

## Modifications

### TEXT

#### 1. 4.3.3 Deadlines and procedures of application for services provided by the infrastructure manager

The following sentence has been inserted into the section:

The service for 'storing of vehicles' can be ordered without ordering a train path.

#### 2. 5.3 Supplementary services

The following paragraphs have been inserted:

Supplementary services have been divided into three categories as follows:

- access part of service: services providing access to infrastructures and facilities
- supply part of service: providing services connected to infrastructures and facilities
- complex services: services including elements of both access and supply part of service

Supply part of services (as a part of complex services) can be provided by the infrastructure manager only at the service places that have the necessary facilities and/or infrastructures to provide the service.

#### 3. 5.3.1 Use of electrical supply equipment

The following element was added to the point:

The access part of service comprises:

- Access to and use of electrical supply equipment and power supply system (without electric energy).

#### 4. 5.3.2 Access to refuelling facilities

The following modifications were made:

~~The service comprises access to refuelling facilities and also the provision of traffic activity needed to the access.~~

#### Complex service

The access part of service comprises:

- access to refuelling facilities
- provision of traffic activity needed to the access.

The supply part of service comprises:

- ensuring the use of buildings and infrastructures relating to refuelling facilities as well as providing services connected to the refuelling facilities (without providing fuel).

#### 5. 5.3.3.1 Use of stations by passenger trains for stopping

The following modifications were made:

In case of MÁV Zrt:

##### Complex service

This ~~The~~ **access part of** service comprises for trains of train-categories A and B listed in Annex 4.3-2 the followings:

- access to and use of track network and other facilities of passenger stations and stops not included in basic services but required for the purpose of passenger transportation
- **ensuring access to passenger service buildings, facilities and passenger areas, use of** ~~passenger service buildings and facilities, passenger areas, passenger information tools and equipments,~~
- ~~provision of information on stations,~~
- **ensuring the** use of traffic operation activity related to stopping of trains at stations necessary to dispatch and receive trains ~~(traffic control, recording data of train run)~~

~~For using any of the above mentioned services, the service "Use of station for stopping" shall be ordered for every concerned service place where the train stops (inclusive of origin and destination stations). The definition of request stop can be found in Annex 1.10.~~

In case of GYSEV Zrt:

This ~~The~~ **supply part of** service comprises for trains of train-categories A and B listed in Annex 4.3-2 the followings:

- **providing information to passengers at stations and ensuring of service to passengers**
- **ensuring the protection of stations with security and patrol service not containing the security service related to railway vehicles,**
- **ensuring the use of waiting halls, other passenger areas and buildings as well as ensuring services connected to them.**
- ~~access to and use of track network and other facilities of passenger stations and stops not included in basic services but required for the purpose of passenger transportation~~
- ~~use of passenger service buildings and facilities, passenger areas, passenger information tools and equipments,~~
- ~~provision of information on stations.~~

### 6. 5.3.3.2 Use of the origin/destination stations by passenger trains

The following modifications were made:

In case of MÁV Zrt:

#### Complex service

The **access part of** service comprises for trains of train-categories A, B and C listed in Annex 4.3-2 the followings:

- **ensuring** access to track network for formation, shunting and splitting-up of passenger trains, **as well as access to track related technical devices containing signalling and safety equipment**,
- use of traffic activities of stations connected to dispatching, accepting and shunting of trains (~~traffic control, registering of train run data~~),
- **ensuring** access to ~~and use of~~ installed station facilities of the Infrastructure Manager necessary for ~~preheating, precooling,~~ water supply, emptying of waste water of toilets of passenger trains (~~without ensuring of energy and water~~).

In case of GYSEV Zrt:

The **supply part of** service comprises for trains of train-categories A, B and C listed in Annex 4.3-2 the followings:

- ~~— access to track network for formation, shunting and splitting-up of passenger trains,~~
- ~~— use of traffic activities of stations connected to shunting of trains (traffic control),~~
- **ensuring the access to and use and supervision** of installed station facilities of the Infrastructure Manager necessary for preheating **and** precooling, ~~water supply,~~ emptying of waste water of toilets of passenger trains (without ensuring of energy and water) **and providing services relating to them.**

### 7. 5.3.4.1 Use of origin/destination stations by freight trains

The following modifications were made:

In case of MÁV Zrt:

#### Complex service

~~This~~ **The access part of** service comprises for trains of train-category D listed in Annex 4.3-2 the followings:

- access to railway tracks and facilities belonging to stations (tracks and related technical equipment used by trains and detached/inserted wagons, including shunting facilities) for transporting freight (freight train run, shunting)
- use of traffic activities of stations connected to dispatching, accepting and shunting of trains, (~~traffic control, registering of train run data~~)
- access to tracks necessary for marshalling activity and use of track-related technical devices containing signalling and safety equipment, ~~rail brakes and drag shoes~~ belonging to these tracks,

- ensuring access to sidings on marshalling yards designated for loading, to open access connecting and junction railway networks, to open access privately owned networks and transshipment sidings, loading places, to tracks enabling access to freight terminals,
- ~~— access to technical and engineering equipments for serving purposes,~~
- ~~— carrying out traffic operation activity required to the access.~~

#### In case of GYSEV Zrt:

This **The supply part** of service comprises for trains of train-category D listed in Annex 4.3-2 the followings:

- ensuring the protection of stations with security and patrol service not containing the security service related to railway vehicles
- ensuring the use of buildings necessary for freight transportation and providing related services.
- ~~— access to railway tracks and facilities belonging to stations (tracks and related technical equipment used by trains and detached/inserted wagons) for transporting freight (freight train run, shunting)~~
- ~~— use of traffic activity at stations connected to shunting of trains,~~
- ~~— access to tracks necessary for marshalling activity and use of equipments, signalling and safety equipments, rail brakes and drag shoes belonging to these tracks,~~
- ~~— ensuring access to sidings designated for loading, to open access connecting and junction railway networks, to open access privately owned networks and transshipment sidings, loading places, to tracks enabling access to freight terminals, as well as access to technical and engineering equipments for serving purposes,~~
- ~~— access to technical and engineering equipments for serving purposes~~
- ~~— providing traffic activities necessary to access~~

#### 8. 5.3.4.2 Use of intermediate stations by freight trains

The following modifications were made:

#### In case of MÁV Zrt:

#### **Complex service**

This **The access part** of service comprises for trains of train-category D listed in Annex 4.3-2 at intermediate stations the followings:

- **ensuring** access to tracks and equipment belonging to stations for the purpose of freight transportation (freight train run, shunting, exchange of traction unit, locomotive go-round, reversing direction, detaching/inserting of wagons),
- ensuring access to sidings designated for loading, to open access connecting and junction railway networks, to open access privately owned networks and transshipment sidings, loading places, to tracks enabling access to freight terminals,
- **ensuring the** use of traffic activities of stations connected to dispatching, accepting and shunting of trains (~~traffic control activity, registration of train run data~~),
- ~~— access to technical and engineering equipments for serving purposes,~~
- ~~— providing traffic activity necessary to access.~~

In case of GYSEV Zrt:

~~This~~ **The supply part of** service comprises for trains of train-category D listed in Annex 4.3-2 ~~at intermediate stations the followings:~~

- ensuring the protection of stations with security and patrol service not containing the security service related to railway vehicles,
- ensuring the use of buildings necessary for freight transport and providing related services.
- ~~— Access to tracks and equipments belonging to intermediate stations for the purpose of freight transport (freight train run, shunting, exchange of traction unit, locomotive go-round, reversing direction, detaching/inserting of wagons),~~
- ~~— use of traffic control activities connected to shunting of trains,~~
- ~~— ensuring access to sidings designated for loading, to open access connecting and junction railway networks, to open access privately owned networks and transshipment sidings, loading places, to tracks enabling access to freight terminals,~~
- ~~— access to technical and engineering equipments for serving purposes,~~
- ~~— providing traffic activity necessary to access~~

## 9. 5.3.7 Storage of vehicles

The following modifications were made:

~~This~~ **The access part of** service comprises:

- **ensuring the infrastructure for** the storage of vehicles of the Railway Undertaking beyond 24 hours.

Safe-keeping and protection of stored vehicle(s) is the obligation of the Railway Undertaking; **the service does not comprise the protection itself**. Railway Undertaking is obliged to indicate its need for storage **by ordering the service** before the expiry of the 24 hours. **Before the expiry of the 24 hours it is not considered as storage of vehicles.**

## 10. 5.3.8.1 Ensuring access to wagon weigh bridges

The following modifications were made:

~~This~~ **The supply part of** service comprises:

- ensuring of the weigh bridge in working order,
- ensuring that the employee (mandate) of the Railway Undertaking carrying out weighing gets into the scale house,
- supervision of weighing of railway wagons carried out by Railway Undertaking

**11. 5.3.8.2 Suspension of service interruption, service stoppage**

The following modification was made:

The **supply part of** service comprises:

- availability of Infrastructure Manager's traffic operation staff in places and in time period affected by the service interruption, service stoppage.

**12. 5.3.8.3 Access to rail rolling stock maintenance facilities**

The following modification was made:

The **access part of** service comprises:

- ensuring access to rail rolling stock maintenance facilities and rails used at facilities

**13. 6.1 Charging principles**

The following paragraph was inserted into the point:

If network access charges to be paid by Railway Undertakings and the sum of the provided state subsidy do not cover the entire amount of justified costs and expenditures of the infrastructure manager in connection with its activity, charging body shall charge mark-ups (defined by Article 55 (8) of Railway Act and Paragraph 6 of Decree on Charging) to cover all the justified costs and expenditures. However, prior to adding the mark-up to the charge, we have to analyse if there is a segment that cannot pay the network access charge increased with the mark-up. After implementing the segment analysis for the 2014/2015 timetable year, we have concluded that all the segments are able to pay the mark-up relating to basic services, access part of supplementary services and access part of complex supplementary services.

**14. 6.2 Charging system**

The following modification was made:

Charging system used for the railway network of MÁV Zrt and GYSEV Zrt is contained by Charging Methodology (Annex 6.1-1 to this Network Statement) prepared in compliance with the **Decree on Charging**. ~~Joint Decree No 83/2007 (X 6)GKM-PM on frameworks of the network access charging system, and basic regulations of determination and implementation of network access charges.~~