	R/P	6	7	9	11	13	16	20	25	30	36	42	49	57	65	74	85	95	106	118	131	146	R/P	7
	G	8	9	11	13	16	20	24	30	36	44	53	64	76	-	-	-	-	-	-	-	-	G	
8	R/P	7	8	10	12	14	17	21	26	31	37	44	51	58	67	76	86	96	107	119	132	147	R/P	8
	G	9	10	12	14	17	21	26	32	38	46	55	66	78	-	-	-	-	-	-	-	-	G	
9	R/P	8	9	11	13	15	18	23	27	33	39	45	53	60	69	77	88	98	109	121	134	149	R/P	9
	G	10	11	13	16	19	23	28	34	40	48	57	68	81	-	-	-	-	-	-	-	-	G	
10	R/P	8	10	11	14	16	19	24	28	34	40	46	54	61	70	78	89	100	111	122	136	150	R/P	10
	G	11	12	14	17	20	24	29	35	41	49	59	70	83	-	-	-	-	-	-	-	-	G	
11	R/P	9	11	12	15	17	21	25	30	35	41	48	56	63	72	80	91	102	113	124	138	152	R/P	11
	G	12	13	15	18	22	26	31	37	43	51	61	72	85	-	-	-	-	-	-	-	-	G	
12	R/P	10	12	13	16	18	22	26	31	36	42	49	57	64	73	81	92	103	114	125	139	153	R/P	12
	G	13	14	16	19	23	27	32	38	45	53	63	74	87	-	-	-	-	-	-	-	-	G	
13	R/P	11	13	14	17	19	23	27	32	38	44	51	58	66	75	83	94	105	116	127	-	-	R/P	13
	G	14	15	16	21	25	29	34	40	47	55	65	76	89	-	-	-	-	-	-	-	-	G	
14	R/P	12	14	15	18	20	24	28	33	39	45	52	59	67	76	84	95	106	117	129	-	-	R/P	14
	G	15	17	18	22	26	30	35	41	49	57	67	78	91	-	-	-	-	-	-	-	-	G	
15	R/P	12	14	15	18	21	25	29	34	40	46	53	60	68	77	85	96	107	118	130	-	-	R/P	15
	G	16	18	20	23	27	31	36	43	50	58	68	80	93	-	-	-	-	-	-	-	-	G	



Annex 2.22 Overview of Braking Percentages for Braking Distances

Table of braking percentages for 700 m stopping distances

Ruling decline [%o]	Brake type	Permitted speed [km/h]																				Brake type	Ruling decline [%o]	
		20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115			120
		Braking percentage [%]																						
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.
16	R/P	13	15	16	19	22	26	30	36	42	48	55	62	70	79	87	98	109	120	132	-	-	R/P	16
	G	17	19	21	24	29	33	38	45	52	60	70	82	96	-	-	-	-	-	-	-	-	G	
17	R/P	14	15	17	20	23	27	31	37	43	49	56	63	71	80	88	99	110	121	133	-	-	R/P	17
	G	18	20	22	25	30	34	39	46	53	61	72	84	98	-	-	-	-	-	-	-	-	G	
18	R/P	15	16	19	22	24	28	33	39	45	51	58	65	73	82	90	101	112	-	-	-	-	R/P	18
	G	19	21	24	27	31	36	41	47	55	63	74	86	100	-	-	-	-	-	-	-	-	G	
19	R/P	16	17	20	23	25	29	34	40	46	53	59	67	75	84	92	103	114	-	-	-	-	R/P	19
	G	20	22	25	28	32	37	43	49	57	65	78	88	103	-	-	-	-	-	-	-	-	G	
20	R/P	17	18	21	24	26	30	35	41	47	54	60	68	76	85	93	104	115	-	-	-	-	R/P	20
	G	21	23	26	29	33	38	44	51	58	67	78	90	-	-	-	-	-	-	-	-	-	G	
21	R/P	18	19	22	25	27	32	36	43	49	55	62	70	78	86	95	106	117	-	-	-	-	R/P	21
	G	22	24	27	31	35	40	46	53	60	69	80	92	-	-	-	-	-	-	-	-	-	G	
22	R/P	18	20	22	26	28	33	37	44	50	56	63	71	79	86	96	108	119	-	-	-	-	R/P	22
	G	23	25	28	32	36	41	47	54	62	71	82	94	-	-	-	-	-	-	-	-	-	G	
23	R/P	19	21	23	27	30	34	39	45	52	58	64	73	81	88	98	110	121	-	-	-	-	R/P	23
	G	24	27	30	34	38	43	49	56	64	73	84	96	-	-	-	-	-	-	-	-	-	G	
24	R/P	20	22	24	28	31	35	40	46	53	60	65	75	83	90	100	111	123	-	-	-	-	R/P	24
	G	25	28	31	35	39	45	51	57	66	75	86	99	-	-	-	-	-	-	-	-	-	G	
25	R/P	21	23	25	28	32	36	41	47	54	61	66	76	84	92	101	112	124	-	-	-	-	R/P	25
	G	26	29	32	36	40	46	52	59	67	76	87	-	-	-	-	-	-	-	-	-	-	G	
26	R/P	22	24	26	30	33	38	43	49	56	63	68	78	86	94	103	115	126	-	-	-	-	R/P	26
	G	27	30	33	37	41	47	54	60	69	78	89	-	-	-	-	-	-	-	-	-	-	G	
27	R/P	23	25	27	31	34	39	44	50	57	64	70	80	88	96	105	117	128	-	-	-	-	R/P	27
	G	28	31	34	38	42	49	56	62	71	80	91	-	-	-	-	-	-	-	-	-	-	G	
28	R/P	24	26	28	32	35	40	45	52	59	66	72	81	89	98	107	119	130	-	-	-	-	R/P	28
	G	30	32	36	39	45	51	58	64	73	82	95	-	-	-	-	-	-	-	-	-	-	G	
29	R/P	25	27	29	33	36	41	46	53	60	67	74	83	91	100	109	121	132	-	-	-	-	R/P	29
	G	31	33	37	40	46	52	59	66	75	84	-	-	-	-	-	-	-	-	-	-	-	G	
30	R/P	25	27	30	34	37	42	47	54	61	68	75	84	92	101	110	123	133	-	-	-	-	R/P	30
	G	32	34	38	41	47	53	60	67	76	86	-	-	-	-	-	-	-	-	-	-	-	G	



Annex 2.22 Overview of Braking Percentages for Braking Distances

Table of braking percentages for 1000 m stopping distances

Ruling decline [%]	Brake type	Permitted speed [km/h]																												Brake type	Ruling decline [%]	
		20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155			160
		Braking percentage [%]																														
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.
0	R/P	6	6	6	6	6	6	8	11	13	18	22	26	32	38	44	51	58	65	73	82	90	101	111	123	134	146	158	172	185	R/P	0
	G	6	6	6	6	6	8	11	14	18	22	27	33	39	45	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
1	R/P	6	6	6	6	6	7	9	12	15	19	23	28	33	39	46	52	60	67	75	83	92	102	113	124	136	148	160	173	187	R/P	1
	G	6	6	6	6	6	9	12	15	19	23	28	34	40	46	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
2	R/P	6	6	6	6	6	8	10	13	16	20	24	29	34	41	47	54	61	68	76	85	94	104	114	126	139	150	162	175	189	R/P	2
	G	6	6	6	6	7	10	13	16	20	25	30	36	42	48	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
3	R/P	6	6	6	6	7	9	11	14	17	21	26	30	36	42	49	55	63	70	78	87	96	106	116	128	140	151	164	177	191	R/P	3
	G	6	6	6	7	9	11	14	18	22	26	31	37	43	50	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
4	R/P	6	6	6	6	8	10	12	15	18	23	27	32	37	44	50	57	64	72	80	88	98	107	118	129	141	153	166	179	192	R/P	4
	G	6	6	6	8	10	12	15	19	23	28	33	39	45	52	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
5	R/P	6	6	6	7	9	11	13	16	20	24	28	33	39	45	52	58	66	73	82	90	99	109	120	131	143	155	167	180	194	R/P	5
	G	6	6	7	9	11	14	17	20	25	29	34	40	47	54	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
6	R/P	6	6	7	8	10	12	14	17	21	25	30	35	40	46	53	60	67	75	83	92	101	111	122	133	145	157	169	182	196	R/P	6
	G	6	7	8	10	12	15	18	22	26	31	36	42	48	55	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
7	R/P	6	7	8	9	11	13	15	19	22	26	31	36	41	48	54	61	69	76	85	94	103	112	123	135	147	158	171	184	198	R/P	7
	G	7	8	9	11	13	16	19	23	27	32	37	43	50	57	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
8	R/P	6	7	9	10	12	14	16	20	23	28	32	37	43	49	56	63	70	78	86	95	105	114	125	136	148	160	173	186	200	R/P	8
	G	8	9	10	12	14	17	20	24	29	34	39	45	52	59	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
9	R/P	7	8	10	11	13	15	17	21	25	29	34	39	45	51	58	65	72	80	88	97	107	116	127	138	150	162	174	188	201	R/P	9
	G	9	10	12	14	16	19	22	26	31	36	43	47	54	61	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
10	R/P	8	9	10	12	14	16	18	22	26	30	35	40	46	52	59	66	74	81	90	99	108	117	128	140	152	164	176	189	203	R/P	10
	G	10	11	13	15	17	20	23	27	32	37	44	48	55	62	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
11	R/P	9	10	11	13	15	17	20	23	27	32	37	42	47	54	61	68	76	83	92	101	110	119	130	141	154	165	178	191	205	R/P	11
	G	11	12	14	16	18	21	25	29	33	39	45	50	58	64	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
12	R/P	10	11	12	14	16	18	21	24	28	33	38	43	48	55	62	69	77	85	93	102	112	121	132	143	155	167	180	193	207	R/P	12
	G	12	13	15	17	19	22	26	30	34	40	45	52	59	66	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
13	R/P	11	12	13	15	17	19	22	26	30	34	39	45	50	57	64	71	79	87	95	104	114	122	133	145	157	169	181	195	209	R/P	13
	G	13	14	16	18	20	24	28	32	36	42	47	54	61	68	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
14	R/P	12	13	14	16	18	20	23	27	31	35	40	46	52	58	65	72	80	89	97	106	116	124	135	147	159	171	183	196	210	R/P	14
	G	14	15	17	19	22	26	29	33	38	43	49	56	63	70	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
15	R/P	12	13	14	16	18	21	24	28	32	36	41	47	53	59	66	73	81	90	98	107	117	126	137	148	160	172	185	198	212	R/P	15
	G	15	16	18	20	23	27	30	34	39	44	50	57	64	71	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
16	R/P	13	14	15	17	19	22	25	29	33	38	43	49	54	61	68	75	83	92	100	109	119	127	138	150	162	-	-	-	-	R/P	16



Annex 2.22 Overview of Braking Percentages for Braking Distances

Table of braking percentages for 1000 m stopping distances

Ruling decline [%]	Brake type	Permitted speed [km/h]																												Brake type	Ruling decline [%]	
		20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155			160
		Braking percentage [%]																														
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.
	G	16	17	19	22	24	28	31	35	40	46	52	59	66	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G		
17	R/P	13	15	16	18	20	23	26	30	34	39	44	50	55	62	69	76	84	93	101	111	121	129	140	152	164	-	-	-	-	R/P	17
	G	17	18	20	23	25	29	32	36	41	47	53	60	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G		
18	R/P	14	16	17	19	21	25	28	32	36	41	46	52	57	64	71	78	86	95	103	113	123	131	142	153	166	-	-	-	-	R/P	18
	G	18	20	22	24	27	31	34	38	43	49	55	62	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
19	R/P	15	17	18	20	22	26	29	33	37	42	47	53	59	66	73	80	88	97	105	115	125	132	144	155	167	-	-	-	-	R/P	19
	G	19	21	23	25	28	32	35	39	45	51	57	64	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
20	R/P	16	17	19	21	23	27	30	34	38	43	48	54	60	67	74	81	89	98	107	116	127	134	145	157	169	-	-	-	-	R/P	20
	G	20	22	24	26	29	33	36	41	46	52	58	65	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
21	R/P	17	18	20	22	24	28	31	35	40	45	50	56	62	69	75	83	91	100	109	118	129	136	147	-	-	-	-	-	-	R/P	21
	G	21	23	25	28	31	34	38	43	48	54	60	67	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
22	R/P	18	19	21	23	25	29	32	36	41	46	51	57	63	70	76	84	92	101	111	120	131	138	149	-	-	-	-	-	-	R/P	22
	G	22	24	26	29	32	35	39	44	49	55	62	69	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
23	R/P	19	20	22	24	26	30	33	38	43	48	53	59	65	72	78	86	94	103	113	122	133	139	150	-	-	-	-	-	-	R/P	23
	G	23	25	28	31	34	37	41	46	51	57	64	71	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
24	R/P	20	21	23	25	27	31	34	39	44	49	54	60	66	73	80	88	96	105	-	-	-	-	-	-	-	-	-	-	-	R/P	24
	G	24	26	29	32	35	39	43	47	53	59	66	73	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
25	R/P	20	22	24	26	28	32	35	40	45	50	55	61	67	74	81	89	97	106	-	-	-	-	-	-	-	-	-	-	-	R/P	25
	G	25	27	30	33	36	40	44	48	54	60	67	74	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
26	R/P	21	23	25	27	29	33	37	42	46	52	57	63	69	76	83	91	99	108	-	-	-	-	-	-	-	-	-	-	-	R/P	26
	G	26	28	32	34	38	42	46	49	56	62	69	76	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
27	R/P	22	23	25	28	30	34	38	43	47	53	58	64	70	77	84	92	101	110	-	-	-	-	-	-	-	-	-	-	-	R/P	27
	G	27	29	33	35	39	43	47	51	57	63	70	78	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
28	R/P	23	24	26	29	31	35	39	44	49	55	60	66	72	79	85	94	103	112	-	-	-	-	-	-	-	-	-	-	-	R/P	28
	G	29	31	34	37	41	45	49	53	59	65	72	80	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
29	R/P	24	25	27	30	32	36	40	45	50	56	61	67	74	81	86	96	105	114	-	-	-	-	-	-	-	-	-	-	-	R/P	29
	G	30	32	35	38	42	46	50	55	61	67	74	81	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
30	R/P	24	26	28	31	33	37	41	46	51	57	62	68	75	82	87	97	106	115	-	-	-	-	-	-	-	-	-	-	-	R/P	30
	G	31	33	36	39	43	47	51	56	62	68	75	84	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	



Annex 2.22 Overview of Braking Percentages for Braking Distances

Table of braking percentages for 1500 m stopping distances

Ruling decline [%]	Brake type	Permitted speed [km/h]																												Ruling decline [%]	Brake type	
		20	25	30	20	40	45	20	55	60	20	70	75	20	85	90	20	100	105	20	115	120	20	130	135	20	145	150	20			160
		Braking percentage [%]																														
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.
0	R/P	6	6	6	6	6	6	8	11	13	18	22	26	30	35	40	45	48	50	52	54	57	63	70	78	86	94	102	111	120	R/P	0
	G	6	6	6	6	6	8	11	14	18	22	27	33	39	45	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
1	R/P	6	6	6	6	6	7	9	12	15	19	23	28	32	36	41	46	48	51	54	56	58	65	72	80	88	95	104	112	121	R/P	1
	G	6	6	6	6	6	9	12	15	19	23	28	34	40	46	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
2	R/P	6	6	6	6	6	8	10	13	16	20	24	29	34	39	44	49	51	53	56	58	60	67	74	81	89	97	105	114	123	R/P	2
	G	6	6	6	6	7	10	13	16	20	25	30	36	42	48	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
3	R/P	6	6	6	6	7	9	11	14	17	21	26	30	35	40	45	50	53	55	57	59	62	68	76	83	91	99	107	116	125	R/P	3
	G	6	6	6	7	9	11	14	18	22	26	31	37	43	50	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
4	R/P	6	6	6	6	8	10	12	15	18	23	27	32	37	42	47	52	55	57	59	61	63	70	77	85	93	101	109	118	127	R/P	4
	G	6	6	6	8	10	12	15	19	23	28	33	39	45	52	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
5	R/P	6	6	6	7	9	11	13	16	20	24	28	33	38	43	48	53	56	59	61	63	65	72	79	87	94	102	111	119	129	R/P	5
	G	6	6	7	9	11	14	17	20	25	29	34	40	47	54	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
6	R/P	6	6	7	8	10	12	14	17	21	25	30	35	40	45	50	54	58	60	62	64	67	73	81	88	96	104	112	121	130	R/P	6
	G	6	7	8	10	12	15	18	22	26	31	36	42	48	55	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
7	R/P	6	7	8	9	11	13	15	19	22	26	31	36	41	46	51	56	59	61	64	66	68	75	82	90	98	106	114	123	132	R/P	7
	G	7	8	9	11	13	16	19	23	27	32	37	43	50	57	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
8	R/P	6	7	9	10	12	14	16	20	23	28	32	37	42	47	52	57	60	63	66	68	70	77	84	92	100	108	116	125	134	R/P	8
	G	8	9	10	12	14	17	20	24	29	34	39	45	52	59	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
9	R/P	7	8	10	11	13	15	17	21	25	29	34	39	45	50	55	59	62	65	67	69	72	78	86	93	102	109	118	127	136	R/P	9
	G	9	10	12	13	15	19	22	26	31	36	41	47	54	61	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
10	R/P	8	9	10	12	14	16	18	22	26	30	35	40	45	50	55	60	63	66	69	71	73	80	87	95	103	111	119	128	138	R/P	10
	G	10	11	13	15	17	20	23	27	32	37	42	48	55	62	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
11	R/P	9	10	11	13	15	17	20	23	27	32	37	42	47	52	57	62	65	68	70	72	75	82	89	97	105	113	121	130	139	R/P	11
	G	11	12	14	16	18	21	25	29	33	39	44	50	57	64	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
12	R/P	10	11	12	14	16	18	21	24	28	33	38	43	48	53	58	63	66	69	72	74	76	83	91	98	107	115	123	132	141	R/P	12
	G	12	13	15	17	19	22	26	30	34	40	45	52	59	66	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
13	R/P	10	12	13	15	17	19	22	26	30	34	39	44	49	54	59	64	67	70	73	75	78	85	92	100	108	116	125	134	143	R/P	13
	G	13	14	16	18	20	24	28	32	36	42	47	54	61	68	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
14	R/P	11	13	14	16	18	20	23	27	31	35	40	45	50	55	60	65	68	71	74	77	80	87	94	102	110	118	126	135	145	R/P	14
	G	14	15	17	19	22	26	29	33	38	43	49	56	63	70	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
15	R/P	12	13	14	16	18	21	24	28	32	36	41	46	51	55	60	66	69	73	76	79	81	88	96	104	112	120	128	137	147	R/P	15
	G	15	16	18	20	23	27	30	34	39	44	50	57	64	71	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
16	R/P	13	14	15	17	19	22	25	29	33	38	43	48	53	57	62	67	70	74	77	80	83	90	98	105	114	122	130	139	148	R/P	16
	G	16	17	19	22	24	28	31	35	40	46	52	59	66	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
17	R/P	13	15	16	18	20	23	26	30	34	39	44	49	54	59	64	69	71	75	78	81	85	92	99	107	115	123	132	141	150	R/P	17
	G	17	18	20	23	25	29	32	36	41	47	53	60	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
18	R/P	14	16	17	19	21	24	28	32	36	41	46	51	56	61	66	71	74	77	80	83	86	93	101	109	117	125	134	143	152	R/P	18



Annex 2.22 Overview of Braking Percentages for Braking Distances

Table of braking percentages for 1500 m stopping distances

Ruling decline [%]	Brake type	Permitted speed [km/h]																												Ruling decline [%]	Brake type	
		20	25	30	20	40	45	20	55	60	20	70	75	20	85	90	20	100	105	20	115	120	20	130	135	20	145	150	20			160
		Braking percentage [%]																														
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.
	G	18	19	22	24	26	31	34	38	42	49	55	62	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G		
19	R/P	15	17	18	20	22	26	29	33	37	42	47	52	57	62	67	72	75	79	83	85	88	95	103	110	119	127	135	144	154	R/P	19
	G	19	21	23	25	28	32	35	40	45	51	57	64	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G		
20	R/P	16	17	19	21	23	27	30	34	38	43	48	53	58	63	68	73	76	80	84	86	90	97	104	112	120	129	137	146	155	R/P	20
	G	20	22	24	26	29	33	36	41	46	52	58	65	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
21	R/P	17	18	20	22	24	28	31	35	40	45	50	55	60	65	70	75	78	81	85	88	91	98	106	114	122	130	139	148	157	R/P	21
	G	21	23	25	28	31	34	38	44	48	54	60	67	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
22	R/P	18	19	21	23	25	29	32	36	41	46	51	56	61	66	71	76	79	82	86	90	93	100	108	116	124	132	141	150	159	R/P	22
	G	22	24	26	29	32	35	39	44	49	55	62	69	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
23	R/P	19	20	22	24	26	30	33	37	43	48	53	58	63	68	72	78	81	84	87	91	95	102	109	117	126	134	142	151	161	R/P	23
	G	23	25	28	30	33	37	41	46	51	57	64	71	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
24	R/P	20	21	22	25	27	31	34	39	44	49	54	59	64	69	75	81	84	87	90	93	96	103	111	119	127	136	144	153	163	R/P	24
	G	24	26	29	32	35	39	43	47	53	59	66	73	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
25	R/P	20	22	24	26	28	32	35	40	45	50	55	60	65	70	76	83	86	89	92	95	98	105	113	121	129	137	146	155	164	R/P	25
	G	25	27	30	33	36	40	44	48	54	60	67	74	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
26	R/P	21	23	25	27	29	31	37	42	46	52	57	62	67	72	78	85	88	91	94	97	100	107	114	122	131	139	148	157	166	R/P	26
	G	26	28	32	35	38	42	46	50	56	62	69	76	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
27	R/P	22	23	25	28	30	34	38	43	47	53	58	63	68	73	79	86	89	92	95	98	101	108	116	124	133	141	149	158	168	R/P	27
	G	27	29	33	35	39	43	47	51	57	63	70	78	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
28	R/P	23	24	26	29	31	35	39	44	49	55	60	64	69	74	80	88	91	94	97	100	103	110	118	126	134	143	151	160	170	R/P	28
	G	28	31	34	37	40	45	49	53	59	65	72	80	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
29	R/P	24	25	27	30	32	36	40	45	50	56	61	65	70	75	81	89	92	95	98	101	105	112	120	128	136	144	153	162	172	R/P	29
	G	30	32	35	38	42	46	50	55	61	67	74	82	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	
30	R/P	24	26	28	31	33	37	41	46	51	57	62	66	71	76	82	90	93	98	101	104	106	113	121	129	138	146	155	164	173	R/P	30
	G	31	33	36	39	43	47	51	56	62	68	75	84	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	G	



Annex 4.1 Deadlines for 2025/2026 Annual Timetable Drafting

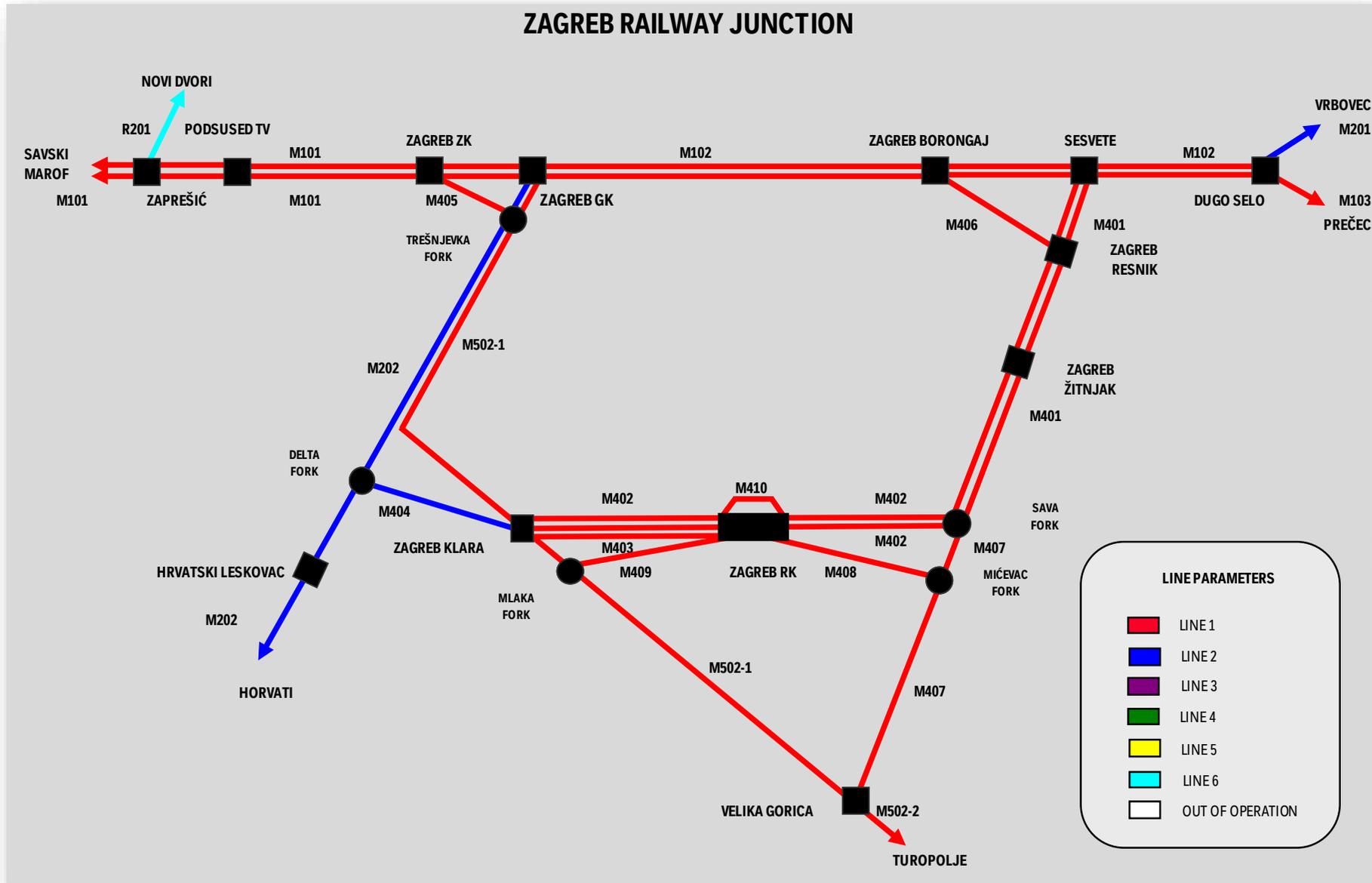
Phase	Authority	Deadline
1.	2.	3.
Planning of provisional international train paths	IM	13 January 2025
Regular deadline for submission of train path request for annual timetable	AP	15 December 2024 - 14 April 2025
Process of drafting timetable	IM/AP	15 April 2025 - 7 July 2025
Publication of the draft timetable	IM	7 July 2025
Submitting of observations on the timetable draft	AP/others	8 July 2025 - 8 August 2025
Consultation process	IM/AP	11 August 2025 - 24 August 2025
Defining timetable according to requests received until regular deadline	IM	25 August 2025
Submission of train path request after the regular deadline	AP	15 April 2025 - 13 October 2025
Defining the timetable according to requests received after the regular deadline	IM	10 November 2025
Deadline for the acceptance of the final offer for the allocated capacities		14 November 2025
Timetable coming into effect	IM	14 December 2025

Annex 4.2 RDeadlines for Amendments to 2025/2026 Annual Timetable

Submission date of requests for amendments	Capacity allocation	Implementation of amendments
1.	2.	3.
15 December 2025	12 January 2026	2 February 2026
3 February 2026	16 March 2026	7 April 2026
8 April 2026	25 May 2026	14 June 2026
15 June 2026	17 August 2026	7 September 2026
18 August 2026	21 September 2026	5 October 2026



Annex 5.1 Line Parameters



Annex 5.2 Overview of the Primary and Secondary Causes of Train Delays

PRIMARY DELAYS CAUSED BY THE INFRASTRUCTURE MANAGER	
Abbreviations	Term
1.	2.
AA	Waiting for permission
AC	Waiting at the entry automatic block or protective signal
AH	Dispatcher traffic operation command
AI	Delay caused by an employee of the infrastructure manager
AK	Entry/exit into a turn
AL	Substitution / change of composition at the request of the infrastructure manager
AM	Entry upon special purpose signal
AN	Train running on irregular track
AO	Speed reduction at the request of the infrastructure manager
AP	Delivery of written order to train
OA	Failure of station signalling devices
OB	Automatic block failure
OC	Track closure by infrastructure manager
OD	Level crossing failure
OE	OLE failure
OF	Telecommunications devices failure
OG	Extended operation of a track maintenance car (track vehicles, etc.)
OH	Unscheduled extension of track closure
OI	Restricted speed running
OJ	Unscheduled track closure
OK	Rail breakage
OL	Track deformation
OM	Technical malfunction of turnout
ON	Failure of fixed installations for brake test
MF	Collision, crash and derailment of track vehicles
SD	Failure of signalling and telecommunications devices
SO	Extension of scheduled track closure (for more than 30 minutes)
TE	Collision, crash or derailment of track vehicles
OO	Speed limit
OP	Failure of track signalling devices

PRIMARY DELAYS CAUSED BY THE RAILWAY UNDERTAKING	
Abbreviation	Term
1.	2.
ZA	Increased frequency of passengers
ZB	Waiting for railway undertaking staff
ZC	Waiting for locomotive or motor set from depot
ZE	Delay caused by a railway undertaking employee
ZF	Wagon cleaning at request of railway undertaking
ZG	Wagon failure
ZH	Brake test
ZI	Wagon repair without uncoupling
ZJ	Train speed reduction due to technical failure of wagon / set
ZK	Failure of heating device
ZM	Substitution / change of composition at the request of the railway undertaking
ZO	Police intervention at the request of the train crew
ZP	Waiting for shunting locomotive
ZQ	Longer journey due to traction conditions
ZR	Failure of traction vehicle / set
ZS	Shunting locomotive failure
ZU	Relief of railway undertaking staff
ZV	Temporary failure of locomotive / set
ZW	Delay due to the request of the traction staff for a break
ZX	Waiting for train composition
ZY	Weighing
Z1	Transport of exceptional consignments
Z2	Stopping of train for cooling of brake lining
SA	Malfunction of train traction vehicle
SM	Failure of train wagon
SF	Extraordinary event on industrial tracks owned by the transport user
SJ	Rupture of brake system air duct
TC	Train passing by signal prohibiting further train operation
TD	Prohibited passing of train through an establishment where stopping is compulsory
Z3	Delay caused by turnaround of traction vehicle/motor set unit of the same train
Z4	Speed reduction at the request of railway undertaking
Z5	Waiting on permission due to station congestion caused by the railway undertaking
Z6	Disposition of train at the request of railway undertaking



Annex 5.2 Overview of the Primary and Secondary Causes of Train Delays

PRIMARY DELAYS CAUSED BY EXTERNAL INFLUENCES	
Abbreviation	Term
1.	2.
AJ	State requirements / delegations
FA	Train received with delay - other infrastructure managers
FB	Refused train reception - other infrastructure managers
FD	Non-preparation of locomotive by other RU
FE	Waiting for (engine driver / train crew) of other RU
FF	Train incorrectly formed - other RU
FG	Withdrawal of defective wagons - other infrastructure manager/RU
FH	Withdrawal of wrongly directed wagons - other infrastructure managers/RU
FJ	Delay caused by an employee of another infrastructure manager/RU
IA	Slipping or landslide
IB	Flood, torrent or gale
IC	Snow drifts, avalanche or ice
ID	Thick fog, rain, etc.
IE	Fire in surrounding area
ML	Falling from train
MM	Jumping into and out of train
NK	Falling from train
SG	Police detention of train
SH	Detention of train by customs officials
SI	Misuse of emergency brakes
SP	Intervention of emergency services
TN	Damaged level crossing
TP	Stoning of train
TR	Misappropriation of equipment and devices owned by the infrastructure manager
AT	Prolongation of running schedule due to fire protection
AU	Delay due to the transition to daylight saving time
IF	Train skidding
IG	Earthquake

SECONDARY CAUSES OF DELAY	
Abbreviation	Term
1.	2.
AB	Waiting at junction
AD	Waiting for overtaking
AE	Waiting for notification of track release report
AF	Waiting for connection to delayed train
AG	Extended holding at station due to waiting for regular departure
AR	Introduced as such
ZD	Waiting for locomotive or motor set - from turnaround
ZL	Waiting for train connection (prescribed by the Traffic-Transport Instructions) or at the request of the railway undertaking
ZN	Waiting for railway undertaking staff from turnaround
ZT	Delay caused by traction vehicle failure of another train
FC	Delay caused by the rejection of the trains ahead - other infrastructure manager
FI	Train connection (passengers or goods) from other infrastructure managers
SK	Misuse of emergency brakes on another train
SL	Extraordinary event on another train
AS	Announced strike HŽI
Z9	Announced strike RU



Annex 5.2 Overview of the Primary and Secondary Causes of Train Delays

TRAIN DELAYS CAUSED BY EXTRAORDINARY EVENTS WHICH ARE UNDERGOING INVESTIGATION	
Abbreviations	Term
1.	2.
MA	Train collision
MB	Train crash
MC	Train derailment
MD	Fire and explosions
ME	Train derailment and crash during shunting
MG	Traffic secured with signalling devices at the level crossing
MH	Traffic secured with road traffic signs at the level crossing
MI	Pedestrian crossing at the level crossing
MJ	Extraordinary event on the open line
MK	Extraordinary events in an establishment
MP	Ecological accident
MZ	Other serious accidents
NA	Train collision
NB	Train crash
NC	Train derailment
ND	Fire and explosions
NE	Train derailment and crash during shunting
NF	Traffic secured with signalling devices at the level crossing
NG	Traffic secured with road traffic signs at the level crossing
NH	Pedestrian crossing at the level crossing
NI	Extraordinary event on the open line
NJ	Extraordinary events in an establishment
NL	Contamination of the environment
NZ	Other accidents
SN	Failure of special purpose vehicle
SB	Division of a train
SC	Damage to OLE
SE	Extraordinary event at depots, workshops, etc.
SZ	Other disruptive events
TA	Avoided train collision
TB	Avoided train crash
TF	Throwing of the turnout
TG	Traffic secured with signalling devices at level crossing

TRAIN DELAYS CAUSED BY EXTRAORDINARY EVENTS WHICH ARE UNDERGOING INVESTIGATION	
Abbreviations	Term
1.	2.
TH	Traffic secured with road traffic signs at level crossing
TI	A pedestrian crossing at a level crossing
TJ	Avoided extraordinary event on the open line
TK	Avoided extraordinary event at an establishment
TS	Avoided train derailment
TZ	Other avoided accidents



Annex 5.3 Data on Electric Energy Consumption**Documentation for the locomotive measurement file****1. Input document**

The input document must be in CSV format. The file name must contain a unique vehicle number (a twelve-digit number).

Input document name format: **dddddddddd.csv**

Example of an input document: **918110630194.csv**

2. Input document content

The document consists of a header and the data that form number of rows depending on the number of measurements during the month. First row is the header row that defines the column title and the order of data.

Using formula (1) the only allowed number of rows, except the header row, can be calculated.

$$broj_{dana_{u_{mjeseceu}}} \times 24 \times \frac{60}{interval_{mjerjenja}}, (1)$$

Key:

$broj_{dana_{u_{mjeseceu}}$	Number of days in the month
$interval_{mjerjenja}$	5 min, 15 min

Each row has to contain the following data:

- Time: end time of measurement interval according to UTC ISO8601 (allowed intervals: 5 min and 15 min starting with the zero minute of the hour, TSI) – mandatory data (not null)
- Lat: geographic latitude (decimal degrees) – optional data (nullable)

- Lon: geographic longitude (decimal degrees) – optional data (nullable)
- Speed: speed (km/h) – optional data (nullable)
- E+ : active energy consumed (kWh) – optional data (nullable)
- E- : active energy recuperated (kWh) – optional data (nullable)
- J+ : reactive energy consumed (kVARh) – optional data (nullable)
- J- : reactive energy recuperated (kVARh) – optional data (nullable)

Optional column:

- Country – country code referring to <https://uic.org/support-activities/it/country-codes>

Table 1 Content of measurement rows

R.br.	Data	Type of data	Data format
1.	end time of interval	timestamp without timezone	YYYY-MM-DDTHH:mm:ssZ
2.	geographic latitude	decimal degrees	ddd.dddd
3.	geographic longitude	decimal degrees	ddd.dddd
4.	speed	double precision	ddd.dd
5.	active energy consumed	double precision	DDDDD.DD
6.	active energy recuperated	double precision	DDDDD.DD
7.	reactive energy consumed	double precision	DDDDD.DD
8.	reactive energy recuperated	double precision	DDDDD.DD
9.	country	integer	DD

3. Content requirements

- 1) The file must contain a complete set of 5-minute or 15 minute intervals for the accounting month.
- 2) In the case the locomotive is turned off, or for some other reason does not measure the consumption, the row for the measurement interval is written in the file and all other parameters are empty (null).



Annex 5.3 Data on Electric Energy Consumption

- 3) In the case the locomotive measures consumption, all columns, except for the “country” column, must contain data (not null). Incomplete rows will be considered as having no measurements in that interval.
- 4) The number of rows varies depending on the number of days of the month (according to formula 1). Except for the header row, the file must contain the number of data rows as specified in Table 2.

Table 2 Number of rows (intervals) in measurement file

Days of the month \ measurement interval	5 min	15 min
28 days	8064	2688
29 days	8352	2784
30 days	8640	2880
31 days	8928	2976
31 days and CET -> CEST (clocks go forward)	8916	2972
31 days and CEST -> CET (clock go back)	8940	2980
* Clocks go from winter time (CET) to summer time (CEST), last Sunday in March, missing intervals (-12 for 5 min or -4 for 15 min intervals)		
* Clocks go from summer time (CEST) to winter time (CET), last Sunday in October, extra intervals (-12 for 5 min or -4 for 15 min intervals)		

The first measurement record in the file refers to the first interval of the day, after midnight, local time.

For 5 min intervals:

- YYYY-MM-DDT00:05:00+01:00 for CET (Central European Winter Time) or
- YYYY-MM-DDT01:05:00Z for UTC, winter time, that is
- YYYY-MM-DDT00:05:00+02:00 for CEST (Central European Summer Time) or
- YYYY-MM-DDT02:05:00Z for UTC, summer time.

For 15 min intervals:

- YYYY-MM-DDT00:15:00+01:00 for CET (Central European Winter Time) or
- YYYY-MM-DDT01:15:00Z for UTC, winter time, that is
- YYYY-MM-DDT00:15:00+02:00 for CEST (Central European Summer Time) or
- YYYY-MM-DDT02:15:00Z for UTC, summer time.

The last measurement record in the file refers to the last interval of the day, which is exactly at midnight of the following day (e.g. for measurements in February 2023 it is 2023-03-01T01:00:00Z, UTC winter time).

For 5 min and 15 min intervals:

- YYYY-MM-DDT00:00:00+01:00 for CET (Central European Winter Time), or
- YYYY-MM-DDT00:00:00+02:00 for CEST (Central European Summer Time), or
- YYYY-MM-DDT01:00:00Z for UTC, winter time, or
- YYYY-MM-DDT02:00:00Z for UTC, summer time.



Annex 5.3 Data on Electric Energy Consumption

4. File example

File example:

time, lat, lon , speed, E+, E-, J+, J-, country
2022-01-01T00:05:00+01:00, 45.1150, 15.9806, 7.22, 4.12, 0, 0.53, 0, 78
2022-01-01T00:10:00+01:00, 45.1170, 15.9810, 2.22, 14.90, 0, 0.96, 0, 78
2022-01-01T00:15:00+01:00, 14.45, 0.45, 45.1192, 15.9816, 67.22, 123, 1.56, 78
2022-01-01T00:20:00+01:00, 45.1210, 15.9817, 7.22, 0.00, 12.23, 0, 2.51, 78
2022-01-01T00:25:00+01:00, 46.1230, 15.9810, 0, 0.00, 15.12, 0, 3.41,
2022-01-01T00:30:00+01:00, 46.1230, 15.9810, 0, , , , ,
2022-01-01T00:35:00+01:00, , , , , , , ,
2022-01-01T00:40:00+01:00, , , , , , , ,
2022-01-01T00:45:00+01:00, 46.1230, 15.9810, 0, 0.00, 0.00, 0.00, 0.00,
2022-01-01T00:50:00+01:00, 46.1230, 15.9810, 0, 0.00, 0.00, 0.00, 0.00,
...
2022-01-02T00:00:00+01:00, 45.8150, 15.9806, 7.22, 4.99, 1.12, 0.34, 0.12, 78



Annex 7.1 Overview of Establishment Coefficients

Establishment	Establishment coefficient
1.	2.
A	
Andrijaševci	0.58
Andrijevi	1.44
Antunovac	0.58
B	
Badlješina	0.20
Bakovići	0.58
Banova Jaruga	1.44
Banovci	0.63
Banja	0.58
Bedekovčina	1.14
Belavići	0.63
Beli Manastir	0.99
Benkovac	1.29
Bibinje	0.96
Bijela	0.20
Bijelo Brdo	0.58
Bilaj-Ribnik	0.58
Bizovac	1.44
Bjelovar	1.99
Blacko-Jakšić	0.99
Blata	0.99
Blinjski Kut	0.99
Borovo-Trpinja	0.20
Borut	1.21
Božjakovina	0.58
Brdašće	0.58
Brdovec	0.58
Brđani Krajiški	0.58
Bregi	1.14
Brezine-Bujavica	0.20
Brezovljani	0.58

Establishment	Establishment coefficient
1.	2.
Brijest	0.20
Brlog Grad	0.20
Brod Moravice	1.19
Brodski Stupnik	0.58
Bršadin-Lipovača	0.20
Bubnjarci	0.20
Bučje-Koprivnica	0.58
Budinščina	1.44
Budrovci	0.58
Bulići	0.55
Buzet	1.21
Buzin	0.63
C	
Cabuna	1.14
Carevdar	0.58
Cera	0.50
Cerje Tužno	0.99
Cerna	0.58
Cerovljani	0.63
Cerovlje	0.55
Ciglenik	0.50
Cirkvena	0.58
Cret	0.58
Č	
Čabrunići	0.55
Čabrunići Selo	0.63
Čačinci	1.36
Čaglin	0.76
Čakovec	2.04
Čakovec-Buzovec	0.58
Čehovec	0.58
Čeminac	0.58

Establishment	Establishment coefficient
1.	2.
Čepin	0.58
Čukovec	0.58
Čulinec	0.63
D	
Dabar	0.58
Dalmatinska Ostrovica	0.50
Dalj	0.61
Darda	0.99
Daruvar	1.29
Deanovec	0.99
Debeljak	0.50
Delnice	1.49
Desinec	0.58
Dobrovac	0.20
Doliće	0.63
Doljan	0.63
Domagović	0.63
Donja Stubica	0.58
Donja Vrba	0.58
Donja Vrijeska	0.20
Donje Dubrave	0.50
Donji Dolac	0.58
Donji Kraljevec	1.44
Donji Lipovec	0.58
Donji Mihaljevec	0.58
Dopsin	0.50
Dragalić	0.58
Draganići	1.06
Dragovci	0.58
Draše	0.20
Drenovci	0.91
Drivenik	1.14



Annex 7.1 Overview of Establishment Coefficients

Establishment	Establishment coefficient
1.	2.
Drniš	1.44
Dubrava Zabočka	0.63
Duga Resa	1.44
Dugo Selo	2.39
Dukovec	0.63
Dujmovača	0.20
Dunjkovec	0.63
D	
Đakovo	0.99
Đeletovci stajalište	0.63
Đevrske	0.63
Đulovac	0.76
Đurđenovac	1.44
Đurđevac	1.14
Đurmanec	1.29
E	
Erdut	0.61
Ernestinovo	0.58
F	
Feričanci	0.58
Frigis	0.58
Fužine	1.49
G	
Gaboš	0.58
Gajnice	0.63
Galižana	0.55
Galovci	0.55
Garčin	1.44
Generalski Stol	0.99
Golubić	0.76
Golubovec	0.99
Gomirje	0.76

Establishment	Establishment coefficient
1.	2.
Gornja Stubica	0.99
Gornje Dubrave	0.99
Gornji Zvečaj	0.58
Gospić	1.79
Graboštani	0.25
Gračac	1.14
Gradec stajalište	0.88
Gradište	0.63
Greda	1.14
Gredice	0.20
Grginac	0.20
Grginac Novi	0.58
Gunja	0.50
H	
Haganj	0.58
Harmica	0.63
Heki	0.55
Heki stajalište	0.50
Horvati	0.99
Hrastovac	0.20
Hrastovac-Vučki	0.50
Hrašćina-Trgovišće	0.63
Hromec	0.58
Hrsovo	0.58
Hrvatska Dubica	0.61
Hrvatska Kostajnica	0.63
Hrvatski Leskovac	1.44
Hum-Lug	0.63
Hum u Istri	0.55
I	
Ilača	0.63
Ilova	0.58

Establishment	Establishment coefficient
1.	2.
Ivanec	0.99
Ivanić Grad	1.44
Ivankovo	1.44
J	
Jalžabet	1.36
Jasenovac	0.93
Jastrebarsko	1.19
Jelisavac	0.58
Josipdol	1.14
Josipovac	1.44
Jurdani	1.14
Juršići	0.63
Jušići	0.58
K	
Kaldrma	0.50
Kalinovac	0.58
Kamanje	0.61
Kanfanar	1.61
Karlovac	2.04
Karlovac Centar	0.63
Kaštel Gomilica	0.58
Kaštel Kambelovac	0.58
Kaštel Stari	1.14
Kaštel Sućurac	0.99
Kistanje	1.29
Klanjec	0.76
Klokočevac	0.58
Kloštar	1.44
Knežci	0.50
Knin	2.04
Komin	0.58
Konjšćina	1.44



Annex 7.1 Overview of Establishment Coefficients

Establishment	Establishment coefficient
1.	2.
Kopanica-Beravci	0.61
Koprivnica	1.99
Koprno	0.58
Koreničani	0.20
Kosovo	0.99
Košare	0.58
Koška	1.44
Kotoriba	1.19
Kožlovac	0.50
Kraj Donji	0.20
Krajcar Brijeg	0.55
Krapina	1.84
Križevci	1.99
Krnjevo	0.63
Kruškovac	0.58
Krušjevec	0.63
Krvavac	0.58
Kukača	0.99
Kukunjevac	0.20
Kula Norinska	0.58
Kuljevičica	0.58
Kumrovec	0.76
Kunovec-Subotica	0.58
Kupjak	0.58
Kupljenovo	0.58
Kustošija	0.58
Kuti	0.58
Kutina	1.44
L	
Labin Dalmatinski	0.99
Ladimirevci	0.58
Laduč	0.63

Establishment	Establishment coefficient
1.	2.
Laslovo-Korođ	0.58
Latin	0.20
Latinovac	0.50
Lazina	0.63
Lekenik	1.14
Lepavina	1.14
Lepoglava	0.99
Lepuri	0.50
Lič	0.58
Lička Kaldrma	0.76
Lička Jesenica	0.61
Lički Osik	0.58
Lički Podhum	0.50
Lički Tiškovac	0.76
Ličko Cerje	0.58
Ličko Dugo Polje	0.76
Ličko Lešće	1.14
Lipik	0.91
Lipovac-Koritna	0.58
Lipovljani	1.44
Lokve	1.44
Londžica	0.20
Lovinac	1.19
Lubena	0.58
Ludbreg	1.44
Ludina	1.14
Luka	1.19
Lupoglav	1.21
Lužani-Malino	0.58
LJ	
Ljeskovica	0.20
Ljubošina	0.20

Establishment	Establishment coefficient
1.	2.
M	
Macinec	0.63
Mađarevo	0.63
Mahično	0.61
Majur	0.99
Majurec	0.58
Maksimir	0.63
Mala Subotica	1.44
Malovan	0.99
Mandalina	0.63
Markovac	0.20
Markušica-Antin	0.58
Martijanec	0.58
Maslenjača	0.20
Mavračići	0.63
Medak	0.99
Međurić	0.20
Meja	1.14
Melnice	0.20
Metković	1.29
Mihaljevci	0.58
Mikleuš	0.58
Mirkovci	0.63
Mišulinovac	0.58
Moravice	1.49
Mostlavačka Gračenica	0.99
Mošćenica	0.20
Mraclin	0.63
Mrzlo Polje	0.91
Mučna-Reka	0.58
Mursko Središće	0.58
N	



Annex 7.1 Overview of Establishment Coefficients

Establishment	Establishment coefficient
1.	2.
Nadin	0.55
Našice	1.44
Našice Grad	0.58
Našička Breznica	0.58
Nemetin	0.99
Niza	0.58
Normanci	0.58
Nova Bukovica	0.58
Nova Gradiška	1.44
Nova Kapela-Batrina	1.84
Novaki	0.55
Novakovec	0.63
Novi Dalj	0.58
Novi Dvori	1.13
Novi Jankovci	0.63
Novi Marof	1.44
Novigrad Podravski	0.58
Novo Selo Rok	0.63
Novo Drnje	0.58
Novoselci	0.50
Novoselec	1.14
Novska	1.79
Nugla	0.55
Nuštar	0.58
O	
Odra	0.58
Ogulin	2.04
Ogulinski Hreljin	1.14
Okučani	1.14
Opatija-Matulji	1.14
Opuzen	0.99
Oriovac	1.44

Establishment	Establishment coefficient
1.	2.
Orolik	0.63
Oroslavje	0.58
Osijek	1.99
Osijek Donji Grad	0.99
Osijek Dravski Most	0.58
Osijek Luka	0.58
Osijek OLT	0.58
Ostrna	0.58
Ostrovo	0.58
Oštarije	1.44
Oštarije-Ravnice	0.58
Otok	1.29
Ozalj	1.29
P	
Pađene	0.99
Pakrac	0.20
Pakrac Grad	0.20
Papići	0.20
Paulovac	0.58
Pazin	1.29
Pčelić	0.58
Pepelana	0.20
Perkovci	0.58
Perković	1.44
Permani	0.58
Perušić	1.14
Peščenica	0.63
Peteranec	0.58
Petrinja	0.76
Petrove Gore	0.58
Pitomača	1.44
Pivnica	0.20

Establishment	Establishment coefficient
1.	2.
Planjane	0.58
Plase	1.14
Plaški	1.14
Plavno	1.04
Pleternica	1.29
Ploče	1.54
Podravska Bistrica	0.20
Podrute	0.58
Podsused stajalište	0.58
Pojatno	0.58
Poljana	0.20
Poljanka	0.58
Popovača	1.44
Potočani-Katinac	0.58
Poznanovec	0.58
Požega	1.29
Prečec stajalište	0.58
Preslo	0.58
Prgomet	0.58
Primorski Dolac	0.99
Primorski Sveti Juraj	0.58
Primorsko Vrpolje	0.58
Pristava Krapinska	0.63
Privlaka	0.50
Prkos	0.50
Prljevo	0.58
Prosinec	0.20
Pula	1.59
R	
Raduč	0.58
Radučić	0.63
Rajić	0.58



Annex 7.1 Overview of Establishment Coefficients

Establishment	Establishment coefficient
1.	2.
Rasinja	1.44
Raša	0.76
Rašević	0.55
Ratkovica	0.58
Ražine	1.04
Remetinec	0.63
Remetinec Križevački	0.58
Repinec	0.58
Repušnica	0.58
Ričice	0.58
Rijeka	2.54
Ripište	0.50
Roč	1.21
Ročko Polje	0.55
Rogotin	0.99
Rokovci	0.58
Rovišće	0.58
Rozga	0.20
Rudopolje	0.99
Rukavac	0.58
S	
Sadine	0.58
Samatovci	0.58
Sarvaš	1.29
Savičenta	0.55
Savski Marof	1.29
Sedramić	0.58
Sesvete	1.44
Sesvetska Sopnica	0.63
Sesvetski Kraljevec	0.63
Sibinj	1.44
Sikirevci	0.58

Establishment	Establishment coefficient
1.	2.
Sirač	0.66
Sirova Katalena	0.58
Sisak	1.79
Sisak Caprag	1.44
Siverić	0.58
Skrad	1.49
Sladojevci	0.20
Slakovci	0.63
Slatina	1.44
Slavonski Brod	1.74
Slavonski Šamac	0.61
Slobodnica	0.58
Smoljanci	0.55
Sokolovac	0.58
Solin	0.99
Solin Širina**	0.58
Spačva	0.61
Split	2.09
Split Predgrađe	1.14
Srijemske Laze	0.63
Stablina	0.58
Standard	0.58
Stara Subocka	0.58
Stare Plavnice	0.58
Stari Mikanovci	1.14
Stari Slatinik	0.58
Staro Petrovo Selo	1.44
Staro Topolje	0.58
Staza	0.20
Stažnjevec	0.58
Strizivojna-Vrpolje	1.44
Strmica	0.76

Establishment	Establishment coefficient
1.	2.
Stubičke Toplice	0.63
Studenci	0.58
Stupno	0.63
Suhopolje	1.44
Sukošan	0.50
Sulkovci	0.58
Sunja	1.29
Sušak-Pećine	1.19
Sutla	0.63
Sveti Ivan Žabno	1.14
Sveti Kajo**	0.58
Sveti Križ Začretje	0.99
Sveti Petar u Šumi	1.29
Š	
Šapjane	1.44
Šaš	0.93
Šibenik	1.84
Šijana	0.50
Širinec	0.58
Škabrnje	1.04
Škodinovac	0.58
Škrinjari	0.58
Škrljevo	1.14
Šopot	0.50
Špičkovina	0.63
Špišić Bukovica	1.14
Štikada	0.58
Štručjevo	0.63
Šušnjevo Selo	0.58
T	
Tepljuh	0.58
Tounj	0.58



Annex 7.1 Overview of Establishment Coefficients

Establishment	Establishment coefficient
1.	2.
Tovarnik	1.44
Trenkovo	0.58
Trnava	0.63
Turčin	1.44
Turopolje	1.44
U	
Unešić	1.44
V	
Valpovo	0.58
Varaždin	2.39
Velika	0.99
Velika Gorica	1.14
Velika Ves	0.63
Veliko Trgovišće	1.14
Veliko Trojstvo	0.58
Velimirovac	0.58
Vidovec	0.58
Vinkovački Banovci	0.63
Vinkovačko Novo Selo	0.63
Vinkovci	2.59
Vinkovci Bolnica	0.63
Virje	1.14
Virovitica	1.99
Virovitica Grad	0.58
Viškovci	0.58
Višnjevac	0.58
Višnjevac IPK	0.58
Višnjica	0.50
Vladislavci	0.99
Vodnjan	1.26
Vodnjan stajalište	0.58
Vodovod	0.58

Establishment	Establishment coefficient
1.	2.
Vođinci	0.58
Vojakovački Kloštar	0.58
Vojnovac	0.58
Volinja	0.99
Voloder	0.58
Vrapče	0.63
Vrata	0.58
Vratišinec	0.58
Vrbanja	0.58
Vrbova	0.58
Vrbovec	1.14
Vrbovsko	1.14
Vrhovine	1.44
Vukosavljevica	0.58
Vukovar	0.99
Vukovar-Borovo naselje	0.99
Vukovje	0.20
Vukovo Selo	0.20
Z	
Zabok	1.99
Zadar	1.54
Zadubravlje	0.58
Zagorska Sela	0.20
Zagreb GK	2.59
Zagreb Klara	0.99
Zagreb ZK	1.49
Zalesina	1.14
Zaluka	0.20
Zapolje	0.58
Zaprešić	1.44
Zaprešić Savska	0.63
Zarilac	0.50

Establishment	Establishment coefficient
1.	2.
Zbelava	0.58
Zdenci-Orahovica	1.14
Zdenčina	1.29
Zelenjak	0.20
Zid Katalena	0.20
Zlatar Bistrica	1.44
Zlobin	0.58
Zoljan	0.20
Zorkovac	0.20
Zrmanja	0.61
Zvečaj	1.14
Ž	
Žabjak	0.58
Žeinci	0.58
Žitnić	0.99
Živaja	0.55
Žminj	0.55
Žrnovac	0.58
Županja	0.99
Žutnica	0.63

Remark:

** Establishment being built



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
1. M101 State border - S. Marof - Zagreb Gk								
Podsused Tvornica								-
Zagreb Zk	side-loading	next to track 6	253,00	13,80	1,10	3491,00	road	100/20
Zagreb Gk	side and end-loading platform	next to track M7-A	162,00	6,00	1,00	972,00	road	
2. M102 Zagreb Gk - Dugo Selo								
Zagreb Gk	side and end-loading platform	next to track M7-A	162,00	6,00	1,00	972,00	road	
Dugo Selo								
3. M103 Dugo Selo - Novska								
Dugo Selo								
Ivanić Grad	side-loading	next to track 1	11,00	8,60	0,95	81,70	road	
	side-loading	next to track 1	16,00	1,00	0,95	16,80	stairs	
Novoselec	side-loading	next to track 1	15,00	9,35	0,89	141,18	road	
	side-loading	next to track 1	10,00	1,00	0,89	10,00	stairs	
Popovača	side-loading	next to track 1	14,00	9,50	0,87	133,00	road	
	side-loading	next to track 1	8,00	1,00	0,87	8,60	stairs	
Kutina	side-loading	next to track 1	30,00	13,00	1,00	390,00	road	
	side-loading	next to track 1	40,00	2,83	1,05	114,19	stairs	
	side-loading	road surface	40,00	1,20	1,10	48,42	stairs	
	side-loading	next to track 1	13,00	1,10	0,65	13,30	stairs	
Banova Jaruga	side-loading	next to track 1	15,00	8,60	1,10	129,86	road	
	side-loading	next to track 1	83,00	3,70	1,10	307,10	road	
	side-loading	next to track 1	17,00	1,00	0,77	16,90	stairs	
Lipovljani	side-loading	next to track 1	20,00	8,45	0,85	176,60	road	
	side-loading	next to track 1	31,00	1,50	0,85	44,10	stairs	
Novska	side-loading	next to track 1	59,00	10,60	1,10	572,60	road	
	side-loading	next to track 1	19,00	1,30	1,10	24,70	stairs	
4. M104 Novska - Tovarnik - State border								
Novska	side-loading	next to track 1	59,00	10,60	1,10	572,60	road	



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
	side-loading	next to track 1	19,00	1,30	1,10	24,70	stairs	
Okučani	side-loading	next to track 6	200,00	10,00	1,70	2000,00	road (new platform)	
Nova Gradiška	side-loading/end-loading platform	next to track 1	31,80	15,00	1,10	477,00	road/stairs	
	side-loading	next to track 12	95,00	11,22	1,10	1066,00	road/stairs	
Staro Petrovo Selo								
Nova Kapela-Batrina	side-loading	next to track 1	220,00	16,61	1,10/1,30	3654,00	road/stairs	
	side-loading	next to track 1a	201,00	10,85/5,24	1,10/1,30	1334,00	road/stairs	
Oriovac	side-loading	next to track 1	27,60	10,87	1,10	300,00	road/stairs	
Sibinj	side-loading	next to track 1	14,10	15,53	1,10	219,00	road/stairs	
Slavonski Brod	side-loading	next to track 26	81,20	15,55	1,10	1263,00	road/stairs	100/20
Garčin	side-loading	next to track 1	19,85	10,50	1,10	209,00	road/stairs	
Andrijevci	side-loading/end-loading platform	next to track 1 and 7	19,80	9,75	1,10	193,00	road/stairs	
Strizivojna-Vrpolje	side-loading	next to track 10	281,00	8,80	1,10	2473,00	road	
	side-loading	next to track 10	152,00	8,80	1,10	1337,00	road	
Stari Mikanovci								
Ivankovo	side-loading	next to track 1	32,00	10,00	0,75	320,00	road	
Vinkovci	side-loading	between tracks 20 and 2L	213,00	16,4/2	1,10	3493,00	road	
Tovarnik	side-loading	next to track 1	24,00	10,65	1,20	255,00	road	
5. M201 State border - Botovo - Dugo Selo								
Botovo*								
Drnje*	side-loading	track 1	15,00	9,00	1,09	135,00	road	
Koprivnica	side-loading	track 1a	253,00	12,00	1,25	2880,00	road	100/15,5
	end-loading platform	track 20	10,00	10,00	1,20	100,00	road	
	side-loading	depot	40,00	15,00	1,15	600,00	road	
Lepavina	side-loading	track 1	50,00	11,00	0,97	550,00	road	
Križevci	end-loading platform	turnout track branch	50,00	10,00	1,15	500,00	road	
Vrbovec								
Dugo Selo								
6. M202 Zagreb Gk - Rijeka								
Zagreb Gk	side and end-loading platform	next to track M7-A	162,00	6,00	1,00	972,00	road	



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
Hrvatski Leskovac	side-loading	next to track 1	43,00	9,65	1,10	420,74	road	
Zdenčina	side-loading	next to track 2	14,00	2,00	1,00	29,70	stairs	
	side-loading	next to track 2	86,00	10,20	1,10	879,24	road	
	side-loading	next to track 5	100,00	12,20	1,30	1220,20	road	
Jastrebarsko	side-loading	next to track 4 left	39,00	5,75	1,10	214,00	road	
	side-loading	track 4 left	107,70	1,70-18,0	0,9 / 1,20	700,00	road/stairs	
Karlovac	side-loading	track 11 right	468,80	10,00-15,00	1,20	6750,00	road	120/20
Mrzlo Polje	side-loading	track 3 left	26,00	6,20	1,10	161,20	road	
Duga Resa	side-loading	track 1 left	20,00	1,0-10,0	1,05	203,00	road/stairs	
Zvečaj	side-loading	dead end track	37,50	1,0-8,5	0,80	255,00	road/stairs	
Generalski Stol	side-loading	track 1 left	54,00	1,30-9,70	1,10	444,87	road/stairs	
Gornje Dubrave	side-loading	track 5 left	87,00	1,20-10,40	1,10	668,04	road/stairs	
Ogulin	side-loading	track 8 right	271,00	1,55 - 5,40	0,98	1400,00	road	80/15,5
Gomirje	side-loading	track 1 left	48,00	7,45	1,10	207,00	road/stairs	
Vrbovsko	side-loading	track 1 right	100,00	1,50 - 9,80	1,10	557,00	road/stairs	
Moravice	side-loading	track 1 right	45,00	4,50 - 15,00	1,15	440,70	road/stairs	
	side-loading	track 1 right	52,00	1,20-10,00	1,05	343,50	road/stairs	
	side-loading	track 1 right	400,00	2,4 - 18,60	1,25	5000,00	road/stairs	
Skrad	side-loading	next to track 1	91,22	1,30-21	1,10	1441,95	road/stairs	
	side-loading-low	next to track 1	69,00	6,00 - 10,40	0,35	414,00	road	
Delnice	side-loading	next to track 1	288,30	1,25-12	1,2-1,25	3092,70	road/stairs	
	side-loading-low	next to track 6	89,50	9,00	0,35	805,50	road	
Lokve	side-loading	next to track 5	84,65	1,30-12,4	1,00	839,87	road/stairs	
	side-loading-low	next to track 5	77,60	4,30-19,5	0,15	870,00	road	
Fužine	side-loading	next to track 1	74,00	1,25-15	1,00	854,50	road/stairs	
	side-loading-low	next to track 1	25,80	22,00	0,35	567,60	road	
	side-loading	next to track 5	103,60	2,50	1,20-1,30	259,00	stairs	
	side-loading	next to track 5	61,30	3,00	1,20	183,90	stairs	
Drivenik	side-loading	next to track 5	54,60	10,00	1,00	546,00	road	
Plase	side-loading	next to track 1	81,10	12,00	1,10	718,80	road/stairs	



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
Škrnjevo	side-loading	next to track 1	38,35	1,30-9,70	1,15	266,40	road/stairs	
	side-loading-low	next to track 1	43,00	18,80-21	0,40	880,00	road	
7. M203 Rijeka - Šapjane - State border								
Opatija-Matulji	side-loading	next to track 1	67,35	1,6-6	1,10	185,35	road/stairs	
Jurdani	side-loading	next to track 1	72,60	1,3-9,55	1,10	293,58	road/stairs	
Šapjane	side-loading	next to track 1	35,55	1,62-9,55	1,10	304,19	road/stairs	
	side-loading	next to track 7	350,00	4,00	1,10	1400,00	road	
8. M301 State border - B. Manastir - Osijek								
Beli Manastir	side-loading	next to track 1	100,00	12,60	1,00	1260,00	road/stairs	
	side-loading	next to track 1	37,00	11,50	1,10	307,00	road/stairs	
Darda	side-loading	next to track 1	38,00	7,10	1,10	260,00	road/stairs	
Osijek	side-loading	next to track 26 Agit	53,00	13,50	1,10	922,00	road/stairs	80/15,5
	side-loading	next to track 25	10,00	13,50	1,10	135,00	road/stairs	
	side and end-loading platform	next to track 19 and 20	65,00	10,00	1,10	608,00	road/stairs	
9. M302 Osijek - Strizivojna-Vrpolje								
Osijek	side-loading	next to track 26 Agit	53,00	13,50	1,10	922,00	road/stairs	80/15,5
	side-loading	next to track 25	10,00	13,50	1,10	135,00	road/stairs	
	side and end-loading platform	next to track 19 and 20	65,00	10,00	1,10	608,00	road/stairs	
Vladislavci	side-loading	next to track 1	10,00	9,00	1,10	90,00	road/stairs	
Đakovo	side-loading	next to track 1	49,00	8,90	1,10	436,00	road	
	side-loading	next to track 6	16,00	12,00	1,10	192,00	road	
	end-loading platform	next to track 6	10,00	8,50	1,10	85,00	road	
Strizivojna-Vrpolje	side-loading	next to track 10	281,00	8,80	1,10	2473,00	road	
	side-loading	next to track 10	152,00	8,80	1,10	1337,00	road	
10. M303 S.-Vrpolje - S. Šamac - State border								
Strizivojna-Vrpolje	side-loading	next to track 10	281,00	8,80	1,10	2473,00	road	
	side-loading	next to track 10	152,00	8,80	1,10	1337,00	road	



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
11. M304 State border - Metković - Ploče								
Ploče	end-loading platform	track 3	14,40	3,30	1,10	46,00	road	
12. M401 Sesvete - Sava								
13. M402 - A Sava - Zagreb Klara (left track - northern)								
Zagreb Rk	side and end-loading platform	next to R1A-R11	46,00	9,40	1,10	371,65	road	100/20
	side and end-loading platform	next to R12-R11	63,00	9,45	1,10	588,44	road	
14. M402 - B Sava - Zagreb Klara (right track - southern)								
Zagreb Rk	side and end-loading platform	next to R1A-R11	46,00	9,40	1,10	371,65	road	100/20
	side and end-loading platform	next to R12-R11	63,00	9,45	1,10	588,44	road	
15. M403 Zagreb RkPs - Z. Klara (K)								
Zagreb Rk	side and end-loading platform	next to R1A-R11	46,00	9,40	1,10	371,65	road	100/20
	side and end-loading platform	next to R12-R11	63,00	9,45	1,10	588,44	road	
16. M404 Zagreb Klara - Delta								
17. M405 Zagreb Zk - Trešnjevka								
Zagreb Zk	side-loading	next to track 6	253,00	13,80	1,10	3491,00	road	100/20
18. M406 Zagreb Bor. - Zagreb Resnik								
19. M407 Sava - Velika Gorica								
Velika Gorica	side-loading	next to track 4	19,00	13,00	1,00	247,00	road	
20. M408 Zagreb RkOs - Mičevac								
Zagreb Rk	side and end-loading platform	next to R1A-R11	46,00	9,40	1,10	371,65	road	100/20
	side and end-loading platform	next to R12-R11	63,00	9,45	1,10	588,44	road	
21. M409 Z. Klara - Zagreb RkPs (S)								
Zagreb Rk	side and end-loading platform	next to R1A-R11	46,00	9,40	1,10	371,65	road	100/20
	side and end-loading platform	next to R12-R11	63,00	9,45	1,10	588,44	road	



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
22. M410 Zagreb RkOs - Zagreb RkPs								
Zagreb Rk	side and end-loading platform	next to R1A-R11	46,00	9,40	1,10	371,65	road	100/20
	side and end-loading platform	next to R12-R11	63,00	9,45	1,10	588,44	road	
23. M501 State border - Čakovec - Kotoriba - State border								
Čakovec	side-loading/end-loading platform	track 9 and 10	24,90	13,18	1,11	330,00	road	100/20
	side-loading	track 9	100,00	4,00	1,07	400,00	road	
Mala Subotica	side-loading	next to track 1	20,30	10,80	0,90	219,00	road	
Donji Kraljevec	side-loading	track 4	16,70	7,40	0,95	123,60	road	
Kotoriba	side-loading	track 6	37,20	16,65	1,05	616,00	road	
24. M502-1 Zagreb Gk - Velika Gorica								
Zagreb Gk	side and end-loading platform	next to track M7-A	162,00	6,00	1,00	972,00	road	
Velika Gorica	side-loading	next to track 4	19,00	13,00	1,00	247,00	road	
25. M502-2 V. Gorica - Sisak - Novska								
Velika Gorica	side-loading	next to track 4	19,00	13,00	1,00	247,00	road	
Lekenik	side-loading	next to track 4	18,00	12,00	1,10	216,00	road	
Sisak	side-loading	next to storage track 13t	95,00	5,10	1,15	484,50	road	
Sunja	side and end-loading platform	next to track 1	21,50	12,00	1,10	258,00	road	
Novska	side-loading	next to track 1	59,00	10,60	1,10	572,60	road	
	side-loading	next to track 1	19,00	1,30	1,10	24,70	stairs	
26. M601 Vinkovci - Vukovar								
Vinkovci	side-loading	between tracks 20 and 2L	213,00	16,4/2	1,10	3493,00	road	
Vukovar								
27. M602 Škrljevo - Bakar								
Škrljevo	side-loading	next to track 1	38,35	1,30-9,70	1,15	266,40	road/stairs	
	side-loading-low	next to track 1	43,00	18,80-21	0,40	880,00	road	
28. M603 Sušak - Rijeka Brajdica								



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
29. M604 Oštarije - Knin - Split								
Plaški	side-loading	track 8 right	49,00	14,30	1,30	700,00	road	
Blata	side-loading	track 1 left	60,00	16,00	0,90	954,20	road	
Lička Jesenica	side-loading	track 1 right	108,00	1,10-8,50	1,10	1000,00	road/stairs	
Vrhovine	side-loading	track 1 right	37,10	1,10 - 8,40	1,08	170,30	road/stairs	
Ličko Lešće	side-loading	track 6 right	24,00	24,00	1,10	576,00	road	
	side-loading	track 1 right	54,00	1,80-11,60	1,07	356,00	road	
	side-loading	track 4 left	85,00	8,00	1,15	800,00	road/stairs	
Perušić	side-loading	track 1 right	31,00	1,10-8,50	1,17	118,07	road/stairs	
Gospić	side-loading	track 1 right	90,00	18,40	1,10	1800,00	road	
Medak	side-loading	track 1 right	24,00	1,25-8,42	0,84	153,75	road/stairs	
Gračac	side-loading	track 1 left	43,00	1,60-9,00	1,10	185,70	road	
Pađene								
Knin	end-loading platform	track LP5	12,70	2,90	1,10	36,80	road	80/15,5
Drniš								
Unešić								
Perković								
Primorski Dolac								
Labin Dalmatinski								
Kaštel Stari								
Split Predgrađe	side and end-loading platform	ZOP I	45,00	3,8/5,0	1,10	171,00	road	
Split	end-loading platform	next to track 1	37,00	4,00	1,10	148,00	road	
	end-loading platform	next to track 8	24,00	4,00	1,10	96,00	road	
30. M605 Ogulin - Krpelj								
Ogulin	side-loading	track 8 right	271,00	1,55/5,40	1,30	1400,00	road	80/15,5
31. M606 Knin - Zadar								
Knin	end-loading platform	track LP5	12,70	2,90	1,10	36,80	road	80/15,5
Kistanje								



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
Benkovac								
Škabrnje								
Zadar								
32. M607 Perković - Šibenik								
Perković								
Ražine								
33. R101 State border - Buzet - Pula								
Buzet	side-loading	next to track 1	40,00	8,00	1,10	192,00	road/stairs	
Roč	side-loading	next to track 1	22,00	8,00	1,10	176,00	road/stairs	
Lupoglav	side-loading	next to track 1	138,00	11,00	1,10	2398,00	road/stairs	
Borut	side-loading	next to track 1	196,00	4,00	1,05	784,00	road	
Pazin	end-loading platform	next to track 1b	41,00	4,00	1,05	74,25	road	
	side-loading	next to track 1c	76,00	8,00	1,07	608,00	road	
Sveti Petar u Šumi	side-loading	next to track 1	21,00	8,00	1,10	104,00	road	
Kanfanar	side-loading	next to track 1	37,00	8,00	1,10	184,00	road	
Vodnjan	side-loading	next to track 1	48,00	8,00	1,10	192,00	road	
Pula	side-loading	next to track 1a	120,00	15,00	1,10	1800,00	road	
	side-loading/end-loading platform	next to track 8	28,00	8,00	1,10	208,00	road	
34. R102 Sunja - Volinja - State border								
Sunja	side and end-loading platform	next to track 1	21,50	12,00	1,10	258,00	road	
35. R103 State border - L. D. Polje - Knin								
Knin	end-loading platform	track LP5	12,70	2,90	1,10	36,80	road	80/15,5
36. R104 Vukovar-B.n. - Erdut - State border								
Dalj	side-loading	next to track 1	41,00	13,90	1,10	570,00	road	
Erdut	side-loading	next to track 1	18,00	8,30	1,10	150,00	road	
37. R105 Vinkovci - Drenovci - State border								
Vinkovci	side-loading	between tracks 20 and 2L	213,00	16,4/2	1,10	3493,00	road	



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
Otok	side-loading	next to track 1	23,00	7,00	1,10	161,00	road	
	side-loading-low	next to track 1	160,00	22,50	0,30	3600,00	road	
	side-loading	next to track 1	125,00	25,50	1,05	3187,00	road	
Spačva								
Drenovci								
38. R106 Zabok - Đurmanec - State border								
Krapina	side-loading	next to track 1	20,20	8,95	1,11	179,00	road	
39. R201 Zaprešić - Čakovec								
Luka	end-loading platform	track "Lagermax"	752,00	10,00	1,00	100,00	road	
Bedekovčina	side-loading	next to track 1	11,10	8,05	1,14	89,00	road	
Zlatar Bistrica	side-loading	next to track 1	11,35	10,84	1,03	123,00	road	
Konjščina	side-loading	next to track 1	10,10	10,15	0,83	102,50	road	
Budinščina	side-loading	next to track 1	7,60	8,15	0,84	62,00	road	
Novi Marof	side-loading	next to track 1	12,70	8,50	1,10	108,00	road	
Turčin	side-loading	next to track 1	9,10	8,50	1,09	77,30	road/stairs	
Varaždin	side-loading	next to track 20 and 12	50,10	12,40	1,07	621,20	road/stairs	
	end-loading platform	track 13	9,95	4,90	1,36	48,75	road	
Čakovec	side-loading/end-loading platform	track 9 and 10	24,90	13,18	1,11	330,00	road	100/20
	side-loading	track 9	100,00	4,00	1,07	400,00	road	
40. R202 Varaždin - Dalj								
Varaždin	side-loading	next to track 20 and 12	50,10	12,40	1,07	621,20	road/stairs	
	end-loading platform	track 13	9,95	4,90	1,36	48,75	road	
Jalžabet	side-loading	track 1	10,00	7,00	1,00	70,00	road	
Ludbreg	side-loading	1st shunting track	50,00	10,00	1,00	500,00	road	
Rasinja	side-loading	track 1	10,00	7,00	1,00	70,00	road	
Koprivnica	side-loading	track 1a	253,00	12,00	1,25	2880,00	road	100/15,5
	end-loading platform	track 20	10,00	10,00	1,20	100,00	road	
	side-loading	depot	40,00	15,00	1,15	600,00	road	
Bregi								



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
Virje	side-loading	1st shunting track	15,00	8,00	1,00	120,00	road	
Đurđevac	side-loading	track 1	19,00	10,00	1,05	190,00	road	
Kloštar	side-loading	track 1	19,00	9,00	1,15	171,00	road	
Pitomača								
Virovitica	side-loading	next to track 1	245,00	9,50	1,27	2200,00	road/stairs	
Suhopolje	side-loading	next to track 1	40,00	9,50	1,15	340,00	road/stairs	
Cabuna	side-loading	next to track 1	11,00	10,00	1,10	109,00	road/stairs	
Slatina	side-loading	next to track 1a	13,00	12,50	1,10	168,00	road	
Čačinci	side-loading	next to track 1	10,00	10,00	1,10	72,00	road/stairs	
Zdenci-Orahovica	side-loading	next to track 1	50,00	9,00	1,10	194,00	road	
Đurđenovac	side-loading	next to track 1	16,00	7,00	1,10	84,00	road/stairs	
Našice	side-loading	next to track 1	70,00	8,00	1,10	569,00	road/stairs	
Koška	side-loading	next to track 1	14,00	7,50	1,10	126,00	road/stairs	
Bizovac	side-loading	next to track 1	15,00	8,00	1,10	124,00	road/stairs	
Josipovac	side-loading	next to track 1	16,00	8,00	1,10	128,00	road/stairs	
Osijek	side-loading	next to track 26 Agit	53,00	13,50	1,10	922,00	road/stairs	80/15,5
	side-loading	next to track 25	10,00	13,50	1,10	135,00	road/stairs	
	side and end-loading platform	next to track 19 and 20	65,00	10,00	1,10	608,00	road/stairs	
Osijek Donji Grad	side-loading	next to track 7	20,00	13,55	1,10	271,00	road/stairs	
	side-loading	next to track 6	356,00	3,50	1,00	1330,00	road	
Sarvaš	side-loading	next to track 1	8,00	8,00	1,10	62,00	road	
Dalj	side-loading	next to track 1	41,00	13,90	1,10	570,00	road	
41. L101 Čakovec - M. Središće - State border								
Čakovec	side-loading/end-loading platform	track 9 and 10	24,90	13,18	1,11	330,00	road	100/20
	side-loading	track 9	100,00	4,00	1,07	400,00	road	
42. L102 S. Marof - Kumrovec - State border								
43. L103 Karlovac - Kamanje - State border								
Karlovac	side-loading	track 11 right	468,80	10,00-15,00	1,20	6750,00	road	120/20
Mahično	side-loading	track 1	10,00	1,00-8,30	1,15	83,00	road/stairs	



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
44. L201 Varaždin - Golubovec								
Varaždin	side-loading	next to track 20 and 12	50,10	12,40	1,07	621,20	road/stairs	
	end-loading platform	track 13	9,95	4,90	1,36	48,75	road	
Cerje Tužno	side-loading	next to track 1	16,7/10	8,30	1,00	106,65	road	
Ivanec	side-loading	next to track 1	17/22,3	11,10	1,13	218,10	road	
Lepoglava	side-loading	next to track 1	12,25	8,10	1,12	99,20	road	
Golubovec	side-loading	next to track 1	15,10	10,40	1,15	157,00	road	
45. L202 Hum-Lug - Gornja Stubica								
46. L203 Križevci - Bjelovar - Kloštar								
Križevci	end-loading platform	turnout track branch	50,00	10,00	1,15	500,00	road	
Sveti Ivan Žabno								
Bjelovar	side-loading	track 1	30,00	12,00	1,18	360,00	road	
	side-loading	track 7	50,00	17,00	1,00	850,00	road	
	side-loading	track 8	50,00	17,00	0,80	850,00	road	
	side-loading TS	I	40,00	10,00	1,23	400,00	road	
	side-loading TS	VII	160,00	10,00	1,37	1600,00	road	
	end-loading platform TS	VI	40,00	10,00	1,17	400,00	road	
Kloštar	side-loading	track 1	19,00	9,00	1,15	171,00	road	
47. L204 Banova Jaruga - Pčelić								
Banova Jaruga	side-loading	next to track 1	15,00	8,60	1,10	129,86	road	
	side-loading	next to track 1	83,00	3,70	1,10	307,10	road	
	side-loading	next to track 1	17,00	1,00	0,77	16,90	stairs	
Lipik	side-loading	next to track 1	21,00	8,50	1,10	134,50	road	
Pakrac	side-loading	next to track 1	58,00	14,50	1,00	804,75	road	
Sirač	side-loading	next to track 1	19,00	15,40	1,00	192,40	road	
Darugar	side-loading	next to track 1	37,00	15,00	1,00	90,00	road/stairs	
	side-loading	next to track 4	92,00	2,00	0,50	182,80	road	
	end-loading platform	next to track 4	30,00	2,50	1,05	66,00	road	
Đulovac	side-loading	next to track 1	24,00	8,00	1,00	244,00	road/stairs	



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
48. L205 Nova Kapela - Našice								
Nova Kapela-Batrina	side-loading	next to track 1	220,00	16,61	1,10/1,30	3654,00	road/stairs	
	side-loading	next to track 1a	201,00	10,85/5,24	1,10/1,30	1334,00	road/stairs	
Pleternica								
Čaglin	side-loading	next to track 1	33,00	8,30	1,10	273,90	road	
Našice	side-loading	next to track 1	70,00	8,00	1,10	569,00	road/stairs	
49. L206 Pleternica - Velika								
Pleternica	side-loading	next to track 1	42,50	8,85	1,10	361,25	road/stairs	
Blacko-Jakšić	side-loading	next to track 1	107,42	8,85	1,10	951,00	road/stairs	
Požega	side-loading	next to track 1	44,00	9,18	1,10	404,00	road/stairs	
	end-loading platform	next to track 6	24,00	7,40	1,10	178,00	road/stairs	
Velika	side-loading	next to track 1	18,70	8,27	1,10	155,00	road/stairs	
50. L207 Bizovac - Belišće								
Bizovac	side-loading	next to track 1	15,00	8,00	1,10	124,00	road/stairs	
51. L208 Vinkovci - Osijek								
Vinkovci	side-loading	between tracks 20 and 2L	213,00	16,4/2	1,10	3493,00	road	
Osijek	side-loading	next to track 26 Agit	53,00	13,50	1,10	922,00	road/stairs	80/15,5
	side-loading	next to track 25	10,00	13,50	1,10	135,00	road/stairs	
	side and end-loading platform	next to track 19 and 20	65,00	10,00	1,10	608,00	road/stairs	
52. L209 Vinkovci - Županja								
Vinkovci	side-loading	between tracks 20 and 2L	213,00	16,4/2	1,10	3493,00	road	
Županja	side-loading	next to track 1	87,00	6,00	1,10	522,00	road	
	side-loading	next to track 1	94,00	8,60	1,10	808,00	road	
53. L210 Sisak Caprag - Petrinja								
54. L211 Ražine - Šibenik Luka								
Ražine								



Annex 7.2 Overview of Establishments for Loading and Unloading of Goods, Wagon Scales and Platforms

Establishment	Platform type	Location	Dimensions			Square footage [m ²]	Access (road/stairs)	Wagon scale Carrying capacity [t] / length [m]
			l [m]	w [m]	h [m]			
1.	2.	3.	4.	5.	6.	7.	8.	9.
55. L212 Rijeka Brajdica - Rijeka								
56. L213 Lupoglav - Raša								
Lupoglav	side-loading	next to track 1	138,00	11,00	1,10	2398,00	road/stairs	
57. L214 Gradec - Sv. I. Žabno								
Sveti Ivan Žabno								

Remark:

* Access to the forwardings Botovo and Drnje is provided from Novo Drnje station



Annex 7.3 List of Stations Designated for Customs Activities

Station	Customs Office	Tracks Designated for Customs Activities
1.	2.	3.
Regional Customs Office ZAGREB		
Koprivnica	Carinski ured Koprivnica	Track 1a, 1m, 10, 11, 12, 13, 14 and 20
Kutina	Carinski ured Sisak	Part of track 5 »Carinski kolosijek« in passinger park
Sisak Caprag	Carinski ured Sisak	Track 7
Varaždin	Carinski ured Varaždin	Track 9
Volinja	Granični carinski ured Jasenovac – kontrolno mjesto Volinja	Track 1, 2, 3, 4 and 7
Zagreb Ranžirni kolodvor	Carinski ured Zagreb I - Služba za RGP Zapadni kolodvor	Track S-11
Zagreb Zapadni kolodvor	Carinski ured Zagreb I –Služba za RGP Zapadni kolodvor	TK Vrapče track K1
Regional Customs Office RIJEKA		
Rijeka	Carinski ured Rijeka Služba za robno granični promet Luka Rijeka	Track 10 and 11
Rijeka Brajdica	Carinski ured Rijeka Služba za robno granični promet Luka Rijeka	Track 8
Regional Customs Office OSIJEK		
Drenovci	GCU Županja Kontrolno mjesto Željeznički kolodvor Drenovci, šifra 70483	Track 1, 2 and 3
Erdut	GCU Vukovar, RGP Erdut i Željeznički kolodvor, šifra 70599	Track 2, 3 and 4
Osijek	Carinski ured Osijek Služba za RGP Osijek i Slobodna zona, šifra 70173	Track 1a and 24
Požega	Carinski ured Slavonski Brod Kontrolno mjesto Požega, šifra 70254	Track 1
Slavonski Brod	Carinski ured Slavonski Brod Služba za robno granični promet Sl. Brod i Sl. zona, šifra 70246	Track 24 and 25
Slavonski Šamac	GCU Županja Robno granični promet Slavonski Šamac i želj. kolodvor Slavonski Šamac, šifra 70491	Track 1, 2, 3 and 4
Tovarnik	GCU Bajakovo, RGP Tovarnik i RGP Željeznički kolodvor Tovarnik, šifra 70327	Track 1, 2, 3, 4 and 5
Vinkovci	Carinski ured Osijek Služba za RGP Vinkovci, šifra 70203	Track 1, 2 (2a+2b), 3 (3a+3b), 4 (4a+4b), 5 (5a+5b), 6 (6a+6b), 7, 8, 9, 10, 20, L2, L3, and L4
Virovitica	Carinski ured Virovitica Služba za RGP Virovitica, šifra 70297	Track 1 and 10



Annex 7.3 List of Stations Designated for Customs Activities

Station	Customs Office	Tracks Designated for Customs Activities
1.	2.	3.
Vukovar	Granično carinski ured Vukovar RGP Luka Vukovar i Sl. zona, šifra 70343	Track 5 and 6
Županja	Granično carinski ured Županja RGP Županja, šifra 70432	Track 1, 3 and 4
Regional Customs Office SPLIT		
Bibinje	Carinski ured Zadar	Track 3
Metković	Carinski ured Ploče	Track 1, 2, 3 and 4
Ražine	Carinski ured Šibenik	Track 7
Solin	Carinski ured Split	Track 14
Split Predgrađe	Carinski ured Split	Track 17
Šibenik Luka *	Carinski ured Šibenik	Track 4
Zadar	Carinski ured Zadar	Track 16

Remark:

* forwarding



Annex 7.4 Competence of Regional Transport Operations

Regional Transport Operations	Competent for the following tracks or sections
1.	2.
Područna prometna operativa Centar	M101 DG – S. Marof – Zagreb Gk
	M102 Zagreb Gk – Dugo Selo
	M103 Dugo Selo – Novska (included)
	M202 Zagreb Gk – Ogulin (included)
	M401 Sesvete – Sava
	M402 Sava – Zagreb Klara
	M403 Zagreb RkPs – Z. Klara (K)
	M404 Zagreb Klara – Delta
	M405 Zagreb Zk – Trešnjevka
	M406 Zagreb Bor. – Zagreb Resnik
	M407 Sava – Velika Gorica
	M408 Zagreb RkOs – Mićevac
	M409 Z. Klara – Zagreb RkPs (S)
	M410 Zagreb RkOs – Zagreb RkPs
	M502-1 Zagreb Gk – Velika Gorica
	M502-2 V. Gorica – Sisak – Novska (included)
	R102 Sunja – Volinja – DG
	L102 S. Marof – Kumrovec – DG
	L103 Karlovac – Kamanje – DG
	L204 Banova Jaruga – Daruvar (included)
L210 Sisak Caprag – Petrinja	
Područna prometna operativa Istok	M104 Novska (not included) – Tovarnik – DG
	M303 S.-Vrpolje – S. Šamac – DG
	M601 Vinkovci – Vukovar
	M301 DG – B. Manastir – Osijek
	M302 Osijek – Strizivojna-Vrpolje
	R104 Vukovar-B.n. – Erdut – DG
	R105 Vinkovci – Drenovci – DG

Regional Transport Operations	Competent for the following tracks or sections
1.	2.
	R202 Pčelić (not included) – Dalj
	L205 Nova Kapela – Našice
	L206 Pleternica – Velika
	L207 Bizovac – Belišće
	L208 Vinkovci – Osijek
	L209 Vinkovci – Županja
	Područna prometna operativa Jug - dispatcher Knin
M605 Ogulin (not included) – Krpelj	
M606 Knin – Zadar	
R103 DG – L. D. Polje – Knin	
Područna prometna operativa Jug - dispatcher Split	M304 DG – Metković – Ploče
	M604 Knin (not included) – Split
	M607 Perković – Šibenik
	L211 Ražine – Šibenik Luka
Područna prometna operativa Sjever - dispatcher Koprivnica	M201 DG – Botovo – Dugo Selo (not included)
	R202 Koprivnica (included) – Pčelić (included)
	L203 Križevci – Bjelovar – Kloštar
	L204 Daruvar (not included) – Pčelić
	L214 Gradec – Sv. I. Žabno
Područna prometna operativa Sjever - dispatcher Varaždin	M501 DG – Čakovec – Kotoriba – DG
	R106 Zabok – Đurmanec – DG
	R201 Zaprešić (not included) – Čakovec
	R202 Varaždin – Koprivnica (not included)
	L101 Čakovec – M. Središće – DG
	L201 Varaždin – Golubovec
L202 Hum-Lug – Gornja Stubica	
Područna prometna operativa Zapad	M202 Ogulin (not included) – Rijeka
	M602 Škrlevo – Bakar



Annex 7.4 Competence of Regional Transport Operations

Regional Transport Operations	Competent for the following tracks or sections
1.	2.
	M603 Sušak – Rijeka Brajdica
	M203 Rijeka – Šapjane – DG
	R101 DG – Buzet – Pula
	L212 Rijeka Brajdica – Rijeka
	L213 Lupoglav – Raša

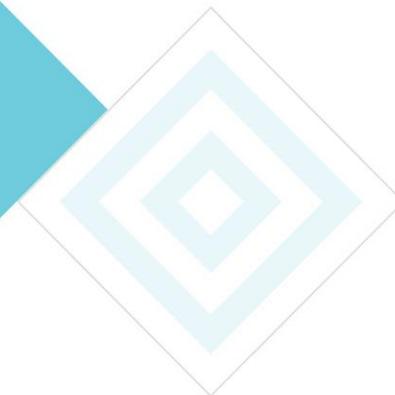


2026

14 December 2025 –
12 December 2026



NETWORK Statement



HŽ INFRASTRUKTURA