

Modification

TEXT

1. 4.6 Cancellation rules, procedure if train path is not cancelled

The 1st paragraph of the point was completed as follows:

Network capacity allocated for an applicant and network capacity allocated for the Infrastructure Manager for the purpose of maintenance, renewal and development may be cancelled at VPE in writing or electronically through the train path applying information technology system of VPE or via fax **until 24 hours after the planned time of train running.**

The 2nd paragraph of the point was deleted:

~~Should a Railway Undertaking neither use nor cancel in due course its train path or the definite service, or fails to cancel them, it shall pay a cancellation fee in accordance with the Performance Regime.~~

The following paragraph of point 6.1 was moved to the 3rd paragraph of this point with the modification below:

Infrastructure Manager considers the rail network capacity cancelled in the following cases:

- If the Railway Undertaking does not start the use of the ordered service within 24 hours starting from the time requested in the allocation, ~~the ordered but non-used service is considered to be cancelled.~~

2. 6.1 Charging principles

The following paragraph of this point was moved to point 4.6:

If the Railway Undertaking does not start the use of the ordered service within 24 hours starting from the time requested in the allocation, the ordered but non-used service is considered to be cancelled.

6.1.1.1 Use of train paths

The following modification was made in the point:

Should the train be late at departure, upon request of the Railway Undertaking the train can also start within a timeframe of 24 hours ~~subject to the application of rules of the Performance Regime~~ on the basis of the originally allocated train path, and can run in the route as allocated in the train path if traffic conditions makes it possible.

3. 6.4 Performance Regime

The following modifications were made in the point according to the simplified Performance Regime.

Performance Regime covers:

- incentive scheme to facilitate punctual train run,
- ~~— incentive scheme of submitting train path request sooner,~~
- ~~— incentive scheme of cancelling train path sooner,~~
- supporting environmentally sound means of transport,
- ~~- other incentive schemes related to the running of trains,~~
- incentive scheme to facilitate a more efficient planning of services,
- incentive scheme related to the efficient use of primary stations.

ANNEXES

1. Annex 2.3.2.1 - General Terms and Conditions of the Network Access Contract

The following modifications were made:

§ 36 Terms and conditions of payment

B) Financial documents to be submitted to MÁV Zrt infrastructure manager:

The 5th paragraph of the chapter has been moved into the 2nd paragraph, and the 2nd point of the 2nd paragraph has been deleted in the same time. The clarification does not modify the content of this chapter compared to the previous modification.

MÁV Zrt infrastructure manager requires of authorised applicants the submission of the following financial documents:

- annual report for the last closed business year prepared in compliance with the provisions of the law of accountancy, deposited and equipped with an auditor's clause; this annual report must be delivered to MÁV Zrt infrastructure manager until the 15th day following the completion deadline defined in legal rule (decisively until 15 June of the year following the actual year). The authorised applicant declare in case its business year is different from the calendar year.*
- ~~— annual report for the last closed business year prepared in compliance with the provisions of the law of accountancy equipped with an auditor's clause; this annual report must be delivered to MÁV Zrt infrastructure manager until 15 June of the year following the actual year,~~