

Procedure of applying for, ordering exceptional consignments - individual consignments requiring special regulation at GYSEV Zrt

Exceptional consignment shall be accepted by the Railway Undertaking only with preliminary acceptance/taking-over permission for railway transport (Acceptance Permission) or taken over from a foreign railway /railway undertaking (Taking-over Permission).

Procedure of application, ordering:

Railway Undertaking shall submit its application for transferring exceptional consignment by forwarding the filled-in application form “Application for permitting of exceptional consignments” attached to this Annex to organisation units defined later by this Annex. On the basis of the submitted application, Infrastructure manager shall prepare an offer within 30 days at the latest depending on the permitting procedure, and shall send the offer to the Railway Undertaking. Railway Undertaking shall order the forwarding of exceptional consignments by confirming the offer with the attached technology and at the price defined by the offer. The order (confirmation of the offer) shall be submitted to the Infrastructure manager at least 8 days before the scheduled train run. Infrastructure manager shall provide this service exclusively on ordering.

Basis for accounting shall be the performance acknowledgement. Infrastructure manager shall issue in every month a cumulative invoice to the Railway Undertaking in accordance with the content of the order.

Applications for acceptance/(taking-over) permission shall be submitted to organisations as follows:

- In the event of domestic and international transport:
GYSEV Zrt, Infrastructure Business Unit
Address: H-9000 Sopron Mátyás király utca 19.
Phone: +36-99-517-213
Fax: +36-99-517-148
E-mail: bjabronka@gysev.hu

Forms to be used by the Railway Undertakings:

- Application for permitting of exceptional consignments.

Application for permitting exceptional consignments**Applicant: (Consignor/Railway Undertaking):**

Appendix 1

1a	Name of consignment NHM-code									
1b	Similar consignment (piece)		1c	UIC-registration (PR)number *						
2a	Wagon series ⁽¹⁾									
3	wheel-base/bogie pivot pitch*		mm							
4	Wheel-base in bogie ^{(2)*}		mm							
5	Number of axles*		6	Length of wagon between bumpers * (mm)						
7	Wagon dead weight*(t)		8	Net load (t)						
7+8	Joint weight*		9	Per meter load (t/m)						
10	Axle load (t)		11	Length of load (mm)						
Crucial points of consignment ⁽³⁾										
P o i n t s	12a	12b	13	14	15	16 dynamical supplement *	17		18	
	Distance from the middle of the wagon		Height above rail level	Distance from the outside axle or from the bogie pin			Arch amplification in case of radius	Width of the needed space from the middle of the track (12+16+17)		
	One side	Other side		"ni" (inwards)	"na" (outwards)			∞ m *	250 m *	∞ m *
	mm	mm	mm	mm	mm	mm	mm	mm	mm	
A										
B										
C										
D										
E										
F										
G										
H										

19	Remarks to the load *: <ul style="list-style-type: none"> - Does not go beyond loading gauge - Remarks to crucial points⁽⁴⁾ - Details of goods: - Centre of mass of goods: ⁽⁵⁾ - Special loading specifications:
20	Consignor (name and address):
20b	Railway Undertaking(s): ⁽⁶⁾
21	Origin station:
22	Destination station:

23	Route of forwarding ⁽⁷⁾	
24	Forwarding *: - in freight train, in special run, from own resources	V _{max} km/h
25	Station with customs clearance:	26 Transhipment port:
27	Consignee (name and address):	
a		
27b	Party bearing costs (name and address):	

28	Transport conditions: ⁽⁸⁾	
28	Remarks to railway wagons or vehicles*:	
a	<ul style="list-style-type: none"> a) Standard axle load, exceeding of axle load b) Why is the wagon not equipped with RIV/RIC label? c) Technical data for height of floor, wheel, carrying capacity etc.. d) Technical data for brake e) Other operational data f) Permitted speed with loaded or empty wagons g) Expected time or period of dispatch, etc. 	
29	Transport specifications: Must the load be grounded? <ul style="list-style-type: none"> - * <i>Forwarding</i>: (hauled, from own resources and driver) - * <i>inserting</i>: (as the first wagon behind the locomotive, as a trailer), - * <i>Not to be hump shunted, kicked, or pulled to a hump</i> - * <i>in group of wagons</i> - * (Other operational specifications) - 	
30	Must the load stand in a given direction at a transit station?: *	
31	Former licence number *:	
32	Extra costs to transport charges: ⁽⁹⁾	
33	Checking of the running stability of vehicles at stations:.....*	
34	1. Second deadline for transportation: ⁽⁷⁾	

Explanation

- * Optional
- (1) Serial indicator, type number, layout sketch for low-floor wagons, etc., buffer wagon, adaptor wagon etc.
- (2) Only in case of bogie wagons. In case of combined bogie wagons (p), (p₁), (p₂) must be given.
- (3) Only in case of overhanging the loading gauge
- (4) E.g.: Crucial points connected with straight lines/curves
- (5) Coordinates, height/width/length of centre of mass
- (6) Railway undertaking(s) affected by transportation
- (7) Suggested border crossings
- (8) Carriage conditions and other prescriptions laid down by railway company issuing permission
- (9) Determination (in percentage) of additional carriage charge resulting from special conditions of transportation - technical guidance, making electrical overhead wire dead, speed restriction, etc.

Further information for filling in the form

1. Data for railway vehicles shall only be given in this form if series, height of the floor etc. of vehicles to be used are known. In any other cases measures of cross sectional and side views must be given in accordance with the maximum height of floor of H=1300 mm.

2. Cross sectional, side and top views of the consignment shall be drawn with colour lines. Fields for text must also be filled in. Cross sections view must be drawn to scale, side and top views shall be proportionate. Crucial points of the load shall be dimensioned with measurements taken laterally from the middle of the track, vertically from the upper edge of the rail.

3. By the characteristic outline of the consignment is meant such a profile which is formed from elements of individual cross sections of the consignment overhanging in the greatest extent the measures of the loading gauge. Individual points of the characteristic outline are those points of the consignment which

a) - in the same altitude - are the furthest from the axle of the vehicle

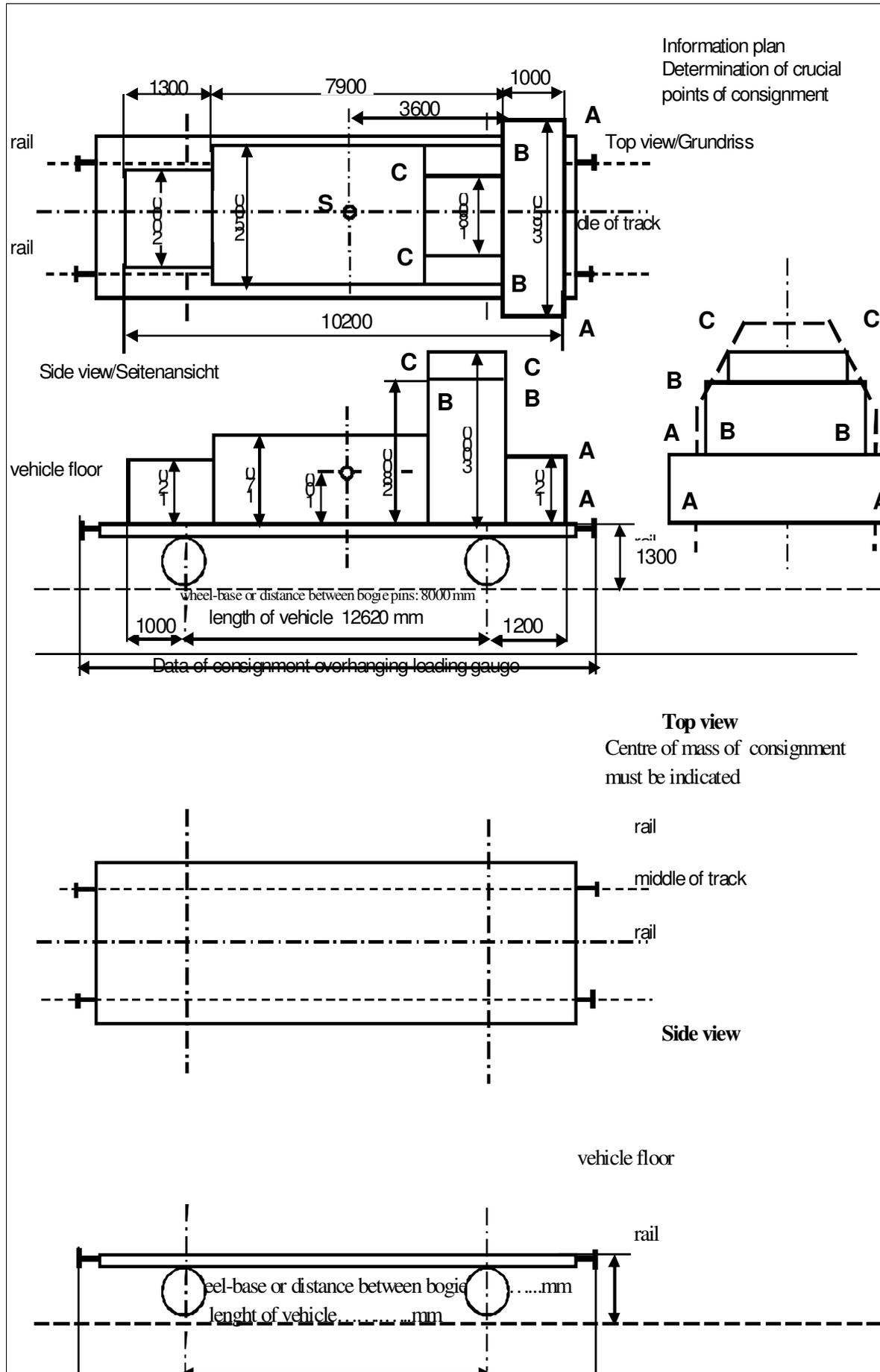
b) - in the same latitude - have the greatest distance above the rail head

Lines and curves linking the individual points shall be drawn in accordance with the outline of the consignment. Individual points of the characteristic outline and lines linking these points form such a profile - a non existing profile if cross sections of the consignment varies - on the basis of which the railway company issuing the permission defines the possibilities and conditions of transportation.

4. The centre of mass of load shall be indicated on the sketch.

5. If load - beyond the end of the vehicle - overhangs the bogie pin (in case of a two-axle vehicle above the axle) - extent of overhanging must be indicated in the side view.

6. Carrier shall sign the filled in form, and if applicable, shall stamp it.



Cross-sectional outline characteristic of consignment

