

Conditions for the use of public loading sidings and loading areas belonging to these loading sidings owned by MÁV Zrt

Railway Undertaking may apply for access to loading sidings and to loading **areas** belonging to these sidings by a simple indication of this request without applying for a train path.

In the indication Railway Undertaking **must act** according to the rules set out in the Network Statement in point 4.3.

MÁV Zrt **Operation of Infrastructure** shall ensure access to public loading sidings and loading places belonging to these siding in accordance with the allocated capacity.

MÁV Zrt shall publish the list and technical parameters of public loading sidings and loading places belonging to these sidings on its home page.

Loading and unloading of railway vehicles drawn to loading track must start at the beginning of the time-span for ensuring loading place indicated in the allocation and must finish by the end of the time-span for ensuring loading place indicated in the allocation.

Duration of ensuring loading place allocated must not exceed the maximum length of time defined by this annex for loading/unloading.

Maximum length of loading times for loading/unloading of railway vehicles that MÁV Zrt. **Operation of Infrastructure** ensures, are as follows:

Vehicle (number of vehicle)	Maximum time-span of ensuring loading place (hour)
1-15 vehicles	24
16-30 vehicles	48
Every furtherer up to 15 vehicles	+24
For arrived/departed vehicles of serving trains (Kt)	120

Time-span of ensuring loading place is the maximum length of time span defined in the train path allocation for loading / unloading wagons and includes the technological time for pulling wagons in and out of the loading place.

Beginning of the time-span of ensuring loading place is the time defined for access to tracks designated to loading and to loading places belonging to these tracks.

Time-span of ensuring of loading place must be interrupted on loading places without lighting based on the Calendar for lighting and must also be interrupted on holidays and bank holidays.

Lighting calendar for the operation time of lams providing space lighting

Month		January	February	March	April	May	June	July	August	September	October	November	December
1-15	time of switching on	16:15	17:10	17:35	18:35	19:05	19:35	19:45	18:10	18:20	17:10	16:20	15:55
	time of switching off	7:35	7:10	6:15	5:10	4:20	3:50	3:55	4:30	5:05	5:55	6:35	7:15
16-31	time of switching on	16:30	17:15	18:05	18:45	19:25	19:45	19:30	18:45	17:40	16:45	16:05	15:55
	time of switching off	7:20	6:35	5:45	4:40	4:00	3:50	4:15	5:00	5:35	6:15	6:55	7:30

The maximum time -span of ensuring of loading place does not include the public holidays and weekends and the time span on non-lighted loading places when the Railway Undertaking cannot carry out the loading activity continuously due to the lack of lighting (in accordance with the lighting calendar).

MÁV Zrt **Operation of Infrastructure** ensures the usage of public loading tracks and loading places belonging to these tracks during the interruption of the time-span of ensuring loading place, if Railway Undertaking makes a statement that he intends to perform loading even if the loading place is not lighted as it is in the lighting calendar, and also on holidays and bank holidays.

If the Railway Undertaking ensures provides lighting for the public loading sidings and loading places with its own equipment during the interruption in time ensured for the use of loading places, the time of loading done during this period is counted as part of the time loading place ensured.

If MÁV Zrt **Operation of Infrastructure** performs the drawing in/out of wagons to/from loading tracks, but MÁV Zrt. **Operation of Infrastructure** can start the work only delayed after the timed appointed by the allocation for starting for reasons imputable to MÁV Zrt. **Operation of Infrastructure**, time-span of ensuring loading place begins when service really starts.

To stayings of vehicles on loading tracks prior to the beginning of time-span of ensuring loading place and after that, regulation in Network Statement point 5.3.7 „Vehicle storage” shall apply. In case of hindrance, Railway Undertaking causing the hindrance is obliged to pay all damages and costs occurred in relation to hindrance in accordance with general liability rules.