

Modification

ANNEXES

1. Annex 1.11 - Explanation of notions of higher importance

The following modifications were made:

Explanation of notions of higher importance in connection with Charging Methodology			
Notions	Notions in English	Definition	Reference to Law
Basis period	Basis period	The last expired calendar year at the time of preparing the Charging Document.	
Charge year	Charge year	The period to which the determined rates are valid.	
Line kilometre	Line kilometre	Total length of track network to be used by authorised applicants.	
Main track	Main track	All the tracks of a service place designated for receiving of trains.	
Number of track route use	Number of track route use	Number of routes switched for and used by trains relating to given basic and individual supplementary services in case of using a station access service.	
Projection equivalent	Projection equivalent	<p>A projection indicator which standardizes certain services and is used for the distribution of revenues, costs and expenses (see items listed in 6.1.2. point 2) assigned to certain services in the ratio of adequately selected, measured or calculated naturalias*. The projection indicator occurs similarly in the various station/network services that can be measured in natural measurable units, and is proportional to the amount of expenses demonstrated by the IM in connection with the described service. In present CM, in case of access services, track route use number indicators defined separate to each service are applied as projection equivalent.</p> <p>*Remark of the translator: "Naturalia" is a collective term. It means common measurement units which enable that costs to be distributed among services having different measuring units could be divided in such a rate reflecting the rate of costs emerging actually for the sake of providing the service. Since cost group to be distributed contains several cost elements being connected to different services, different types of naturalias will be applied to different cost elements; we call them track route use.</p>	
Project-like costs of development	Project-like costs of development	In accordance with Paragraph 2(f) of Decree 83/2007. GKM-PM (X. 6.), investment costs of justified costs that are inevitably necessary for the maintenance of the given technological level on the railway network managed by the infrastructure manager	
Sidings	Sidings	Track of service places other than tracks designated for receiving of trains. Their accurate names depend on their functions (warehouse, cleaning, storing and repair tracks, etc.).	
Track route	Track route	<p>Part of the track where:</p> <ul style="list-style-type: none"> · the arriving train runs from the first entry switch up to the place of stopping, · the passing through train runs in the whole length of passage (from the first entry switch up to the last outlet switch) · the starting train runs from the place of departure up to the place where the train leaves the last outlet switch <p>During shunting, track route is the section of the track where the train passes through without switching of points or safety installations.</p>	
Train kilometre	Train kilometre	The distance covered by the train in kilometre.	

2. Annex 3.3.1.1 - Main characteristics of railway lines, track sections

The following modifications were made:

Main number Sub-number	Starting point of line (station)	Final point of line (station)	Break-down of line into sections	Number of tracks	Applicable axle load (t) for hauled vehicles										Track speed (km/h)	Maximum length of train (m)	Electrified (yes/no)	Type of traffic management of line	Ground-train radio (yes (MHz)/no)	Train protection (Yes/No)	Possibility of RoLa transport (yes/no)	Rating in accordance with Governmental Decree No 160/2010	Remarks	RFC6	RFC7						
					Applicable load per meter (t/m)	Applicable class of line	Maximum load applicable for extraordinary consignments	Applicable axle load (t)																							
								without limitation	with speed limit	without limitation	with speed limit	without limitation	with speed limit	without limitation												with speed limit					
																											2-axle	4-axle	6-axle	special*	not rated
										limited speed (km/h)																					
2	3	Rákosperezdő	kiz.	Esztergom	Incl.	Rákosperezdő - Angyalföld	Incl.	two	7,2	C3	C3	21,0	21,0	21,0	21,0	21,0	60	750	nem	Central Traffic Control	no	yes	no	Nationwide Main Network	GC loading gauge must not be used between Píllsvörösvár-Píllscsaba service places.						
						Angyalföld - Óbuda	excl.	one																							
						Óbuda	Incl.																								
						Óbuda - Solymár	excl.																								
						Solymár	Incl.	two																							
						Solymár - Píllsvörösvár	excl.																								
						Píllsvörösvár - Órhegy "A" elágazás	excl.	one	7,2	D3	D3	22,5	22,5	22,5	22,5	22,5	100	350													
						Órhegy "A" elágazás - Órhegy "B" elágazás	excl.																								
						Órhegy "B" elágazás - Píllscsaba	excl.	two																							
						Píllscsaba - Esztergom	excl.	one																							
						Esztergom	Incl.		6,4	C3	C3	21,0	21,0	21,0	21,0	21,0															

3. Annex 3.3.1.3 - Position of stations and service locations on railway lines; main technical and operational characteristics - MÁV Zrt

The following modifications were made:

Line number	IT Line number	Name of the service place	Statistical number of service place	Service place				Platform															
				Staffless	Remote controlled	Signalling tool	Suitable for train crossing	Number/name	Function (passenger/freight/other)	Electrified (yes)	Length (m)	Through main line (yes)	Designated to go-round (yes)	length/width/height of platform (m)	Qualified as occupied by persons (yes)	Designated for storage	Preheating/precooling	Connection to electric power	Water supply	Connection to sewer	Equipped with inspection pit		
2/2	2	Újpest mh. Angyalföld (Újpest mh.)	10207	yes	no	none	no			no				200/8/sk30			no	no	no	no	no		
2/2	2	Óbuda (Aquincum mh.)	40253	yes	no	none	no			no	200			200/4-3,15/sk55			no	no	no-yes	no-yes	no		
2/2	2	Óbuda	01404	no	no	SH SIMIS IS	yes			no	284-370/380			200/6,2/sk55	no		no	no	no-yes	no-yes	no		
							I	other train reception/dispatch	no	392			180/1,8/sk15	no		200/6,2/sk55	no		no	no-yes	no-yes	no	
							II	passenger/freight through	no	415/385	yes		200/6,2/sk55	no		200/6,2/sk55	no		no	no-yes	no-yes	no	
							III	passenger/freight through	no	465	yes		280/1,8/sk15	no		200/12,5/sk55	no		no	no-yes	no-yes	no	
							IV	passenger/freight train reception/dispatch	no	481	yes		200/1,8/sk15	no		200/12,5/sk55	no		no	no-yes	no-yes	no	
							V	freight siding	no	438							no		no	no	no	no	no
							VI	freight out of traffic	no	385							no		no	no	no	no	no
							VII	freight siding	no	285							no		no	no	no	no	no
							VIII	freight siding	no	369							no		no	no	no	no	no
							IX	freight	no	290							no		no	no	no	no	no
2/2	2	Aranyvölgy mh.	01408	yes	no	none	no			no	200			200/6,64/sk55		no	no	no	no	yes	no		
2/2	2	Úröm mh.	01412	yes	no	none	no			no	160			160/4/sk15		no	no	no	no-yes	no-yes	no		
			01420	no-yes	no-yes	Russian-SIMIS IS	yes			no	200			200/3,85/sk55			no	no	no	no	no		
2/2	2	Solymár								no	280	yes		200/3,1/sk55			no	no	no-yes	no-yes	no		
							I	other through	no	418			120/1,8/sk15	yes		200/3,35/sk55	yes	no	no	no-yes	no-yes	no	
							II	passenger/freight through	no	380	yes		200/3,35/sk55					no	no	no-yes	no-yes	no	
							III	passenger/freight dead-end	no	466							yes	no	no	no	no	no	
2/2	2	Székhely mh.	01428	yes	no	none	no			no	200			120/1,8/sk15	yes		no	no	yes	yes	no		
2/2	2	Vörösváranya mh.	01433	yes	no	none	no			no	200			200/3,3/sk55			no	no	yes	yes	no		
			01438	no-yes	no-yes	Russian-SIMIS IS	yes			no	200			200/3,2/sk30			no	no	yes	yes	no		
2/2	2	Pilisvörösvár								no	30	yes		200/3,1/sk55			no	no	no	no	no	no	
							I	other through	no	484			120/1,8/sk15	yes		200/8,7/sk55	yes	no	no	no-yes	no-yes	no	
							II	train reception/dispatch	no	250			200/8,7/sk55					no	no	no-yes	no-yes	no	
							III	train reception/dispatch	no	385	yes		120/1,8/sk15	yes		200/8,7/sk55			no	no	no-yes	no-yes	no
							IV	dead end track	no	250								no	no	no	no	no	no
							V	dead end track	no	353								no	no	no	no	no	no
							VI	safety dead end track	no	70								no	no	no	no	no	no
2/2	2	Szabadságtiget mh.	46052	yes	no	none	no			no	25			125/2,8/sk30		no	no	no	no-yes	no-yes	no		
2/2	2	Pázmáneum mh.	41509	yes	no	none	no			no	200			200/3,25/sk55		no	no	no	no-yes	no-yes	no		
2/2	2	Klotildiget mh.	01446	yes	no	none	no			no	200			125/2,8/sk30		no	no	no	no-yes	no-yes	no		
2/2	2	Piliscsaba	01453	no-yes	no-yes	Russian-SIMIS IS	yes			no	200			200/3,1/sk30			no	no	no	no	no	no	
							I	train reception/dispatch	no	162			120/1,8/sk55			200/6,7/sk55			no	no	no-yes	no-yes	no
							II	train reception through	no	211	yes		120/1,8/sk55	yes		200/6,7/sk55			no	no	no-yes	no-yes	no
							III	storage	no	210			120/1,8/sk15	yes		200/3,3/sk55			no	no	no-yes	no-yes	no
							III csonka	safety dead end track	no	451													

4. Annex 3.8.4 - Refuelling facilities

The following modifications were made:

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Regional Storage Centre, Site of Supply	Code of the service place	Service time
Istvánteleki Főműhely	10363	Mo-Fri: 06:00-02:00 Sat-Sun: 14:00-02:00 Mon-Fri: 06:00-17:00 Sat-Sun: 14:00-17:00
Esztergom	01511	Mon-Sun: 20:00-04:00
Miskolc-Rendező	12641	Mon-Sun: 05:40-22:40 Mon-Sun: 05:30-01:30
Püspökladány	13862	Mon-Sun: 14:00-22:00 Mon-Sun: 13:30-21:30
Szolnok	13748	Mon-Sun: 06:00-14:20 Mon-Sun: 13:30-21:30
Tapolca	04598	Mon-Sun: 07:00-19:00 (It can be change in the summer timetable period according to special notice.)

5. Annex 6.1-1 - Charging Methodology

This modification of Charging Methodology (hereinafter CM) was necessary because of the changes of Act CLXXXIII of 2005 on railway transport came into force on 18th July 2015.

The most important effect of the change is that some additional services were moved to the supplementary services. These services were the following:

train acceptance, train preparation, ensuring of shunting staff, staff available for shunting, ensuring of traction unit, traction unit available for shunting, ensuring of staff for weighing, ensuring of fuel for traction, ensuring water for water supply, exchange of axles, use of bogies. Moreover the service of use of catenary, which was included in supplementary services until now, was moved to basic services.

Further changes:

- Explanation of notions of higher importance in the text of Charging Methodology was moved to the Annex 1.11 of Network Statement,
- Annex no 1, 2, 3 and 8 of Charging Methodology were updated concerning timetable period of 2016/2017.

There were some minor technical changes in Charging Methodology after the release of the draft of this modification. These changes were already included in this published version.

These clarifications are the following:

- In the content of service of ticketing and reckoning activity the expression of 'railway undertaking'(RU) was replaced by 'applicant',
- Some English expressions were replaced by Hungarian ones in Annex no 1,
- The page heading of annex no 2/a and 3/a was modified for 'timetable 2016/2017',
- The name of 'use of refuelling facilities' service and in case of some other services the order of the costs were modified.

6. Annex 6.3-1 - Service location categories and line categories at MÁV Zrt

The following modifications were made:

Line number according to NS	IT line number	Service place code	Name of the service place	Chargeable kilometres	Station category for passenger trains	Station category for freight trains	Line category	Start/end of the train path	Request stop available
2/2	2	10207	Újpest mh. Angyalföld (Újpest mh.)	5,3	2	3	2	yes	no
2/2	2	40253	Aquincum felső mh. Óbuda (Aquincum mh.)	7,5	2	3	2	yes	no