NETWORK STATEMENT
2016

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Terms used in Network Statement:

Term	Meaning
Ad –hoc request	Request for a infrastructure capacity allocation requiring train path allocation for annual timetable
One Stop Shop	Representative of Infrastructure Manager jointly with representatives of other infrastructure managers make international network facilitating access to international railway infrastructure for customers.
PSC	Internet communication system for optimal coordination of the international train routes
Access right	Pravo železničkog prevoznika da koristi železničku infrastrukturu
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 :

Abbrevations	Meaning
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
CRPS	Central register of business entities
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

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 of Željeznice 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 Željeznička Infrastruktura 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 number 4-0008771/001, 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 327,72 km.

In compliance with Railway Law, Network Statement includes:

- review of the infrastructure characteristics which is available to applicants;
- requirements for the allocation of infrastructure capacity;
- the procedures and criteria for the allocation of infrastructure capacity;
- criteria for determining the costs and charges for use of infrastructure;
- procedures under load of infrastructure and
- other information relevant to the allocation of infrastructure capacity.

Organization chart of ŽICG

Organization of railway sector in MNE

1.2. The 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 a document of infrastructure manager detailing the available infrastructure, designed for operators who apply for the allocation of infrastructure capacity (The form is provided in Appendix 1a).

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 drafting were 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

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.

ŽICG on the basis of the Railway Act shall be obliged to adopt each year and publish network statement, updated regularly and if necessary changed.

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

1.4.1. 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 01.01.2014. 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.

1.4.2. 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, including:

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

Applican can regarding this Network Statement initiate procedure for legal protection. He may also submit an appeal to the decision of ŽICG on Amendments to the Network Statement.

Starting procedure of legal protection does not influnce on the delay of the entry into force of the Network Statement .

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		
No.	**Network Statement chapter**	**Content (description) of the chapter**
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

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 2015/2016,
- • procedure for infrastructure capacity allocation for timetable 2015/2016.

Timetable 2015/2016 enters into force on the 13RD of December2015., and ends on the 10.TH of December 2016.

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 website www.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 available, 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.

1.8. Contacts

ŽICG shall, at the transporter`s request , make available other information not contained in the Network Statement.

Contacts:

Contact		Address		
Željeznička infrastruktura Crne Gore – AD Podgorica	Transport management and regulation department	Trg Golootočkih žrtava 13 CG - 81 000 Podgorica	Tel: Fax: e-mail: web:	+ 382 20 441 267 + 382 20 441 255 operativna.rukovodilac@zicg.me www.zicg.me
Ministry of transport and maritime affair	Directorate for railway transport	Rimski trg 46 CG – 81 000 Podgorica	Tel: Fax: web:	+ 382 20 483 376 + 382 20 234 331 www.msp.gov.me

Directorate for railways	Hercegovačka 75 CG - 81000 Podgorica	Tel: Fax: web:	+ 382 20 232 127 + 382 20 232 128 www.dzzcg.me

1.9. International cooperation among infrastructure managers

Rail Net Europe (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. ŽICG is not a member of RNE.

2. CONDITIONS FOR ACCESS TO RAILWAY INFRASTRUCTURE

The legal framework for access to railway infrastructure are:

- Railway law ("Official Gazette of Montenegro", No. 27/13) and its by-laws,
- Rulebook on licensing of railway infrastructure management ("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 issuing licenses for carriage by rail ("Official Gazette of Montenegro", No. 56/08)and
- Rulebook on issuing safety certificates for transport by rail ("Official Gazette of Montenegro", No. 56/08)

2.1. General conditions for access

ŽICG approves the use of the infrastructure to all railway operators who have:

- valid licence for transport and
- certifikate on transport safety,

issued by Directorate for railways and

- concluded valid Contract on infrastructure use .

2.1.1. Conditions for submission of requests for train path allocation

Request for train path allocation may be submitted by railway transporter, legal or natural person who in the time of submission of request has valid licence for railway transport and transport safety certificate issued by Directorate for railways.

An applicant who is not a rail carrier is obliged to, in the request for the allocation of railway infrastructure capacity, nominate carrier that would conclude contract with ZICG on the use of railway infrastructure.

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 result in the exclusion of the carrier from further allocation of capacity.

2.1.2. Rail transport services

Rail transport services can be performed only by companies that meet the requirements of the Railway Act, namely, to be registered in Central Registry of the Commercial Court, to have valid transport licence and sertificate for safe transport issued by Railway directorate.

2.1.3. Certificate of safety and Transport licence

Certificate of safety and Transport licence are issued by Railway Directorate to carrier in Montenegro , in accordance with:

- Law on safety, organization and efficiency of railway transportation,
- Railway law and
- Rule book on issuing certificate of safety and licence for transport in railway transportation.

Upon request, Directorate of Railways issue certificate of safety and transport licence to carrier for a period of 5 years.

Railway Directorate
Hercegovačka 75 CG - 81000 Podgorica Tel: + 382 232 127 Fax: + 382 232 128 Web: www.dzzcg.me

2.1.4. 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, with reference to:

- fee for the use of railway infrastructure,
- the method of fee payment,
- conditions and the way of use of allocated path,
- contract deadline,
- the way of dispute settlement,
- other issues relevant to path use.

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..

2.1.5. 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,in accordance with Railway Law.

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.

2.1.6. Liability certificate – insurance

An 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 accordance with law and other regulations, and agreements binding Montenegro, is one of the conditions for obtaining a licence to transport

2.2. Transport of special consignments

Empty or loaded vehicles must, in terms of load profiles, code numbers , maximum permissible mass per axle, meter and other parameters, meet conditions for railway lines.

Vehicles that do not meet the requirements of paragraph 1 of this Article shall be considered special parcels and can operate on railway lines if they meet specific conditions that allow safe railway traffic based on the approval of the infrastructure manager.

Transportation of special consignments in inner and international railway transport is regulated by Rule book on transport of special consignments in railway transport (Rulebook 20) and 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 and
- UIC provisions 502.

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

Željeznička infrastruktura Crne Gore AD – Podgorica Management and regulation of transport Department
Trg Golootočkih žrtava 13 CG - 81 000 Podgorica Tel: + 382 20 441 267 Fax: + 382 20 441 255 e-mail: operativna.rukovodilac@zicg.me

2.3. Transport of dangerous goods

Hazardous substances are those that can endanger human health, cause environmental contamination or material damage, and thus defined in the laws, regulations and international agreements.

Transport of dangerous goods is defined by:

- Transportation of Dangerous Goods Law and
- Regulations on the international railway transport of dangerous goods – RID.

Storage and transportation of hazardous substances is done in accordance with valid laws of Montenegro referring to this field.

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

Željeznička infrastruktura Crne Gore AD – Podgorica Sektor za upravljanje i regulisanje sobraćaja
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2.4. Rolling stock acceptance

Railway vehicles that can be used on the montenegrin lines are:

- vehicles of national carriers that have licence for use issued in accordance with the Law on Railway Safety, organisation and efficiency of railway transport and the Railway Law,
- foreign lorries and cars that have the marks RIV, RIC i TEN i
- vehicles that are the subject of separate bilateral and multilateral agreements and locomotives and sets that have documents in accordance with bilateral agreements.

2.5. Staff acceptance

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 safety, organisation and efficiency of railway transport

Personnel of the carrier that hold a valid safety certificate meets the above requirements.

3. INFRASTRUCTURE

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..

3.1. The extent of network

Total montenegrin railway network length is 327.72 km, out of which:

- open line 250,51 km, i
- station tracks 77,2 km.

Entire line is single-track. 223,8 km is electrified by monophased system 25Kv 50Hz. Non electrified 24,74 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..

3.1.1. Borders

The railway network in Montenegro is owned by the state, and the control is given to ŽICG.

The borders towards neighbouring railway administrations are state borders.

With neighbouring railway administrations ,when crossing state borders, there ar no gauge changes nor change of electric traction system.

Border station with neighbouring railway administration of the Republic of Serbia 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 passanger trains operating between Montenegro and Republic of 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) on the basis of bilateral agreement.

3.1.2. 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.

No.	Border station	Railway line	Neighbouring country	Note
1.	Bijelo Polje	Bijelo Polje – Bar	Serbia	for freight and passenger trains
2.	Tuzi	Podgorica - Tuzi	Albania	for freight trains

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

3.1.3. Industry tracks

Railway infrastructure of Montenegro network is connected with industry tracks:

- industry track in passing point Kruševo,
- industry track in station Mojkovac,
- industry tracks in station Podgorica:
  - aluminium plant Podgorica and
  - Zetatrans.
- industry tracks in station Bar:
  - port Bar JSC,
  - JSC. Container Terminal and General Cargo .
- industry track in station Nikšić (iron factory and bauxite mine),
- industry track in station Danilovgrad,
- industry track in passing point Spuž.

3.2. Network description

Railway network of Montenegro is single line.

Width of all tracks of railway network of ŽICG is 1435 mm.

Railway line of Montenegro are the category D4.

The name of official places of the network ŽICG, their geographical location, the distance between the maximum allowed length of trains are given in Annexes 3, 4 i 5.

3.3. Technical norms of network ŽICG

Valid technical norms of the ŽICGnetwork are :

- allowed axle load on all railway lines is 22,5 t per exle,
- allowed load per meter on all railway lines is 8 t,
- distance between official places and maximum allowed speed on the railway lines are given i Annex 4,
- maximum allowed length of trains is given in Annex 5,

- gauge on the railway network in Montenegro is GB (UIC leaflet 506). Sketch of clearance is available in Annex 6,
- relevant gradients and resistances per sections are given in Annex 7,
- power supply - single phase system - 25 kV, 50 Hz. The system of electrification of railway lines is given in Appendix 8 ,
- lines which do not meet the requirements for the management of traction vehicles with one driver are given in Annex 9,
- traction vehicles that meet the requirements for the management of single driver are given in Appendix 10 and
- the height of contact line are given in the table below:

Minimum height - H_{min} [mm]	Nominal height – H_{nom} [mm]	Maximum height – H_{max} [mm]
5000	5500	6000

3.4. Traffic regulation system i communication systems

Trains operation , including signaling, regulation, receipt and dispatch of trains, communication regarding the trains operation on the railway network , is managed by the signaling and safety devices and telecommunications facilities.

Managing and regulation of traffic on Bijelo Polje – Bart railway line and Podgorica – Tuzi railway line is realized via electrical relay system „SIMENS – EI“ 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.

3.5. Telecommunication system

ŽICG railway lines uses the following telecommunication systems:

- on the railway lines Bijelo Polje – Bar and Podgorica – Tuzi „SIEMENS Hi PATH – 4000“, with delivered digital voice recording device type „MD 500/MDR 2000“ i
- on the railway line Nikšić – Podgorica „ERICSSON“, with delivered digital voice recording device type „REVOC“.

Also, communication between station personnel in marshalling yards and arrangement stations is made by portable radio devices, which are not included in delivered digital voice recording device.

The review of telecommunication equipment along line is listed in Addendum 11.

3.6. Auto-Stop devices

ŽICG Network is equipped with Auto- Stop device type ``I 60“. ". Kilometric position of chainage is given in Appendix 12.

3.7. Traffic restrictions

There are no special restrictions on the lines of ŽICG in terms of environmental protection, transportation of dangerous goods, on bridges and in tunnels

3.8. Availability of infrastructure

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

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..

3.9. Official places for receipt and dispatch of passengers

Official places for passenger traffic are equipped with adequate facilities and equipment for the provision of services to passengers, or where it is allowed to enter and exit the passenger trains. In these stations are information to traveling world through public address system and at the information desk. On the railway network in Montenegro there are 48 official places (stations, passing points and stop) opened for passenger traffic.

Overview of official places for receiving and shipping of passengers is provided in Appendix 13.

3.10. Official places for loading and unloading of accompanied cars

Loading and unloading of accompanied cars (in passenger transport) is done in head ramps in stations Podgorica and Bar.

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13 CG - 81 000 Podgorica Tel: + 382 20 441 370 Fax: + 382 20 441 234 e-mail: rajka.marinovic@zpcg.me

3.11. Freight handling places

Freight handling places on ŽICG network opened for loading and unloading of parcels are :

- station Bijelo Polje,
- station Mojkovac,
- station Kolašin,
- station Podgorica,
- station Bar,
- station Nikšić and
- station Danilovgrad.

Loading and unloading of part-load shipments can be made by special agreements between ŽICG and carriers

3.12. Technical capacity to provide services

Technical capacity to provide services in transport is explained in detail in the paragraphs below

3.12.1. Marshalling yard

ŽICG network has the following marshaling yards: Bijelo Polje, Podgorica, Bar and Nikšić, and it has the technical capacities for marshalling of trains.

3.12.2. Side tracking tracks

Side tracking of passenger coaches is done at the starting station of trains for passenger transport on specially designated tracks in stations Bar, Podgorica and Niksic.

Maneuvering in technical and passenger rail stations is carried by the carrier for its own purpose.

Side tracking of freight wagons shall be done in consultation with ŽICG on separate tracks for side tracking of wagons in marshalling stations Bar, Podgorica and Niksic, if necessar, side tracking can be done in smaller stations on the line.

Detailed information about side tracking of the cars are available in the inrastructure manager.

Željeznička infrastruktura Crne Gore AD – Podgorica Department for Management and regulation of transport
Trg Golootočkih žrtava 13 CG - 81 000 Podgorica Tel: + 382 20 441 267 Fax: + 382 20 441 255 e-mail: operativna.rukovodilac@zicg.me

3.12.3. Rail scales and unit for measuring of cargo profile

Overview of stations containing rail scales and units for measuring of cargo profile can be found in Appendix 14. These facilities are owned by the Infrastructure Manager, and service of weighing and measuring of the cargo profile is done by carrier for its own purposes.

3.12.4. Ramps for loading, unloading of goods

Overview of ramps for loading and unloading is given in Appendix 15. These facilities are owned by ŽICG, service of maneuvering is done by carrier for its own purposes.

3.13. 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 in 2016. are shown in Appendix 16.

4. CAPACITY ALLOCATIN

Under the Railway law, and based on the public invitation , 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 terms and conditions for access to rail infrastructure, as defined in Chapter 2. The Network Statement.

4.1. 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,
- routing,
- 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 and
- special provisions

The Request for capacity allocation delivered to ŽICG which has been submitted within the prescribed period and that contains all the required elements forms 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 30.04.2014, the

allocation of the remaining available capacitities shall be done under the terms defined in Appendix 17 in accordance with the order of requests reception.

4.1.1. The method 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

4.1.2. 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,
- Applicants - rail carriers, legal or natural persons, requesting allocation capacity
- FTE - ForumTrainEurope - European organization of railway transporters representing a European forum for the technical planning of international passenger and freight transport.

4.2. The time 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 drafting process of annual timetable.

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

4.2.1. The time 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::

Submission of request	
by post:	Železnička infrastruktura Crne Gore AD – Podgorica Sektor za upravljanje i regulisanje sobraćaja Trg Golootočkih žrtava 13 CG - 81 000 Podgorica
by fax:	+ 382 20 441 349

The deadlines for submitting applications and capacity allocation for the timetable 2015/2016 which starts on 13.12.2015. and ends on 10.12.2016. can be found in Appendix 17.

4.2.2. The plan for requests submission for capacity allocation out of the drafting process of annual timetable (Ad hoc)

If the rail carriers wishes to obtain additional capacities or change already assigned train route, ŽICG shall proceed with , on the basis of already offered and published route in the timetable within 30 days from the day of requaet reception, making new route of special train , not giving guarantee to request fulfilment related to time of departure and time of arrival in station mentioned in request.

4.2.3. 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 17a.

Requests can be submitted to address:

Address for request submission	
by post:	Željeznička infrastruktura Crne Gore AD – Podgorica Transport management and regulation Department Trg Golootočkih žrtava 13 CG - 81 000 Podgorica
by fax:	+ 382 20 441 349

4.3. 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.

Exceptionally, when possible,it is allowed in the draft timetable to include requirements for routes requests received after the regular deadline if they do not obstruct requests for route trains requested in the regular term .

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.

ŽICG shall , in the process of drafting timetables, make consultation with the applicants in order to better meet the demands for capacity allocation.

The allocated capacities can be used after the conclusion of the Contract for 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.

4.3.1. 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 non¬discriminatory 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 17. 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 17., ŽICG shall together with rail carriers, make final consultations and define the schedule according to requests received up to 30.04.2015. in accordance with the deadline set out in Appendix 17.

After that, ŽICG awards the remaining available capacities according to the requests received after 30.04.2015. as per order of receiving the requests, and in accordance with the timetable set out in Appendix 17.

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

4.3.2. 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 ŽICG`s address:

Adresa za podnošenje primjedbi	
by post:	Željeznička infrastruktura Crne Gore AD – Podgorica Transport management and regulation Department Trg Golootočkih žrtava 13 CG - 81 000 Podgorica
by Fax:	+ 382 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.

4.3.3. 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:

- public passenger transport services,
- international passenger transport services,
- freight transport services,
- other freight transport services.

Taking into account the above-mentioned priorities, train path allocation process will be conducted according to the following rules:

- Requirements for regular train paths have priority over the claims of extraordinary trains

- Request for train paths under framework agreements, take precedence over the new requirements,

- Request for train paths covering a longer period of operations, take precedence over the requirements for a shorter period of time,

- Requests for train paths for longer distances, take precedence over the requirements for shorter distances,

- In request for train paths of the same or of equal characteristic, preference will be given to those trains that in the previous schedule had a higher percentage of utilization of the entire route of the train for which the application is submitted.

In the event that a section of track is declared congested, ŽICG will offer candidates another route with sufficient capacity. If the candidate does not agree with the proposed lines, he may suggest reroute of traffic to another section or sections.

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

4.4. Allocation of capacities for trains for maintenance and reconstruction

The allocation of infrastructure capacities 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.

ŽICG will inform interested parties as soon as possible, on the unavailability of infrastructure capacity due to unplanned maintenance works.

4.5. 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:

Adresa za podnošenje zahtjeva za korišćenje uslužnih objekata	
by post:	Železnička infrastruktura Crne Gore AD – Podgorica Transport management and regulation Department Trg Golootočkih žrtava 13 CG - 81 000 Podgorica
by Fax:	+ 382 20 441 255

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

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 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:

Adresa za otkazivanje kapaciteta	
By post:	Železnička infrastruktura Crne Gore AD – Podgorica Transport management and regulation Department Trg Golootočkih žrtava 13 CG - 81 000 Podgorica
by Fax:	+ 382 20 441 255

4.7. Exceptional transport and dangerous goods

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

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:

<table>
<tr><th colspan="2">Submission of request</th><th>Deadline for submission of request</th><th>Deadline for reply</th></tr>
<tr><td>By post:</td><td>Železnička infrastruktura Crne Gore AD – Podgorica
Sektor za upravljanje i regulisanje sobraćaja
Trg Golootočkih žrtava 13
CG - 81 000 Podgorica</td><td rowspan="3">at least 2 weeks prior to service provision prije izvršenja usluge</td><td rowspan="3">At least 2 weeks from the reception of the request</td></tr>
<tr><td>By phone:</td><td>+ 382 20 441 267</td></tr>
<tr><td>by Fax:</td><td>+ 382 20 441 255</td></tr>
</table>

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, prior to transport, to duly inform ŽICG on all special consignments to be transported .

4.8. Transport of dangerous goods

Transport of dangerous goods on the railway infrastructure managed by ŽICG is governed by :

- 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 13 CG - 81 000 Podgorica Tel: + 382 20 441 267 Fax: + 382 20 441 255

4.9. Special measures in the case of disturbances

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 in accordance with law on safety, organisation and efficiency of railway transport i order to protect human life and health, to prevent further damage occurrence and traffic normalization.

ŽICG can cancel some trains or specify them a different route in consultation with railway carrier, all depending on the type of disorders, as well as the expected duration of the interruption.

In the course of establishing traffic, ŽICG must apply operating rules for the regulation of rail transport, which are regulated by the Law on safety, organization and efficiency of rail transport, Traffic Rules and regulations governing this matter.

ŽICG, in accordance with applicable regulations, could interrupt the flow of traffic as long as it is necessary to take measures for the elimination of the occured situation.

Extra trains involved in the elimination of interference caused as a result of extraordinary events take precedence over all other trains.

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.

ŽICG have a backup plan in case of serious emergencies and serious interruption of traffic with greater consequences, which includes informing various state authorities, whose presence is necessary.

5. SERVICES

ŽICG provides the following services to rail operators:

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

ŽICG allows all interested transporters, on non-discriminatory level, to use the services abovementioned .

ŽICG allows to 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.

5.1. Minimum access package

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

- processing of requests for infrastructure 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,
- the use of power equipment for power supply needed for train traction, where it is available and
- providing any other information needed to implement and provide services for allocated capacity.

Processing of requests for infrastructure capacity is part of the capacity allocation process described in Chapter 4. this Network statement.

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

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

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.

In exceptional cases, in the official places where there is no maneuver personnel, ŽICG provides services related to the changing composition of the train (off the car from the regular train traffic which would lead to compromising the safety of traffic and the train).

ŽICG will allow the use of equipment for the electricity that is needed for train traction to all railway operators on a non-discriminatory manner.

The consumption of electrical energy will be the subject of a separate agreement.

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.

5.2. Track access to official facilities and their use

Services provided byŽICG for rail access to the service facilities and their use are:

- stations for receiving and shipping of passengers, baggage and goods, and other facilities, including presentation of the timetable of passenger trains and appropriate space for ticketing,
- freight terminals,
- marshalling track,
- side tracking and
- facilities for the provision of other services.

5.3. Additional services

Additional services that ŽICG can provide to transporters are defined by special contract.

Additional services include:

- electricity supply for traction of trains,
- support in the transport of dangerous goods and
- support in the transport of exceptional consignments.

In cases where the cost of services cannot be assessed in advance, but this is only possible after the service is provided, ŽICG will establish their own, appropriate, costs and invoice them to the carrier based on and after services rendered.

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

Željeznička infrastruktura Crne Gore AD – Podgorica Transport management and regulation Department
Trg Golootočkih žrtava 13 CG - 81 000 Podgorica Tel: + 382 20 441 267 Fax: + 382 20 441 255 e-mail: operativna.rukovodilac@zicg.me

5.4. Ancillary services

Ancillary services provided by ŽICG are:

- Telecommunication Network access and
- Additional information provision.

ŽICG retains the right to decide which services to provide and under what conditions.

Further information can be found on address:

Željeznička infrastruktura Crne Gore AD – Podgorica Transport management and regulation Department Operational service
Trg Golootočkih žrtava 13 CG - 81 000 Podgorica Tel: + 382 20 441 267 Fax: + 382 20 441 255 e-mail: operativna.rukovodilac@zicg.me

5.5. Services provided by operator

Services provided by Željeznički prevoz Crne Gore (ŽPCG) are:

- Maneuvering,
- technical inspection of trains for passenger transport,
- the preparation and issuance of the supporting documents for the train and
- cleaning, washing and water supply of passenger cars.

Further information can be found on address:

Željeznički prevoz Crne Gore AD – Podgorica Sector for international transport	**Željeznički prevoz Crne Gore AD – Podgorica** Sector for local transport
Trg Golootočkih žrtava 13 CG - 81 000 Podgorica Tel: + 382 20 441 208 Fax: + 382 20 441 234 e-mail: rajka.marinovic@zpcg.me	Trg Golootočkih žrtava 13 CG - 81 000 Podgorica Tel: + 382 20 441 201 Fax: + 382 20 441 106 e-mail: milovan.jankovic@zpcg.me

Services provided by AD Montecargo Podgorica are:

- maneuvering,
- technical inspection of trains,
- preparation and issuance of supporting documents for train ,
- shunting of trains,
- weighing of cars,
- delivery of the cars on the loading-unloading and reloading tracks,
- delivery of the cars on industry tracks and PPS,
- service of locomotive and freight wagons rent

Further information can be found on address:

AD MONTECARGO – Podgorica
Trg Golootočkih žrtava 13 CG - 81 000 Podgorica Tel: + 382 20 441 303 Fax: + 382 20 601 525 e-mail: id@montecargo.me

5.6. Maintenance services

Maintenance is performed by AD Održavanje željezničkih voznih sredstva – Podorica (OŽVS) /JSC.maintenance of railway rolling stock - Podorica /. Services provided by OZVS are:

- Service reviews, KTP (reviews from P0 to P12), minor and major repairs,
- Service provision of extra train
- Treatment of the wheels on underfloor lathe and lathe with unbinding,
- Diagnosis of axles and wheels of the rolling stock,
- Laboratory testing of oil and lubricants and
- Adjustment of axle pressure of rolling stock

Further information can be found on address:

AD Održavanje željezničkih voznih sredstava – Podgorica
Trg Golootočkih žrtava 13 CG - 81 000 Podgorica Tel: + 382 20 634 227 Fax: + 382 20 634 224 e-mail: svetozar.davidovic@ozvs.me kabinet@ozvs.me

6. CHARGE

According to the Law on railways, Article 42., ŽICG on the basis of criteria, determines the fee level for the service provision.

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

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

6.1. Method of charging

The methodology of charging for mentioned services is performed as it follows.

6.1.1. Minimum access package

The fee level is determined on the basis of:

- realized train kilometres,
- weighting coefficient for line category ,
- track wearing coefficient and
- factor expressing carrier`s requirements.

by means of the following formulae:

$$\mathbf{U = (Q}_{vkm}\mathbf{(mg) \times P(mg) + Q}_{vkm}\mathbf{(mp) \times P(mp) + Q}_{vkm}\mathbf{(l) \times P(l)) \times C}_{vkm}\mathbf{\times K \times F \times F}_{np}$$

Where:

$\boldsymbol{U}$	compensation for assigned transportation path
$\boldsymbol{Q_{vkm}(mg)}$	number of train kilometers for international main railway line
$\boldsymbol{Q_{vkm}(mp)}$	number of train kilometers for international adjacent railway line
$\boldsymbol{Q_{vkm}(l)}$	number of train kilometers for local railway line
$\boldsymbol{P(mg)}$	weighting coefficient for international main railway line
$\boldsymbol{P(mp)}$	weighting coefficient for international adjacent railway line
$\boldsymbol{P(l)}$	weighting coefficient for local railway line
$\boldsymbol{C_{vkm}}$	price for train kilometers
$\boldsymbol{K}$	track wearing coefficient
$\boldsymbol{F}$	factor expressing carrier`s requirements regarding timetable
$\boldsymbol{F_{np}}$	factor of influence of special consignment to the price of train path on which special consignemnt is transported

- **Weighting coefficient ($\boldsymbol{P}$)**

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

Categorizatin of railway lines:

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

Weighting coefficient is:

Railroad	**Coefficient**
$P_{(mg)}$ − international main line	1.00
$P_{(mp)}$ − international adjacent	0.70
$P_{(l)}$ −local	0.90

- **Track wear coefficient (*K*)**

- for freight trains

Track wear coefficient for freight trains is determined to gross weight of train.

Track wear coefficient is:

Train	**Coefficient**
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 from 700 t	0.60
K 5 − empty freight train	0.30
K 6 − train of locomotives	0.10

- for passanger trains

Track wear coefficient **is**:

Train	**Coefficient**
K 7 – passanger train	0.066

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

This factor is related to the time of 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

- **factor of influence of special consignment to the price of train path on which special consignemnt is transported(F_{np})**

For special consignments F_{np} is calculated in a way given i Appendix 18.

For regular shipments the value F_{np} is 1 (one).

In the cases where parcel is special specifically, as F_{np} wil be usedthe highest value.

- **The length of train path (Q_{vkm})**

The number of train kilometers achieved in the use of the path is obtained by summing kilometer of path on each line.

- **Price per train kilometre (C_{vkm})**

Basic price per train kilometer (C_{vkm}) for the service of using the minimum access package for timetable 2015/2016 is:

for all types of trains 3€ including VAT.

- Price for maneuvering service in official places where there is no room for maneuver of personnel included in the minimum access package. These services ŽICG provides only in exceptional cases .

6.1.2. Track access to service facilities and their use

The price of the minimum access package includes access to service facilities and the use of service facilities under Section 5.2. The Network Statement, except for the service of track use for side tracking.

Side tracking

Using tracks for side tracking implies the use of appropriate track capacities that are required for side tracking of rolling stock to railway carriers.

Requset for the use of track for side tracking should contain:

- Type of rolling stock (passenger cars, freight cars, locomotives and the like),
- The required track length in meters and
- Official place.

The fee for the use of tracks for side tracking is calculated by the following formula:

$$\boldsymbol{C = (n_{voz} \cdot l_{voz}) \cdot C_g \cdot t}$$

Where:

$\boldsymbol{C}$ - The fee for the use of tracks for side tracking,
$\boldsymbol{n_{voz}}$ - the number of vehicle,
$\boldsymbol{l_{voz}}$ - vehicle length in meters,
$\boldsymbol{C_g}$ - the basic price for the use of track for side tracking per length meter per hour,
$\boldsymbol{t}$ - number of hours for the use of tracks for side tracking.

Side tracking of wagons is not considered as waiting of car for loading / unloading less than 24 hours.

Side tracking of rake of coaches/cars for transport of passengers(classical and EMV) is not considered to be standing of rake of coaches/cars in departure or arival stations for less than 4 hours.

As the length of each vehicle, it is taken the average length of certain types of vehicles as follows:

Type of vehicles	Average length (m)
freight cars	15
passenger cars	25
electro-diesel locomotive	18
electromotive vehicle (EMV)	75

Basic price for the use of track for track siding per length meter per hour is 0.0015 € + VAT. Exceptionally, when the vehicles stand on the main sidings more than 24 hours without interruption, using of track is charged € 0.003 + VAT per length meter of track per hour, for all the time the vehicle is standing.

If rail carrier make side tracking without request, fee for use of track for side tracking shall be charged double the amount the basic price per length meter per hour.

The fee level for the use of tracks for side tracking managed by ŽICG shall be defined on the bases of the costs of maintaining of these facilities.

Fees for the use of tracks for side tracking shall be applied in a non-discriminatory way to all railway carriers.

6.1.3. Additional services

List of additional services can be found in section 5.3. 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.

Value F_{np} for calculation of special consignments can be found in Appendix 18. of the Network Statement.

6.1.4. Ancillary services

The list of ancillary services provided by ŽICG can be found in Section 5.4. 5 of the Network Statement. Volume of services and height of payment will be defined in the Treaty on the use of railway infrastructure

6.2. Revocation of train path or planned drive

Rail carrier can cancel train path or planned drive .

6.2.1. 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..

In the following table are given terms and conditions of revocation of train path and payment of fees for non usage.

No.	Condition	Payment of usage charge
1.	Revocation at least 60 days or more days prior to the first planned drive	Fee is not payed for path use

2.	Revocation from 30 to 60 days prior to the first planned drive	50% fee for usage of each train path
3.	Revocation up to 30 days prior to the first planned drive	1 x fee for usage of each train path
4.	Train path is not being revocated, but it is not used	2 x fee for usage of each train path

6.2.2. 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.

In the following table are given terms and conditions of train cancellation and payment of fees for non usage.

No	Condition	Payment of usage charge
1.	Cancellation more than 24 hours before the planned drive	50% fee for usage of each train path
2.	Cancellation less than 24 hours before the planned drive	1 x fee for usage of each train path
3.	Train path is not being cancelled, and train is not in operation	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.

6.3. Train path change

Train path change includes basic information change on the existing train path at the request of rail carrier, and as a result it is required the development of a new train path and changes in timetable.

Changes are charged 40 Euros per train path.

6.4. Price change

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

6.5. System of indicators of transport quality

ŽICG monitors the movements of pall 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 made.

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 19. 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.

6.6. Exceptions in tariffs

The public railway infrastructure customers which maintain it or make modernization, when in the realization of works, use working trains, additional trains, railroad motor vehicles, machinery, blowers and fire protection trains are exempted from the payment for its use.

6.7. 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.

6.8. Payment insurance

Instruments for insurance of collection of receivables of ŽICG from the applicant or rail carrier are:

- bonds,
- bills of exchange,
- a bank guarantee,
- Letters of Credit and
- deposits.

The applicant or the rail carrier is obliged to submit Instruments for insurance of collection of receivables to ŽICG on the date of signing of the Contract on the use of railway infrastructure, otherwise it will be deemed that the contract was not concluded and will have no legal effects.

ANNEXES

Annex 1a.
Transport management and regulation department
Podgorica, Trg Golootočkih žrtava 13
tel. + 382 20 441 268, fax. + 382 20 441 349

Application form for assignment of train path

Railway transporter: _____
Address: _____
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 ...)
		Braking 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

- Directive 2012/34/EU of the European Parliament and of the Council of 21 novembra 2012. concerning establishment single European railway area,
- Directive 2008/57/EZ of the European Parliament and of the Council of 17. June 2008. on interoperability of railway system in the Community,
- Directive 2007/59/EZ of the European Parliament and of the Council of 23. October 2007. on certification of drivers of locomotives and trains in the railway system of Community,
- 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 2001/16/EC of the European Parliament and of the Council of 19 March 2001, on the interoperability of the conventional rail system
- 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 2004/49/EC 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 and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the charging of fees for the use of railway infrastructure and safety certificate,
- 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,
- Council Directive 91/440/ECC of 29 July, 1991, concerning the development of the railways of EU
- Decision of the European Parliament (EC) of 19 June, 1995. on the development of rail and combined 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

- Commission Decision of 23 December 2005 concerning the technical specification of interoperability subsystem "rolling stock - noise" trans-European conventional rail system
- Commission Decision of 10 February 2011 on amending Decision 2007/756 / EC on the adoption of common specification of the national vehicle register,
- Rulebook for international railway transport of dangerous goods – RID
- 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,
- 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

2. Laws

- Law on Environmental Protection ("Official Gazette of Montenegro", No 48/08),
- Law on safety, organization and efficiency of railway transport ("Official Gazette", No.1/14),
- Law on Explosive Substances (Official Gazette of Montenegro 049/08-59.058/08-8),
- Arms Law ("Official Gazette of RM" No. 49/04, "Official Gazette of Montenegro", No. 49/08,
- 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 – International Treaties", No. 04/09).
- Law on the Transport of Dangerous Goods (Official Gazette of Montenegro 5/08),
- 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 Ratification of the Agreement on the Establishment of high performance railway network in Southeast Europe ("Official Gazette of RM", No. 44/07),
- Zakon o ugovornim odnosima u željezničkom saobraćaju („Službeni list CG“, broj 41/10),
- Law on contractual relations in the railway transport ("Official Gazette of Montenegro", No. 045/06-25),
- Railway Act ("Official Gazette of Montenegro", No. 27/13),
- Law on Inspection Control ("Official Gazette of Montenegro", No.39/03),

3. By-laws, regulations, instructions and decisions

- Decision on the price list for special consignment, ŽICG No 2742/10 of 22.03.2010.,
- General instruction on single owned diesel and electrical traction vehicle 248 (ZJŽ 1989.),
- Rulebook on issuing licenses for carriage by rail ("Official Gazette of Montenegro", No. 56/08),
- 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),
- Rulebook on issuing safety certificates to railway infrastructure management ("Official Gazette of Montenegro", No. 56/08),
- Rulebook on the timetable preparation 4 (ZJŽ o 01.01.1988.),
- Rulebook on maintenance of rolling stock 241,
- Rulebook on specific health conditions to be met by railway employees who are directly involved in the performance of the railway transport, 655,
- Rulebook on the transport of special consignments 20 ("ZJŽ Official Gazette", No. 27/94),
- Rulebook on the qualifications of workers directly involved in the performance of the railway transport 646,
- Rulebook on establishing operations where workers are directly involved in the performance of the railway transport 645,
- Transport Rulebook 2 ("ZJŽ Official Gazette", No. 3/94),
- Transport instruction 40 (ZJŽ of 01.01.1981.g.),
- Signal Rulebook ("Official Gazette ZJŽ", No. 4/96),
- 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.,
- Instructions on calculating and finding time driving 69 ,
- Instruction on creating timetables 49 (ZJŽ 28.05.1995),
- Instructions on braking of trains 233 (ZJŽ of 1998..),
- Instruction for maneuver 42 (ZJŽ 01.01.1981..),
- Guidelines on the Provision of traffic during the winter 333 (ZJŽ 15.01.2004.),
- Instructions on procedures in case of an emergency 79 (ZJŽ 01.08.1992..),
- Instructions for handling inductive automatic train stop devices I 60 425.
- Instruction on technical standards and data for the preparation of the timetable 52 (ZJŽ 28.05.1989.),
- Instructions for proving the presence of alcohol in the body of workers during the work 670,
- Instructions for car examiner 253(ZJŽ 1990.),

Annex 2. Review of railway network in Montenegro

Annex 3. Stations and other official places on montenegrin railway network

Annex 4. 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
Državna granica - Bijelo Polje - Bar				
Državna granica	287+438,70		**9.498,80**	
Državna granica – Bijelo Polje		9.498,80		
Bijelo Polje	296+937,50			80
Bijelo Polje - Lješnica		2.930,50		80
Lješnica	299+868			80
Lješnica - Kruševo		4.369,00		80
Kruševo	304+237			80
Kruševo - Ravna Rijeka		4.093,00		80
Ravna Rijeka	308+330			80
Ravna Rijeka - Slijepač Most		2.140,00	**24.401,21**	80
Slijepač Most	310+470			80
Slijepač Most - Mijatovo Kolo		3.163,53		80
Mijatovo Kolo	313+633,53			80
Mijatovo Kolo - Žari		2.966,47		80
Žari	316+600			80
Žari - Mojkovac		4.738,71		80
Mojkovac	321+338,71			80
Mojkovac - Štitarička Rijeka		3.077,29		80
Štitarička Rijeka	324+416			80
Štitarička Rijeka - Trebaljevo		6.699,46		80
Trebaljevo	331+115,46		**19.311,26**	80
Trebaljevo - Oblutak		3.684,54		80
Oblutak	334+800			80
Oblutak - Kolašin		5.849,97		80
Kolašin	340+649,97			80
Kolašin - Padež		3.190,03		50
Padež	343+840			50
Padež - Mateševo		3.310,00		50
Mateševo	347+150			50
Mateševo - Kos		4.317,75	**18.145,28**	50
Kos	351+467,75			50
Kos - Selište		2.542,25		50
Selište	354+010			50
Selište - Trebešica		4.785,25		50
Trebešica	358+795,25			50
Trebešica - Kruševački Potok		5.694,75		50
Kruševački Potok	364+490		**46.347,79**	50
Kruševački Potok - Lutovo		5.114,39		50
Lutovo	369+604,39			50

Lutovo - Pelev Brijeg		4.301,61		50
Pelev Brijeg	373+906			50
Pelev Brijeg - Bratonožići		5.204,50		50
Bratonožići	379+110,50			50
Bratonožići - Podkrš		4.469,50		60
Podkrš	383+580			60
Podkrš - Bioče		5.991,16		60
Bioče	389+571,16			60
Bioče - Zlatica		10.884,84		60
Zlatica	400+456			60
Zlatica - Podgorica		4.687,04		60
Podgorica	405+143,04			70
Podgorica - Aerodrom		7.936,96		70
Aerodrom	413+080		**10.686,46**	70
Aerodrom - Golubovci		2.749,50		70
Golubovci	415+829,50			70
Golubovci - Morača		3.299,50		70
Morača	419+129			70
Morača - Zeta		5.279,00		70
Zeta	424+408		**18.290,50**	70
Zeta - Vranjina		3.206,00		70
Vranjina	427+614			70
Vranjina - Virpazar		6.506,00		70
Virpazar	434+120			70
Virpazar - Crmnica		3.425,00		70
Crmnica	437+545		**12.027,80**	70
Crmnica - Sutomore		8.602,80		70
Sutomore	446+147,8			70
Sutomore - Šušanj		5.911,20		70
Šušanj	452+059		**8.699,20**	70
Šušanj - Bar		2.788,00		70
Bar	454+847			70
Nikšić - Podgorica				
Nikšić	0+293			75
Nikšić - Stubica		8.719,00		75
Stubica	9+012			75
Stubica - Dabovići		5.428,26		75
Dabovići	14+440,26			75
Dabovići - Ostrog		2.873,82		75
Ostrog	17+314,08			75
Ostrog - Šobajići		3.720,92	**34.132,50**	75
Šobajići	21+035			75
Šobajići - Šumanovića Bare		2.299,24		75
Šumanovića Bare	23+334,24			75
Šumanovića Bare - Slap		2.283,35		75
Slap	25+617,59			75
Slap - Danilovgrad		8.807,91		75
Danilovgrad	34+425,50			75
Danilovgrad - Ljutotuk		3.850,80	**22.082,74**	100

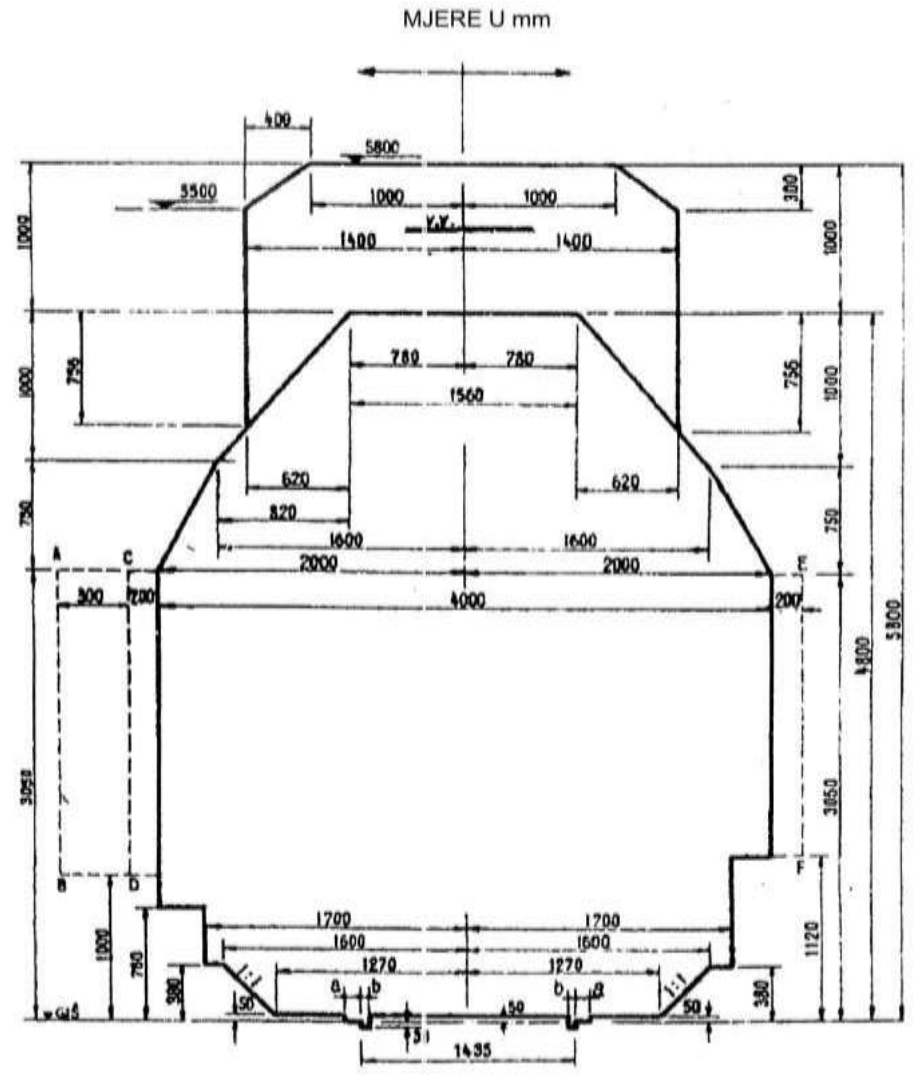
Ljutotuk	38+276,30			100
Ljutotuk - Spuž		5.468,70		100
Spuž	43+745			80
Spuž - Pričelje		3.199,67		80
Pričelje	46+944,867			80
Pričelje - Podgorica		9.563,56		80
Podgorica	56+508,434			80
Podgorica -Tuzi - Državna granica				
Podgorica	0+000			70
Podgorica - Tuzi		13.683,00	**13.683,00**	70
Tuzi	13+683			70
Tuzi - Državna granica		11.057,59	**11.057,59**	70
Državna granica	24+740,59			70

Annex 5. The maximum allowed train length

Official places	Vehicular directon A → B (direction as per name of line)		Vehicular directon B → A (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.
Nikšić - Podgorica				
Nikšić	610	2.	467	2.
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 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
H_{min} = 5000 mm	minimum height of contact wire
H_{nom} = 5500 mm	normal height of contact wire
H_{max} = 6000 mm	maximum height of contact wire

Prilog 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 [‰]	Decline [‰]	
1	2	3	4	5	6	7
1. State border - Bijelo Polje - Bar						
State border – 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
2. Nikšić - Podgorica						
Nikšić – Ostrog	0	3	0	3	0	3
Ostrog - Danilovgrad	1	25	2	25	1	26
Danilovgrad - Spuž	8	7	8	7	8	7
Spuž - Podgorica	7	6	8	6	7	7
3. Podgorica – Tuzi – State border						
Podgorica – Tuzi	6	7	6	7	6	8
Tuzi – State border	6	7	7	7	6	7

Annex 8. Electrification system

Annex 9. List of railroads eligible for management of hauled stock in owner administration

Railway line	Remark
Podgorica – Bijelo Polje – state border with Serbia 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 10. List of railroads eligible for management in owner administration

Motive power type	Vehicle type	Series of vehicle
Electrical	Locomotives	441, 461
	multiple - unit set	412/416, CAF CIVITY Other EMV adapted to owner administration
Diesel	locomotives	642, 643, 644[1], 661[2] i 744

[1], [2] Only if the train is pulled by shorter end forward

Annex 11. Digital central office

Annex 12. 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 13. The review of official places for arrival and departure of passangers

Official place	Status	Control station
1	2	3
Bijelo Polje - Bar		
Aeroport	halt	
Bar	station	
Bijelo Polje	station	
Bioče	passing point	Podgorica
Bratonožići	passing point	Trebešica
Crmnica	stop	
Golubovci	station	
Kolašin	station	
Kos	passing point	Kolašin
Kruševački Potok	stop	
Kruševo	passing point	Bijelo Polje
Lutovo	passing point	Trebešica
Lješnica	halt	
Mateševo	halt	
Mijatovo Kolo	passing point	Bijelo Polje
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		
Nikšić	station	
Stubica	halt	
Dabovići	halt	
Ostrog	passing point	Nikšić
Šobajići	halt	
Šumanovića bare	halt	
Slap	halt	
Danilovgrad	station	
Ljutotuk	halt	
Spuž	passing point	
Pričelje	halt	
Podgorica	station	

Annex 14. 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	20m	Applicable
Podgorica - Tuzi	Tuzi	N/A	N/A	Applicable

Annex 15. 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 track	27,7/9,5/1,1	concrete
	end-loading platform	15 tracks	27,7/9,5/1,1	concrete

Annex 16. Planned works for reconstruction and rehabilitation of the railway infrastructure

1) Railway line Belgrade- Bar

a) Reconstruction works

No	Project title	Planned commencement	Planned line closure	Planned completion
1	**Reconstruction works on the bridge „Trebaljevo“** (km 334+673,68)	April 2015	5^h + total closure 10-15 days	April 2016
2	**Dismantling of existing, provision and installation of new electrical traction substation „Trebješica“**	October 2015	5^h	November 2017
3	**Reconstruction of the line section Kolašin-Kos** (km 340+991,60-km 351+685,13)	September 2014	5^h	February 2017
4	**Reconstruction of the line section Kos –Trebješica**,(km 351+685,13 – km 358+428,40)	October 2015	5h	March 2017
5	**Works on the reconstruction of tunnels** 1.Tunnel No.187, (km 353+657-353+895) 2.Tunnel No.190, (km 354+831-356+270) 3. Tunnel No.193, (km 357+235-357+632) 4. Tunnel No.205, (km 366+988-367+360) 5. Tunnel No.206, (km 367+480-367+802)	September 2015	5^h	June 2017

6	**Hydrotechnical works on bridges and culverts** 1. Four culverts from Trebaljevo to Bar: km.331+026; km.333+593; km.341+034; km.449+832 2. Four bridges from Mojkovac to Bar : km.324+491; km.335+193; km.412+065; km.452+258	October 2015	5h	December 2015
7	**Works of the reconstruction of 12 slopes on the rail sections: Kos-Trebješica-Lutovo-Bratonožići-Bioče-Podgorica** 1. km 350+999-351+470 2. km 359+225 3. km 364+570-365+020 4. km 368+513-368+683 5. km 368+848-368+898 6. km 369+100-369+284 7. km 369+424-369+979 8. km 373+344-374+189 9. km 375+386-376+267 10. km 377+069-377+631 11. km 378+176-378+326 12. km 378+524-378+750	June 2016	5h	December 2017
8	**Urgent rehabilitation measures for 4 steel bridges, on the railway line Vrbnica-Bar** 1. Bridge "Ljubovića" (km 311+510,59) 2. Bridge No. 6 (km 333+351,98) 3. Bridge "Skrbuša" (km 343+704,98) 4. Bridge"Tanki Rt" (km 429+284,32)	July 2015	5h	June 2016

b) Development of design documentation

No	Project title	Planned commencement	Planned line closure	Planned completion
1	**DFesign of planning of border station Bijelo Polje (development of main design and Works)**	January 2016		June 2017

2) Railway line Podgorica- Nikšić

a) Development of design documentation

No	Project title	Planned commencement	Planned line closure	Planned completion
1	Development of design documents for installation of switch heaters in stations Nikšić and Ostrog	September 2015	3h	September 2016
2	Development of main designs for rehabilitation of unstable slopes	September 2015	4h	Januar 2017

Annex 17. Time-limit for designing of annual timetable 2015/2016

Phase	Body	Date for submission of request for allocation capacity	Date of capacity allocation
Suggestions on planned changes of regular train paths from timetable of the previous year	RU	20.02.2015.	
Deadline for submission of request for train path allocation	RU	30.04.2015.	
Period of adjustment	IM/RU	01.05.2015.- 20.06.2015.	
Timetable project	IM	15.07.2015.	
Remarks on timetable project	RU	16.07.2015. – 08.08.2015.	
Defining of final timetable	IM/RU	15.08.2015. – 01.09.2015.	

Contracting	IM/RU	from 01.09. to 25.09.2015.	
First additional date(remaining capacities)	RU/IM	16.07.2015.	30.07.2015.
Other additional date (remaining capacities)	RU/IM	01.09.2015.	20.09.2015.
Timetable effectiveness	IM		13.12.2015.

Annex 17a. . Time–limit for changes and amendments of annual timetable 2015/2016

Date of submission of request for changes and amendments of annual timetable	Date of application of changes and amendments of annual timetable	Time-limit for allocation capacity
29.12.2015.	02.02.2016.	20 days prior to changes and amendments
02.03.2016.	06.04.2016.	
08.05.2016.	15.06.2016.	
03.08.2016.	07.09.2016.	
31.08.2016.	05.10.2016.	

Annex 18. Value of factor for special consignments (F_{np})

For special consignments F_{np} is calculated as it follows:

Services	**F_{np}**
Consent of the other RUs	1,1
Allowable maximum speed train V_{max} = 60km/h	1,2
Starting and stopping the train must not be suddenly, and driving staff must be informed about it in the "General Order"	1,2
Attendant of the consignment should be alert to personal safety when crossing the electrified railway line and hand them a statement given in annex I of the Ordinance 20 with proof of signature	1,2
On tracks with the platforms to drive 20 km / h, the platforms without passengers, goods and materials	1,2
When controlling measures, responsible worker of services for maintaining the railway line (railroad foreman, oficer for the substructure)	1,3
Transport in regular freight trains	1,3
Rail vehicles operating on its own wheels if they do not have a sign RIV or RIC, as well as vehicles that are not included in the roling stock of ŽICG (new cars, hauled locomotive and self-propelled and private cars)	1,3
Goods which load units are connected in bundles (which can be deflected), for example: a round concrete steel and similar goods that exceeds the length of more than 36 m	1,3
Shipments which length exceeding bogie car more than 6.5 m. In this case, the buffer wagons are added under the provisions of point 7.3. Annex II RIV (Volume 1)	1,3
Prohibited the transport near loading ramp , near eaves and below the loading control profiles	1,5
At stations, it must not be occupied adjoining rail tracks, at least 15 m from shunting limit signal	1,5
Obliged grounding of the special consignment on electrified lines under the provisions of Regulations 20 (Annex II)	1,5
Throughout all stations , pass only on the main tracks	1,5
Driving through the switche in the turn at a speed of Vmax = 20 km / h	1,5
Transport of shipment is necessarily accompanied by an employee of technical academic profession in his section, he immediatelly checks the state of the shipment and, if necessary, he determines by himself an light drive in sharp curves, or via switches in turn position	1,5
Consignment which dimensions are within the limits of the load profile of track, but do not meet the prescribed distance between loads (vehicle) and load profile of lines, determined by provision of Volumes 1 of Schedule II of the Rules RIV (Annex III of this Regulation)	1,5
Cars with more than 8 axles when loaded, even if they have asign RIV	1,5
Items that cannot be transported to the terminal stations without reloading, if individually weighing more than 25 tons, or loaded into a car with low floor	1,5
Consignments on electrified lines cannot meet the required security clearances between the furthest parts of its mass and parts of catenary under voltage	1,5

Load of rails, iron, steel, or similar things unconnected (non-deflected) length of over 36 m of loaded on two or more cars without trunnions (Regulations on loading the car, Volume 1, Appendix II of the Rules RIV)	1,5
Shipments loaded onto two or more cars with trunnions that are not connected by clutches to the screw or by assisting cars, for example: – rigid clutch, – assisting cara that are connected by stiff clutch with loaded car and both from one side , and from the other side – By means of load of suitable shape fixed to the trunnions so that it can transfer towing forces and repulsive forces	1,5

For other special consignments shall be concluded special agreements between ŽICG and operators, according to the criteria of the Ordinance 20 on the carriage of special shipments.

Annex 19. Review of primary and secondary causes of train delays

Primary causes of delay of the infrastructure manager (ŽICG)	
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-demand of 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.	Avoided collision, overtaking and derailment of rolling stock

Annex 19. Review of primary causes of delay of rail carrier

Primary causes of delay of trains (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 19. Review of primary causes of train delays

Primary causes of delays (external impacts)	
No.	**Title**
1.	State needs
2.	The train received in delay from other railway administration
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 19. Review of secondary causes of train delays

Secondary causes of train 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 19.The review of the causes of train delays caused by extraordinary events, which are in the process of investigation.

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