Annex 5
Methodology of categorisation of stations and stops for passenger trains

Service places shall be categorised from the point of view of passenger service and station infrastructure on the basis of service quality and costliness of facilities, equipments built up there. Each station comes under two categories.

The following factors shall be considered when ranking the service place in category from passenger service point of view ($T_{sz,i}$):

- Height of the platform

- Length of the platform

- How to access the platform

- How to inform passengers on platforms and in passenger buildings

- Nature of passenger serving facilities

- Structures for protecting passengers against weather

- Characteristics of traffic links of passenger boarding places

Weights of the factors taken into account and values related to the quality of the service ($Sz_{sz,j}$) are included in the following registers.

Index of passenger boarding places from the point of view of using of passenger serving facilities of stations:

$\gamma_{sz} = \Sigma\Sigma\ T_{sz,i} \times Sz_{sz,j}$

- If $\gamma_{sz} \geq 0{,}65$, passenger boarding place comes to category I from the point of view of using passenger serving facilities.

- If $0{,}65 > \gamma_{sz} \geq 0{,}30$, passenger boarding place comes to category II from the point of view of using passenger serving facilities.

- If $0{,}30 > \gamma_{sz}$, passenger boarding place comes to category III from the point of view of using passenger serving facilities.[1]

Parameters and their weights typical for passenger boarding places from the point of view of using of passenger serving facilities of stations.

Number	Factors which define the quality of services	Weight (%)
1.	Platform height	15
2.	Platform length	15
3.	Platform access	15
4.	Passenger information on platforms	15
5.	Passenger information in passenger buildings	15
6.	Passenger serving facility	10
7.	Protection against weather	10
8.	Traffic link	5

Values of quality level multiplier of parameters typical for individual passenger boarding places from the point of view of use of passenger serving facilities of stations

Category	Feature	Quality multiplier (%)
1. Platform height		
„1"	top of rail + 0	0
„2"	top of rail + 15	50
„3"	top of rail + 30	75
„4"	top of rail + (55-60)	100
2. Platform length		
„0"	less than 100 metres	0
„1"	101-199 meters	50
„2"	200-299 metres	90
„3"	300 metres or more	100
3. Platform access		
„1"	in the same level	0
„2"	overpass	80
„3"	underpass	100

Category	Feature	Quality multiplier (%)
4. Passenger information on platforms		
„0"	Printed (announcement about the departure and arrival of trains at the station)	0
„1"	audio	30
„2"	visual	80
„3"	complex (audio and visual)	100
5. Passenger information in passenger buildings		
„0"	No information	0
„1"	audio	30
„2"	Visual (electronic, manual, printed (picture, table of departure-arrival of trains at the station))	60
„3"	Complex (electronic and audio-visual)	100
6. Passenger serving facilities		
„0"	No facilities	0
„1"	Passenger building (with waiting room furniture or platform furniture)	50
„2"	Passenger building with functioning ticket office, seats (waiting room furniture or platform furniture)	100
7. Protection against weather		
„0"	No protection	0
„1"	Rain shelter	30
„2"	Platform roofing	50
„3"	Waiting room	70
„13"	Rain shelter and waiting room	90
„23"	Platform roofing and waiting room	100
8. Traffic link		
„0"	No traffic link	0
„1"	Bicycle store	30
„2"	P+R parking	40
„12"	bicycle store and P+R parking	60
„3"	Link to public transport	80
„13"	Bicycle store and link to public transport	90
„23"	P+R parking and link to public transport	90
„4"	complex (1+2+3)	100

The following factors shall be considered when ranking individual service places in categories from the point of view of using of station infrastructure-2 ($T_{sz,i}$):

- Number of main tracks

- Type of safety installation of station

- Number of switches

- Electrification of tracks

- Type of traffic control of station

- Suitability for train crossing

- Point heating possibility

- accessibility of train serving facilities

Weights of the factors taken into account and values related to the quality level of the service ($Sz_{sz,j}$) are included in the following registers

Index of passenger boarding places from the point of view of using of station infrastructure :

$\gamma_{sz} = \Sigma\Sigma\ T_{sz,i} \times Sz_{sz,j}$

- If $\gamma_{sz} \geq 0{,}65$, passenger boarding place comes to category I from the point of view of using of station infrastructure.

- If $0{,}65 > \gamma_{sz} \geq 0{,}30$, passenger boarding place comes to category II from the point of view of using of station infrastructure.

- If $\gamma sz < 0{,}30$, passenger boarding place comes to category III from the point of view of using of station infrastructure.

Parameters and weight values typical for individual passenger boarding places from the point of view of use of station infrastructure-2

Number	Factors defining service quality	Weight (%)
1.	Number of main tracks	15
2.	Type of safety installation of station	10
3.	Number of switches	15
4.	Electrification of tracks	10
5.	Type of traffic control of station	10
6.	Suitability for train crossing	15

7.	Point heating possibility	10
8.	Accessibility of train serving facilities	15

Values of quality level multipliers of parameters typical for individual passenger boarding places from the point of view of use of station infrastructure

Category	Feature	Quality multiplier (%)
1. Number of main tracks		
„1"	1-2	0
„2"	3-8	50
„3"	9-12	80
„4"	more than 12	100
2. Type of safety installation of stations		
„0"	No station safety equipment or EÁ	0
„1"	NBJF	15
„2"	KA, KAE	25
„3"	KR	35
„4"	ER, SH, FM, VES, INT-VES	80
„5"	FOND, INT, D55, KA69, SZKA, WSSB, D70V, ESTW-ELEKTRA-D55, KSW-90	90
„6"	D67, D70, SZT, ELEKTRA, SIMIS	100
3. Number of switches		
„1"	0-5	0
„2"	6-10	40
„3"	11-20	60
„4"	more than 21	100
4. Electrification of tracks		
„1"	not electrified	0
„2"	partly electrified	50
„3"	electrified	100
5. Type of traffic control of station		
„0"	not remote controlled	0
„1"	remote controlled	100
6. Suitability for train crossing		
„0"	not suitable	0

„1"	suitable	100
7. Point heating possibility		
„0"	yes	0
„1"	no	100
8. Accessibility to train serving facilities		
„0"	no	0
„1"	1-2 facilities	60
„2"	3 facilities and more	100