ŽELJEZNIČKA
INFRASTRUKTURA
CRNE GORE
AD-PODGORICA

NETWORK STATEMENT

2014

1. GENERAL INFORMATION

1.1.Introduction

In accordance with the Strategy of the Government of Montenegro to restructure Railways of Montenegro, an extraordinary General Meeting of Shareholders ofŽeljeznice Crne Gore AD-Podgorica, at the meeting held on 02.07.2008, adopted the Decision on the restructuring of Željeznice Crne Gore-Infrastruktura-DOO, Podgorica into ŽeljezničkaInfrastruktura Crne Gore AD-Podgorica(Railway infrastructure of Montenegro Jsc.-Podgorica)

Željeznička Infrastruktura Crne Gore AD-Podgorica /hereinafter ŽICG/is railway infrastructure manager in Montenegro, acting as legal entity and within its scope of work, independently, in legal transactions, deals with legal affairs and undertakes other legal actions of importance for business.On the 9th of July 2008, in Central Register of Commercial Court in Podgorica has been registered: ŽELJEZNIČKA INFRASTRUKTURA CRNE GORE AD-PODGORICA, under registration number4-0008771/001, as Joint Stock Company

Railway infrastructure of Montenegro, excluding industry tracks,is a public property in general use, owned by State and available for use under equal conditions to all interested transport companies as it is prescribed by Railway Law.

Railway infrastructure management is an activity of general interest. Infrastructure management, in terms of the Railway Law, includes: maintenance of infrastructure, organization and management of railway transport, modernisation of infrastructure and protection of infrastructure.

ŽICG manages railway network of 335.46 km.

In compliance with Railway Law, ŽICG gives and declares Network Statement, providing information on railway network, conditions of access and allocation of infrastructure capacities, determination of access charge level, organisation and regulation of traffic.

Organization chart of ŽICG

Organisation of railway sectorin Montenegro

Directorate for Railways is the state body of Montenegro in the field of railway transport.

It was founded in 2010, pursuant to amendments to the Law on Organization and Operation of the State Administration (Official Gazette of Montenegro ", No. 4/09), in accordance with the Railway Law (Official Gazette of Montenegro", No. 21/04).

Directorate for Railways acts as legal entity. The Directorate was established to conduct investment business in the maintenance, development and modernization of the railway infrastructure, regulatory affairs and safety on the railways. Changes that have occurred in the railway sector of

Europe, especially after 1990, have imposed a real need for an independent state authority in the field of railway transport, which will implement the transport policy of Montenegro in the field of railways.

Competences of the Directorate for railways:

- Participation in the preparation and drafting of technical regulations, norms and standards for the railways;
- Issuing the licences for railway infrastructure management (industrial rail);
- Issuing the licences for transport;
- Issuing safety certificates for railway infrastructure management;
- Issuing safety certificates for transport;
- Making decisions on complaints concerning conclusion of Contract on the use of railway infrastructure;
- Making decisions on complaints of applicants considering themselves to be unfair treated, discriminated or to be damaged in some other ways, and especially upon complaints to the acts being adopted by infrastructure manager;
- Issuing the licences for the use of newly produced railway vehicles, new types of devices, parts and equipment of rolling stock, as well as new types of devices, parts and equipment for railway infrastructure;
- Approves technical documentation for the construction, reconstruction and modernisation of the railway infrastructure ;
- Develops plans for the development, construction , reconstruction and protection of the railways of Montenegro;
- Performs task related to: development, construction, reconstruction, maintenance and protection of the railways of Montenegro
- Controls the use of the government subsidies to cover the costs of Public Service Obligations (PSO);
- Monitoring the development of the railway infrastructure and rolling stock in other countries and proposing the modernization measures to increase the level of interoperability ;
- Make and develops international cooperation in the field of railway transport;
- Proposes harmonization of laws and regulations with EU regulations and directives in order to harmonize the national legislation with the EU regulations;
- Preparation of tender and conducting the procedure for development of technical documentation and execution of works on railway infrastructure;
- Monitors and controls the spending of funds that subsidize infrastructure manager and carriers;
- Issues permits for connection and intersection of public roads with the railway line , setting up infrastructure structures (pipelines , plumbing, sewage , electric, telephone and telegraph lines, etc. .)on the railway and protection zone;
- Issues consent for the construction, reconstruction, maintenance and protection of industrial railways ;
- Signing a contract with carriers that make transport of public interest;
- Performs certain tasks related to notification;
- Achieves international cooperation with interational organisations where it represents its state , European Railway Agency and authorities of other countries competent for safety and interoperability of railway transport and regulation of the rail service market.

1.2.Purpose

The purpose of this Network Statement is to provide single source of essential information that will be required by railway undertakings wishing to operate train services on railway infrastructure managed by ŽICG..

The Network Statement is made to present railway infrastructure managed by ŽICG , information on access conditions to this Infrastructure, information on infrastructure capacity allocation and method of charge calculation for services provided by infrastructure manager.

1.3.Legal framework

The functioning of railway infrastructure and traffic on the railway network of ŽICG has been regulated by legal act of Montenegro, Infrastructure Managers Acts and acts and technological procedures of Transporter.

Rail carrier, in its performance of transport services, must comply with all the legal rules contained in international sources of law as well as national laws and regulations. Regulations and procedures relating to carriers in Montenegro have been defined by the Ministry of Transport and Maritime Affairs in collaboration with the Directorate of Railways and ŽICG.

This paper is prepared in accordance with European legislation, so that during its draftingwere used recommendations and directives of EU.

In Annex 1c is enclosed a list of European regulations, national laws, regulations and ordinances that are mentioned in the document and that are used in drafting the Network Statement.

1.4.Legal status

1.4.1. General provisions

Under the Railway Law, ŽICG shall adopt and publish the Network Statement , update it regularly and change if necessary.

The Network Statement is primarily used as a source of information for train operators. Contract on the use of railway infrastructure that conclude the infrastructure manager and train operator may refer to specific parts of the Network Statement , thus binding parties.

The Network Statement is published on the website ŽICG, www.zicg.mein the montenegrin and english language. If there is no matching between montenegrin and english version, the relevant is montenegrin version.

1.4.2.Liability

ŽICG is responsible for the regularity of information of the Network Statement, but it is not responsible for the detriment caused by printing mistakes in the Network Statement.

Network Statement is elaborated according to information available up to 01.01.2013.In the case of disparity of Network Statement with valid legislation, valid legislation is applied . Legislation being in the process of preparation while drafting Network Statement, is not taken into consideration. All

regulations and technical documents entrying into force upon publishing of this Network Statement shall be applied and shoudl be taken into consideration during interpretation of this Network Statement.

1.4.3.Appeals procedure

Rail carrier may submit appeal to the Directorate for railways in the moment when it considers that, in relation to other applicants for infrastructure capacity allocatio, he is treated unequally/discriminatory/ or in any other way suffer damage in relation to:

- the Network Statement,
- criteria that it sets,
- procedure for allocation of capacity of railway infrastructure and its results,
- criteria forinfrastructure access fees,
- level and structure of price for infrastructure access,
- other cases with regard to assurance of access and infrastructure capacity use.

1.5.Structure of Network Statement

This Network Statement is elaborated in accordance with the structure of the Network Statement adopted within international organisation the RaiNetEurope, Aassociation of European Rail Infrastructure Managers / www.rne.eu /.
Adopted structure of Network Statement ensures that Network Statement of different infrastructure managers from different countries shall be uniform and contain roughly the same information

Structure of the Network Statement includes :

1. General information - contains objectives of issuing Network Statement
2. Access conditions - sets conditions that rail carrier should meet in order to access to railway infrastructure.
3. Infrastructure - contains description of railway infrastructure managed by ŽICG.
4. Capacity allocation - sets procedures and conditions for infrastructure capacity allocation
5. Services - contains description of services provided by ŽICG.
6. Charges - contains description of method for calculation of infrastructure access charge and services provided by ŽICG.

1.6. Validity and updating process

1.6.1. Validity

Network Statement is valid for the period of annual timetable.. This Network Statement is related to :

- access to railway infrastructure and use of railway infrastructure for the validity of timetable 2013/2014,
- procedure for infrastructure capacity allocation for timetable 2013/2014.

Timetable 2013/2014 enters into force on the 15th ofDecember 2013., and ends on the13rdof December 2014.

Network Statement is published at least 3 months prior to deadline for submission of request for path allocation and is valid for whole time of validity of timetable 2013/2014.

1.6.2. Updating process

ŽICG must regularly update Network Statement in the case of changes of important information that have been issued. All changes of Network Statement shall be announced on websitewww.zicg.me .

ŽICG shall inform about making changes rail carrier with whom has concluded contract on railway infrastructure use .

1.7. Announcement

The Network Statement is availabl , free of charge, in hard copy(limited number) and in electronic copy on the website of ŽICG – www.zicg.me. The Network Statement is announced in montenegrin and english language. Network statement in english language is only announced in electronic version. In the case of disparity montenegrin and english version, montenegrin version is valid.

1.8. Contacts

ŽICG shall, at the transporter`s request , make available other information notcontained in the Network Statement .

Contacts:

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica
phone: 00 382 20 441 267
fax: 00 382 20 441 255
e-mail: operativna.rukovodilac@zicg.me

Ministry of transport and maritime affair
Rimski trg 46
CG – 81 000 Podgorica
Directorate for railway transport
phone: 00 382 20 482 192
fax: 00 382 20 234 331
www.minsab.gov.me

Directorate for railways
Hercegovačka 75
CG - 81000 Podgorica
tel: 00 382 20 232 127
fax: 00 382 20 232 128
www.dzzcg.me

1.9. Cooperation with other infrastructure managers

RailNetEurope /RNE/is an association established in 2004 by European Rail Infrastructure Managers. RNE is a non-profit making association of Infrastructure Managers(IM)and Allocation Bodies and it is dedicated to facilitating International Traffic on the European Rail Infrastructure.

RNE's aims

RNE's aims are to provide support to Railway Undertakings in their international activities (both for freight and passengers) and increase the efficiency of the IMs' processes. Together, the Members of RailNetEurope are harmonising international rail transport conditions and introducing a corporate approach to promote the European railway business for the benefit of the entire rail industry across Europe.

RNE's tasks

RNE's tasks are carried out by four standing working groups and by ad-hoc project groups co-ordinated by the RNE Joint Office, which is based in Vienna, Austria.

RNE network

RailNetEurope is a partnership of 37 Infrastructure Managers for infrastructure capacity allocation, who are either full or associated members, or candidate members. RNE members have rail networks up to well over 230 000 km.

In its daily work, RailNetEurope strives to simplify, harmonise and optimise international rail processes such as:

- Europe-wide timetabling,
- common marketing & sales approaches (including Network Statements),
- co-operation between IMs in their field of operations,
- train information exchange in real time across borders,
- after-sales services (e.g. reporting).

For further information, please visit web site : http://www.rne.eu/index.php/corporate.html.

1.9.1. One Stop Shop /OSS/

RNE has established one OSS contact point or ``One Stop Shop`` in every member country. These national contacts represent common network of points for the customers within RNE. With

respect of international path requests, the customers need only to contact one of these OSS offices which will then initiate the whole international path allocation process.

Customers of RNE Members who run international rail services can therefore make use of the RNE One Stop Shop's bundle of services:

- A network of contact points guiding customers through the whole range of procedures related toconditions of infrastructure access and offer of rail paths on the whole route in international traffic,
- All information regarding services provided by any Infrastructure Manager,
- Processing of the requests for international train path allocation within RNE,
- Applications for the next Timetable to take into account in the preparation of the annual timetable.

A list of OSS contacts is available at: http://www.rne.eu/index.php/oss_network.html.
For further information, please visit web site : http://www.rne.eu/index.php/one-stop-shop.html.

1.9.2. RNE tools

PCS /formely PATHFINDER/

PCS /The Path Coordination System / is RNEs web application for Infrastructure Managers, bodies for capacity allocation and for applicants , ensuring communication and coordination of procedures for consideration of requests for international train path allocation and offer of international paths.

This tool fully meets the international process for the preparation of a new and correction of the existing timetable. It also allows railway carriers and applicants in their pre-coordination obligatins related to the studies on routes, in order to prepare their requests for international routes.

PCS tool includes One Stop Shop for giving support to all business procedures and daily activities.

For further information, please visit web site: www.pfndr.orgor write on helpdesk: support.pcs@ rne.eu. For more information, please visit: http://www.rne.eu/index.php/pcs.html.

CIS / formely EICIS/

CIS /Charging Information System / je RNE-ov međunarodni alat za procjenu visine naknade za korišćenje željezničke infrastrukture, koji korisnicima daje informacije o cijenama. Internetski krovni sistem za razne nacionalne sisteme naplate željezničke infrastrukture može izračunati naknadu za korišćenje međunarodne trase u minuti, 24 sata na dan – uključujući naknade za trasu voza, korišćenje stanica i troškove manevrisanja.Sadašnji cilj razvoja CIS-a je uskladiti informacije koje daje CIS sa informacijama iz Izjava o mreži.

TIS /ranije EUROPTIRAILS/

TIS /Train Information System – sistem informacija o vozu/is an online application that monitors the traffic of international trains from their origin to their destination. It supports management of international trains by providing information relating to international trains for

passenger transport and freight trains on the RNE corridors. TIS does not apply to national transport services.

TIS in real time via the Internet provides information on trains and generates reports based on historical data. These two products of TIS rely on the same basic information:

- Review of information on trains collects in real time, centralizes them and publishes information on trains operating on most RNE`s corridors (in a growing number of countries including Austria, Belgium, France, Germany, Italy, Luxembourg, Netherlands, Slovenia and Switzerland) such as:
  - current and previous location of train
  - information on the agreed daily timetable
  - Information about the delay and the reasons for the delay
- Reporting feature allows you to track information about train and delays over some period of time.

In addition, it is planned even the third product that will enable exchange of data in real time between infrastructure managers and railway carriers that use the TAF TSI format.

TIS is the associated tool of EPR (European Performance Regime - European system of transport quality indicators) - a joint project of RNE and UIC.

TIS can be accessed via the website:https://www.europtirails.eu.

Customer service can be contacted onemail: support.tis@rne.eu.
More information: http://www.rne.eu/index.php/tis.html.

1.9.3. Corridors for freight transportation

The European Parliament and the Council on 22nd of September 2010, adopted a Regulation / EU / No 913/2010 on the European rail network for competitive freight transport. This regulation establishes rules for the establishment and organization of international rail corridors for competitive freight transportation with the intent of developing a European rail network for competitive freight transport. Through Montenegro, for now, do not pass a single corridor for freight transport in terms of EU Regulation 913/2010.

1.10. Description of terms and abbrevations

Terms used in Network Statement.

Ad –hoc request	Request for a infrastructure capacity allocation requiring train path allocation for annual timetable.
One Stop Shop	Representative of Infrastructure Manager jointly withrepresentatives of other infrastructure managers makeinternational network facilitating access to international railway infrastructure for customers.
PSC	Internet communication system for optimal coordination of the international train routes.
Access right	Right given to railway carrier to use railway infrastructure.

Freight terminal	All official spots opened for freight reception and parcel dispatching.
TAF TSI	Technical specifications of interoperability for telematic applications in freight transport.
Train path	Infrastructure capacity required for train running between two places for determined period
Access contract	Contract enabling Infrastructure Manager to give right to railway carrier or transport operator of access to railway infrastructure and determining common rights and duties, defining allocated capacity, fees for usage of railway infrastructure and other transport safety and environmental issues.
Infrastructure Manager	Corporate entity competent for managing of railway infrastructure.
Railway company (carrier or transport operator)	Corporate entity that have licence for transport and certificate on safety for transport of passangers, persons and goods in rail transport,issued by competent managament body Directorate in conformity with appropriate law, and with main activity to make transport on railway infrastructure.
Bottlenecks	A part of infrastructure that cannot fully meet requirements for infrastructure capacity, not even after coordination of various requirements for capacities.

Abbrevations used in the Network Statement

ATC	automatic train control system
EVP	electric traction substation
GIŠ	top of rail
KM	Overhead contact line
OSS	One Stop Shop
RID	Regulation for international railway transport of dangerous good
RNE	RailNetEurope
UI	Infratsructure Manager
UIC	International Railway Union
TK	Remote control
ŽP	Railway transporter
ŽPCG	Railway transportation of Montenegro
MC	Joint Stock company Montecargo
OŽVS	Joint Stock company Rolling stock maintenance
ŽS	Railways of Serbia
HSH	Railways of Albania

In addition to the definitions referred to in the table above, the RNE has developed a simple dictionary of the English language of all terms that are related to the Network Statement. Definitions in the dictionary are written clearly using less technical and legal jargon. They represent practical guide for infrastructure managers / capacity allocation authorities and their users. Dictionary is for informational purposes and definitions contained therein are not legally binding.

RNE dictionary is available at: http://www.rne.eu/index.php/ns_glossary.htm.

2. CONDITIONS FOR ACCESS TO RAILWAY INFRASTRUCTURE

2.1. Introduction

Railway Act is the legal framework for access to railway infrastructure

2.2. General conditions of access

General conditions for access to railway infrastructure of Montenegro are determined by the Railway Act, regulations adopted on the basis of this Act/ Rulebook on issuing of licence for safety for infrastructure asset management, Rulebook on issuing the licence for transport in railway traffic/and other regulations.

ŽICG as infrastructure manager, grants access of the railway infrastructure to an interested carriers, in a way that ŽICG and rail carrier make contract on the use of infrastructure. Contract on the use of infrastructure in more detail sets the mutual rights and obligations, allocated capacity, amount and payment of the route fee and other questions about the organization and regulation of rail transport. ŽICG allows the use of the infrastructure for all railway operators who have a valid license for the transportation and transport safety certificate issued by the Railway Directorate, or in another country on the basis of reciprocity with which Montenegro has signed contract on mutual recognition of certificates and contracts for use of the infrastructure.

2.2.1. Conditions for submission of requests for train path allocation

Request for train path allocation may be submitted by aplicant whoin the time of submission of request has valid licence for railway transport and transport safety certificate issued by Directorate for railways, or in another country on the basis of reciprocity with which Montenegro has signed contract on mutual recognition of certificates, registered to provide public rail transportation or own purposes transport.

Rail carrier when applying for the allocation of infrastructure capacity must respect the deadlines set out in Chapter 4 the Network Statement.

Allocated infrastructure capacity, the applicant must not transfer to another carrier. Any trade with infrastructure capacity is not allowed and would resulted in the exclusion of the carrier from further allocation of capacity.

2.2.2. Rail transport services

Rail transport services can be performed only by companies that meet the requirements of the Railway Act, namely to have a valid license for the transportation and safety certificate issued by the Railway Directorate, or in another country on the basis of reciprocity with which Montenegro has signed contract on the mutual recognition of certificates and contracts on the use of infrastructure.

2.2.3. Transport licence

Transport licence for carrier in Montenegro are issued by Railway Directorate in accordance with Railway Act and Rulebook on issuance of licence for railway transport. Conditions for licence issuance for transport associated with submitted request :

- Transporter shouldbe registered for railway transport operations/ with or without train traction or only train traction/;
- Not to be in or under insolvency procedure,
- Any member of its direction not to be legally binding adjudged on one or more years of prison for criminal offence in economic affairs, criminal offence in general safety of people, property, railway safety, violation of work rights and other rights per work,
- To be financially competent, which means that its realized and future obligations can, under normal business terms fulfill for a specific time-limit,
- To have competent staffs to ensure safe railway transport obligations,
- To have high-grade rolling stock and appropriate technical equipment,
- To be insured by insurance company and capable to compensate likely loss as a result of doing its obligations and duties and capable to give security for loss compensation in case of accidents of passangers, luggage, cargo, third parties and environment in compliance with law and other regulations as well contract binding Montenegro.

Upon request, The Railway Directorate issues licence to the carrier in accordance with the Regulation on licensing of transport of the railways for a period of 5 years, which is not transferable

to another carrier. The Railway Directorate can extend the transport license validity for a period of 5 years, if the carrier meets the requirements prescribed by law and regulation.
In the case of commenced bankruptcy or similar proceedings against the carrier, The Railway Directorate will not allow to carrier to keep the licence.

Railway Directorate
Hercegovačka 75
CG - 81000 Podgorica
tel: 00 382 232 127
fax: 00 382 232 128
www.dzzcg.me

2.2.4. Certificate of safety

Upon request, The Railway Directorate issues licence to the carrier in accordance with Railway Safety Law and the Regulation on issuing certificate on railway transport safety for a period of 5 years, which is not transferable to another carrier.Conditions for issuing safety certificates for transport with the request submitted:

- That rolling stock has use permit and is technically in good condition in accordance with regulations and standards defininingsafe and secure railway traffic operation in Montenegro,
- That staffs is engaged in managing and using of rolling stock, competent and healthy in compliance with regulations and standards determining safety of railway transport in Montenegro,
- To have organized service for supervision of railway transport operations.

The Railway Directorate can extend the transport license validity for a period of 5 years, if the carrier meets the requirements prescribed by law and regulation.

Railway Directorate
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2.2.5. Liability certificate – insurance

The ability to compensate for any damages arising from liability in the performance of transport and provision of guarantee that it can cover the damage in in accordance with law and other regulations, and agreements binding Montenegro, is one of the conditions for obtaining a license to transport, so that the carrier is licensed to transport issued by the Directorate of Railway meets the above requirements.

2.3. General business/ commercialconditions

2.3.1. Framework agreement

Framework agreement is legally binding agreement setting rights and obligations of applicants for railway infrastructure capacity allocation and IM for a period longer than one timetable.The Framework Agreement must not be such as to advance off the use of infrastructure by other applicants. The Framework Agreement specifies the conclusion of the Agreement on the use of railway infrastructure

2.3.2. Railway infrastructure access contract

Railway infrastructure access contract is a contract entered into between infrastructure manager and carrier,that closely specifies mutual rights and obligations, determines allocated capacity, fee level for the use of railway infratsructure, as well as other issues related to technical and other conditions for safe running of rail transport, organisation and traffic regulation.

Railway infrastructure access contract approves to the Carrier the use of awarded capacity. The contract is concluded after the implementation of the procedure for the allocation of infrastructure capacity. Allocated infrastructure capacity or the route of the train can be used only after the contract conclusion of the use of the infrastructure.

The signing of the contract on the use of rail infrastructure, rail carrier recognizes and accepts the general terms and conditions, which then become part of the contract of use.

Other services provided by the infrastructure manager may enter into special contracts.

2.4. Operational rules

Railway infrastructure must be used under conditions and in a way determined by Railway Transport Act and Law on safety of railway transport and other laws and regulations in the field of railway transport. Rail carrier must comply with all the rules which determine safe operation of the railway network.

Railway Safety Law prescribes terms and conditions for the safe, timely and unhindered operation of railway transport and railway transport on the territory of Montenegro.

Ministry of Transport and Maritime Affairs is responsible for passing laws regulating the operation of railway traffic.

The official language of communication in the traffic at the railway infrastructure
managed ŽICG is montenegrin.

2.5. Transport or special consignments

Transportation of special consignments in inner and international railway transport approves infrastructure manager, as well as the conditions under which such transport can be performed. Transportation of special consignments is set in the Rulebook 20 on transport of special consignments by rail.

Rail carrier in international transport must comply with the provisions of UIC announcement 502 which regulates the procedures for approving applications for transportation of special consignments. Special consignments are accepted for carriage only if it meets specific technical and operational requirements.
In international exceptional transport, carrier must adhere to provisions of the following international agreements:

- RIV (2000) –Agreement on exchange and use of freight cars among railway companies,
- RIC (2001) –Agreement on exchange and use of passanger cars for international transport
- SMGS – Agreement on international railway freight transport,
- UIC provisions 502.

More information on transport of special consignment can be found in Chapter 4. and 5. Network Statement.

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Management and regulation of transport Department
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e-mail: operativna.rukovodilac@zicg.me

2.6. Transport of dangerous goods

Hazardous substances are those that can endanger human health, cause environmental contamination or material damage, which have hazardous properties for human health and the environment, which are defined in the laws, regulations and international agreements, which by virtue of their nature or property and situation are in relation to the transport can be dangerous for the safety or have proven toxic, corrosive, irritant, flammable, explosive or radioactive effects. Hazardous substances are raw materials used for production of hazardous materials and waste if they have hazardous nature.

Transport of hazardous materials is regulated by the Transportation of Dangerous Goods Law, Regulations on the international railway transport of dangerous goods - RID and Law on Ratification of the Protocol of 3 June 1999 amending the Convention concerning International Carriage by Rail (COTIF) of

9 May 1980 (Protocol of 1999) and the Convention on International railway transport (COTIF) of 9 May 1980 in the version based on the Protocol on amendments of 3 May 1999 (Official Gazette of Montenegro- International Treaties No 4/09).

Legislation that deals with storage and transport of dangerous goods in Montenegro are Arm law, Law on generation and trading of poisons, Environment Law and Law on explosive materials, flammable liquids and gases.

More information on the transport of dangerous goods can be found in Chapter 4 and 5 The Network Statement

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2.7. Rolling stock acceptance

One of the conditions for obtaining of Safety Cerificate for railway transport is that rolling stock intended to be used by carrier for montenegrin railway infrastructure transport operation meet all technicall conditions and standards prescribed by law on safety in railway transport. Rolling stock railway carrier that has a valid certificate of safety for the performance of rail transport and valid license for transport that meets the above requirements.

Railway vehicles that can be used on the montenegrin lines are domestic vehicles of national carriers and licensed for use issued in accordance with the Law on Railway Safety Transport and the Railway Act, then foreign lorries and cars that have the mark RIV, RIC and TEN, as well as those vehicles that are the subject of separate bilateral and multilateral agreements and locomotives and sets that have documents in accordance with bilateral agreements

Foreign rolling stock may operate on railway lines of Montenegro if meet conditions set in international contracts, international railway regulations and regulations of Montenegro. Inostrana željeznička vozila koja ne ispunjavaju uslove utvrđene međunarodnim propisima mogu saobraćati na prugama Crne Gore kao naročita pošiljka ako ispunjavaju posebne uslove za bezbjedan željeznički saobraćaj i ako za to dobiju odobrenje u skladu sa Zakonom o bezbjednosti u željezničkom saobraćaju od Direkcije za željeznice.

2.8. Staff acceptance

One of the conditions for obtaining a safety certificate for the performance of rail transport is that the carrier`s personnel intended to be used for the management and use of railway rolling stock on the railway network in Montenegro for the performance of transport, ie. executive staff, must meet

the requirements in terms of qualification and medical fitness in accordance with the Law on Railway Transport Safety and regulations governing the safety of the railway transport. Personnel of the carriers that hold a valid safety certificate meets the above requirements.

Executive personnel of carrier are workers who are directly involved in carrying out tasks related to Rail transport. These workers must meet the requirements of professional and medical fitness . Professional education and training can be perform by infrastructure manager , rail carrier , as well as other legal entities if they meet the requirements of specific regulations . Professional examination and verification of the knowledge of the executive staff is conducted by the Commission consisting of representatives of the Railway Directorate , infrastructure managers and rail carriers, appointed by the Ministry of Transport and Maritime Affairs . The Commission shall issue a certificate of having passed the professional exam .

Medical fitness of executive staff is determined by the medical examination and shall be issued a certificate of good health . Medical examination is done by health institutions and upon determined medical fitness , the employee shall be issued a certificate of good health .

3. INFRASTRUCTURE

3.1. Introduction

In this chapter of Network Statement is described railway infrastructure owned by state of Montenegro and managed by ŽICG and available to all interested railway undertakings that have obtained access.

Information on railway infrastructure in Network Statement are based upon a facts known in the moment of its creation. All changes appeared after publishing of this statement shall be updated and published on web site of ŽICG.On the infrastructure facilities that are not operated by ZICG, contacts and addresses were given where you can get detailed information about the possibilities of use.

3.2. The extent of network

Montenegrin railway network length is 248,50 km. Entire line is single-track. 223,8 km e lectrified,monophased system 25Kv 50Hz. Non electrified 24,7 km of open line.

Basic information about the railway network are presented in the form of maps and tables contained in the annexes to the Network Statement.

Montenegrin railway network is presented in Appendix 2.

3.2.1. Borders

The railway network in Montenegro is owned by the state, and the control is given to ŽICG, so that the borders towards the railway infrastructure of neighboring countries are state borders.

After crossing state borders no gauge changes.

There is no change of electric traction system when passing of state border.

Border station with neighbouring railway administration of the Republic of Montenegro is the station Bijelo Polje, and with neighbouring railway administration of the state of Albania is the station Tuzi.

Change of train traction in freight transport is carried out on the border crossing with the Railway of Serbia Jsc. at border station Bijelo Polje. In Freight trains operating between Montenegro and Serbia has been only done change of train staff in border station Bijelo Polje.

In railway transportation between ŽICG and Albanian railways, change of train traction alternatively has been done in border stations Tuzi /Montenegro/ and Bajze / Albania/. For timetable 2013/2014 , train traction in border section shall be done by Albanian railways /HSH/.

3.2.2. Adjacent railway networks

Railway infrastructure of Montenegro, managed by ŽICG, is connected with railway infrastructure of two states: Albania and the Republic of Serbia . Review of border stations is given in table below.

Review of border stations

	Border station	Railway line	Neighbouring country	Infrastructure Manager	Note
1.	Bijelo Polje	Bijelo Polje – Bar	Serbia	ŽS	for freight and passenger trains
2.	Tuzi	Podgorica - Tuzi	Albania	HSH	for freight trains

Railway infrastructure of Montenegro, managed by ZICG, is connected with industrial tracks that are privately owned by other entities.

The railway infrastructure of Montenegro, managed by, is connected with a public port infrastructure managed by the Port of Bar JSC. and Container terminal JSC. and general freight of Bar in station Bar.

3.2.3. Other information

For further information on railway infrastructure managed by ŽICG, not included in this Network statement please contact as follows:

Željeznička infrastruktura Crne Gore AD – Podgorica
Management and regulation of transport Department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica
tel: 00 382 20 441 267
fax: 00 382 20 441 255
e-mail: operativna.rukovodilac@zicg.me

3.3. Network description

3.3.1. Geographic data

3.3.1.1. Types of railroads

Total montenegrin railway network is single line.

Review of types of railway lines is given in Appendix 3.

3.3.1.2. Track width

Total montenegrin railway network width is 1435 mm.

3.3.1.3. Stations and official places

The name of stations and other official places of montenegrin railway network is given in Appendix 5.

Distance between the official places of the railway network is expressed in meters and is given in the Appendix 8.

The review of the maximum allowed train length in stations regarding useful length of main tracks is given in Appendix 9.

3.3.2. The characteristics of infrastructure

3.3.2.1. Clearance

Clearance is defined as dimensioned space within cross section of line or track, perpendicular to the track axis and whose axis passes through the middle of track, which should be free for the passage of railway vehicles.

Publishing 506 UIC, clearance of the Montenegrin railway line is GB. Layout of clearance is given in enclosure 6.

Montenegrin railway lines are not coded for combined transport clearance. However, executed measurements have shown that operation of trains loaded with containers"HIGH CUBE" within the distance Bar-Podgorica-Bijelo Polje and Podgorica – Tuzi is allowed, without any special conditions and restrictions. On the part of the railroad Bijelo Polje – Vrbnica (border with the Republic of Serbia), Nikšić – Podgorica and Tuzi – Bajze, train operation is allowed only as extraordinary consignments.

Directory of routes with code numbers of allowed profiles for the transport of special consignments in accordance with UIC 502 can befound on the UIC website:

http://www.uic.org/etf/codex/codex-detail.php?codeFiche=502-2&langue_fche=E

3.3.2.2. Allowed axle load

In accordance with UIC's 700 depending on the ability of the railway line to accommodate the load of vehicles on the railway network in the application of the various load limits, expressed in tons per axle and tons per meter

Railroad vehicle load per running metre is load of empty or loaded railroad vehicle divided with length of railroad vehicle quantified in metres and measured from head to head of incompacted buffers or autocouplers of railroad vehicle without buffers.

Axle load of railroad vehicle is load of emty or loaded railroad vehicle divided with number of axles of vehicle.

Montenegrin railway networks are categorized by D4 and the highest allowed axle load is 22,5 t per axis and 8 t per running metres.

3.3.2.3. Gradient and resistance of railroad

Paramount railroad gradient for braking is gradient longitudinal ratio on the basis of which is determined braking percentage, or required braking mass of trains in reilway line, i.e. railroad section.

As paramount gradient of railroad, or railroad section is taken the highest longitudinal gradient(escalation or cadence) of related line, or railroad section of the length1000 metres or more.

Paramount resistance of railroad or part of it means portion of its specific resistance due to gradient, curve and tunnel defining train mass or traction mass of locomotive

The review of paramount gradients and resistances of the railway line of sections is shown in Annex 7.

3.3.2.4. Railroad speed

The highest allowed speed with respect to railroad capacity means the highest speed allowed on railroad or railroad section with reference to superstructure condition, civil engineering stuctures, electric traction plants and signalling and safety equipment.

The review of distances between official places and the highest allowed speed on the railway lines is shown in Annex8.

3.3.2.5. Maximal train length

The maximal allowed train length along a line, in order to accept and connect trains on track without constraints, is determined upon the maximum allowed train length regarding useful length of main track in specific stations of specified line.

The review of the maximal allowed train length is given in Addendum9.

3.3.2.6. Power supply

ŽICG has been supplied by required electricity from state electrical power system of EPCG, and through electrical traction substations(ETS) and overhead contact line and thus enabling electric traction of trains.On railway network, it is used one system of electric traction, so that the electrified line has the power supply system - single-phase system – 25 kV, 50 Hz.

Electrification system is shown in Addendum 10.

Description of the electric traction

Height of overhead contact lines

Height of contact wire is Hkpmin=5000 mm, Hkpnom=5500 mm, and Hkpmax=6000 mm..

Staggering in the direction is ± 200 mm from the axis of the static pantograph, and in curves is permitted extending the catenary up to ± 300 mm.

Catenary

Catenary consists of a conductor and carrying rope, and data on markings and cross sections are given in the following Table 1.

Table 1. Catenary data

system	contact line		carrying rope		equivalent section /mm^2/
	mark	section /mm^2/	mark	section /mm^2/	
25 Kv 50 Hz	**KP 500 200**	**100**	**NU 500100**	**65,8**	**137**

Pantograph

The system of 25 kV, 50 Hz in use is pantograph which profile is shown in Appendix 11, and the basic parameters listed in Table 2

Table 2. The main parameters of pantograph

system	permitted widthof head/mm/	Min. length of slider/mm/	static forceFs/N/	High. aerodynamic forceFa/N/	High. allowed speed/km/h/	type of slider
25Kv50 Hz	**1600**	**800**	**6 – 10**	**70**	**160**	**graphitic**

3.3.3. Traffic regulation system and communication systems

Signalling devices and telecommunication systems are used for train operations, including signalling, regulation, reception and dispaching of trains, any communication related to railway network operations.

3.3.3.1. Signalling systems

Signals serves for signalling and making the signal signs in quick and reliable mutual communicationuse on running of trains, shunting, forbidden and permitted running through a certain places, state of the line and the need to reduce speeds.

With regard to the use of signals and signal signs it is applied Rules 1 concerning signals, which lays down the traffic signals, warning signs and markings on the track, type, meaning, form, color and minimum distance of visibility of signal signs and labels, the place of the set-up and how they are used.

3.3.3.2. Traffic regulation systems

Traffic of opposing and successive trains is regulated by seeking and granting permission or consent, advising trains, or reporting and advising trains and giving out.

Stations on the railway line with the devices of inter station dependance / ISD / are equipped with relay groups and signal safety devices that is in required dependance with the ISD devices.

The devices are operated by signal boxes from the official place of dispatcher / signal boxes-SB /, which allows the central handling with switches and checking their proper and correct position, handling with derails and devices to ensure the level crossings within station, main and other signals, checking whether the line is free and running across and check the vacancy ofstation block section.

Permits, advices, check in and out, give and receive train dispatcher viatelecommunication device , demonstrably.

Successive trains can be followed, one after the other only in the spatial interval.

In a block section, on the same trackand at the same time may be only one train.

In addition to permits and outs, for every train leaving the station, must be given announcement to the next station and to all official and working places between them.

Managing and regulation of traffic on Bijelo Polje – Bart railway line and Podgorica – Tuzi railway line is realized via electrical relay system SpDr64 SIMENS with inter-station distance control based on axles counter principles.

On railway line Niksic – Podgorica, management and regulation of traffic is carried out by remote control management system with signal boxes ESA -11 with control the inter station system through electronic sensors, located in the station Podgorica.

3.3.3.3. Telecommunication system

Communication between Movements Inspectors regulating train operations and Movements Inspectors and Drivers and TC dispatchers and Drivers is realized via telephone and infomation equipment.

Communications related to train movement regulation have been provided by attested communication equipment.

Communication in transport regulation between Movements Inspector and Driver is realized in montenegrin language.

Communication between movements inspector and shunters in arranged stations is realized via radio equipment.

The review of telecommunication equipment along line is listed in Addendum 12. 13. i 14.

Conditions for train traffic in single possession are prescribed by articles 2., 3., 4. 5. ,6.,7.,8. i 9. Rulebook 248 on regulation of motive power unit in single possession.

Review of lines which do not meet the requirements for the management of motive power unit in single possession and Review of motive power unit that meet the requirements for the management in single possession contained in Annex 15 and 16.

3.3.3.4. ATC systems – Automatic control system

On the railway network of Montenegro,for the present, there is no automatic control system on the railway line of Montenegro but automatic stopping (AS) equipment, type INDUSI (I 60).

Automatic stopping equipment is used for control of train movements on line. According to the manner of functioning is one of the group control device for movement of trains in one point, the so-called intermittent systems, in contrast to the continuous systems, where the transfer of information with line on the traction vehicle performs continuously along the entire track

The purpose of automatic stopping equipment is to increase safety in railway traffic in the cases when driver does not notice or take appropriate measures to reduce speed before signal the "**Restricted speed**", i.e. to stop the train in front of signal the "**Stand**".

The method of operation and handling automatic stopping equipment have been stipulated in details by Instructions on inductive automatic stopping equipment I60 /Instruction 425/.

The review of lines equipped with the automatic stopping equipment is in the Appendix 17.

3.4. Traffic restrictions

3.4.1. Special infrastructure

Term special infrastructure refers to railway nfratsructure or part of railway infratsructure intended for certain types of transport or giving priority to certain type of transport.

On the railway network in Montenegro, which manages ŽICG, there is no special infrastructure in this regard.

3.4.2. Environmental restrictions

Environmental restrictions, e.g. noise level, the railways of Montenegro do not currently apply.

3.4.3. Dangerous goods

Transportation of hazardous materials in the railway line of Montenegro can be made only in accordance with the Rules for the international rail transport of dangerous goods - RID and the Law on transport of dangerous substances.

All stations on the railway network of Montenegro are for goods 1st grade RIDs (explosive materials and objects with explosive materials) closed, except for those stations that are specifically to be approved

3.4.4. Restrictions in tunnels

Restrictions in terms of special conditions imposed that are not derived from construction parameters of the tunnel, such as the prohibition of the use of diesel pulling in the traffic in the tunnels and the like Not exist in the railway of Montenegro

3.4.5. Restrictions on bridges

Restrictions in terms of special conditions imposed that are not derived from construction parameters of bridges, not exist in the railway of Montenegro.

3.4.6. Restrictions of railway infrastructure related to snow depth

Restrictions of railway infrastructure related to snow depthare governed by the Guidelines on the provision of traffic during the winter 333.

3.5. Availability of infrastructure

All railway lines are in operation continuously in the period from 0- 24 h, except for railway line Podgorica –Tuzi taht is limited for the period from 08-20h.

IM is responsible for maintenance, reconstruction and improvement of infrastructure in order to provide adequate and safe service. In that sense ŽICG plans its current railroad maintenances, which can affect the capacity of infrastructure, and related to the closing of certain sections for traffic for a period of time or the introduction of lightweight rides.

Limitations of infrastructure required for regular maintenance of the infrastructure, make the part of the capacity allocation process and are published in materials with the valid timetable

ŽICG will inform in time, two months in advance , all rail operators on all other long-planned railway infrastructure works that could affect the flow of traffic, such as reducing speed, delays of trains, buses replace trains, interruption of traffic on certain sections due to closure of traffic so that the carrier could plan movement of transport in other parts of the day / shift route trains / or other modes of transport. Infrastructure Manager and Rail Carriers will jointly agree on the best possible solutions.

3.6. Stations, stops and dispach places

View of stations and stops for receipt and dispatch of passengers is given in Appendix 18

Stations for passenger transport are equipped with appropriate facilities and equipment to provide services to passengers, or where passengers are allowed to enter and exit trains. In these station is ensured provision of information to travellers all around the world by public address system and at the information desk. On the railway network in Montenegro, there are 48 official places , stations, stops and passing points opened for passenger transport.

3.7. Freight terminals

Titled "freight terminals", on the railway network managed by ŽICG, refers to all official places where rail carriers are enabled to perform loading-unloading and reloading .

There are no terminals for combined transport on the railway network in Montenegro.

Goods port terminals that are connected to the network ŽICG are Port of Bar Jsc. and Jsc. Container terminal and general freights Bar

The review of stations for performance of loading-unloading and reloading is given i Appendix 19.

3.8. Service facilities

3.8.1. Formation yards

Freight formation yard

Freight formation yards are the places for composition and splitting –up of trains.

Formation of freight trains is done in the following stations: Bar, Podgorica and Nikšić.

Service of technical review of trains and shunting service are provided by ŽPCG and Montecargo.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525
e-mail: id@montecargo.me

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234
e-mail: milovan.jankovic@zpcg.me

Passenger formation yard

Formation of passenger trains is done in the following stations: Bar, Podgorica , Nikšić and Bijelo Polje.

Service of technical review of trains and shunting service are provided by MC i ŽPCG.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525
e-mail: id@montecargo.me

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234
e-mail: milovan.jankovic@zpcg.me

3.8.2. Side Tracking tracks

Side tracking of passenger coaches is done in the initial stations of the passenger trains, in particular dedicated tracks in the stations Bar, Podgorica and Niksic. Shunting services in technical-passenger stations are provided by ŽPCG

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234
e-mail: milovan.jankovic@zpcg.me

Side tracking of wagons is carried out mainly on special tracks for siding of freight wagons in marshalling stations Bar, Podgorica and Niksic, if necessary side tracking can be done in smaller stations on the line.

Detailed information on side tracking of coaches can be found in Infrastructure Manager .

Željeznička infrastruktura Crne Gore AD – Podgorica

Department for Management and regulation of transport
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica
tel: 00 382 20 441 267
fax: 00 382 20 441 255
e-mail: operativna.rukovodilac@zicg.me

Side tracking of electromotive units is performed at the depot station in Podgorica, and side tracking of electric locomotives for passenger transport is done at the depot station Bar.

Side tracking of diesel locomotives and electric locomotives for freight transport is carried out in a diesel depot station in Podgorica.

3.8.3. Rolling stock maintenance facilities

ŽICG does not regulate facilities for the maintenance of rolling stock.

Information on the addresses and contacts for the use of facilities for the maintenance of rolling stock can be found in Chapter 5 Services.

3.8.4. Fuel supply facilities

Infrastructure Manager, ZPCG, Montecargo and OZVS have their devices for the fuel supply, do not provide the services themselves, but the facilities are used only for their own use.

3.8.5. Technical facilities

Facilities for treatment and water supply of passenger cars

Plants for cleaning, washing, treatment and water supply of passenger cars are in the station Bar, owned by ŽPCG that provides this service.

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234
e-mail: milovan.jankovic@zpcg.me

Rail scalesand unit for measuring of cargo profile

Overview of stations containing rail scales and units for measuring of cargo profile can be found in Appendix 19. These facilities are owned by the Infrastructure Manager, and service of weighing and measuring of the cargo profile is done by Montecargo.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525
e-mail: id@montecargo.me

3.8.6. Other facilities

Ramps for loading, unloading and reloading of goods

Overview of ramps for loading and unloading is given in Appendix 20. ŽICG manages these facilities and the services are provided by MC. Services of maneuvering on the ramps for loading, unloading and reloading of goods are provided by MC.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525
e-mail: id@montecargo.me

Ramps for loading and unloading of tracked vehicles

Ramps for the loading and unloading of tracked vehicles are in the stations: Bar i Podgorica. Services are provided by ŽPCG.

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234
e-mail: milovan.jankovic@zpcg.me

3.9 Infrastructure development projects

The railway infrastructure managed by ŽICG is constantly updated and modernize in order to provide better service to users.

Modernization and construction of railway infrastructure is implemented through development projects that are in line with the Transport Development Strategy of Montenegro and the approved annual work plan.

The possibility of realization of the planned works depend on the amount of funds that Montenegro annually allocate from the state budget for current maintenance and from other sources of funding.

Scheduled works for the repair and reconstruction of railway infrastructure are shown in Appendix 21.





4. CAPACITY ALLOCATIN

4.1. Introduction

Under the Railway Act, ŽICG as Infrastructure Manager of the Railway Infrastructure of Montenegro is responsible for the allocation of infrastructure capacity for international and domestic transport in a transparent and non-discriminatory manner, if have been previously met all the legal provisions on conditions for access to rail infrastructure, as defined in Chapter 2. The Network Statement.

4.2 Description of procedure

Allocation of infrastructure capacity as the route of the train is done according to the procedures set out in this document, as follows:

- the procedure for the allocation of infrastructure capacity as per the annual timetable
- the procedure for the allocation of infrastructure capacity out of the procedure for making the annual timetable.

The requirements for the allocation of infrastructure capacity shall be submitted in accordance with the procedures defined in section 4.3. the Network Statement.

The following information are required to be submitted in the request:

- the name of the rail carrier,
- type of train (passenger, cargo, empty, locomotive, etc..),
- desired departure / arrival,
- transport path,
- needed halting with the minimum stopping time,
- period and days of running,
- the type and number of wagons / type and number of set ,
- length and weight of the train (length in meters; weight in tons),
- Type and serial number of the hauled vehicle ,
- additional locomotives (type and serial number)and on which sectio,
- the hightest speed of train,
- The type and percentage of braking,
- special provisions such as: maneuvering with vehicles, altering the composition of the train, connection and waiting, personnel changes, the type of intermodal transport unit, the type of hazardous materials, special consignments, handover procedures at border crossings, technical breaks (overview, water supply, waste storage etc..) and the needed time, the need for additional capacities (side tracking, preheating, marshalling yards, etc..) and other needed additional services

The Requestfor capacity allocation delivered to ŽICG which has been submitted within the prescribed period and that contains all the required elements form the basis for the making of timetable and path allocation. If rail carrier changes its request in whole or in part after the

deadlines for submission, it takes the risk that his request won`t be granted. All missing data, rail carrier must submit at the request of ŽICG within five working days. Otherwise, the request will be considered as not filed.

After carried out procedures for the drafting of timetable, the final consultations with rail operators and the process of the path allocation as per requests received up to 30.04.2013, the allocation of the remaining available capacitities shall be done under the terms defined in Appendix 22 in accordance with the order of requests reception.

The way of capacity allocation

ŽICG decides on capacity allocation considering all timely submitted requests and the legal provisions in force.
In accordance with the Railway Law in Section 4.3. ,The Network Statement defines the procedures and deadlines in the allocation of capacity
Način dodjele kapaciteta

Competent authorities involved in the capacity allocation process and their responsibilities

The bodies involved in the capacity allocation process:

- ŽICG - as the Infrastructure Manager who carries out the allocation of capacity,
- Rail carriers - rail carriers requesting allocation capacity
- FTE - ForumTrainEurope - European organization of railway transporters representing a European forum for the technical planning of international passenger and freight transport.

4.3. The schedule for request sumission and capacity allocation

Every year ŽICG make a plan of deadlines for the submission of requests and allocation of capacity, used in the preparation of the annual timetable and capacity allocation process out of draftinf process of annual timetable.

The carrier submits an application for capacity allocation under the shedule for the development of annual timetable in Appendix 1b.

4.3.1. The schedule of the application as per annual timetable

Rail carrier submits request for capacity allocation as per annual timetable in the prescribed form and within the set time limits as follows:

- • in writing, to address

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation Department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica

- fax : + 00382 20 441 349.

The deadlines for submitting applications and capacity allocation for the timetable 2013/2014 which starts on15.12.2013. and ends on 13.12.2014. can be found in Appendix 22

4.3.2. The plan for requests submission for capacity allocation out of the drafting process of annual timetable

For the purposes of rail carriers that wish to obtain additional capacities or change already assigned train route , ŽICG proceeds as follows:

- using an appropriate route that is offered by ŽICG and published in the timetable. If the carrier is not satisfied, ŽICG shall not guarantee to meet in full the drive time from departure to destination station upon request,
- forming a new route by creating a special train timetables within 30 days of receipt of the request (in case of sufficient capacity to the required sections)

4.3.2.1. Allocation of capacity during the valid timetable for a short period of service provision, taking into account the regular amendments of the annual timetable

Requirements for capacity allocation during the valid timetable for a short period of service provision, taking into account the regular amendments of an annual timetable,are submitted by the prescribed deadlines of regular amendments to the annual timetable contained in Appendix 22

Requests can be submitted:

- in writing, to address

Železnička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation Department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica

- fax : + 00382 20 441 349.

4.3.2.2. Ad hoc capacity allocation

The request for Ad hoc capacity allocation during valid timetable to be submitted:

- in writing, to address

Železnička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation Department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica

- fax : + 00382 20 441 349.
- telephone, with later written confirmation by phone: + 00382 20 441 268.

4.4. Allocation process of capacities

After the end of the deadline for submission of applications for the development of the annual timetable, ŽICG starts with design and drafting a timetable on a transparent and non-discriminatory manner. Applications received after the deadline for submission of applications will not be considered in the drafting of the annual timetable. All applications received after the deadline will be considered when defining all routes uponthe requests received by the deadline.

Requests for capacity allocation received after the completion of the draft annual timetable cannot affect the revised draft, except with the consent of the railway transporter to whom the capacity initially granted.

The allocated capacities can be used after the conclusion of the Contract fpr the use of the railway infrastructure between ZICG and rail carrier which filed for capacity allocation.

ŽICG has the authority to award preferentially capacity to the candidate who offers services based on the obligations of public transportation or whose primary activity is the performance of public transport.

Allocated capacity is not transferable to another rail carrier.

4.4.1. Adjustment procedure

ŽICG shall, at the beginning of each year, before the start of the capacity allocation process, conduct consultations with rail operators about their plans for the future timetable. During the consultations, ŽICG will inform rail carriers on major works that are planned in the maintenance and reconstruction of railway infrastructure.

After the deadline for submission of applications for capacity allocation for the annual timetable, ZICG approaches to the construction of timetable and the drafting of the timetable in coordination with rail carriers in order to meet the needs of carriers to nondiscriminatory and transparent manner.In the case of a conflict situation during the request submission, ŽICG shall, in coordination with the concerned railway operators, try to achieve a solution that would satisfy all parties on a non-discriminatory and transparent way.

Drafting timetable includes consideration of all requests received, including any restrictions imposed by the ŽICG and anticipated plans for infrastructure maintenance.

If the number of requests for the allocation of the same infrastructure capacity exceeds the capacity of a specific line, ŽICG will convene a meeting with all interested operators and try to coordinate with the received requests, even if the conditions are the same for all applicants, the determining factor is the date of application.

Upon completion of the process of coordination, ŽICG submits a draft timetable to railway operators in accordance with the deadline set out in Appendix 22. Rail carriers must declare in writing to accept the draft timetable or to submit written comments on the draft timetable in accordance with the deadline set forth in Appendix 22. ŽICG shall together with rail carriers, make final consultations and define the schedule according to requests received up to 30.04. 2013, in accordance with the deadline set out in Appendix 22

After that, ŽICG awardsthe remaining available capacities according to the requests received after 30.04.2013. as per order of receiving the requests, and in accordance with the timetable set out in Appendix 22

Regading assigned capacity,the rail operator and infrastructure manager enter into contract on the use of railway infrastructure

4.4.2. Settlement dispute procedure

Rail carrier`s disagreement in terms of coordination must be made in writing within 3 days of receipt of the proposal for the allocation of capacity, to ŽICG. ŽICG will start settling disputes immediately upon receipt of written objections of rail carriers and the final decision shal be made no later than 5 working days.

Written comments shall be sent to ICG:

- in writing, toaddress

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation Department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica

- fax: + 00382 20 441 349.

Even if after the coordination of requirements, yet it is not possible to satisfy all requests for allocation of capacity, ŽICG has the obligation to announce that respective section of line is being congested.

The carriers may appeal on the decision of ŽICG to the Railway Directorate.

Eventual appeal of rail carriers cannot be the reason for delay in procedure of adopting and entering into force the timetable.

4.4.3. Infrastructure bottlenecks

If ŽICG, due to the capacity constraints in the coordination process, cannot satisfy all the requests of railway transporter, that part of infrastructure capacity that part will be deemed "congested" which will be notified to the Directorate of Railways.

When it comes to lack of capacity, ŽICG has a preferential right to award the route in the following order:

1) public passenger transport services,
2) international passenger transport services,
3) freight transport services,
4) other freight transport services.

In the event that a section of track is declared congested, ŽICG will offer candidates another route with sufficient capacity and consider increasing the capacity of the congested section. The candidate does not have to agree with the proposed lines and may suggest reroute of traffic to another section or sections.
Where ŽICG declared a "congested" infrastructure capacity,capacity analysis will be done on congested infrastructure and defined constraints which make it impossible to satisfy the demands for capacity allocation, and thus propose a plan to improve certain capacity.

If railway carrier considers being deprived of its rights, it can appeal to Railway Directorate

4.5. Allocation of capacities for trains for maintenance and reconstruction

The allocation of infrastructure capacitiesfor trains for maintenance and reconstruction of railway infrastructure is an integral part of the capacity allocation process, if it is planned higher reconstruction of the railway infrastructure requesting delivery of materials by trains, you will be assigned the same route in the procedure of timetable creation as a priority, i.e assigned routes will be included in the capacity of railroad.

In order to maintain a certain level of quality, safety and reliability of railway infrastructure, ŽICG shall, in the process of timetable drafting, reserve the part of infrastructure capacity for regular maintenance of the railway infrastructure, for specific periods of time and for certain sections.

4.6. Non usage paths / Cancellation rules

Rail carrier may cancel the allocated capacity at no charge:

- 5 days before the service provision in the event of an international train,
- 6 hours before the serviceprovision before the scheduled departure of the train from the starting station.

ŽICG reserves the right to cancel the allocated capacity at congested infrastructure if the assigned capacity is used less than 50% of the monthly quota, except for reasons of national character and beyond the railway carrier`s control.

ŽICG will award unused capacity of the path to the candidates during the period of validity of the timetable as per schedule of submission of requests for capacity. He will assign preferentially capacity to the candidate who has a state certificate to provide services in the region on the basis of agreement on the performance of transport and whose primary activity is public transport on the railroad infrastructure.

Rail carrier must cancel the assigned capacity in writing:

- at address

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation Department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica

- fax : + 00382 20 441 349.

4.7. Exceptional transport and dangerous goods

Special consignment transport

ŽICG provides transportation service of special consignments in accordance with the conditions of carriage of special packages that are specified in the Regulations 20 on the transport of special consignments by rail.

Rail carriers must obtain permission from ŽICG including the conditions for the transport of special consignments.

Request for approval of special consignment transport with all necessary data on particular shipment that will be transported by rail, carriers shall submit to address:

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation Department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica
tel: 00 382 20 441 267
fax: 00 382 20 441 255

- the deadline for submission of requests is no later than 2 weeks before the service provision,
- the deadline for a response is no later than 2 weeks from the receipt of the request.

Depending on the particular shipment, processing of requests may require a longer or shorter period of processing the requests, so that the consultations rail carriers and ŽICG will be neccessary concerning the possibilities of transportation of the consignments and accordingly submit the application on time.

Rail carriers may obtain more information at the above address.

Taking into account all the necessary elements for the transport of special consignments, ŽICG decides whether it is possible to take certain transport and under what terms and conditions.

Rail carriers are obliged to inform ŽICG on all special consignments to be transported.

Transport of dangerous goods

Transport of dangerous goods on the railway infrastructure managed by ŽICG is governed by the Regulation on Transportation of Dangerous Goods and Regulation on an International Railway Transport of Dangerous Goods - RID.

Rail carriers are required to report ŽICG each shipment of hazardous materials to be transported in regular train, the RID class and place of placing the car on the train.

Rail carriers are responsible for the implementation of the appropriate consents regarding the safety of transporting hazardous materials.

Detailed information regarding the transportation of hazardous materials can be found at address:

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation Department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica
tel: 00 382 20 441 267
fax: 00 382 20 441 255

4.8. Special measures in the case of disturbances

4.8.1. Principles

In the event of disruption of traffic, which is caused by an event not foreseen such as extraordinary events, natural disasters caused by climate impacts, environmental disasters, technical failures of rolling stock or rail infrastructure and affect the safe, secure, accurate and smooth operation of railway transport, ŽICG shall, together with railway operators, take all necessary measures to restore normal traffic conditions as soon as possible.

ŽICG and rail carriers will, in the event of an emergency, immediately inform each other of all elements of emergencies and take all necessary measures that are necessary to protect human life and health, to prevent further damage occurrence and traffic normalization.

In order to avoid disruption of traffic, ŽICG may apply operating rules from Section 4.8.2., cancel some trains or assign another path in agreement with rail carriers, all depending on the type of disorder, as well as the expected duration of the interruption.

ŽICG can ask for help from rail carrier in order to normalize the operating conditions of traffic, even if they did not directly cause interference, which may include the use of their vehicles and staff in order to normalize the traffic.

4.8.2 Operational rules

U cilju uspostavljanja normalnog toka saobraćaja kada je narušen važeći red vožnje, ŽICG mora primjenjivati operativna pravila za regulisanje željezničkog saobraćaja koja su propisana

Zakonom o bezbjednosti u željezničkom saobraćaju, Saobraćajnim pravilnikom 2 i ostalim podzakonskim aktima i propisima koji regulišu navedeno.

Potrebne mjere koje se preduzimaju u slučaju vanrednog događaja propisane su Zakonom o bezbjednosti u željezničkom saobraćaju, Uputstvom o postupcima za slučaj vanrednog događaja 79 i Sporazumom o primjeni Uputstva 79 o postupcima za slučaj vanrednog događaja koji je potpisan između ŽICG, ŽPCG i MC br. 2-3460 od 01.04.2010.g.

Vozovi koji učestvuju u otklanjanju smetnji nastalih kao posljedica vanrednog događaja imaju prednost ispred svim ostalim vozova.

The aim of the operational management carried out by infrastructure manager ŽICG is:

- adherence to timetable,
- provision of conditions for the free traffic operation,
- adherence to approved plan that has been prepared in accordance with the existing requirements of the rail carriers,
- providing transportation in special cases.

4.8.3. Expected obstructions

Valid regulations allow ŽICG to stop traffic as long as is necessary to undertake neccessary measures in the case of expected obstructions such as: technical obstacles to the SS and TC devices, devices for regulating traffic and the like. In order to eliminate foreseeable problems at the beginning of the year, ŽICG has a list of planned line closures and special commissions regularly update list to determine the timing and extent of the works.

On any termination of traffic shall be informed the carriers in the pre-agreed time, so they can submit proposals for reroute of traffic on allocated paths.

4.8.4. Unexpected obstructions

ŽICG can cancel the assigned train route without prior notice in case of emergency when the railway infrastructure is temporarily unable to be used due emergencies or at the request of the public administration and until the system is restored to its original condition and for transport, during some time

ŽICGshall, in case of serious emergencies - accidents (collision and overtaking, derailment and vehicles of the maneuver, fires and explosions, severe natural disasters, etc..) in which one or more persons died or suffered material damage or in which there was a longer interruption, jeopardising and obstructing rail traffic, inform State authority - investigation body, whose presence is mandatory.

ŽICG can ask for help rail carriers in order to normalize the operating conditions of traffic, even if they did not directly cause disturbance, which may include the use of their vehicles and staff in order to normalize the traffic.

4.9. Capacities allocation for service facilities

Rail carriers may submit requests to use only the service facilities managed by ŽICG, which are listed in Section 5.3. The Network Statement.

Rail carriers shall submit requests for the use of service facilities :

• Within the requests for train path in accordance with the procedures for capacity allocation prescribed in paragraph 4.2. and 4.3.,
• with specific written request submitted by mail to the following address:

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation Department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica

or

- by Fax No: +00 382 20 441 255

Priority in the allocation of service facilities have the capacity requirements submitted under the Request for the path of trains.

5. SERVICES

5.1. Introduction

ŽICG provides the following services to rail operators:

- Minimum access package,
- railroad access to official buildings and their use,
- additional services,
- related services.

ŽICG allows all interested transporters, on non-discriminatory level, to use the minimum access package of services and access to official buildings. ŽICG allowsto all railway operators use the above mentioned services at their request by the signing of the contract on the use of railway infrastructure or special contracts. The use of service facilities that are not managed by ŽICG, as well as additional and ancillary services not provided by ŽICG, are subject to special contracts with the managers of mentioned service facilities and those who provide these services.

5.2. Minimum access package

Minimum package of services provided by ŽICG include the following services:

- processing of requests for capacity,
- the right to use the assigned capacity,
- using tracks, switches on an allocated capacity,
- managing traffic, including signalling, regulation, reception and dispatching of trains, communication regarding train operation,
- providing any other information needed to implement and provide services for allocated capacity.

5.2.1. Processing of requests for capacity

Processing of requests for infrastructure capacity is part of the capacity allocation process described in Chapter 4 The allocation of capacities, the Network Statement. The requests for the allocation of infrastructure capacity submitted by rail carriers are processed in cooperation with rail carriers, in a way that are checked all the possibilities for their implementation, solving the problems and disagreements and preparing bids for the route of the train which is a timetable.

5.2.2. The right to use the assigned capacity

If all the necessary conditions to drive the train are met in accordance with the applicable legislation, which refers to the license and certificate for transport, signed contract on the use of rail infrastructure, rail carrier has the right to use allocated capacity in the form of a train path.

5.2.3. Using tracks, switches

Use of tracks and switches on the assigned infrastructure capacity allows to train carrier train operations as per agreed timetable.

5.2.4. Managing traffic, including signalling, regulation, reception and dispatching of trains, communication regarding train operation

Overall management of train traffic, including signaling, regulation, receipt and dispatch of trains, communication relating to train operation and provision of information with the use of telecommunication devices enables rail operators performance of train operations on assigned route.

5.2.5. All information necessary for the implementation or operation of a service for which capacity is allocated

Upon adoption and publication of the timetable, the material of the timetable drawn up and published by ZICG will be distributed to all rail carriers. Also they will be provided with all additional information necessary for the implementation of the route within the minimum access package.

5.3. Track access to official facilitiesand their use

Track access to services facilities and their use include:

- plants for supplying electricity for the traction of trains,
- facilities for supplying fuel,
- station for receiving and shipping of passengers, station buildings and other facilities,
- station for freight traffic,
- marshalling yards,
- track for the formation of trains,
- facilities for maintenance of rolling stock and other technical capacities.

ŽICG will ensure access to all the above services facilities for all railway transporters which are granted the minimum access package of services, in non-discriminatory manner, to their request under the same conditions, provided that the carriers previously made agreement on the use of railway infrastructure. ŽICG shall enable use of all service facilities managed by ŽICG .

The need for track access to service facilities and their use, rail carriers must demonstrate in the capacity allocation process, as described in Chapter 4 The network statement.

5.3.1. Power supply installations for train traction

ŽICG will allow the use of equipment for electrical power required for traction to all railway operators on a non-discriminatory manner.

Consumption of energy itself is not part of this service.

5.3.2. Fuel supply facilities

ŽICG has its devices for the fuel supply used only for their own purpose , and it does not provide this service .

5.3.3. Station for acceptance and transport of passengers, station buildings and other facilities

ŽICG shall allow the use of stations for receiving and shipping of passengers, station buildings and other station facilities, to all rail transporters , in non-discriminatory manner , upon their request .

The use of stations and stops for the receipt and dispatch of passengers, use of station buildings and other facilities, means the use of platforms and other areas needed for access to and crossing of passengers in stations and stops, as well as other surfaces that allow the movement of passengers between the public area and trains.

In Annex 18. The Network Statement is given the review of official places for receipt and dispactch of passengers.

5.3.4. Station for freight transport

In stations that are open for freight traffic on the railway network managed by ŽICG, you can perform loading and unloading and reloading operations. The delivery of the cars at the loading-unloading and reloading tracks is done by MC

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525
e-mail: id@montecargo.me

ŽICG allows to all railway operators to use station capacities for freight transport on a non-discriminatory manner and upon their request. Using the station for freight transport involves the use of ramps for loading, unloading and reloading of cargo, tracks capacities and switches in the station, including signaling and regulation as well as the use of the contact network if neccessary. Technical review of the cars for freight transport is done by MC.

Preview of platforms for loading and unloading is given in Appendix 20 the Network Statement.

For the use of port terminals connected to the railway infrastructure managed by ŽICG should be addressed to:

Luka Bar A.D.
Obala 13. jula bb- Bar
CG-85 000 Bar
tel: + 382 30 300 590

fax: + 382 30 300 444
AD Kontejnerski terminal i generalni tereti
Obala 13.jula bb – Bar
CG – 85 000 Bar
tel: + 382 30 300 440
fax: + 382 30 300 442

5.3.5. Marshalling yards

On the railway network managed by ŽICG, marshalling stations are in Bar, Podgorica and Niksic. Services in marshalling yards provides ŽICG to all interested operators on a non-discriminatory manner and upon their request.

Using marshalling yards means the use of track capacities and switches in stations, including signaling and regulation andthe use of the contact network when needed. Technical inspection services and maneuver services are provided by MC and ŽPCG.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

5.3.6. Track for formation/ composition of trains

ŽICG shall allow the use of tracks for formation /composition of trains to all operators on a non-discriminatory manner and upon their request. in stations Bar, Podgorica, Tuzi, Nikšić and Bijelo Polje. Technical inspection services and maneuver services are provided by MC and ŽPCG.

Using the tracks for formation of trains involves the use of tracks capacities and switches in the stations, including signaling and regulation as well as the use of the contact network if neccessary.

5.3.7. Side tracking

ŽICG will allow the use of track for track siding to all railway transporters that have a need for rolling stock side tracking, on a non-discriminatory manner and upon their request.

Using a track for side tracking means the use of appropriate track capacities that are needed for a rail carrier in order to make side tracking of rolling stock. The need for rolling stock side

trackingthat is used in the regular railways operations , rail carriers must indicate in the capacity allocation process.
Side tracking of wagons does not involve waiting of wagons for loading / unloading less than 24 hours.
Side tracking of rake of coaches / wagons for the transport of passengers (conventional or EMV) is not considered a standing of rake of coaches / wagons in the starting and end stations for less than 4 hours.

5.3.8. Rolling stock maintenace facilities and other technical facilities

Facilities for maintenance of railway rolling stock are not managed by ŽICG. Services in the maintenance facilities are provided by OŽVS and for their usage should be addressed to:

AD Održavanje željezničkih voznih sredstava – Podgorica
Trg Golootočkih žrtava 13
CG – 81 000 Podgorica
tel: + 382 20 634 353
fax: + 382 20 634 224

Other technical facilities

Rail scales

Rail scales are owned by ŽICG, and this service is provided by Montecargo and for their usage should be addressed to:

AD Montecargo – Podgorica

Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Overview of rail scales is given in Appendix 19. Network Statement.

Loading gauges

Loading gauges are owned by ŽICG, and this service is provided by Montecargo and for their usage should be addressed to:

AD Montecargo – Podgorica

Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Overview of loading gauges is given in Appendix 19. Network Statement

Facilities for water supply of passenger cars

ŽICG does not manage facilities for water supply of passenger cars, this service is provided by ŽPCG and for their usage should be addressed to:

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

Ramps for loading and unloading of tracked vehicles

Ramps for the loading and unloading of tracked vehicles are in the stations Bar i Podgorica. Services are provided by ŽPCG and for their usage should be addressed to:

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

Facilities for washing and cleaning of passenger coaches

Facilities for cleaning and washing of passenger cars are provided by ŽPCG and for their usage should be addressed to :

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

5.4. Additional services

Additional services that ŽICG can provide to transporters:

- electricity supply for traction of trains,
- special contracts:
  - monitoring the transport of dangerous goods,
  - support in the transport of trans with exceptional consignments.

Using the abovementioned additional services provided by ZICG is open to all rail carriers in non-discriminatory manner and at their request.. For the using the above additional services rail carriers make contract with ZICG . Further information on additional service provision can be given in:

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulatio Department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica
tel: 00 382 20 441 267
fax: 00 382 20 441 255
e-mail: operativna.rukovodilac@zicg.me

5.4.1. Power supply for train traction

ŽICG provides services of supply and transmission of electric energy which is necessary for traction of trains to all railway carriers in a non-doscriminatory manner through the distribution of electricity from the plant Elektroprivreda Crne Gore AD to the traction units (Electric Traction Unit(EVP) and contact line(KM)).

Supplying of railway carrier with high voltage electricity , required for the train traction is subject to contract on the use of railway infrastructure between railway carrier and ZICG

ŽICG shall send monthly account for spent high-voltage electrical energy that is used for traction of trains , on the charge, to the carrier in accordance to signed Contract on the use of railway infratsructure and the rail carrier is obliged to pay the mentioned bill for the spent high-voltage electrical energy to ŽICG.

5.4.2. Fuel supply facilities

ŽICG does not provide fuel supply services, but these facilities are used only for their own purpose.

5.4.3. Maneuver and other services

ŽICG does not provide maneuver services along the montenegrin railways. Maneuver services are provided by MC i ŽPCG and for their usage should be addressed to :

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

Forming and splitting-up of trains

Service for forming and splitting –up of trains is provided by MC and ŽPCG, as follows:

- deliver and take supporting documentation of trains,
- train checking and verification of documentation,

- checking the regular composition of train,
- regularity of cargo in wagons included in train,
- technical inspection of cars,
- in departure stations make full brake test,
- maneuver service.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

Alteration of train composition

Services for alteration of train composition include:

- addition or removal of wagons from train ,
- train checking,
- delivery of supporting documentation,

and are provided by transporters MC andŽPCG, and for their usage should be addressed to transporters:

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

Brake test

Service for brake test is provided by ŽPCG and MC. Full brake test on trains is carried out in the departure stations, a partial brake test is performed at official places where technical inspection

activity is taking place. Also partial brake test is performedand , in special cases, in official and other places where it is not organized technical inspection activityof brake test, with the engine driver, where the duties of the reviewer are carried out by trained workers in accordance with the instructions of braking of trains No. 233

Brake test is provided by ŽPCG and MCin stations where technical –inspection activity takes place, namely : Bar, Podgorica, Nikšić and Bijelo Polje.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

Technical inspection of cars

MC andŽPCG provide services of technical inspection of cars, separetely and in trains. Technical inspection activity is organized in stations Bar, Podgorica, Nikšić and Bijelo Polje.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

Service for weighing of cars

Services for weighing of cars are not provided by ŽICG, but MC and for their usage should be addressed to transporters:

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

The review of freight car scales is given in Appendix 19. Network Statement.

5.4.4. Service of supervision over transport of dangerous goods and special consignments

Services for transport of special consignements

ŽICG enables service for transport of special consignments in accordance with the provisions of the Rulebook 20 on transport of special consignments by rail.

The service includes processing of rail carriers` requests for the transport of special items in order to check the special conditions of carriage of goods which do not meet the general technical standards for the transportation on the intended line section , for example . gauge, axle load, and so on , and then defining the conditions under which the transport can be done .
Any deviation from the standard is considered special transport and requires special treatment .

In addition, services may include additional involvement of employees in ŽICG for the preparation and performance of special consignment transport such as: temporary relocation of facilities in the railway , hiring additional staff to monitor transport , and inspection of railway after completion of transport.

ŽICG decides whether it is possible to accept respective transport and at what terms.

Rail carriers must seek approval from ŽICG to transport special items .

Request for approval of special consignment transportation, rail carriers shall submit in accordance with the provisions given in Section 4.7. The Network Statement .

More detailed information can be obtained at:

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation department
Service for operational affairs
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica
tel: 00 382 20 441 267
fax: 00 382 20 441 255
e-mail: operativna.rukovodilac@zicg.me

Services for transport of dangerous goods

Transport of dangerous goods on the railway infrastructure managed by ŽICG is regulated by the Transportation of Dangerous Goods Law and the international railway transport of dangerous goodsRegulation - RID.

ŽICG does not provide specific services related to the transportation of hazardous materials.

Rail carrier and ŽICG will define the scope and specificity of each carriage of dangerous goods.

More detailed information can be obtained at:

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation department
Service for operational affairs
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica
tel: 00 382 20 441 267
fax: 00 382 20 441 255
e-mail: operativna.rukovodilac@zicg.me

5.4.5. Information services to passengers

ŽPCGprovides information services to passengers over the public address system of the time and place of arrival and departure of trains, delay of trains, any change in transport path, as well as other relevant information regarding traffic of trains.

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

5.4.6. Other additional services

For all other additional services, it is necessary that carrier and IM define scope and specification of required services

In cases where the costs of services cannot be estimated in advance but it is only possible after the provision of services, ŽICG will determine its respective costs and invoice them to the carrier on the basis of and after provided services(e.g. passing state border by ŽICG).

Information on other additional services provided by ŽICG can be found on:

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation department
Service for operational affairs
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica
tel: 00 382 20 441 267
fax: 00 382 20 441 255
e-mail: operativna.rukovodilac@zicg.me

5.5.Ancillary services

Ancillary services include the following:

- Telecommunication Network access
- Additional information provision
- Technical review of rolling stock.

ŽICG is not required to provide the first two services listed above as ancillary services, so that it retains the right to decide which services to provide and under what conditions.
The ancillary service of technical inspection of rolling stock is provided by ŽPCG AD and AD Montecargo.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

5.5.1. Telecommunication network access

ŽICG provides services for access to telecommunication network in accordance with market conditions.

5.5.2. Additional information provision

ŽICGprovides additional information on the use of railway infrastructure managed by it and services provided by ŽICG , which are not included in this Network Statement.

More detailed information can be obtained at:

Željeznička infrastruktura Crne Gore AD – Podgorica
Transport management and regulation department
Trg Golootočkih žrtava 7
CG - 81 000 Podgorica
tel: 00 382 20 441 267
fax: 00 382 20 441 255
e-mail: operativna.rukovodilac@zicg.me

5.5.3. Technical control of rolling stock in station

ŽPCG and MCprovide services of technical review of trains, which are related to all duties of car examiner in stations Bar, Podgorica, Nikšić i Bijelo Polje.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

Technical inspection of rolling stock, which is related to the technical inspection and repair of rolling stock in workshops and in tracks with specially built channels for insection, is provided by OZVS. Information about the services of technical inspection of rolling stock can be obtained at:

AD Održavanje željezničkih voznih sredstava – Podgorica
Trg Golootočkih žrtava 13
CG – 81 000 Podgorica
tel: + 382 20 634 353
fax: + 382 20 634 224

5.5.4. Provision of services in transport departure platforms

Provision of services in transport departure platformsin Nikšiću and Podgorici is done by MC, and instation Bar is done by ŽPCG.

AD Montecargo – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 303
fax: 00 382 20 601 525

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica
tel: 00 382 20 441 370
fax: 00 382 20 441 234

6. CHARGE

According to the Law on railways, Article 16, ŽICG, on the basis of criteria, determines the amount of compensation for the use of infrastructure, organization and regulation of railway traffic.

In order to carry out transportation on the railway infrastructure, carrier pays fee for:

- Minimum access package,
- Railroad access to official buildings and their use,
- use of service facilities,
- Additional services and
- Ancillary services.

6.1. Method of charging

6.1.1.Minimum access package

Within the minimum access package, fee for the use of the route includes costs for processing the requests for capacity, the use of allocated capacity, the use of infrastructure on the acceptance – departure tracks, management, traffic regulation and control of trains movement / including signaling, regulations, a system for operational monitoring of transport, communication and information on the movement of trains /.

The fee level is determined on the basis of actual train kilometres, weighting coefficient for the category of line, the coefficient of track wear and requirements of the rail carriers.

6.1.2. Minimum access package fee

Minimum access package fee is calculated by means of the following formulae:

$$U = (Qvlkm(mg) \times P(mg) + Qvlkm(mp) \times P(mp) + Qvlkm(l) \times P(l)) \times Cvlkm \times K \times F$$

U - compensation for assigned transportation path
Qvlkm(mg) - number of train kilometers for international main railway line
Qvlkm(mp) - number of train kilometers for international adjacent railway line
Qvlkm(l) - number of train kilometers for local railway line
P(mg) - weighting coefficient for international main railway line
P(mp) - weighting coefficient for international adjacent railway line
P(l) - weighting coefficient for local railway line
Cvlkm- price for train kilometers
K - track wearing coefficient
F- factor expressing carrier`s requirements regarding timetable

Weighting coefficient (P)

It is determined on the basis of categorization of railway line in allocated capacity.

Categorizatin of railway line :

Railroad	Category of line
Bar – Bjelo Polje (border with R.Serbia)	international main
Podgorica - Tuzi (border with Albania)	international adjacent
Nikšić - Podgorica	local

Weighting coefficientis:

$P_{(mg)}$ –international main line 1,00
$P_{(mp)}$ –international adjacent line 0,70
$P_{(l)}$ –local line 0,90

Track wear coefficient (K) for freight trains

Track wear coefficientfor freight trains is related to gross weight of train.

Track wear coefficient is:

K_1 – train of gross weight more than 1501 t 1,50
K_2– train of gross weight from 1101 t to 1500 t 1,20
K_3 – train of gross weight from 701 t to 1100 t 1,00
K_4 – train of gross weight to 700 t 0,60
K_5 – empty freight train 0,30
K_6 – train of locomotives 0,10

Track wear coefficient (K) for passanger train

Track wear coefficient **is**:

K_7 –passanger train 0,066

Factor for railway transporter`s request related to timetable (F)

This factor is related to the timeof rail carrier`s submission of request for infrastructure capacity allocation.
If a request for allocation of railway capacity is sent by rail carrier before the entry into force of the timetable, its value is :

F_1= 1,0

If the capacity is allocated on the basis of Ad Hoc request, the value of factor is:

F_2 = 1,2

The length of train path (Qvlkm)–The number of train kilometers achieved in the use of the path is obtained by summing kilometer of path on each line.

6.2.Price

6.2.1. The minimum access package

Price per train kilometre

Basic price per train kilometer **(Cvlkm)** for the service of using the minimum access package for timetable 2013/2014 is:

for all types of trains€3 including VAT.

The minimum access package price includes service for access to service facilities and the use of service facilities managed by ŽICG, referred to in Section 5.3. of the Network Statement.

6.2.2. Price for additional services

List of additional services can be found in section 5.4 of the Network Statement. Volume and height for additional services provided by ŽICG will be defined in the Treaty on the use of railway infrastructure.
Price List for special shipments provided by ŽICG can be found in Appendix 24.of the Network Statement. Price list is adopted by a Decision of the Board of Directors ŽICG No. 2742/10 of 22.03.2010. Price for transportation service of special shipment involves the processing requirements of rail carriers to transport special items in order to check the conditions of carriage

of goods which do not meet the general technical standards for the transportation on an intended line section, such as gauge, axle load and so on., as well as defining the conditions of transport of special items, engaging ŽICG employees for the preparation and performance of transport.
Trains transporting special items are trains that ŽICG gave special conditions of transport, except trains that transport, as special consignment, HC containers.

6.2.3. Price for ancillary services

The list of ancillary services provided by ŽICG can be found in Section 5.5 of the Network Statement. Volume of services and height of payment will be defined in the Treaty on the use of railway infrastructure

6.4. Exceptions to usage charging

Users of public railway infrastructure that maintain and modernize the public rail infrastructure when they use service trains, auxiliary trains and machinery, gang cars,snowblowers,fire trains are exempted from payment of fees.

6.5. Train path revocation and cancellation of planned drive

Revocation of train path

Revocation of train path is the final cancellation of movement for entire agreed period of timetable. By revocation of train path , the rail carrier will lose the right to continue using this transport route within the agreed period of timetable.

Cancellation of train path

Cancellation of train path includes cancellation of one train path for the particular day or several days. Rail carrier reserves the right to continue to use the transportation route within the agreed period of timetable**.**

U narednoj tabeli su dati uslovi otkazivanja i plaćanje naknada za korišćenje.

	Condition	Payment of usage charge
1.	**Revocation** at least 60 days prior to first planned drive.	**Fee is not payed for path use**.
2.	**Revocation** after more than 30 days and less than 60 prior to the first scheduled drive - Train path	**50% fee for usage of each train path**
3.	**Revocation** after less than 30 days before the first planned drive - Train path	**1 x fee for usage of each train path**
4.	**Cancellation**more than 24 hours before the planned drive: - Train path	**50% fee for usage of each train path**
5.	**Cancellation**less than 24 hours before the planned drive:	**1 x fee for usage of each train path**

	- Train path	
6.	**Train path is not being revocated nor cancelled:** **- Train path**	**2 x fee for usage of each train path**

Agreement on the use of infrastructure will define the application of fees for revocation and cancellation of the planned drive.

6.6. Train path change

Train path change includes basic information change on the existing train path on behalf of railway carrier, which includes changes of timetable that regularly foreseen train path and as a result it is required the development of a new path.

Changes are charged **30 Euros** per train path

6.7. Price change

Infrastructure Manager reserves the right to change the prices published in the Network Statement. Infrastructure Manager will announce new prices in the amendmen to the Network Statement and shall immediately notify the train operators.

6.8. System of transport quality indicators

ŽICGmonitors the movements of passenger trains, notes the causes of delays and compensation for train delay for rail carrier with which the Agreement on the use of railway infrastructure is agreed.

ŽICG shall, by Agreement on the use of railway infrastructure, define the passenger trains to monitor the delays, note causes and made fee calculation.

The delay of trains is monitored in relation to the causes of delays and as such are classified as primary and secondary delays

Primary delays are all train delays that are caused by a disorder or disturbance that led to the delay, and did not have aa a cause delay or cancellation of the second train.

Secondary delays are delays caused by an existing earlier delays**.**

Responsibility for the primary causes of delay may be of:

- Infrastructure Manager,
- rail carrier,
- external impact.

Summary of primary and secondary causes of train delays can be found in Appendix 25 The network statement.

The delay of trains is monitored so as to monitor deviations from the actual driving time compared to driving times of trains in planned timetable.

Train delays that are caused by extraordinary events, in which, without investigation procedure, cannot accurately determine the responsibility for the delay of the train are calculated later.The fee is charged for all primary delays of trains by the minute of delay of each train.

Compensation for delay is 0.1% charge for the entire route of the train for each minute of delay. The total amount of compensation for delay of each train can be up to 5% of the fee for the entire route of the train for each responsible party

6.9. Method of payment

After expiry of calculation period, ŽICG will calculate fees for access to infrastructure till 10th of every month for the previous month and the bill will be submitted to the address of the carrier

The carrier is obliged to make payment till 15th from the day of account receipt.

The exception is an account for the calculation of electricity of high voltage for train traction. The terms of payment of this account shall be defined in the Agreement on the use of railway infrastructure with rail carrier.

If the rail carrier does not pay duties within the prescribed period, ŽICG will charge default interest for each day of delay in accordance with applicable law.

Rail carrier is required to pay in full all of its obligations received before the contract conclusion for the fothcoming period.

ANNEXES

Annex 1a.

Transport management and regulation department
Podgorica, Trg Golootočkih žrtava 13
tel. 382 20 441 267, fax. 382 20 441 349

Application form for assignment of train path

Railway transporter: _____
Addresa: _____
Contact person: _____
Tel. _____ Fax. _____ e-mail: _____
Place and date: _____

1. BASIC INFORMATION ON REQUESTED TRAIN PATH						
Train type	Number of train in the former timetable	Desirable time		Relation		
		departure	arrival	from	to	over
REMARKS						

. 2. INFORMATION RELATED TO TIMETABLE		
Halting in official places	Halting time in official places(min)	Rail service calendar

3. TRAIN INFORMATION							
Traction type, serial number of traction unit, relation	Additional traction vehicles, serial number of traction unit, train function, relation	Type and number of wagon/motor set	Train mass (kg)	Train length (m)	Braking		Maximum train speed (km/h)
					Type	Percentage (%)	

4. PARTICULAR PROVISION

M.P. SIGNATURE

Annex 1b.

Application form for train path Instruction on how to fill out the form		
1.	Train type	**Specify train type:** **Passanger train(EuroCity, InterCity, express, fast, accelerated, passanger, frontier, suburban,car-sleeper train, travel-agent‟s train,empty rake of coaches);** **Freight train (train with kindred cargo, train with individual wagons, train from combined transport, express train, fast train, direct train, section train, full train load, feeder train, circuit-working train, industrial train, military train, empty,train of locomotives, test train)**
	Number of train in the former timetable	**Specify number of train from the former timetable with elements appropriate to submitter‟s application (e.g. 47660, 432, ...)**
	Desirable time	**Specify desirable time of train departure from departure station and arrival to destination station**
	Relation	**Specify departure and destination station of train drive and specific official place between related stations determined by train route**
2.	Stopping in official places	**Specify all official places required for haulting of train**
	Halting time at official places	**Specify required time of stopping in each official place rated by minutes**
	Rail service calendar	**Specify days of train running. In trains with calendar running within more days specify for all running route**
3.	Traction type, serial number of traction unit, relation	**Specify traction type(elecric or diesel), serial number of traction unit and relation of running of each locomotive if on required relation is changed traction type**
	Additional traction vehicles, serial number of traction unit, train function, relation	**Specify number of additional traction vehicles, traction unit type(electric or diesel), serial number, train post (train blocked, banking locomotive), relation of additional traction unit**
	Type and number of wagon/motor set	**Specify wagon type (letter mark of serie of wagon) and how many are there in train or type, number and serial number of motor set(DMVEMV)**
	Train mass	**Specify mass of all vehicles put into train without mass of working locomotives**
	Train length	**Specify train length in metres without length of working locomotives**
	Braking	**Braking type: specify braking type(R, P, G, Mg ...)**
		Barking percentage: specify braking percentage which could be considered with regard to characteristics of vehicle in train
	Maximum train speed	**Specify mximum train speed with regard to characteristics of vehicle in train**

4.	Particular provisions	Specify particular provisions such as: shunting,change of train composition, connections and waiting,change of staff, type of intermodal transport unit,type of dangerous good, extraordinary consignment, takeover procedure at border crossings, technical wait on (inspection, water supply, junk warehousing and similar) and required period of time, need for additional track capacities (side tracking,preheating, setting up of train and similar), other needs for additional services

Annex 1c. European regulations, laws, by-laws, regulations and decisions of ŽICG

1. European regulations

- Council Directive 91/440/ECC of 29 July, 1991, concerning the development of the railways of EU
- Directive 95/18/EC of the European Parliament and of the Council of 19 June, 1995, on the licensing of railway companies
- Directive 96/35/EC of the European Parliament of 3 June 1996 on the appointment and qualifications safety advisors in the transport of dangerous goods by road, rail and inland waterway transport,
- Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the charging of fees for the use of railway infrastructure and safety certificate,
- Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004, on safety on the railways of Community and amended Council Directive 95/18/EC on the licensing of railway companies
- Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001, on the interoperability of the conventional rail system
- Regulation of the Council of Europe (EEC) No 1191/69 of 26 June 1969, on the activities of the Member States relating to the obligations of public transport such as railway , road and inland waterway transport,
- Regulation of the Council of Europe (EEC) No. 1192/69 of 26 June 1969, on common rules for the normalization of the accounts of railway companies
- Regulation of the Council of Europe (EEC) No. 1108/70 of 04 June in 1970, introducing cost accounting system to the infrastructure in relation to rail , road and inland waterway transport,
- Decision of the European Parliament and Council Decision No. 96/1692 of 23 July 1996 on the EU guidelines for the development of Trans- European transport network
- Decision of the Council of Europe (EEC) of 22 January 1990 on the establishment of common rules for certain types of combined transport of goods between Member States
- Decision of the European Parliament (EC) of 19 June, 1995. on the development of rail and combined transport.
- Rulebook for international railway transport of dangerous goods – RID
- Directive 2012/34/EU of the European Parliament and of the Council of 21 novembra 2012. concerning establishment single European railway area (consolidated text).
- Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010, on the European rail network for competitive freight.
- Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008
- The Commission's Regulations (EU) No.445/2011 of 10 May 2011, on the system of certification of entities in charge of maintenance of freight wagons, amending Regulations (EC) No 653/2007

2. Laws

- Railway Act ("Official Gazette of Montenegro", No. 21/04 and "Official Gazette of Montenegro", No. 54/09)

- Law on Railway Transport Safety ("Official Gazette of Montenegro", No. 4/08)
- Law on contractual relations in the railway transport ("Official Gazette of Montenegro", No. 41/10)
- Law on Inspection Control ("Official Gazette of Montenegro", No. 39/03)
- Law on Ratification of the Agreement on the Establishment of high performance railway network in Southeast Europe ("Official Gazette of RM", No. 44/07)
- Law on the Transport of Dangerous Goods ("Official Gazette of Montenegro", No. 5/08)
- Arms Law ("Official Gazette of RM" No. 49/04, "Official Gazette of Montenegro", No. 49/08 and "Official Gazette of Montenegro", No. 20/11)
- Law on production and trade of poisons ("Official Gazette of Montenegro", no. 31/77; 40/77; 29/89, 39/89, 48/91, 17/92)
- Law on Environmental Protection ("Official Gazette of Montenegro", No. 48/08)
- Law on Explosive Substances (Official Gazette of Montenegro 049/08-59.058/08-8)
- Law on the Transport of Dangerous Goods (Official Gazetteof Montenegro 005/08-6)
- The Law on the Protection of the Environmental Noise (Official Gazette of Montenegro 028/11)
- Law on Ratification of the Protocol of 3 June, 1999 on the modification of the Convention on International Railway Transportation (COTIF) of 9 May 1980. (the Protocol of 1999), and the Convention on International transport by Rail (COTIF) of 9 May, 1980. in the version on the basis of Protocol of 3 June 1999 ("Official Gazette of Montenegro, International Treaties", No. 4/09)
- Law on Ratification of the Agreement between the Government of Montenegro and the Government of the Republic of Serbia on border control in railway transport ("Official Gazette of Montenegro– InternationalTreaties", No. 04/09).

3. By-laws, regulations, instructions and decisions

- Rulebook on licensing of railway infrastructure management ("Official Gazette of Montenegro", No. 56/08)
- Rulebook on issuing safety certificates for transport by rail ("Official Gazette of Montenegro", No. 56/08)
- Rulebookon issuing licenses for carriage by rail ("Official Gazette of Montenegro", No. 56/08)
- Rulebook on issuing safety certificates to railway infrastructure management ("Official Gazette of Montenegro", No. 56/08)
- Rulebook on the transport of special consignments 20 ("ZJŽ Official Gazette", No. 27/94)
- Signal Rulebook ("Official Gazette ZJŽ", No. 4/96)
- Transport Rulebook 2 ("ZJŽ Official Gazette", No. 3/94)
- Rulebook on the timetable preparation 4 (ZJŽ of 01.01.1988)
- Transport instruction 40 (ZJŽ of 01.01.1981)
- Instruction for maneuver 42 (ZJŽ 01.01.1981)
- Instruction on creating timetables 49 (ZJŽ 28.05.1995)
- Instruction on technical standards and data for the preparation of the timetable 52 (ZJŽ 28.05.1989)
- Instructions on calculating and finding time driving 69
- Instructions on procedures in case of an emergency 79 (ZJŽ 01.08.1992.)

- Agreement on the application of Instructions on the procedures in case of an emergency 79 signed between ŽICG , ŽPCG and MC No. 2-3460 of 01.04.2010.g. ,
- Instructions on braking of trains 233 (ZJŽ since 1998)
- Rulebook on manned of traction vehicles by railway workers ("Official Gazette of Montenegro " , No. 15/ 13)
- Instructions for car examiner 253 (ZJŽ of 1990),
- Guidelines on the Provision of traffic during the winter of 333 (ZJŽ 15.01.2004)
- Rulebook on establishing operations where workers are directly involved in the performance of the railway transport 645 ,
- Rulebook on the qualifications of workers directly involved in the performance of the railway transport 646,
- Rulebook on specific health conditions to be met by railway employees who are directly involved in the performance of the railway transport, 655,
- Instructions for proving the presence of alcohol in the body of workers during the work 670
- Rulebook on maintenance of rolling stock , 241,
- Decision on the price list for special consignment, ŽICG No. 2742/10 of 22.03.2010,
- Instructions for handling inductive automatic train stop devices I 60 425

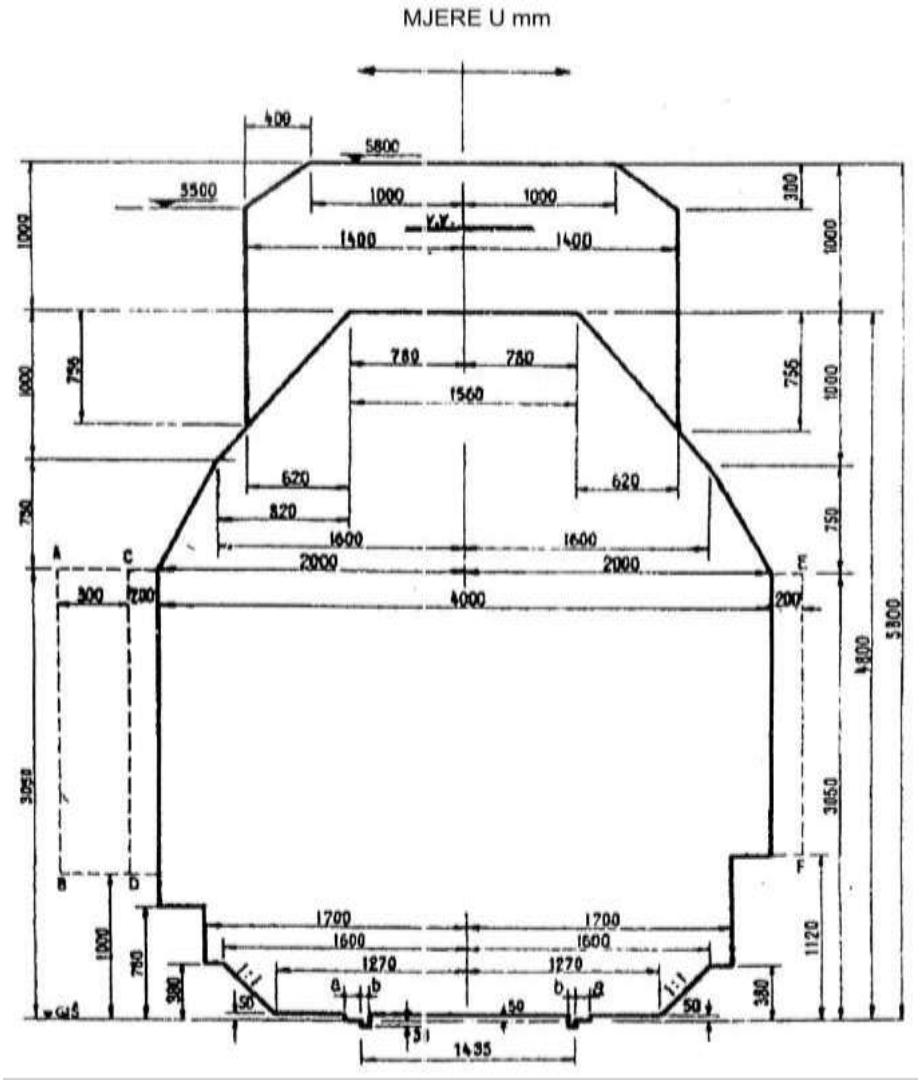
Annex 2. Review of railway network in Montenegro

Annex 3. Type of railway line

Annex 4. Railroad segmentation

Annex 5. Stations and other official places on montenegrin railway

Annex 6. Clearance GB



A – B on the open line for posts, signals, etc.
C – D on major passing tracks for the posts, signals, etc., as well as on the main passing tracks and on the open line of railway structures (bridges, tunnels, etc.)
E – F on the other station tracks for posts, signals, etc., as well as for railway structures (bridges, tunnels, etc.)
GIŠ top surface of rails
V.V. catenary
Hkpmin = 5000 mm minimum height of contact wire
Hkpnom = 5500 mm normal height of contact wire
Hkpmax = 6000 mm maximum height of contact wire

Annex 7. The paramount gradients and line resistances

Route section	Vehicular distance A → B			Vehicular distance B → A		
	Paramount gradient		Paramount line resistance [daN/t]	Paramount gradient		Paramount line resistance [daN/t]
	Incline [‰]	Decline [‰]		Incline [‰]	Pad [‰]	
1	2	3	4	5	6	7
1. DG - Bijelo Polje - Bar						
Border station – Bijelo Polje	8	5	8	5	8	5
Bijelo Polje - Kruševo	18	6	19	6	18	7
Kruševo - Mijatovo Kolo	18	0	19	0	18	0
Mijatovo Kolo - Mojkovac	16	10	19	10	16	12
Mojkovac - Trebaljevo	18	0	19	0	18	0
Trebaljevo - Kolašin	17	2	18	2	17	3
Kolašin - Kos	2	17	3	17	2	20
Kos - Trebešica	0	24	0	24	0	26
Trebešica - Lutovo	0	24	0	24	0	26
Lutovo - Bratonožići	0	24	0	24	0	26
Bratonožići - Bioče	0	24	0	24	0	25
Bioče - Podgorica	2	25	4	25	2	25
Podgorica - Golubovci	0	6	0	6	0	6
Golubovci - Morača	0	1	0	1	0	1
Morača - Zeta	0	1	0	1	0	2
Zeta - Vranjina	0	1	0	1	0	1
Vranjina - Virpazar	1	2	2	2	1	3

Virpazar - Crmnica	8	0	8	0	8	0
Crmnica - Sutomore	4	3	5	3	4	4
Sutomore - Bar	0	8	0	8	0	8

Route section	**Vehicular direction A → B**			**Vehicular direction B → A**		
	Paramount gradient		Paramout line resistance[daN/t]	Paramount gradient		Paramount line resistance[daN/t]
	Uspon [‰]	Pad [‰]		Uspon [‰]	Pad [‰]	
1	2	3	4	5	6	7
2. Nikšić - Podgorica						
Nikšić - Ostrog	2	25	2	25	2	26
Ostrog - Danilovgrad	1	25	1	25	1	26
Danilovgrad - Spuž	7	7	7	7	7	7
Spuž - Podgorica	8	6	8	6	8	6
3. Podgorica - Tuzi - DG						
Podgorica - Tuzi	6	8	7	8	6	8
Tuzi - Border station	4	7	6	7	4	7

Annex 8. Distance between official places and the maximum allowed speed on line

Name of station / section	km position	Section length	Interstation distance	Maximum allowed speed
		(m)	(m)	(km/h)
1	2	3	4	5
DG - Bijelo Polje - Bar				
State border	287+400			
State border – Sutivan		4500		80
Sutivan	292 +300			80
Sutivan – Bijelo Polje		4500		80
Bijelo Polje	296+900		24500	80
Bijelo Polje - Lješnica		2900		80
Lješnica	299+800			80
Lješnica - Kruševo		4400		80
Kruševo	304+200			80
Kruševo - Ravna Rijeka		4100		80
Ravna Rijeka	308+300			80
Ravna Rijeka - Slijepač Most		2100		80
Slijepač Most	310+400			80
Slijepač Most - Mijatovo Kolo		3200		80
Mijatovo Kolo	313+600			80
Mijatovo Kolo - Žari		3000		80
Žari	316+600			80
Žari - Mojkovac		4800		80
Mojkovac	321+400			80

Mojkovac - Štitarička Rijeka		3000	19200	80
Štitarička Rijeka	324+400			80
Štitarička Rijeka - Trebaljevo		6700		80
Trebaljevo	331+100			80

Trebaljevo - Oblutak		3700		80
Oblutak	334+800			80
Oblutak - Kolašin		5800		80
Kolašin	340+600			80
Kolašin - Padež		3200	18200	50
Padež	343+800			50
Padež - Mateševo		3300		50
Mateševo	347+100			50
Mateševo - Kos		4400		50
Kos	351+500			50
Kos - Selište		2500		50
Selište	354+000			50
Selište - Trebešica		4800		50
Trebešica	358+800			50
Trebešica - Kruševački Potok		5700	46300	50
Kruševački Potok	364+500			50
Kruševački Potok - Lutovo		5100		50
Lutovo	369+600			50
Lutovo - Pelev Brijeg		4300		50
Pelev Brijeg	373+900			50
Pelev Brijeg - Bratonožići		5200		50
Bratonožići	379+100			50
Bratonožići - Podkrš		4500		60

Podkrš	383+600			60
Podkrš - Bioče		6000		60
Bioče	389+600			60
Bioče - Zlatica		10700		60
Zlatica	400+300			60
Zlatica - Podgorica		4800		60
Podgorica	405+100			70
Podgorica - Aerodrom		8000	10700	70
Aerodrom	413+100			70
Aerodrom - Golubovci		2700		70
Golubovci	415+800			70
Golubovci - Morača		3200	18200	70
Morača	419+000			70
Morača - Zeta		5300		70
Zeta	424+300			70
Zeta - Vranjina		3200		70
Vranjina	427+500			70
Vranjina - Virpazar		6500		70
Virpazar	434+100			70
Virpazar - Crmnica		3500	12100	70
Crmnica	437+500			70
Crmnica - Sutomore		8600		70
Sutomore	446+100			70
Sutomore - Šušanj		5900	8700	70
Šušanj	452+000			70
Šušanj - Bar		2800		70
Bar	454+800			70

Nikšić - Podgorica				
Nikšić	0+295			75
Nikšić - Stubica		8705	17005	75
Stubica	9+000			75
Stubica - Dabovići		5400		75
Dabovići	14+400			75
Dabovići - Ostrog STO		2900		75
Ostrog STO	17+300			75
Ostrog STO - Šobajići		3700	17100	75
Šobajići	21+000			75
Šobajići - Šumanovića Bare		2300		75
Šumanovića Bare	23+300			75
Šumanovića Bare - Slap		2300		75
Slap	25+600			75
Slap - Danilovgrad		8800		75
Danilovgrad	34+400			75
Danilovgrad - Ljutotuk		3900	9300	100
Ljutotuk	38+300			100
Ljutotuk - Spuž		5400		100
Spuž	43+700			80
Spuž - Pričelje		3200	12900	80
Pričelje	45+900			80
Pričelje - Podgorica		9700		80
Podgorica	56+600			80

Podgorica - Tuzi – DG				
Podgorica	0+000			70
Podgorica - Tuzi		13700	13700	70
Tuzi	13+700			70
Tuzi - State border		11000		70
State border	24+700			70

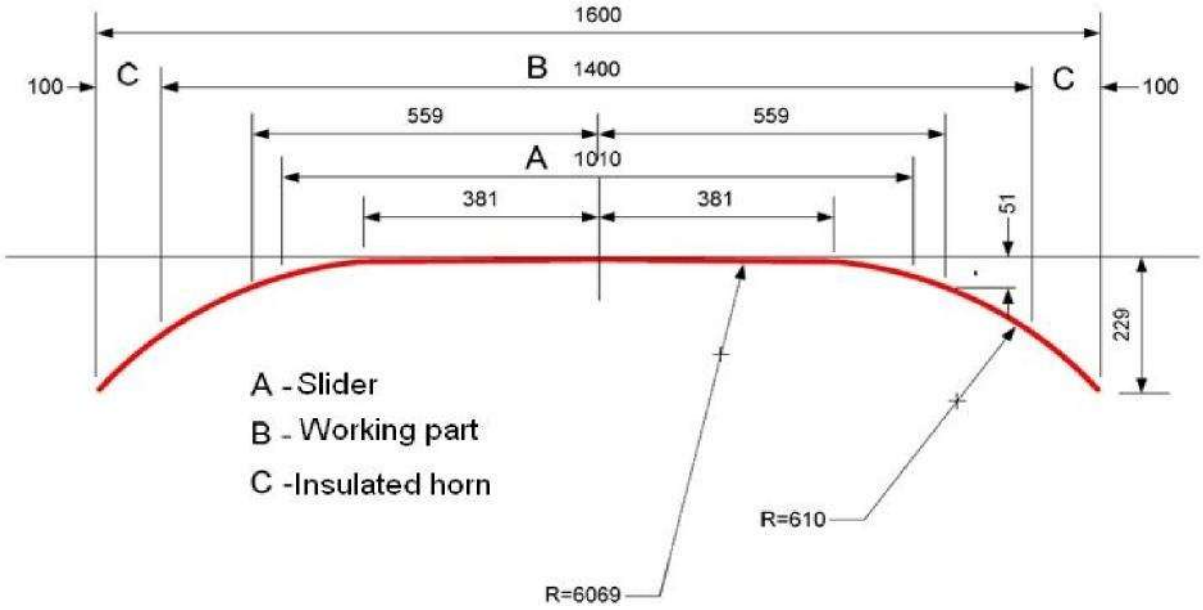
Annex 9. The maximum allowed train length

Official places	Vehicular directon A → B		Vehicular directon B → A	
	(direction as per name of line)		(direction oposite name of line)	
	Maximum allowed train length [m]	The longest train acceptance tracks	Maximum allowed train length [m]	The longest train acceptance tracks
1	2	3	4	5
DG - Bijelo Polje - Bar				
Bijelo Polje	694	3. 4. i 5.	694	3. 4. i 5.
Kruševo	657	2. i 3.	669	2. i 3.
Mijatovo Kolo	553	2. i 3.	556	2. i 3.
Mojkovac	505	2. 3. i 4.	506	2. , 3. i 4.
Trebaljevo	573	1. i 2.	572	1. i 2.
Kolašin	601	3. i 4.	601	3. i 4.
Kos	592	2. i 3.	594	2. i 3.
Trebešica	578	3. i 4.	577	3. i 4.
Lutovo	532	2. i 3.	532	2. i 3.
Bratonožići	508	2. i 3.	509	2. i 3.
Bioče	510	1. i 2.	507	1. i 2.
Podgorica	665	4. 5. 6. 7 i 8.	635	3. 4. 5. 6. 7 i 8.
Golubovci	589	2. 3. i 4.	598	2. 3. i 4.
Zeta	595	2. i 3.	594	2. i 3.
Virpazar	698	2. 3. i 4.	687	2. 3. i 4.
Sutomore	569	2. i 3.	590	2. i 3.
Bar	700	1. 2. i 3.	700	1. 2. i 3.

Official places	Vehicular directon A → B		Vehicular directon B → A	
	(direction as per name of line)		(direction opposite name of line)	
	Maximum allowed train length	**The longest train acceptance tracks**	**Maximum allowed train length**	**The longest train acceptance tracks**
	[m]		**[m]**	
1	2	3	4	5
Nikšić - Podgorica				
Nikšić	610	2.	492	4.
Ostrog (STO)	532	3.	532	3.
Danilovgrad	537	1.2.3.	537	1.2.3.
Spuž	620	3.	620	3.
Podgorica	628	4. 5. 6. 7 i 8.	632	3. 4. 5. 6. 7 i 8.
Podgorica Tuzi - DG				
Podgorica	665	4. 5. 6. 7.i 8.	635	3. 4. 5. 6. 7 i 8.
Tuzi	641	3.	642	3.

Annex 10. Electrification system

Annex 11. Size and view of pantograph for overhead contact line 25 Kv 50 Hz



Annex 12. Copper cable system

Annex 13. Digital central office

Annex 14. Optical network

Annex 15. List of railroads eligible for management of hauled stock in owner administration(as per the Ministry of Transport and Maritime Affairs of Montenegro Rulebook of manned hauled stock byrailway workers from the 2013)

Railway line	Remark
Podgorica – Bijelo Polje –state border km 287+400 and vice versa	Motive power of freight train must have driver and assistant to driver
Podgorica – Nikšić and vice versa	On the section of line Nikšić – Danilovgrad and vice versa Motive power of freight train must have driver and assistant to driver
Bar – Podgorica and vice versa	
Podgorica – state border with Albania) Bajze) and vice versa	

Annex 16. List of railroads eligible for management in owner administration(as per the Ministry of Transport and Maritime Affairs of Montenegro Rulebook of manned hauled stock by railway workers from the 2013)

Motive power type	Vehicle type	Series of vehicle
electrical	locomotives	441 , 461
	multiple - unit set	412/416 Other electric trains adapted to owner administration
diesel	locomotives	641 , 643, 644[1)], 661[1)] 744

1)Only if it pulls the train with shorter end forward

Annex 17. Review of Autostop devices along the railway line

Railway line	km position of initial balises and signal marks	km position of initial balises and signal marks
Bijelo Polje –Bar	km 295+215 Pau -92	km 453+071 PFu-2
Bar – Bijelo Polje	km 455+430 FO -1	km 299+065 PAu-91
Podgorica – Tuzi	km405+289 Ao -6	km 12+000 PPu-92
Nikšić –Podgorica	km 1+348 Fu-91	km 54+8 Pnu -94
Podgorica – Nikšić	km 45+408 PFu-91	km 1+349 Au-91
Tuzi – Podgorica	km 15+120 PFu-91	km 406+037 Au-93

Annex 18. The review of official places for arrival and departure of passangers

Official place	Status	Control station	Remark
1	2	3	4
Bijelo Polje - Bar			
Aerodrom	halt		
Bar	station		
Bijelo Polje	station		
Bioče	passing point	Podgorica	
Bratonožići	passing point	Trebešica	
Crmnica	halt		
Golubovci	station		
Kolašin	station		
Kos	passing point	Kolašin	
Kruševački Potok	halt		
Kruševo	passing point	Bijelo Polje	
Lutovo	passing point	Trebešica	
Lješnica	halt		
Mateševo	halt		
Mijatovo Kolo	passing point	Mojkovac	
Mojkovac	station		
Morača	halt		
Oblutak	halt		
Padež	halt		
Pelev Brijeg	halt		

Podgorica	station		
Podkrš	halt		
Ravna Rijeka	halt		
Selište	halt		
Slijepač Most	halt		
Sutivan	halt		
Sutomore	station		
Štitarička Rijeka	halt		
Šušanj	halt		
Trebaljevo	passing point	Mojkovac	
Trebešica	station		
Virpazar	station		
Vranjina	halt		
Zeta	passing point	Virpazar	
Zlatica	halt		
Žari	halt		
Nikšić-Podgorica			
Dabovići	halt		
Danilovgrad	station		
Ljutotuk	halt		
Nikšić	station		
Ostrog	passing point	Nikšić	
Pričelje	halt		
Slap	halt		
Spuž	passing point	Danilovgrad	
Stubica	halt		

Šobajići	halt		
Šumanovića Bare	halt		

Annex 19. Review of freight car scales and measurer of loading gauge

Railway line	Station	Carrying capacity of scale (t)	Length of scale (m)	Measurer of loading gauge
Bar – Bijelo Polje	Bar	80 t	12m	Applicable
Bar – Bijelo Polje	Podgorica	80 t	12m	Applicable
Bar – Bijelo Polje	Bijelo Polje	100t	20m	N/A
Nikšić - Podgorica	Nikšić	100t	18m	Applicable
Podgorica - Tuzi	Tuzi	N/A	N/A	Applicable

Annex 20. Review of freight platforms for loading and unloading

Official place	Type of platform	Location/track	Dimensions (d/š/v)	Material
Bar	side-loading platform	Ia handling	65/16,35/1,1	concrete
Sutomore	side-loading platform	I storage	16/9,55/1,1	concrete
Virpazar	side-loading platform	I track	20/12/1,1	concrete
Golubovci	side-loading platform	I track	15,30/9,6/1,1	concrete
Podgorica	side-loading platform	18 storage track	151/15,20/1,1	stone
Mojkovac	side-loading platform	I track	80/15/1,1	concrete
Kolašin	side-loading platform	I track	42/9/1,1	concrete
Bijelo Polje	side-loading platform		37/20/1,3	concrete
Tuzi	side-loading platform	I track	40/15,2/1,1	concrete
Nikšić	side-loading platform	I storage	167/16/0,8	concrete

Annex 21. Planned works for reconstruction and rehabilitation of the railway infrastructure

Railwa line:	Planned commence ment	Planned line closure	Planned completion	Light drive
Pruga: Vrbnica - Bar				
I. Works financed by EBRD III Operative number: 37232 framework plan, dynamic depend on procedure of EBRD)				
General repair –rehabilitation of superstructure of open line section Kolašin –Kos, with pasing track in station Kos and secondary station tracks	II half 2013	5h	I kuarter 2015.god.	Yes
Works on the rehabilitation of tunnel: - Tunnel No.187, km 353+657 – 353+895 (L=239 m' / rehabilitation90 m') - Tunnel No190, "Kos"km 354+831 – 356+270 (L=1.438 m' / rehabilitation 700 m') - Tunnel No.193, km 357+235 – 357+632 (L=396 m' / rehabilitatin 396 m') - Tunnel br.205, km 366+988 – 367+360 (L=372 m' / rehabilitation 372 m') - Tunnel No.206, km 367+480 – 367+802 (L=322 m' / rehabilitation 322 m')	II half 2013.	5h	II half 2015.	Yes
Works on the reconstruction of culverts: - L=3m on section Sutomore – Bar (km 449+832); - L=4m on section Kolašin – Kos (km 341+034); - L=2m on the area of passing point Trebaljevo (km 331+026) - L=1,5m, on section Trebaljevo – Kolašin (km 333+593)	II half 2013	5h	I half 2014.	Yes
Works on the regulation of waterstreams in the zone of AB bridges/viaducts: - over Štitarička river km 324+491,28 between stationMojkovac and passing point Trebaljevo; - km 335+193,68 between passing pointTrebaljevo and station Kolašin; - river Cijevna na km 412+065,65 between station Podgorica and Golubovci; - km 452+258,80 between station Sutomore and Bar	II half 2013	5h	I half 2014	Yes
II. European Commission EK – IPA III Component (framework plan, dynamic depends on procedure of EC)				
Works on the reconstruction of 12 unstable slopes along	I half 2014	5h	II half 2015	Yes

the section from Kos to Podgorica				
III. Works financed by EBRD Loan(framework plan)				
Execution of works for the reconstruction works of rehabilitation of steel bridge Trebaljevo km 334+673,68	I half 2014	5h	I half 2015	Yes
Project documentation development (investigation works in the field, test load) and works on 15 steel bridges: **Lot 1: Bridge Mala Rijeka (km 385+489) Lot 2 (7 bridges): Tara III (km 346+903), Kosorski žlijeb (km 391+846), Rudnica (km 320+183), Skbuša (km 343+704), Vuče potok (km 358+076), Dubočica (km 369+504) and Tara I (km321+953). Lot 3 (7 Mostova): Skadarsko jezero (km 429+284), Morača (km 424+978), Vujisića most (km 312+557), Lim (km 289+460), Ljubovida (km 311+510), Most (km 333+351), Kruševački potok (km 367+421).**	II half 2013	5h	II half 2016	Yes
IV. Planned works for which are not provided the funds (framework plan)				
General repair – rehabilitation of superstructure on the section Kos - Trebešica - Lutovo - Bratonožići - Bioče - Podgorica	II half 2014	5h	2018	Yes
General repair – rehabilitation of superstructure on the railway lienePodgorica - Golubovci - Zeta - Virpazar - Sutomore - Bar	II half 2014	5h	2020	Yes

Annex 22. Time-limit for designing of annual timetable 2013/2014

Phase	Body	Date for submission of request for allocation capacity kapaciteta	Date of capacity allocation
Suggestions on planned changes of regular train paths from timetable of the previous year	ŽP	**20.02.2013.**	
Deadline for submission of request for	ŽP	**30.04.2013.**	
Period of adjustment	UI/ ŽP	**01.05.2013.-20.06.2013.**	
Timetable project	UI	**15.07.2013.**	
Remarks on timetable project	ŽP	**16.07.2013. – 08.08.2013.**	
Defining of final timetable	UI/ ŽP	**15.08.2013. – 01.09.2013.**	
Contracting	UI/ ŽP	**01.09. do 25.09.2013.**	
First additional date(remaining capacities)	ŽP/UI	**16.07.2013.**	**30.07.2013.**
Other additional date (remaining capacities)	ŽP/UI	**01.09.2013.**	**20.09.2013.**
Timetable effectiveness	**UI**		**11.12.2013.**

Annex 23. Time–limit for changes and amendments of annual timetable2013/2014

Date of submission of request for changes and amendments of annual timetable vožnje	Date of application of changes and amendments of annual timetable	Time-limit for allocation capacity
29.12.2013.	02.02.2014.	20 days prior to changes and amendments
02.03.2014.	06.04.2014.	
08.05.2014.	14.06.2014.	
03.08.2014.	07.09.2014.	
31.08.2014.	05.10.2014.	

Annex 24. Price List for special consignments

No.	Services	Price
1.	Processing of special consignments (SC) transported in a special mode of transport and accompaned by the proffesional staff of ŽICG	€10.000
2.	Processing of SC for shipments that exceed permissible axle load or running meter and accompaned by the proffesional staff of ŽICG in regular trains	€1.000
3.	Processing of SC and accompaned by the proffesional staff of ŽICG for shipments in regular trains	€500
4.	Processing of SC and accompaned by the proffesional staff in the firled of civil engineering and traffic of ŽICG in regular trains	€400
5.	Processing of SC and accompaned by the proffesional staff in the firled of civil engineering and traffic of ŽICG in regular trains	€300
6.	Processing SC for transport of railway traction cars in regular train from the shipment	€200
7.	Processing SC for the transport oof passenger and freight cars in regular trains from the shipement	€200
8.	Presence of proffesional staff of ŽICG during loading , unloading , transhipment, freight repair or determing measures and regulations prescribed by Relebook 20 on the transport of special consignments	€200
9.	The costs incurred by additional requirements for the transport of SC (repairs of railway facilities, works to strengthen the railway lines and the like) will be paid in the real amount .	

Annex 25.Review of primary and secondary causes of train delays

Primary causes of delay of the infrastructure manager	
No.	**Title**
1.	Waiting for approval
2.	Waiting in input signal
3.	dispatch order
4.	The delay caused by the fault of the employee that is employed in infrastructure manager
5.	Traffic in faulty track
6.	Reducing speed on-demandof infrastructure managers
7.	Sending an order for train driver
8.	Failure in the station SS device
9.	Line closire by infratsructure manager
10.	Defect on level crossing
11.	Defect on the Overhead contact line
12.	Defect on the telecommunication equipment
13.	Prolonged halt of rail vehicles
14.	Light drive
15.	Unplanned closure of railway line
16.	Rupture of rail
17.	Track distortion
18.	Technical irregularity of switches
19.	Collision, overtaking and derailment of rolling stock
20.	Failure of SS and TK equipment
21.	The extension provided for line closure(over 30 minutes)
22.	Collision, overtaking and derailment of rolling stock

Annex 25. Review of primary and secondary causes of train delay

Primary causes of delay of railway transporter	
No.	**Title**
1.	Increased frequency of passengers
2.	Waiting for the train personnel of carrier
3.	Waiting for a locomotive or motor rake of coaches
4.	The delay caused by the fault of the employee in rail carrier
5.	Cleaning of the wagon at the request of the railway transporter
6.	Malfunction of wagon
7.	Repair of wagon without dipatching
8.	Malfunctioning of heating equipment
9.	Changes in composition at the request of rail carrier
10.	The intervention of law enforcement officers at the request of train crew
11.	Waiting for shunting locomotive
12.	Malfunction of traction vehicle / rake of coaches
13.	Change of staff in rail transporter
14.	Passing failure of locomotive / rake of coaches
15.	Waiting for the formation of trains
16.	Weighing
17.	Transport of special consignment
18.	Stopping to cool the brake shoes
19.	Breakdown of motive power unit
20.	break-down of wagon in train
21.	Extraordinary event on an industrial track transportation customers
22.	Interruption of aerial conductor of brake system
23.	The passage of the train next to signal that signals prohibition of further drive
24.	Unauthorised passing of train through official place on which it has to stop

Annex 25. Review of primary and secondary causes of delays

Primary causes of delays-external impacts	
No.	**Title**
1.	State needs
2.	The train received in delay from other railway administration Voz primljen sa kašnjenjem od druge željezničke uprave
3.	Denied reception of train from the other railway Administration
4.	Waiting for the train crew of the other railway administration
5.	Train improperly composed by other railway administration
6.	Discomposition of defective wagons of other railway administration
7.	Discomposition of missend wagons of other railway administration
8.	Delay of employee of other railway administration
9.	Slippage or landslide
10.	Flood or torrent
11.	Snowdrift, snow-slip and avalanches
12.	Thick fog and rain
13.	Fire in the area of railway line
14.	Dropping out of the train
15.	Hopping or jumping out of a train
16.	Restraint of train by representatives of the Ministry of internal affairs
17.	Restraint of train by customs inspection bodies
18.	Abuse of auxiliary brakes
19.	Intervention of ambulance
20.	Breakage of device on level crossing
21.	Train stoning
22.	Alienate of equipment or devices owned by infrastructure

Annex 25. Review of primary and secondary causes of delays

Secondary causes of delays	
No.	**Title**
1.	Wait for crossing
2.	Waiting due to overtaking
3.	Waiting to check out
4.	Waiting connection of the train in delay
5.	Prolonged retention in the station due to waiting for the regular passage
6.	Waiting for locomotives or rake of coaches from turn -round
7.	Waiting for a train connection or at the request of the carrier
8.	Waiting for the train personnel carriers from turn-round
9.	The delay caused by the failure of the traction vehicle of other train
10.	Connection of train (passanger or gross) by other railway administration
11.	Misuse of the emergency brake on the second train
12.	The extraordinary event of the second train

Annex 25. Review of primary and secondary causes of delays

The causes of train delays caused by extraordinary events, which are in the process of investigation	
No.	**Title**
1.	Collision
2.	Overtaking
3.	Derailment
4.	Fire and explosion
5.	Derailment and overtaking during maneuver
6.	On level crossing is secured traffic by SS devices
7.	On level crossing is secured traffdic by road traffic signs
8.	Extraordinary event on an open line
9.	Extraordinary event in an official site
10.	Environmental incident
11.	Other serious accidents
12.	Breaking-loose of a train
13.	Breakdown of overhead contact line
14.	Avoidance of collision
15.	Avoidance of overtaking
16.	Switch section
17.	Avoided extraordinary event on an open
18.	Avoided extraordinary event in an official site
19.	Avoided derailment
20.	Other accidents avoided