



Slovenske železnice
SŽ-Infrastruktura

NETWORK STATEMENT 2021



ANNEX 4B

GUIDLINE FOR COMPLETING 'ePoti'

TABLE OF CONTENTS

1.	CRITERIA, CONSIDERED FOR TRAIN PATH ALLOCATION	1
2.	FACTORS, TAKEN INTO CONSIDERATION WHEN EVALUATING THE CRITERIA FOR TRAIN PATH ALLOCATION	1
2.1.	FACTORS, TAKEN INTO CONSIDERATION WHEN EVALUATING THE CRITERIA FOR TRAIN PATH ALLOCATION	1
2.2.	PRINCIPLES, CONSIDERED WHEN EVALUATING THE CRITERIA FOR TRAIN PATH ALLOCATION	1
2.3.	ADDITIONAL FACTORS, CONSIDERED WHEN EVALUATING THE CRITERIA FOR ALLOCATION OF CONGESTED INFRASTRUCTURE CAPACITY.....	1
3.	METHODS OF CRITERIA EVALUATION IN PATH ALLOCATION PRACESS, IF SEVERAL APPLICANTS REQUEST THE SAME PATH ON A SECTION OR PART OF PRI	2

1. CRITERIA, CONSIDERED FOR TRAIN PATH ALLOCATION

If more Applicants request the same train path on the Public Railway Infrastructure (PRI) or if the requested different paths overlap on a part of PRI, for path allocation purposes the Infrastructure Manager (IM) takes into consideration the following criteria (defined in the 8th paragraph of Article 15 of the Railway Transport Act – official consolidated text (ZZeIP-UPB8, Official Journal of the RS, No. [99/2015](#)):

- range of services,
- maximum capacity utilisation of PRI,
- range of additional services, required by the Applicant,
- offered guarantees for the appropriate performance of the rail transport services on the required path,
- other elements that influence the cost-effective management of the PRI.

The IM shall consider the criteria (in indicated order) and the economic aspects of PRI management.

2. FACTORS, TAKEN INTO CONSIDERATION WHEN EVALUATING THE CRITERIA FOR TRAIN PATH ALLOCATION

2.1. FACTORS, TAKEN INTO CONSIDERATION WHEN EVALUATING THE CRITERIA FOR TRAIN PATH ALLOCATION

When evaluating the criteria for train path allocation (as stated in the 1st section of this document, when several Applicants request the same path on the PRI or if the requested paths overlap on a part of PRI), the IM considers the following factors from the 2nd paragraph of Article 5 of the Decree on train path allocation, infrastructure charges and performance regime on Public Railway Infrastructure (hereinafter called Decree):

- ensuring appropriate paths for the transport of passengers in domestic and cross-border regional rail traffic (in accordance with the Article 6 of the Railway Transport Act - ZZeIP) and international passenger service in the most efficient and cost-effective way, at the same time considering the needs of service users in the passenger transport,
- allocation of train paths to the Applicants, on fair, non-discriminative basis;
- ensuring competitiveness in the implementation of rail services;
- keeping and improving the level of service quality and reliability;
- signed framework agreements.

2.2. PRINCIPLES, CONSIDERED WHEN EVALUATING THE CRITERIA FOR TRAIN PATH ALLOCATION

When evaluating the criteria, mentioned in the 1st section and considering the factors from section 2.1 of this document, the IM shall be governed by the following principles (4th paragraph of Article 5 of the Decree):

- considering the potential and dynamics of the future cooperation with the Applicants,
- flexibility in train path allocation process, at the same time considering the aspects of the soundness of the requests and the maximum utilization of the PRI,
- preventing situations, when an Applicant with an allocated train path without a justifiable reason hinders the operation of another Applicant,
- use of the allocated train paths up to this time.

2.3. ADDITIONAL FACTORS, CONSIDERED WHEN EVALUATING THE CRITERIA FOR ALLOCATION OF CONGESTED INFRASTRUCTURE CAPACITY

If the IM, after coordination of the requests, cannot meet all demands for the same path or if different paths overlap on a part of PRI, it proclaims the section or part of the PRI as congested

infrastructure. If the usage charge does not enable the extension of the capacity on that section or part of PRI, along with factors from section 2.1 of this document the following additional aspects are taken into consideration in congested capacity allocation process (3rd paragraph of Article 27 of the Decree):

- importance of the transport service for the wider community in terms of enabling other services and the possible consequences of allocation or non-allocation of the path;
- importance of the freight service with regard to provision of international rail freight traffic.

When considering the first additional factor, the following paths shall be given priority:

- train path, necessary for implementation of public utility service in public interest, against the train paths, intended for passenger and freight transport,
- train path, necessary for transport of dangerous goods,
- train path, essential for the development of the regions, determined in different sector-specific laws of the Republic of Slovenia.

When considering the second additional factor, the following paths shall be given priority:

- international transport paths, essential for the implementation of international agreements, signed by the competent authorities of the Republic of Slovenia,
- international transport paths, essential for export policies of the Slovenian economy.

If, after path allocation and coordination processes it is impossible to allocate congested infrastructure, since the Applicants meet the main and additional criteria and attain equal rights to allocation, the IM allocates the path to the Applicant that offered the highest usage charge.

3. METHODS OF CRITERIA EVALUATION IN PATH ALLOCATION PROCESS, IF SEVERAL APPLICANTS REQUEST THE SAME PATH ON A SECTION OR PART OF PRI

Upon receiving all the applications for path allocation and identifying that there are several applications for the same path or the paths overlap on a section or part of PRI, the IM, prior to submitting the draft Network timetable, shall evaluate the requests against each criterion, indicated in the first section of this document.

For each Applicant the allocation application is evaluated against each criterion, by the method of careful weighting of criteria. It is done in order, indicated in section 1 of this document (the greatest importance is given to the 1st criterion, followed by the second one, etc. The least important is the last, fifth criterion).

The criteria evaluation process is the following:

- a) At first, each criterion shall be expressed in appropriate units or parameters. The values of parameters shall be established for each Applicant, since it will be a basis for criteria evaluation. The criteria and parameter values are demonstrated in the table below.

CRITERION Nr.	TYPE OF CRITERION	PARAMETERS OF CRITERION AND THEIR VALUES
1	RANGE OF SERVICES	Number of train kilometres (VLKM) on requested train path within timetable period.
2	UTILISATION OF THE PUBLIC RAILWAY INFRASTRUCTURE (PRI)	The Degree (%) of PRI utilisation (is calculated on the basis of VLKM) ¹⁾
3	RANGE OF ADDITIONAL SERVICES, REQUIRED BY THE APPLICANT	Values (in EUR) of additional services within timetable period.
4	GUARANTEES OFFERED FOR GOOD PERFORMANCE OF RAIL TRANSPORT SERVICES ON THE REQUIRED TRAIN PATH	Type and number of references or certificates <ul style="list-style-type: none"> – References of transport service users – References of foreign Infrastructure Managers (one or more), – Quality certificate ISO 9000

5	OTHER ELEMENTS, INFLUENCING THE COST-EFFECTIVE MANAGEMENT OF THE PUBLIC RAILWAY INFRASTRUCTURE	<ul style="list-style-type: none"> – Framework agreement for allocation of requested train paths for different length of time (1-5 year, long-term) – Agreements with special conditions for private-public partnership in investing into rail infrastructure (BT, BTO, BOT, etc.).
---	------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

1) for each Applicant define the PRI utilisation on the longest requested train path (according to the number of kilometres).

b) The value of each criterion for each Applicant is defined in such a way that the Applicant obtains a number of points for each criterion separately, based on the comparison between the achieved value of a particular criterion of each Applicant and the lowest value of that criterion.

- Criteria from 1 to 3 are evaluated in such way, that the Applicant who reaches the lowest value of certain criterion on the requested train path gets one point and the other Applicants get points in proportion of their value of criterion to the lowest value of criterion, as shown in the following formula:

$$\text{Number of points } ^1) = \frac{\text{value of Applicant's criterion}}{\text{the lowest value of criterion}}$$

1) Example: If the lowest value of the 2nd criterion is 20% of utilisation of PRI capacity, the Applicant is awarded 1 point, while other Applicants get points according to their usage of PRI capacity, against the lowest usage of PRI – i.e. an Applicant with 30% of PRI usage, gets 1,5 points (calculation: 30% / 20% = 1,5)

- The fourth criterion is evaluated according to the following system:
Zero point shall be assigned to the Applicant without any evidence as a guarantee of good performance of rail transport services on the requested train path. 0.5 points for a Quality Certificate is assigned and 0.5 to max. 1 point - for a Reference (depends on the number of References).

Nr.	TYPE (AND NUMBER) OF EVIDENCES, SUCH AS GUARANTEES FOR GOOD PERFORMANCE OF RAIL TRANSPORT SERVICES ON THE REQUESTED TRAIN PATH	NUMBER OF POINTS
1.	quality certificate	0,5
2.	references of Infrastructure Managers	0,5 - 1,0
3.	references of transport service users	0,5 - 1,0

- The fifth criterion is evaluated according to the following system

Nr.	ELEMENTS, INFLUENCING THE COST-EFFECTIVE MANAGEMENT OF THE PUBLIC RAILWAY INFRASTRUCTURE	NUMBER OF POINTS
1.	Framework agreement for allocation of the requested train path	1
2.	Agreements with special conditions for private-public partnership in investing into rail infrastructure	1

c) When all Applicants obtain a number of points for each criterion, the weighing of points follows, with regard to the importance of each criterion. Each different criterion has a different importance (weight or ponder), which is shown in the following table.

Nr.	TYPE OF CRITERION	WEIGHT OF CRITERION (COEFICIENT)
1.	range of services	5
2.	utilisation of the PRI	4
3.	range of additional services, required by the applicant	3

4.	guarantees offered for good performance of rail transport services on the required train path	2
5.	other elements, influencing the cost-effective management of the public railway infrastructure	1

The points the Applicants got for each criterion are multiplied by a weight, the weight values of each criterion for individual applicants are then added up (a comparative calculation is shown in table below).

Nr.	NAME OF THE APPLICANT	WEIGHING OF CRITERIA VALUES (NUMBER OF POINTS X WEIGHT)					SUM OF COLUMNS 3 – 8
		CRITERION	CRITERION	CRITERION	CRITERION	CRITERION	
		1	2	3	4	5	
1.							
2.							
3.							
...							

The Applicant who achieved the biggest total sum of weight values of all criteria is given priority in requested train path allocation.