



Annex 2/B

Methodology of determination of number of track route use - MÁV Zrt

Number of track route use has been determined by assuming an average network technology. Track route use numbers have been established as follows:

Number of use of track route of the network:

Number of track route use by departing trains + number of track route use by through trains + number of track route use of using station infrastructure-1 + number of track route use of using station infrastructure-2 + number of track route use of station infrastructure by freight trains + number of use of track route for access to refuelling facilities + number of use of track route for access to wagon weigh bridges (scales) + number of use of track route for access to loading tracks and loading areas + number of use of track route for access to privately owned railway network + number of use of track route for storage of vehicles + number of use of track route by vehicles with exchanged axles + number of use of track route for access to rail rolling stock maintenance facilities

Number of use of running track route of station of the network:

Number of track route use by through trains + number of track route use of using station infrastructure-1 + number of track route use of station infrastructure by freight trains

Number of use of running track route of the network:

Number of track route use by through trains + number of track route use of using station infrastructure-1 + number of track route use of using station infrastructure-2 + number of track route use of station infrastructure by freight trains + number of use of track route for access to refuelling facilities + number of use of track route for access to wagon weigh bridges (scales) + number of use of track route for access to loading tracks and loading areas + number of use of track route for access to privately owned railway network + number of use of track route for storage of vehicles + number of use of track route by vehicles with exchanged axles + number of use of track route for access to rail rolling stock maintenance facilities

Number of use of intermediate track route at station of the network:

Number of track route use of using station infrastructure-1 + number of track route use of station infrastructure by freight trains

Number of use of operation track route of station of the network:

Number of track route use of using station infrastructure-1 + number of track route use of station infrastructure by freight trains + number of use of track route for



access to loading tracks and loading areas + number of use of track route for access to wagon weigh bridges (scales)

Number of use of shunting track route of station of the network:

number of track route use of using station infrastructure-2 + number of track route use of station infrastructure by freight trains + number of use of track route for access to refuelling facilities + number of use of track route for access to wagon weigh bridges (scales) + number of use of track route for access to loading tracks and loading areas + number of use of track route for access to privately owned railway network + number of use of track route for storage of vehicles + number of use of track route by vehicles with exchanged axles + number of use of track route for access to rail rolling stock maintenance facilities

where:

Number of track route use by departing trains

Content: number of use of track routes connected to train dispatch activity at departure stations

Definition: Equal to the number of departing trains (1 track route switching per departure)

Data source: PASS2

Number of track route use by through trains

Content: Number of use of track routes connected to *passing of through trains through stations, stops*. In the case of stopping or departing/arriving trains at stations, track routes connected to stopping, departing/arriving shall not be considered here.

Definition: Equal to the doubled number of service places concerned by through trains.

Data source: PASS2

Number of track route use of using station infrastructure-1

Content: Number of track route use connected to the (ordered) stopping of passenger trains for boarding/getting off of passengers. It can be meant at stations, but not at stops or at stations where trains run through or stop only for traffic control reasons.



Determination: 2 track route uses per stopping at stations shall be meant.

Data source: PASS2

Number of track route use of using station infrastructure2:

Content: Number of track route use for using the track network for preheating, precooling, water supply, emptying of closed system toilets, cleaning of coaches, train formation and for access of passenger trains to installed equipments of the infrastructure manager (without ensuring of energy and water). It can be meant only in stations. Track routes connected to access to refuelling facilities, to privately owned railway networks and to workshops, as well as track routes connected to vehicle storage are excluded.

Definition: For trains reversing direction in closed sets, 2 uses of track route shall be meant per arrival to an origin and a destination station.

Data source: PASS2

Number of track route use of station infrastructure by freight trains:

Content: Number of track route use by freight trains connected to stopping. It can be meant in all stations where freight trains stop (as ordered). Number of plus track route use connected to access of freight trains to marshalling yards, shunting equipments, and to detaching and inserting of wagons.

Determination: 4 track route uses shall be meant per stopping of freight trains.

Data source: PASS2

Number of track route use for access to refuelling facilities:

Content: Number of track route use connected to access to refuelling facilities.

Determination: 0,003 track use shall be meant as per refuelling volumes (per litre).

Data source: KUTINFÓ

Number of track route use for access to wagon weigh bridges (scales):

Content: Number of track route use connected to access to wagon weigh bridges (scales).

Determination: 1/3 track route use shall be meant as per wagon weighed.

Data source: PASS2



Number of track route use for access to loading tracks and loading areas (HUF/wagon)

Content: Number of plus track route use connected to access to loading tracks and loading areas.

Determination: 1/5 track route use shall be meant for each wagon forwarded to loading tracks and loading areas.

Data source: PASS2

Number of track route use for access to privately owned railway network (HUF/wagon)

Content: Number of track route use connected to access to privately owned railway networks.

Determination: 1/5 track route use shall be meant to each wagon served to access the privately owned railway network.

Data source: PASS2

Number of track route use for storage of vehicles (HUF/vehicle day):

Content: Number of track route use connected to storage of rolling stock.

Determination: 1/150 track route use shall be meant per vehicle-day.

Data source: PASS2

Number of track route use of axle-exchanged vehicles:

Content: Number of track route use connected to access to facilities exchanging axles.

Determination: 1/3 track route use shall be meant to each axle-exchanged vehicle.

Data source: PASS2

Number of track route use for access to rail rolling stock maintenance facilities (HUF/wagon)

Content: Number of track route use connected to access to rail rolling stock maintenance facilities.

Determination: 1/5 track route use shall be meant to each vehicle forwarded to the maintenance workshop.

Charging Methodology „2015”
Annex 2.B - 2015/16.
December 9, 2012



Data source: PASS2