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FOR THE TIMETABLE PERIOD OF 2015/2016

# **NETWORK STATEMENT**

ON TERMS AND CONDITIONS OF THE USE OF THE OPEN ACCESS RAILWAY  
NETWORK OF MÁV ZRT AND GYSEV ZRT

**EFFECTIVE: FROM 00:00 OF 13 DECEMBER 2015  
TILL 24:00 OF 10 DECEMBER 2016**

## List of modifications

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## 1. GENERAL INFORMATION

### 1.1 Introduction

#### 1.1.1 Hungarian railway organisations

The present Hungarian railway system has been developed in compliance with the regulations of the European Union.

Railway organisations:

- a) *Rail regulatory body*: National Transport Authority, Department of Market Supervision and Passenger Rights, whose tasks and power are set out in Paragraph 69 of Act CLXXXI of 2005 on railway transport (hereafter referred to as Railway Act).
- b) *Railway Authority*: National Transport Authority, Roads, Railways and Shipping Authority, Department for Railway, Railway safety and Supervision, whose tasks and scope of authority are set out in Paragraph 80 of Railway Act.
- c) *Railway companies managing national railway network (hereafter referred to as Infrastructure Managers)*: Tasks of the not independent infrastructure manager MÁV Magyar Államvasutak Zártkörűen Működő Részvénytársaság (hereafter referred to as MÁV Zrt) and the integrated railway company Győr-Sopron-Ebenfurti Vasút Zártkörűen Működő Részvénytársaság (hereafter referred to as GYSEV Zrt) - operating the open access national railway network are regulated in Paragraph 2 Point 4.12 of the Railway Act.
- d) *Train operating companies*: business company holding an operation licence, the principal businesses of which is to provide services for the transport of goods and passengers by rail with a requirement that this company ensures traction; this also includes companies which provide traction only.
- e) *Railway Undertaking (RU)*:
  - ea) Train operating company that has operational licence and domestic registration;
  - eb) Train operating company that was established in any EEA country for the purpose of freight transport on rail and has operational licence;
  - ec) Train operating company that was established in any EEA country for the purpose of passenger transport on rail and has operational licence;
  - ed) Train operating company that was established abroad and it is participant of an international or reciprocal agreement.
  - ee) International grouping of train operating companies
- f) *Non-Railway Undertaking Applicant (Non-RU Applicant)*:: Any natural person or legal entity that is not a railway undertaking, registered in any EEA member state, providing public services or having commercial interest in procuring infrastructure capacity; as well as shippers, freight forwarders, carriers performing combined traffic services with the obligation to conclude a framework agreement with the Infrastructure Manager for the reservation of rail network capacity.
- g) *Rail Capacity Allocating Body*: VPE Vasúti Pályakapacitás-elosztó Korlátolt Felelősségű Társaság (Rail Capacity Allocation Office Limited Liability Company) (hereafter referred to as VPE) shall perform the following tasks:
  - ga) allocation of capacity of the railway network
  - gb) development of the Network Statement of the non-independent infrastructure managing railway company
  - gc) determination of the Charging Methodology and Charging Document, and determination of network access charges to be paid by Railway Undertakings, as well as



- gd) determination of the costs of the non-independent infrastructure managing railway company for the access to the open access railway network it operates.

*1.1.1.1 Rights and duties of VPE, Infrastructure Managers, Railway Undertakings (RUs) and Non-RU Applicants (jointly referred to as applicants) exercised towards each other*

*1.1.1.1.1 The most important tasks of VPE*

In order to ensure open access to the railway network, VPE is entitled and legally bound to fulfil the following tasks:

- a) to judge train path requests, to allocate open access railway network capacity, to withdraw train paths on congested lines in harmony with section 4.6,
- b) to allocate railway network capacity and related services of the Infrastructure Manager provided within the open access to the railway network in harmony with priority rules detailed in section 4.4.3.2 without discrimination, following the path allocation schedule; to construct the annual working timetable,
- c) in case of termination of the framework agreement for capacity reservation to withdraw the allocated but not used rail network capacity requested by an Non-RU applicant,
- d) to make sure that Railway Undertakings have the necessary documents for use of the open access railway network, and Non-RU Applicants have the necessary documents for reservation,
- e) to inform the infrastructure managers in writing which Railway Undertakings are entitled to use the railway network, immediately after receiving the request for the services of the Infrastructure Manager submitted for the railway network within open access,
- f) to construct and update the Charging Methodology (hereafter referred to as CM)
- g) to construct and update the Charging Document (hereafter referred to as DD),
- h) to offer another train path for the applicant's request if the infrastructure manager revokes the train path because of an emergency as laid down in Paragraph 31 Section 2 Point b of Railway Act,
- i) to revoke the right to use the allocated train path in the cases of using the train path below a threshold set out in section 4.4.3.3 of the Network Statement),
- j) to settle preliminary international train paths,
- k) to specify the considerably underutilised sections of railway tracks,
- l) to designate specialized infrastructure,
- m) to determine the amount of track access charges to be paid by Railway Undertakings,
- n) in case of disputes to initiate coordination between applicants and infrastructure manager,
- o) to construct the Network Statement and enter the proposals for its modifications after discussions with the concerned parties,
- p) to handle confidentially the information in its possession.



#### *1.1.1.1.2 The most important rights and obligations of Infrastructure Managers*

##### The most important rights of Infrastructure Managers:

- a) to revoke the allocated train path in the case of an emergency (Paragraph 31 Section 2 point b of Railway Act)
- b) to run service trains in accordance with the capacity allocation of VPE.

##### The most important obligations of Infrastructure Managers:

- a) to operate open access railway network,
- b) on its website, to publish technical instructions in connection with the use of the open access railway network as laid down in the regulations of the Network Statement on publishing and putting into force of instructions,
- c) on its website, to provide continuous, up-to-date information site about capacity restriction arising out of an emergency,
- d) to take the necessary steps to remove disturbances, emergency,
- e) to inform directly VPE and the involved applicants about any event in connection with allocated capacity,
- f) to give the required information to VPE for the development and modification of the Network Statement, the Charging Methodology, and the Charging Document,
- g) to maintain the base data files of the infrastructure, and to inform VPE of the changes in them,
- h) in the case of exceptional events to inform VPE and applicants thereof,
- i) to handle confidentially the business information obtained,
- j) to provide services set out in the Network Statement for Railway Undertakings.
- k) to keep the railway infrastructure in a condition which meets the requirements of safe running while ensuring allocated capacity,
- l) after concluding the capacity reservation framework agreement to inform VPE without delay who are entitled to use rail network capacity and related services and also inform VPE about the termination of applicants' rights to reserve capacity.

#### *1.1.1.1.3 The most important rights and obligations of Railway Undertakings*

##### The most important rights of Railway Undertakings:

- a) to submit a request for train path or services provided by the infrastructure manager within the open access to the railway network; to run trains in compliance with the allocated train path; to use services provided within open access,
- b) to initiate a coordination procedure in connection with the draft timetable,
- c) in cases referred to in Section 1.4.3, to initiate a legal dispute at the rail regulatory body.

##### The most important obligations of Railway Undertakings:

- a) to inform VPE without delay or at least within 5 days after the change takes place about the changes in the conditions of application for services provided by the Infrastructure Manager within the open access to the railway network,
- b) in the case of passenger trains, to inform the Infrastructure Manager about the composition of the train at least 30 minutes before the scheduled departure of the train from the origin station or from station where detaching/inserting of wagons takes place, as it is laid down in the Network Access Contract,

- c) in the case of freight trains arriving at border stations, or departing from origin stations or from such a station where the composition of the train has changed, to inform the Infrastructure Manager (electronically, through the IT system of the Infrastructure Manager) at least 30 minutes before the arrival/departure of the train about the composition of the train, if appropriate, also about data of exceptional consignment dangerous goods and about all further data laid down in the Network Access Contract
- d) to comply with the orders and regulations given by the Infrastructure Manager in connection with traffic control,
- e) to employ staff and other contributors who meet the national and international regulations on railway safety, can speak and write Hungarian, and have the required special knowledge and qualifications,
- f) to make a written legal declaration (by the representative(s) of the Railway Undertaking who is/are authorised to sign) sent in electronic format to VPE without delay if they refuse to accept the assignment by the Non-RU applicant,
- g) to pay on schedule the network access charges for the use of the railway track and its accessories and charges for the use of services,
- h) to contribute to removing obstacles causing disturbance at the expense of the Infrastructure Manager if the Infrastructure Manager asks for help in cases defined by the Railway Act,
- i) to report any exceptional event without delay to the Infrastructure Manager during the running of the train,
- j) to examine or to contribute in the examination of any exceptional event in connection with its own train, to provide for technical or chemical rescue,
- k) to contribute to remove emergency against charging of justified costs,
- l) in the case of exceptional event to tolerate disturbances emerged in railway traffic,
- m) to hand over/take over data, information - at border stations at the latest - necessary to run trains in international traffic,
- n) to meet UIC loading rules
- o) in order to manage the railway infrastructure network, to keep the documents as defined in the instructions of 2.4.1.

#### *1.1.1.1.4 The most important rights and obligations of Non-RU Applicants*

##### The most important rights of Non-RU Applicants:

- a) to submit a request for train path or services provided by the Infrastructure Manager within the open access to the railway network.

##### The most important obligations of Non-RU Applicants:

- a) to designate the Railway Undertaking actually using the rail network services required by and allocated to the Non-RU applicant, at least 10 days prior to the actual use of the rail network service.
- b) to employ staff and other contributors who have the competence to apply for rail network services and who are proficient users of Hungarian language in both oral and written form.
- c) to inform VPE and the Infrastructure Manager in written form without delay about all the conditions and hindrances that influence the use of rail services allocated to the Non-RU applicant and prevent the Non-RU applicant from assigning their rights and applying for capacity.

### 1.1.2 Duty of preparing Network Statement

The Network Statement, whose structure and content meet national and international regulations, has to be published.

## **1.2 Objective of Network Statement**

The objective of the Network Statement is to lay down conditions and order of procedures for the access to open access rail network, for the use of the rail network, and for the use of basic, supplementary, additional and ancillary services. In harmony with Section 67/O Subsection 1 of Railway Act, Network Statement shall contain:

- general business conditions for ensuring the railway network capacity,
- components of the charging system, and detailed conditions of their implementation,
- detailed conditions for the railway network capacity allocation, including the rules of the coordination procedure, and
- operational and technical features for the railway network.

Network Statement serves planning objectives in the following timetable year of its publication for both VPE and the applicants, for the following reasons:

- after the publication of the given Network Statement, applicants and Infrastructure Managers carrying out maintenance, renewal and enhancement works to the railway network, shall plan and submit to VPE their annual and annual late requests for the capacity of the railway network and services for the timetable year referred to in the published Network Statement in compliance with rules prescribed in the Network Statement.
- Based on requests submitted in accordance with the above provisions, VPE shall compile the annual working timetable for the timetable year referred to in the Network Statement.

## **1.3 Legal framework**

### 1.3.1 Applicable directives and regulations

#### *1.3.1.1 Regulations that affect the content of the Network Statement*

- Directive 2012/34/EU on establishing a single European railway area (recast),
- Regulation (EU) No 913/2010 concerning a European rail network for competitive freight,
- Corrigendum to Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive),
- Act CLXXXIII of 2005 on railway transport,
- Act V of 2013 on the Civil Code of Hungary
- Governmental Decree No 268/2009 (XII.1.) Korm on legal relationship between the Rail Capacity Allocation Body and a non-independent rail infrastructure manager,
- Decree of the Minister of Economy and Transport No 40/2006 (VI 26)GKM on detailed regulations of railway safety certificates, safety licenses, safety control systems, safety reports, and certain licensing procedures,
- Decree of the Minister of Economy and Transport 45/2006 (VII 11)GKM on licensing of the operation of railway undertakings,

- Governmental Decree 263/2006 (XII 20) Korm on the National Transport Authority,
- Joint Decree of the Minister of Economy and Transport and the Ministry of Finance No 50/2007 (IV 26)GKM-PM on the separation of accounts of railway business segments within the railway company,
- Decree of the Minister of National Development No 58/2015 (IX.30.) NFM on frameworks of the network access charging system, and basic regulations of determination and implementation of network access charges,
- Decree of the Minister of National Development No 55/2015 (IX.30) NFM on detailed rules of open access to railway network,
- Decree of the Minister of Economy and Transport No 57/2015 (IX.30) NFM on detailed rules of Performance Regime,s
- Decree of the Minister of Transport, Communication and Rural Development 18/1998 (VII 3) KHVM on the issuing of the second volume of the National Railway Regulation,
- Governmental decree No 168/2010 (V.11) Korm. on the assignment of the nationwide main railway network, regional and other railway networks,
- Decree of the Ministry of Transport, Communication, and Energy No15/2010. (III.5.) KHEM on unified coordination procedure of public passenger timetables.

#### *1.3.1.2 Other relating regulations*

- COMMISSION REGULATION (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006,
- Act CLXXXIV of 2005 on technical investigation of air, railway and water transport accidents and other events
- Act LXXVII of 2006 on publishing of the Protocol of 3 June 1999 - adopted in Vilnius - amending the Convention concerning International Carriage by Rail (COTIF) of 9 May 1980 adopted in Bern
- Act LXXX of 2011 on publishing the consolidated text of the Appendix C of the Protocol of 3 June 1999 of Vilnius with amendments and complements from 2011 amending the Convention concerning International Carriage by Rail (COTIF),
- Act XXXVII of 2011 on the publication of the consolidated text of the International Railway Freight Agreement (SzMGSz) and its Annexes with modifications and complements; and the related modifications of this law,
- Regulation (EC) No 1371/2007 on railway passengers' rights and obligations
- Governmental Decree 8/2006 (I 13) on the detailed regulation of the application and extent of the penalty levied by market surveillance,
- Governmental Decree No 85/2007 (IV.25.) on travelling allowances in the public passenger transport
- Governmental Decree 271/2007 (X 19) on compulsory insurance of damage coverage in case of railway companies' accident of the,
- Decree of the Ministry of National Development 31/2010 (XII.23.) on licensing of operation, periodic testing and official registry of rail vehicles,
- Decree of the Ministry of National Development 19/2011 (V 10) on the rules of vocational training, examination of employees performing safety relevant activity in railway transportation, on the rules of operating railway examination centres and training institutions, issuing of licences for training, and on the rules of railway engine-drivers' skills,
- Decree of the Ministry of Economy and Transport 103/2003 (XII 27) on mutual interoperability of traditional railway systems,
- Decree of the Ministry of National Development 24/2012. (V.8.) NFM on detailed regulations of technical investigation of serious railway accidents, railway accidents and unexpected railway events, as well as on detailed rules of operators' examination

- Decree of the Ministry of National Development 30/2010 (XII. 23.) NFM on interoperability of the railway system
- Decree of the Ministry of Economy and Transport 72/2006 (IX 29) on administrative service charges paid for the transport authority for railway administrative proceedings,
- Decree of the Ministry of Transport, Communication, and Energy No 9/2008 (VI 30) KHEM on administrative service charges paid for the railway regulatory body for railway administrative proceedings,
- Governmental Decree No 271/2009 (XII.1.)Korm on detailed conditions of passenger transport services carried out in accordance with national operation licence,
- Decree of the Ministry of Transport, Communication and Energy No 10/2008 on the modes and conditions of the payment of the supervisory fee to be paid to the rail regulatory body,
- Governmental Decree No 32/2009 (II.19.) on detailed rules for contracts of railway transport of goods.
- Governmental Decree No 6/2010 (I. 21.) on ensuring a compulsory coverage ability of railway companies for the compensation of damages resulting from other than railway accidents
- Act LIII of 1995 on general rules of environment protection
- Act LIII of 1996 on the protection of nature
- Act CXXIX of 2007 on protection of soil
- Act XXXVI of 2007 on electricity
- Act CXXVII of 2003 on the excise tax and excise rules in the marketing of products
- Act CLXXXV of 2012 on waste
- Governmental Decree No 284/2007 (X.29.)Korm on detailed rules of protection against environmental noise and vibration
- Governmental Decree No 306/2010 (XII.23.)Korm on air protection,
- Governmental Decree No 346/2008 (XII.30.)Korm on protection of arborescent vegetation
- Governmental Decree No 312/2011 (XII.23.)Korm on controlling of inland waterway and railway transportation of dangerous goods in the course of procedures carried out by professional disaster recovery organs and on rules of a unique procedure for levying of fines, on the amount of fines that might be levied for certain infringements, as well as on detailed rules of authority tasks relating to levying a fine.

## **1.4 Legal status of Network Statement**

### **1.4.1 Binding character of the Network Statement**

The rules laid down in the Network Statement apply equally to the Infrastructure Manager, to Railway Undertakings and to Non-RU applicants using services which are provided within the framework of the open access railway network, as well as to VPE Railway Capacity Allocation Office.

### **1.4.2 Liability for the content of the Network Statement**

VPE as the complier of the Network Statement is liable for ensuring compliance with international and national laws. Non independent railway company is liable for data it delivers pursuant to Paragraph 67/P Section (4) of the Railway Act and Paragraph 2 and 3 of the Government Decree 268/2009 (XII.1.) as well as in accordance with the cooperation agreement of the Infrastructure Manager and the complier of the Network Statement.

### 1.4.3 Appeals

An organisation authorised to open access or a non-independent infrastructure managing company may commence a legal action at the rail regulatory body in accordance with Section 79/B, Subsection 1, of the Railway Act, or, in compliance with Section 79/B, Subsection (5) of the Railway Act, may directly go to court if according to its opinion:

- a) the Infrastructure Manager or VPE fails to fulfil any of their obligations set out in the Network Statement,
- b) any rules of the Network Statement are contradictory to the requirements of a non-discriminatory procedure,
- c) Charging Methodology is contradictory to the provisions of the Railway Act or related, distinct legal rules,
- d) charges, discounts and mark-ups mentioned in the Charging Document or Network Statement are determined not in accordance with provisions of the Railway Act or related, distinct legal rules, or Network Statement lays down charges other than determined by the Charging Document.
- e) in the course of allocating of the railway network capacity, a procedural offence has been committed, or, the result of the procedure infringes law, or it is contradictory to the provisions of the Network Statement,
- f) during the treatment of an ad hoc request for ensuring of railway network capacity, a procedural offence has been committed, or the result of the allocation process infringes law or is contradictory to provisions of the Network Statement,
- g) any of the parties violates the contract concluded for the open access to the railway infrastructure, or the determination of the amount of the network access charge to be paid for the use of the train path is carried out in a manner which breaks the law or is contradictory to the provisions of the Network Statement.

Appeals shall be submitted in harmony with the deadlines fixed in Section 79/B, Subsection 2 of the Railway Act. The contents requirement of the appeal is fixed in Section 79/B, Subsection 3 of the Railway Act.

Appeals may be submitted by the Non-RU applicant to the competent court having jurisdiction, in compliance with Act III of 1952 on the Code of Civil Procedure.

## **1.5 Structure of Network Statement**

The structure of the Network Statement is divided into six main chapters and annexes in accordance with international regulations and practice:

1. Chapter 1 General Information
  2. Chapter 2 Use of the open access railway network
  3. Chapter 3 Infrastructure
  4. Chapter 4 Capacity allocation
  5. Chapter 5 Services provided for Railway Undertaking
  6. Chapter 6 Charges
- Annexes

## **1.6 Validity and updating of Network Statement**

### 1.6.1 Validity of Network Statement

This Network Statement is valid from 00:00 of 13 December 2015 to 24:00 of 10 December 2016.



The geographic scope of Network Statement applies to the open access railway networks operated by MÁV Zrt and GYSEV Zrt.

### 1.6.2 Updating of Network Statement

#### *1.6.2.1 Obligation of updating the Network Statement*

Network Statement shall be kept updated, modified as necessary (Article 27, Section (3), Directive 2012/34/EU; Para 67/O, Section (4) of the Railway Act; Paragraph 6, Decree of the Ministry of National Development No 55/2015 (IX.30.) NFM).

VPE is obliged to record all modifications with the date of their entry into force into the "List of Modifications" which forms an inseparable part of the Network Statement (Paragraph 6 Section (3) of the Decree No 55/2015 (IX.30) NFM).

The procedural scheme of legally codified modifications of the Network Statement shall be differentiated between modifications defined by Para 67/O Section (4) of Railway Act and Paragraph 5 Section (2), Decree of the Ministry of National Development No 55/2015 (IX.30.) NFM (up-to-date modifications) and modifications defined by Paragraph 5 Section (1) of the Decree No 55/2015 (IX.30) NFM.

#### *1.6.2.2 Procedural orders of modifying the Network Statement*

##### *1.6.2.2.1 Modifications defined by Paragraph 5 Section (1) of Decree No 55/2015 (IX.30.) NFM*

- a) modifications resulting from changes in the railway structure, changes in the rules and deadlines of the rail capacity allocation process of the open access railway network,
- b) modifications arising from changes in the technical or operational characteristics of the open access railway network affecting network access charges published, allocated train paths and services,
- c) quantitative or qualitative changes in open access services provided by the infrastructure manager,
- d) changes in network access charges relating to the services provided by the infrastructure manager.

### Order of procedure

- 30 days before the publication, VPE shall bring out the draft of modifications of the Network Statement on its website in order to present an opportunity for coordination; at the same time inform thereof electronically the applicants authorized to have access to railway network and reserve capacity.
- Parties concerned can make remarks on the draft modification within 10 days after bringing them out on the website; VPE will deliberate those remarks during the finalisation of the modification (Decree of the Ministry of National Development No 55/2015 (IX.30.) NFM Paragraph 5, Section (1)).
- VPE publishes the modification finalised in the above mentioned way on its website, indicates the date of its entering into force, and at the same time sends it to the rail regulatory body (Paragraph 67/O, Section (4) of Railway Act; Paragraph 7 of Decree of the Ministry of National Development No 55/2015 (IX.30.) NFM).



*1.6.2.2.2 Modifications defined by Paragraph 67/O Section (4) of Railway Act and Paragraph 5 Section (2), Decree of the Ministry of National Development No 55/2015 (IX.30.) (up-to-date modifications)*

- a) changes in the legal rules concerning the operation of the open access railway networks
- b) changes in the data indicated in the Network Statement of infrastructure managers, transport administration bodies or the capacity allocation body,
- c) changes in the technical or operational characteristics of the open access railway network not affecting the network access charges, allocated train paths and service.

Order of procedure

- In the case of changes of technological or operational characteristics of the railway network operated by MÁV Zrt. and GYSEV Zrt, the Infrastructure Managers shall immediately inform VPE, properly documented, both electronically and in writing if changes affect the conditions of use by Railway Undertakings of services which are provided within the framework of the open access to the railway network.
- VPE shall enter the changes into the Network Statement if changes affect the above mentioned cases and VPE shall publish the modifications on its website and inform the applicants on the modifications by electronic means.

## **1.7 Compiling and publishing of Network Statement**

### 1.7.1 Compiling the draft of Network Statement

Every year VPE shall compile the draft of the Network Statement which enters into force two years after the given timetable year, bearing in mind the governing community and national regulations as well as the technological and operational information from the Infrastructure Manager. (Decree of the Ministry of National Development No 55/2015 (IX.30.) NFM Paragraph 4).

Based on the agreement between the affected parties, VPE has unified the Network Statement of the railway network of MÁV Zrt and GYSEV Zrt (Decree of the Ministry of National Development No 55/2015 (IX.30.) NFM Paragraph 4, Section (6)).

### 1.7.2 Feedback, finalisation of the draft of Network Statement, publication

30 days prior to the publishing of the finalised Network Statement VPE shall issue the draft Network Statement on its website in order to make possible that applicants give their opinion on the content. VPE shall inform electronically the applicants and the capacity allocating bodies of the EEA countries on the fact of issuing of the draft Network Statement without delay. ( Paragraph 4, Section (1) of Decree of the Ministry of National Development No 55/2015 (IX.30)).

Affected parties shall make remarks within 10 days after the issuing of the Network Statement. The rail regulatory body shall be informed of the received comments and every circumstance in connection with harmonizing. (Railway Act, Paragraph 67/O, section (2); Decree of the Ministry of National Development No 55/2015 (IX.30) Paragraph 4, Section (1))

At least 4 months before the deadline of submitting of the annual train path requests for the given timetable year - not later than the second Saturday of December - VPE shall publish on its website ([www.vpe.hu](http://www.vpe.hu)) in Hungarian and English language the Network Statement related to the same timetable year, and shall make the Network Statement available to be purchased in printed form for the cost of its publication (Directive 2012/34/EU Article 27 Section (1,4), Railway Act Paragraph 67/O, Section (3); Decree of the Ministry of National Development No 55/2015 (IX. 30.) Paragraph 4, Section (2)).

VPE shall send the finalized Network Statement to the rail regulatory body at the same time the Network Statement enters into force. (Decree of the Ministry of National Development No 55/2015 (IX.30.) Paragraph 6)

## 1.8 Contacts

### *Rail Capacity Allocation Office*

**Address:** H-1054 Budapest, Bajcsy Zsilinszky út 48.  
**Telephone:** +36 1/301-9925, +36 301-9926  
**Railway tel. network** 01-72-64  
01-72-20  
**Fax:** +36 1/269-0631  
**E-mail:** [oss@vpe.hu](mailto:oss@vpe.hu)  
**Website:** [www.vpe.hu](http://www.vpe.hu)

### *National Transport Authority Central Office*

**Address:** H-1066 Budapest, Teréz krt. 62.  
**Telephone:** +36 1/373-1400  
**Fax:** +36 1/332-6532  
**E-mail:** [office@nkh.gov.hu](mailto:office@nkh.gov.hu)  
**Website:** [www.nkh.hu](http://www.nkh.hu)

### *MÁV Magyar Államvasutak Zártkörűen működő Részvénytársaság (MÁV Hungarian State Railways Ltd.)*

**Address:** H-1087 Budapest, Könyves Kálmán krt. 54-60.  
**Telephone:** +36 1/511-4801  
**Fax:** +36 1/511-3307  
**E-mail:** [ertekesites.palyavasut@mav.hu](mailto:ertekesites.palyavasut@mav.hu)  
**Website:** <http://www.mav.hu/szolgalatasok/palyakapacitas.php>

### *Győr-Sopron-Ebenfurti Vasút Zártkörűen Működő Részvénytársaság (GYSEV Ltd.)*

**Address:** H-9400 Sopron, Mátyás király utca 19.  
**Telephone:** +36 99/517-405  
**Fax:** +36 99/517-308  
**E-mail:** [palyavasut@gysev.hu](mailto:palyavasut@gysev.hu)  
**Website:** [www.gysev.hu](http://www.gysev.hu)

Contacts of the Traffic Control Centres of MÁV Zrt and GYSEV Zrt are in Annex 1.8.

### 1.9 Information on European rail network for competitive freight (RFC 6, RFC 7)

In 2010 the European Parliament and the Council laid down rules for the establishment of a European rail network for competitive freight, consisting of international freight corridors. The aim is to achieve reliable and good quality railway freight services to be able to compete with other modes of transport.

The main objective to initiate Regulation 913/2010/EU (hereinafter: “the Regulation”) was to improve the services provided by the Infrastructure Managers to international freight operators. Several initiatives have contributed to the creation of the corridors’ concept: the 1st railway package, the TEN-T (Trans-European Transport Network) programme, cooperation among Member States and Infrastructure Managers within the framework of ERTMS, and the deployment of TAF TSI (Technical Specifications for Interoperability for Telematics Applications for Freight).

Through the Regulation the European Union would like to act in the following main areas corresponding to the process of harmonization:

- improving coordination among IMs,
- improving the conditions of access to infrastructure,
- guaranteeing freight trains’ adequate priority,
- and improving intermodality along the corridors.

In order to reach these goals, the European Union designated 9 international rail freight corridors (RFC) in the EU rail network.

In order to reach these goals, the European Union designated 9 international rail freight corridors (RFC) in the EU rail network. The main parameters of the RFCs are included in the table below (Regulation 1316/2013/EU):

	Member States	Principal routes <u>(1)</u>	Establishment of freight corridors:
"Rhine-Alpine"	NL, BE, DE, IT	Zeebrugge-Antwerpen/Amsterdam/Vlissingen <u>(2)</u> /Rotterdam-Duisburg-[Basel]-Milano-Genova	By 10 November 2013
"North Sea - Mediterranean"	NL, BE, LU, FR, UK <u>(2)</u>	Glasgow <u>(3)</u> /Edinburgh <u>(3)</u> /Southampton <u>(3)</u> /Felixstowe <u>(3)</u> -London <u>(2)</u> /Dunkerque <u>(2)</u> /Lille <u>(2)</u> /Liège <u>(2)</u> /Paris <u>(2)</u> /Amsterdam <u>(2)</u> -Rotterdam-Zeebrugge <u>(2)</u> /Antwerpen-Luxembourg-Metz-Dijon-Lyon/[Basel]-Marseille <u>(2)</u>	By 10 November 2013
"Scandinavian - Mediterranean"	SE, DK, DE, AT, IT	Stockholm/[Oslo] <u>(2)</u> /Trelleborg <u>(2)</u> -Malmö-København-Hamburg-Innsbruck-Verona-La Spezia <u>(2)</u> /Livorno <u>(2)</u> /Ancona <u>(2)</u> /Taranto <u>(2)</u> /Augusta <u>(2)</u> /Palermo	By 10 November 2015
"Atlantic"	PT, ES, FR, DE <u>(2)</u>	Sines-Lisboa/Leixões-Madrid-Medina del Campo/Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz-Strasbourg <u>(2)</u> /Mannheim <u>(2)</u> Sines-Elvas/Algeciras	By 10 November 2013
"Baltic - Adriatic"	PL, CZ, SK, AT, IT, SI	Swinoujscie <u>(2)</u> /Gdynia-Katowice-Ostrava/Žilina-Bratislava/Wien/Klagenfurt-Udine-Venezia/Trieste/Bologna/RavennaGraz-Maribor-Ljubljana-Koper/Trieste	By 10 November 2015

"Mediterranean"	ES, FR, IT, SI, HU, HR <u>(2)</u>	Almería-Valencia/Algeciras/Madrid-Zaragoza/Barcelona-Marseille-Lyon-Turin-Milano-Verona-Padova/Venezia-Trieste/Koper-Ljubljana-Budapest Ljubljana <u>(2)</u> /Rijeka <u>(2)</u> -Zagreb <u>(2)</u> -Budapest-Zahony (Hungarian-Ukrainian border)	By 10 November 2013
"Orient/East-Med"	CZ, AT, SK, HU, RO, BG, EL, DE <u>(3)</u>	– Bucureşti-Constanţa Bremerhaven <u>(3)</u> /Wilhelmshaven <u>(3)</u> /Rostock <u>(3)</u> /Hamburg <u>(3)</u> -Praha-Vienna/Bratislava-Budapest – Vidin-Sofia-Burgas <u>(3)</u> /Svilengrad <u>(3)</u> (Bulgarian-Turkish border)/ Promachonas-Thessaloniki- Athína-Patras <u>(3)</u>	By 10 November 2013
"North Sea - Baltic" <u>(4)</u>	DE, NL, BE, PL, LT, LV <u>(3)</u> , EE <u>(3)</u>	Wilhelmshaven <u>(2)</u> /Bremerhaven/Hamburg <u>(2)</u> /Amsterdam <u>(2)</u> /Rotterdam/Antwerpen-Aachen/Berlin-Warsaw-Terespol (Poland-Belarus border)/Kaunas-Riga <u>(3)</u> -Tallinn <u>(3)</u>	By 10 November 2015
"Rhine-Danube" <u>(5)</u>	FR, DE, AT, SK, HU, RO, CZ	Strasbourg-Mannheim-Frankfurt-Nürnberg-Wels Strasbourg-Stuttgart-München-Salzburg-Wels-Wien-Bratislava-Budapest-Arad-Braşov/Craiova-Bucureşti-Constanţa Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha-München/Nürnberg	By 10 November 2020

(1) '/' means alternative routes. In line with the TEN-T guidelines, the Atlantic and the Mediterranean corridors should in the future be completed by the Sines/Algeciras-Madrid-Paris freight axis which crosses the central Pyrenees via a low elevation tunnel.

(2)(+) Routes marked with + shall be included in the respective corridors at the latest 3 years after the date of establishment set out in this table. Existing structures defined under Article 8 and Article 13(1) of this Regulation shall be adjusted with the participation of additional Member States and infrastructure managers in the respective corridors. These inclusions shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation.

(3) Routes marked with \* shall be included in the respective corridors at the latest 5 years after the date of establishment set out in this table. Existing structures defined under Article 8 and Article 13(1) of this Regulation shall be adjusted with the participation of additional Member States and infrastructure managers in the respective corridors. These inclusions shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation.

(4) Until the realisation of a Rail Baltic line in 1 435 mm nominal track gauge, the specificities of different track gauge systems shall be taken into account in the establishment and operation of this corridor.

(5) The creation of this corridor shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation. The section "Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha" shall be established by 10 November 2013."

The detailed description of the Rail Freight Corridors, in which Hungary is involved, are found on the following websites including also the relevant Corridor Information Documents (CID):

Orient Corridor - [www.rfc7.eu](http://www.rfc7.eu)

Mediterranean Corridor - <http://www.railfreightcorridor6.com>

Further contacts:

#### Orient Corridor Secretariat (Corridor Secretariat)

Address:	H-1087 Budapest, Könyves Kálmán krt. 54-60.
Telephone:	+36 1 511 4715
E-mail:	<a href="mailto:secretariat@rfc7.com">secretariat@rfc7.com</a>
Website:	<a href="http://www.rfc7.eu">http://www.rfc7.eu</a>

#### Orient Corridor -OSS

Name:	Address:	Telephone:	E-mail:
József Ádám Balogh	VPE Rail Capacity Allocation Office. H-1054 Budapest 48. Bajcsy-Zsilinszky Str.	+36 1 301 9931 +36 30 696 8555	<a href="mailto:baloghj@vpe.hu">baloghj@vpe.hu</a> <a href="mailto:coss@rfc7.com">coss@rfc7.com</a>

#### Mediterranean Corridor Permanent Management Office (PMO)

Address:	Via Ernesto Breda, 28, Milano		
Website:	<a href="http://www.railfreightcorridor6.eu">www.railfreightcorridor6.eu</a>		
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Andrea Galluzzi	Managing Director	+39 328 638 4700	<a href="mailto:a.galluzzi@railfreightcorridor6.eu">a.galluzzi@railfreightcorridor6.eu</a>
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Pierre Chauvin	C-OSS	+33 68 630 3768 +39 324 829 8130	<a href="mailto:p.chauvin@railfreightcorridor6.eu">p.chauvin@railfreightcorridor6.eu</a> <a href="mailto:OSS@railfreightcorridor6.com">OSS@railfreightcorridor6.com</a>

### 1.10 Rail Net Europe - international co-operation between Infrastructure Managers

**RailNetEurope (RNE)** was created in January 2004 on the initiative of a number of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs). As a non-profit making association of Infrastructure Managers and Allocation Bodies (IMs/ABs), it is dedicated to **facilitating international traffic** on the European Rail Infrastructure.

## RNE's aims

RNE is committed to facilitating international traffic on the European rail infrastructure. It provides support to Railway Undertakings (RUs) in their international activities (both for freight and passengers) and strives to increase the efficiency of the IMs'/ABs' processes. As a trans-European association, RNE plays a pivotal role in encouraging the industry to follow harmonised, transparent and non-discriminatory rules in the international railway business. Together, the Members of RailNetEurope are making international rail transport conditions more uniform and introducing a corporate approach to promote the European railway business for the benefit of the entire rail industry across Europe.

## RNE's tasks

In its day-to-day work, RNE's task is to simplify, harmonise and optimise international rail processes such as Europe-wide timetabling, sales (including Network Statements), traffic management and after-sales services (e.g. reporting). These tasks are carried out by four standing working groups and by ad-hoc project groups co-ordinated by the RNE Joint Office, which is based in Vienna, Austria. RNE international working groups and boards are striving to make seamless cross-border rail services across Europe a reality - whether this is by creating common standards for data exchange, easing inter-personal communication between traffic control centres or agreeing timetabling procedures for new train path products.

### A coordination platform for the Rail Freight Corridors (RFCs)

Following the publication of the Rail Freight Regulation 913/2010 for a European rail network for competitive freight RNE additionally received the mandate to become the service provider of choice and expert support provider for corridor organisations in the areas of developing and operating methods, processes and developing and operating tools. In 2014, this mandate was extended in order to achieve a stronger harmonisation of the different RFCs' implementation approaches. Now RNE's tasks also include ensuring that harmonised processes and tools are applied on various corridors to the benefit of both Railway Undertakings (RUs) and non-RU Applicants, as well as IMs and ABs that are part of several RFCs. RFCs also participate in the RNE General Assembly and they have been offered Associate Membership of RNE.

RNE also provides support to its Members as regards compliance with the European legal framework.

Last, but not least, dedicated IT tools are also being streamlined and harmonised wherever necessary, and RNE's own IT systems are gradually being rolled out across Europe.

## RNE network

Currently, RailNetEurope is [a partnership of 35 IMs/ABs](#), who are either full or associated members, or candidate members. All in all their rail networks add up to well over 230 000 km.

### 1.10.1 One Stop Shop (OSS)

#### **ONE Europe - ONE Service**

RNE has established one OSS contact point in every member country.

Each customer can choose its favoured OSS contact point for all its needs regarding international rail services.



From the initial questions related to network access to international path requests and performance review after a train run - all these issues and more are handled by one contact point for the whole international train journey at the customers' convenience.

Customers of RNE Members who run international rail services can therefore make use of the RNE One Stop Shop's bundle of services:

- A network of contact points guiding customers through the whole range of procedures: gaining network access, planning of efficient international rail transport, international train path management (ITPM) and performance review after train operation. Response times have been standardised at a customer-friendly level - the attainment of these service levels is currently being tested.
- OSS experts drawn from sales and timetabling merge their expertise in these fields to serve customers together with the OSS contact points.
- IT tools further assist applicants by giving price estimates for rail infrastructure use, by coordinating international train path ordering and supply processes, and by tracking & tracing international trains in real time.

List of OSS contact persons available at: [http://www.rne.eu/oss\\_network.html](http://www.rne.eu/oss_network.html)

### 1.10.2 RNE Tools

#### *1.10.2.1 PATH COORDINATION SYSTEM (RNE PCS)*

PCS (Path Coordination System) is a web application provided by RNE to Infrastructure Managers (IMs), Allocation Bodies (ABs), Rail Freight Corridors (RFCs), Railway Undertakings (RUs) and non-RU Applicants, which handles the communication and co-ordination processes for international path requests and path offers. PCS also assists RUs and non-RU Applicants in their pre-co-ordination tasks related to train path studies and international train path requests. RNE provides a PCS Integration Platform (PCS IP), a direct communication channel between PCS and the domestic systems of RUs and IMs/ABs allowing two-way data interchange. With this module, one of the major obstacles to the use of PCS in the freight business has been eliminated: RUs and IMs/ABs no longer have to provide the same information about an international train path request twice (once in the national system and once in PCS) - it is now possible to automatically synchronize the international train path request data between national systems and PCS.

In November 2013 PCS was ready to be the tool for handling (publish, request, allocate) Pre-arranged Paths (PaPs) according to the RFC Regulation 913/2010. In the meantime, the system is continuously being improved based on the experiences of RUs, IMs and RFCs, in order to make PaP process for freight trains faster and more flexible.

For more information, please visit the website <http://pcs.rne.eu/> or write to the helpdesk: [mailto: support.pcs@rne.eu](mailto:support.pcs@rne.eu)

#### *1.10.2.2 CHARGING INFORMATION SYSTEM (RNE CIS)*

CIS (Charging Information System) is RNE's international access charge estimation tool, designed to provide customers with pricing information. A web-based umbrella system for the various national rail infrastructure charging systems, it can calculate the price for the use of international train paths within minutes, 24 hours a day - including charges for train paths, station fees and shunting fees.

Future developments of the CIS aim to implement a RFC route-based estimate of infrastructure charges according to the RFCs' requirements.

The CIS website is at [www.eicis.com](http://www.eicis.com) and the helpdesk may be contacted via email: [support.cis@rne.eu](mailto:support.cis@rne.eu)



### 1.10.2.3 TRAIN INFORMATION SYSTEM (RNE TIS)

TIS (Train Information System) is an easy-to-use, web-based application, which visualizes international trains from origin to destination. It supports international train management by delivering data concerning international passenger and freight trains along RNE Corridors and Rail Freight Corridors. Following the request of some internationally active Railway Undertakings TIS is now processing a defined amount of national trains as well in order to simplify data exchange and optimise the information process. Additionally, a specific function has been developed for Terminals along the corridors so that they can take advantage of the TIS information exchange as well. TIS delivers real-time train data directly to the users via internet and generates reports based on historical data. The two TIS products are based on the same raw data. The real-time train information overview gathers, centralizes and publishes information on train running on most of the (remaining) RNE Corridors and Rail Freight Corridors.

Current participants: Austria, Belgium, Bulgaria\*, Croatia, Czech Republic, Denmark, France, Germany, Hungary, Italy, Luxembourg, Norway\*, Poland, Portugal\*, Romania\*, Slovakia, Slovenia, Spain\*, Sweden, Switzerland, The Netherlands. (\*Contract signed, implementation in progress.)

Data portfolio:

- current and past train location (train running information message)
- agreed daily timetable information (contracted timetable message)
- delay information and reasons for delay (delay reason message)

The reporting function enables the monitoring and analysis of train and delay information

Data portfolio:

- punctuality and delay analysis
- data quality analysis
- system performance analysis

In the meantime, TIS has been optimised and is now able to process both in-bound and outbound TAF TSI messages from/to the IMs, and outbound TAF TSI messages to the RUs directly.

Currently, TIS applicants are IMs, RUs and Terminal Operators.

TIS may be accessed via: <http://tis.rne.eu/>

The helpdesk may be contacted by email: [support.tis@rne.eu](mailto:support.tis@rne.eu)

## 1.11 Glossary of definitions used in Network Statement

For the list and definition of the main notions used in this Network Statement see Annex 1.11.

## 2. ACCESS CONDITIONS

### 2.1 Introduction

The aim of this chapter is to define the conditions for access to open access railway network.

### 2.2 Conditions of requesting basic, supplementary, additional and ancillary services

According to Railway Act Paragraph 67/P (3) d) , VPE defines detailed conditions for access to the railway network by preparing a Network Statement. Capacity of the railway network is ensured by the capacity allocation for the open access railway network. Use of the open access railway network by a Railway Undertaking is based on the request for basic, supplementary, additional and ancillary services (hereinafter services provided by Infrastructure Managers: - rail network services ) submitted in the proper format and with the described content by an applicant that fulfils all requirements described either by law or in this current Network Statement. Requests must be handed in to the OSS office of VPE.

#### 2.2.1 Requirements of application for rail network services

In case of Railway Undertakings:

Rail network services may be applied for by a Railway Undertaking who can verify his right to use the railway network with documents defined in points (2.2.3-2.2.4) by delivering a copy of them to VPE.

Requirements of applying for rail network services:

- operational licence issued by the National Transport Authority (Point 2.2.3), as well as
- railway safety certificate issued by the National Transport Authority (Point 2.2.4).

In case of Non-RU Applicants:

Non-RU applicants are entitled to reserve rail network services only if it has a valid and effective framework agreement for capacity concluded with the Infrastructure Manager.

#### 2.2.2 Who is allowed to use the open access railway network?

Open access railway network can be used by the Infrastructure Managers and applicants.

The open access railway network is operated by:

- MÁV Zrt
- GYSEV Zrt.

#### 2.2.3 Operation licences

Providing freight, passenger or traction services or managing of the railway infrastructure are activities which may be performed only in the possession of operation licence issued by the related authority. The issuing, modification, suspension, withdrawal of an operational licence or a temporary operational licence fall within the responsibility and authority of the rail regulatory body.

Operation licence can be applied for by filling in and handing in the licensing form that can be downloaded from the regulatory body's homepage. In order to obtain an operation licence, Railway Undertaking must also submit to the regulatory body documents - defined by legal rules - that prove the existence of conditions under which operation licence may be issued.

Under the process defined by the regulatory body train operating companies holding operational licences that were issued in any EEA countries must notify in writing the regulatory body of their intention to use the open access railway network of Hungary by filling in and handing in the form downloaded from the regulatory body's homepage at least 30 days prior to the date of submitting the requests for capacity. Notification must include as an attachment the operation licence issued by another EEG state and also a certification that proves that the scope of the company's contract guaranteeing the coverage of liability bonds, also covers Hungary.

Name, address and availabilities of the rail regulatory body:

Name: National Transport Authority Central Office  
Market Control and Passenger Counsel Main Department  
Railway Managing Department  
Address: H-1066 Budapest, Teréz krt. 62.  
Phone: +36 1/815 9679  
Fax: +36 1/815 9670  
Website: [www.nkh.hu](http://www.nkh.hu)

After a modification, Railway Undertaking shall immediately in writing announce and verify modifications in connection with operation licences to VPE and infrastructure managers.

2.2.4 Safety certificate, complementary certificate, safety permission

Railway undertaking registered in Hungary may use the railway network only if holding a safety certificate issued by the National Transport Authority. Certificate verifies that in order to guarantee the safe operation of the railway network the railway company has established its safety system, and is capable to meet the requirements determined by the technical specifications of interoperability (TSI) and the national safety rules. Railway undertakings holding a safety certificate issued by any other EEA countries must procure a complementary certificate from the transport authority under the process defined by the National Transport Authority before applying for capacity.

Management and operation of railway networks may be performed only if holding a safety permission issued by the National Transport Authority.

Safety certificates and safety permissions must be applied for under the process defined by the National Transport Authority.

Name and address of the National Transport Authority:

Name: National Transport Authority  
Office of Road, Railway and Aviation Affairs  
Railway Department  
Railway Safety and Monitoring Division  
Address: 1066 Budapest, Teréz krt. 62.  
Phone: +36 1/474-1786  
Fax: +36 1/312-6614  
Website: [www.nkh.hu](http://www.nkh.hu)

Railway Undertaking must immediately announce and prove modifications of safety certificate/complementary safety certificate to VPE and to infrastructure managers in writing.

### 2.2.5 Insurance, cover of liabilities

Parties must regulate in the Network Access Contract any other insurances or guarantees that are necessary for the usage of open access railway network. 2.3 Access contracts for the use of the railway network.

## **2.3 Agreements for railway network access**

### 2.3.1 Framework Agreement

In order to ensure track network capacity, Applicant may sign a framework agreement for more than one timetable period under conditions specified by legal rules.

Signing of a framework agreement requires the approval of the rail regulatory body.

Framework Agreement shall contain the data of capacities reserved by framework agreements which shall be published by VPE as an Annex to the Network Statement following its establishment.

Basically, Framework Agreement can be concluded for a period of five years and its duration can be extended by its original duration. If reasonable, the scope of the framework Agreement can be defined for a longer or shorter period. Any Applicant with a Framework Agreement is entitled to apply for track network capacity as it is described in the Framework Agreement. Framework Agreement cannot exclude any other Applicants from access to rail network capacity.

For one given section of line the maximum of 5 % of the daily theoretical capacity can be contracted under a framework agreement. For a period after the expiration of the framework agreement, it is the applicant who shall initiate the conclusion of a new framework agreement.

### 2.3.2 Network Access Contract and Internal Agreement

#### *2.3.2.1 Network Access Contract*

The Network Access Contract regulates the technical, technological, financial and legal conditions of the utilisation of railway infrastructure.

Railway Undertaking shall apply for rail network capacity and rail infrastructure services at the Infrastructure Manager. The submission of the request is subject to the existence of a valid network access contract.

Application shall be qualified as a call for a bid. Infrastructure Manager is obliged to make proposal for ensuring track network capacity and the use of rail infrastructure services in compliance with the provisions of the Network Statement and against the payment of a network access fee calculated in accordance with the rules of the Network Statement.

Precondition of concluding the network access contract is as follows:

- operation licence,
- safety certificate/ complementary safety certificate

The open access railway network cannot be used without allocated rail network service and a valid Network Access Contract.

General Terms and Conditions for the Network Access Contract are in Annex 2.3.2.1.

When entering into a Network Access Contract for ensuring the services of the railway network, the regulations of the Civil Law, especially Book 6 on the law of obligations, the Railway Law and the Network Statement must be applied jointly.

#### *2.3.2.2 Internal Agreement*

Before using the capacity, Infrastructure Manager and business units operating within the organisation and executing freight, passenger or traction services must conclude an internal agreement.

The open access railway network cannot be used by the train operating business unit without capacity allocated to the business unit operating train services and without a valid Internal Agreement. The Internal Agreement is worked out by VPE. Business units of the integrated railway companies shall sign the Internal Agreement and send it to the rail regulatory body for approval.

#### 2.3.3 Capacity reservation framework agreement

Non-RU Applicant and Infrastructure Manager shall conclude a framework agreement for the reservation of rail network capacity. For the use of rail network capacity subject to this contract, Non-RU Applicant shall undertake in this contract the obligation to observe the procedures and conditions published by the Infrastructure Manager related to the use of rail network services, as part of the distribution principles.

Before concluding the contract and at times determined by the Infrastructure Manager, the Non-RU Applicant is obliged to provide the Infrastructure Manager with a certificate - issued by an authority eligible to register economic organisations - proving that it is an economic organisation registered in an EEA state. If the authority entitled to issue this certificate is not located in Hungary, an authentic Hungarian translation is required to be submitted to the Infrastructure Manager together with the original certificate.

In case of a natural person, a valid document is required to prove identity.

If any data has changed in the submitted document, the Non-RU Applicant is obliged to inform the Infrastructure Manager without delay in written form.

Non-RU Applicant shall undertake in this contract the obligation to assign a Railway Undertaking, who will conclude a network access contract with the Infrastructure Manager. This assignment shall be done at least 10 days before the actual use of the rail network capacity. Non-RU Applicant may transfer the rail network capacity allocated to it to any other Railway Undertaking for using the capacity.

To determine the 10-day deadline, Paragraph 103, Act III of 1952 on the code of Civil Procedure shall be taken into consideration which states that if the deadline is determined in days, the starting/first day of the deadline shall not be counted so this way the previous day before the deadline expires shall be a full calendar day (hereinafter: 10-day rule).

The Network Access Contract to be signed in the interest of the Non-RU Applicant shall be concluded 10 days before the date of the use of the rail network capacity which is planned to use the earliest.

When entering into a Network Access Contract for ensuring the capacity of the railway network, the regulations of the Civil Law, especially Book 6 on the law of obligations, the Railway Law and the Network Statement must be applied jointly.

## **2.4 Operational rules**

### **2.4.1 The obligation of employing railway operational instructions**

Railway Undertakings must observe the following operational instructions of the infrastructure managers:

- a) F.1. Signalling Instruction
- b) F.2. Operational Instructions and Appendixes
- c) E.1. Instructions for the personnel of the traction unit (unless the Railway Undertaking has an instruction approved by the National Transport Authority)
- d) E.2. Brake Instructions
- e) E.12. Technical Wagon Service Instructions
- f) Technical tables Volumes I-II
- g) E.101. General Instructions for the operation of standard gauge electrified railway lines
- h) H.6. Instructions for handling extraordinary consignment
- i) For MÁV Zrt, O.1. Training Instructions Infrastructure Chapters (except if the Railway Undertaking has training rules on his own approved by the National Transport Authority)
- j) For GYSEV Zrt, Training Instructions of GYSEV Zrt (unless the Railway Undertaking has a training instruction approved by the National Transport Authority)
- k) Executive Instructions for stations - Infrastructure related parts
- l) Executive Instructions for traffic regulation for line sections
- m) Deviation in Instructions to be used for neighbouring railway networks

From instructions listed above, National Transport Authority approves instructions listed under a) - h). Entering into force, publication or modification of these instructions are communicated by MÁV and GYSEV in writing towards VPE and the Railway Undertakings, and any information in line with these instructions must be placed on their websites, too ([www.mav.hu](http://www.mav.hu), [www.gysev.hu](http://www.gysev.hu)).

Instructions to be applied for the usage of railway network must be published in full length on the websites of MÁV Zrt and GYSEV Zrt.

### **2.4.2 Obligation to use documents to be employed while running a train**

While running trains on the network, the usage of documents defined in instructions listed in point 2.4.1 are binding, beyond that, parties may also agree in the usage of other documents.

## **2.5 Specifications related to trains forwarding exceptional consignments, test trains and Ro-La trains**

### **2.5.1 Rules for running of trains transporting exceptional consignments**

A consignment must be considered to be exceptional transport if the consignment presents extra difficulty due to its outer size, weight or shape considering railway equipments or wagons, thus its forwarding can only be permitted under special technical and operational conditions. Rules in line with extraordinary transport are published by the infrastructure manager (H.6. Instructions)

The following consignments are qualified as extraordinary consignments:

- extraordinary consignment forwarded on the basis of a transport permission of general validity for standard-size consignments,
- extraordinary consignment transported on the basis of an individual transport permission.

Organisations responsible for regulating the transport of extraordinary consignments are as follows:

MÁV Zrt Railway Infrastructure Operational Unit - Traffic Operational Department  
Operational Centre

Address: H-1087 Budapest, Kerepesi út 16.

Phone: +36 1/511-1566

Fax: +36 1/511-1638

E-mail: [sondertrp@mav.hu](mailto:sondertrp@mav.hu)  
[uk.rk@mav.hu](mailto:uk.rk@mav.hu)

GYSEV Zrt. Infrastructure Business Unit

Address: H-9400 Sopron, Mátyás király utca 19.

Phone: +36 99/517-213

Fax: +36 99/517-148

e-mail: [bjabronka@gysev.hu](mailto:bjabronka@gysev.hu)

#### 2.5.2. Rules for running of test trains

Running of test trains may cause extra difficulties as regards to railway equipments or wagons, so, forwarding of these trains can only be permitted under special technical and operational conditions. Regulations relating to test trains are issued by the infrastructure manager (F2. Traffic Instruction, Appendix 29).

MÁV Zrt Railway Infrastructure Operational Unit - Traffic Operational Department  
Operational Centre

Address: H-1087 Budapest, Kerepesi út 16.

Phone: + 36 1/511-1566

Fax: + 36 1/511-1638

E-mail: [sondertrp@mav.hu](mailto:sondertrp@mav.hu);  
[uk.rk@mav.hu](mailto:uk.rk@mav.hu)

GYSEV Zrt Infrastructure Business Unit

Address: H-9400 Sopron, Mátyás király utca 19.

Phone: + 36 99/517 213

Fax: + 36 99/517-148

e-mail: [bjabronka@gysev.hu](mailto:bjabronka@gysev.hu)

#### 2.5.3 Rules for running of Ro-La trains

Running of Ro-La trains may cause extra difficulties as regards to railway equipment or wagons, so, forwarding of these trains can only be permitted under special technical and operational conditions. Regulations relating to the running of Ro-La trains are issued by the infrastructure manager. (F.2. Traffic Instructions, Appendix 33, Annex 3.3.1.1 of the Network Statement as well as Restrictions announced on the website of MÁV Zrt).



**MÁV Zrt Railway Infrastructure Operational Unit - Traffic Operational Department  
Operational Centre**

Address: H-1087 Budapest, Kerepesi út 16.  
Phone: + 36 1/511-1566  
Fax: + 36 1/511-1638  
E-mail: [sondertp@mav.hu](mailto:sondertp@mav.hu);  
[uk.rk@mav.hu](mailto:uk.rk@mav.hu)

**GYSEV Zrt - Infrastructure Business Unit**

Address: H-9400 Sopron, Mátyás király utca 19.  
Phone: + 36 99/517 213  
Fax: + 36 99/517-148  
e-mail: [bjabronka@gysev.hu](mailto:bjabronka@gysev.hu)

**2.6 Conditions for the running of trains which forward dangerous goods**

Materials and objects are considered as dangerous goods which are qualified as dangerous goods by the regulation concerning the international carriage of dangerous goods by rail - Convention Concerning International Carriage by Rail (COTIF) Appendix C (RID) and Annex 2 (Regulation on the transportation of dangerous goods) of the SzMGSz Agreement on International Goods Transport by Rail.

Should any wagon of the train contain dangerous goods the train shall be considered as a train transporting dangerous goods irrespective of the owner of the wagons.

When applying for train path, Railway Undertakings must inform the infrastructure manager if catastrophe level dangerous goods or consignment of high public security risk in accordance with RID Annex 1.10 table 5 are to be forwarded, and must also give information on the train guidance and security arrangements to be taken.

In this case, organisational units of the infrastructure manager to be informed:

**MÁV Zrt Railway Infrastructure Operational Unit - Traffic Operational Department  
Operational Centre**

Address: H-1087 Budapest, Kerepesi út 16.  
Phone: +36 1/511-1566  
Fax: +36 1/511-1638  
E-mail: [uk.rk@mav.hu](mailto:uk.rk@mav.hu)

**GYSEV Zrt - Infrastructure Business Unit**

Address: H-9400 Sopron, Mátyás király utca 19.  
Phone: +36 99/517-213  
Fax: +36 99/517-148  
E-mail: [bjabronka@gysev.hu](mailto:bjabronka@gysev.hu)

**2.7. Conditions for the running of rolling stock**

The suitability of the rolling stock operated by the Railway Undertaking is proved by the operational licence issued by the National Transport Authority. Railway Undertaking must fulfil all technical and transport safety conditions set out for the train composition, technical inspections of wagons, inspection of train, brake trials and the braking level. Railway Undertaking must declare - in line with the decree No 40/2006 of the Ministry of Economy and Transport - about the data, parameters of wagons used or to be used.

Licensing authority:

National Transport Authority  
Office of Road, Railway and Aviation Affairs  
Railway Department  
Address: H-1066 Budapest, Teréz krt. 62.  
Phone: +36 1/474-1786  
Fax: +36 1/312-6614

## 2.8 Conditions for staff

Suitability of the staff of Railway Undertakings shall be proven by the staff-relevant part of the safety certificate in which the Railway Undertaking verifies that (in compliance with Paragraph 6 Section (2) Subsection (g) of the Decree No. 40/2006 (VI.26.) GKM) its staff has the knowledge of all the instructions regulating railway traffic set out by the Railway Undertaking in the list attached to the application for safety certificate, and have passed railway professional and medical suitability exams defined.

Staff of the Railway Undertaking may carry out shunting of its own only after passing the exam of Training Instructions, having a valid foreman shunting examination in accordance with the training instructions of the Railway Undertaking or Infrastructure Manager, passing the exam of Executive Instruction for Stations (ÁVU) regarding knowledge of local relations, and after performing duty under supervision defined in the Appendix of the Labour Protection Regulation relevant to the given service location.

Should -pursuant to the AVU- no contribution of shunting personnel be necessary to carry out shunting of own, staff of the Railway Undertaking is allowed to carry out shunting without having an examination on local information prescribed above.

In scope of activities that are in connection with the shunting, running and operation of trains, Hungarian shall be applied as the only language.

### 3. INFRASTRUCTURE

#### 3.1. Validity of information about infrastructure, mode of tracing changes

VPE shall display in its homepage changes, modifications in the data of the railway network and shall inform Infrastructure Managers and the rail regulatory body in writing and applicants in electronic format. Should changes and modifications also affect data put down in the Network Statement, VPE shall make amendments to the Network Statement.

#### 3.2 Introduction of the open access railway network

Annex 3.2 comprises the open access railway network operated by MÁV Zrt and GYSEV Zrt and the classification of railway lines as well as the numbering of the railway lines.

##### 3.2.1 Limits of the infrastructure

###### *Conditions of the combined transport*

Conditions of carriage of the transport units of the combined transport can be found in Annex 3.2.1-1.

Railway lines where Ro-La trains can run are indicated in Appendix 3.3.1.1.

###### *Obligation of performing look-out service on the locomotive*

Information on obligation of performing look-out service on the railway network of MÁV Zrt and GYSEV Zrt can be found in Annex 3.2.1-2.

##### 3.2.2 Connecting railway networks

List of border stations of the open access railway network, the name of the infrastructure manager of the border station on the territory of the neighbouring state, as well as the operation times taken into consideration from the point of view of traffic regulation, can be found in Annex 3.2.2-1.

Border points between the railway infrastructure of MÁV Zrt and GYSEV Zrt the relevant infrastructure data are comprised by Annex 3.2.2-2.

On the network of GYSEV Zrt, connecting railway tracks, junction railway tracks and railway networks in own operation connected to the open access railway network can be seen in Annex 3.2.2-3.

##### 3.2.3 Further information related to the network

All other information for the railway network is available at the infrastructure managers, using the contacts given under the point 1.8 to this Network Statement.

#### 3.3. Characteristics of open access railway network

##### 3.3.1 Geographical characteristics

### *3.3.1.1 Lines, track network of the open access railway network*

Main characteristics of open access railway network - broken down to sections in accordance with the changing of typical parameters - can be found in Annex 3.3.1.1.

### *3.3.1.2 Gauges*

The open access railway network consists of standard gauge (1435 mm) and broad gauge (1524 mm) railway lines.

### *3.3.1.3 Service places on the open access railway network*

Locations of service places in the open access railway network and the most important technical and operational characteristics of the service places can be seen in Annex 3.3.1.3.

## 3.3.2 Technical and operational characteristics of railway lines and route sections

### *3.3.2.1 Loading gauge*

Loading gauges used by MÁV Zrt and GYSEV Zrt as well as international loading gauges and GA (UIC), GB (UIC), GC (UIC) loading gauges are listed in Annexes 3.3.2.1.

### *3.3.2.2 Applicable maximum axle load and meter load of railway lines*

Axle loads as well as meter loads applicable to different lines can be found in Annex 3.3.1.1.

### *3.3.2.3 Curves and gradients*

Ruling gradients, maximum gradients, load sections typical of railway lines can be found in Volume I Table 1 of Technical Tables.

For information regarding curves of certain sections of the infrastructure please turn to the locally competent Engineering Section of Track Facilities Department of MÁV Regional Centre, as well as to GYSEV Zrt Infrastructure Business Unit. Availabilities of these units can be seen in Annex 3.3.2.3.

### *3.3.2.4 Track speed of railway lines*

Speed of track regarding certain railway lines is shown in Annex 3.3.1.1.

MÁV Zrt and GYSEV Zrt Infrastructure Business Unit publish a monthly statement on their websites with the title „Statement of constant and foreseeable temporary speed-restricted runs”.

### *3.3.2.5 Lengths of trains that may run on railway lines*

Lengths of trains that may run on railway lines without special permission can be seen in Annex 3.3.1.3.

### *3.3.2.6 Characteristics of power supply system*

Track clearance on electrified railway lines and on railway lines designated for electrification shall be established in accordance with Standard MSZ 8691/4-81 on „Clearance of national public railways. Clearance dimensions of electrified tracks”.

Voltage of the electric overhead contact line is 25000 V, with a frequency of 50 Hz. Stagger of catenary is 30, 40 cm. Annex 3.3.2.6 contains data of interoperability of the electric overhead line network as well as voltage and frequency data of electrified border crossings. Electrified railway lines are shown in Annex 3.3.1.1.

### 3.3.3 Traffic control, signalling and communication systems

#### *3.3.3.1 Signalling installations*

There are mechanical, relay-dependent and electronic signalling installations in operation on the track network.

#### *3.3.3.2 Traffic control systems*

Traffic control of the individual lines can be split into the following systems:

- Central Traffic Control(KÖFI)
- Central Traffic Management (KÖFE)
- Operation controlled line
- Traffic control on sidings (MEFI) and radio-based traffic control system on sidings (MERÁFI)
- supervised line and line supervised by station

Traffic control systems in use can be found in Annex 3.3.1.1.

#### *3.3.3.3 Ground-train radio network employed*

The ground-train radio network is a 160 MHz, UIC 751-3 type system (450 MHz). Either mobile UIC-type radio-sets built in the vehicle and controlled by one or two operating devices, or fix installed radio-sets can be connected to both types of the ground-train radio systems. Operation-mode of the non-selective 160 Hz radio system is duplex from the operator side and two-frequency simplex from the mobile side, while the operation mode of the 450 Hz selective radio-system is duplex from the operator side and duplex or simplex from the mobile side. Discussions are registered with a date/minutes accuracy.

On the Zalaegerszeg - Rédics line MERAFL (Traffic Control System on sidings) is in operation which can be used by vehicles equipped with special board radio facilities. None of the above ground train radio systems comply with the requirements of interoperability.

The applied ground-train radio network can be found in Annex 3.3.1.1.

#### *3.3.3.4 Automatic train control systems*

The following automatic train control systems are in operation or have been installed on the network:

- EVM, EÉVB
- INDUSI
- ETCS.

Railway lines outfitted with automatic train control systems can be found in Annex 3.3.1.1.

### 3.4. Traffic restrictions

#### 3.4.1 Specialised infrastructure

The capacity allocating body can designate certain track section as specialised infrastructure after a coordination with the concerned Railway Undertakings has taken place, and the railway regulatory body has been informed of the coordination.

The designation of a specialised infrastructure cannot hinder the use of the specialised infrastructure for other railway services if there is spare capacity on the track section and the rail vehicles meet the technical requirements of the running on the track section.

On the open access railway network no specialised infrastructure is designated.

#### 3.4.2 Environmental restrictions

On the open access railway network there are no environmental restrictions.

#### 3.4.3 Restrictions for forwarding of exceptional consignment and dangerous goods, as well as for running of test trains and Ro-La trains

Conditions of traffic restrictions relating to the forwarding of exceptional consignment, dangerous goods and to the running of test trains and Ro-La trains can be seen in points 2.5 and 2.6 of this Network Statement.

#### 3.4.4 Restrictions for tunnels

Main parameters of railway tunnels in Hungary can be seen in Annex 3.4.4.

#### 3.4.5 Restrictions for bridges and engineering constructions

Restrictions for bridges because of axle load can be found in Volume II. Table 4 of Technical Tables.

### 3.5 Availability of railway infrastructure

The railway network is not available to the applicants on a continual basis.

Restrictions:

*a) operation times on border station taken into consideration from traffic regulation point of view*

Infrastructure Manager may introduce restrictions on certain service places from traffic regulation point of view. Operation times on border stations from traffic regulation point of view can be seen in Annex 3.2.2-1. Over the operation times, border stations listed and services provided there, are not available for applicants.

*b) traffic restrictions because of maintenance, renewal and enhancement works carried out on track facilities*

Maintenance, renewal and enhancement works which concern the access to the infrastructure and are carried out on track facilities can be found in Annex 3.5-1

### *c) Service stoppage*

Infrastructure Manager may introduce restrictions at service places due to traffic regulations. List of service places, which are affected by service stoppage together with their operation times taking into consideration from the point of view of traffic regulation can be found in Annex 3.5-2.

## **3.6 Technical, preparatory and passenger service facilities for passenger trains**

Information related to the technical, preparatory and passenger service facilities for passenger trains in each service place of certain lines is listed in Annex 3.3.1.3.

## **3.7 Service facilities of stations for freight trains**

Information related to the facilities of stations for freight trains is listed per service points on certain lines in Annex 3.3.1.3.

## **3.8. Service facilities**

### 3.8.1 Passenger and freight train formation stations and service places

List of passenger and freight train formation stations and service places can be found in Annex 3.3.1.3.

### 3.8.2 Access to loading sidings and loading places

Loading places and sidings to be used for loading can be seen in Annex 3.8.2.

### 3.8.3 Maintenance facilities

MÁV Zrt has no vehicle maintenance facilities.

Vehicle maintenance facilities of GYSEV Zrt Infrastructure Business Unit can be found in Annex 3.3.1.3.

### 3.8.4 Refuelling facilities

Location of refuelling equipment and opening hours can be seen in Annex 3.8.4.

### 3.8.5 Technical facilities

#### *3.8.5.1 Interchange of axles*

Facility which is suitable for exchanging of axles of standard gauge and broad gauge wagons is available in the Axle Interchange Workshop in Záhony at MÁV Zrt. (Code of the Service place exchanging from broad gauge to standard gauge is 44320 (Záhony sz.), from standard gauge to broad gauge is 42077 (Záhony-Rendező)).

#### *3.8.5.2 Wagon weighbridges*

Infrastructure Managers provide access for Railway Undertakings to wagon weighbridges on locations shown in Annex 3.8.5.2.



#### *3.8.5.3 Service places equipped with preheating and precooling facilities and waste water sewer connection*

Possibility of preheating and precooling, connections to traction current, water supply facilities and waste water sewer, tracks equipped with inspection pits ensured by the infrastructure manages on stations, service places, can be found in Annex 3.3.1.3.

### **3.9 Significant foreseeable infrastructure enhancement works**

Significant infrastructure enhancement works foreseeable for the period after the relevant timetable year can be seen informatively in Annex 3.9.

## 4. CAPACITY ALLOCATION

### 4.1 Introduction

Any applicant who verifies in compliance with point 2.2 its entitlement to use the railway infrastructure may request at VPE for rail network services provided within the framework of the open access railway network.

Based on requests, VPE carries out capacity allocation in its train path application information technology system to services provided by the infrastructure manager within the framework of open access.

For track sections, for which neither annual nor late path requests are submitted, VPE shall construct catalogue train paths to be published on its website and in its train path application information technology system.

Railway companies entitled to provide railway passenger, freight transport services, or to operate railway infrastructure are only authorised to order train types as follows:

Holders of operation licence for rail passenger transport are entitled to order

- trains of categories A, B, C, E listed in Annex 4.3-2,

Holders of operation licence for rail freight transport are entitled to order

- trains of category D, E listed in Annex 4.3-2.

Holders of operation licence exclusively for traction service are entitled to order

- Trains of category E listed in Annex 4.3-2

In case of announcement for operation of rail infrastructure network approved by the Railway Agency:

- Trains of category F listed in Annex 4.3-2.

Non-RU applicant is entitled to order all train categories excepting trains of category F.

VPE shall treat information supplied by applicants confidentially.

### 4.2 Description of the capacity allocation process

In accordance with community and domestic legislation, dividing of activities among organisations involved in the capacity allocation of open access railway network, ensuring access, provision and use of services provided by the infrastructure manager, as well as the prescription of the entire process can be seen in Annex 4.2.

#### 4.2.1 Train path application for border crossing trains and application for related services

Applicants shall apply for train path for international trains at VPE from the border point or to the border point, respectively for the Hungarian open access railway network.

In this case cooperation is needed with the train operating companies of the neighbouring country. Both the train number and the Railway Undertaking forwarding the train from the border or to the border shall be indicated in the train path request.

### 4.3 Rules and deadlines of the capacity allocation process

Applicants shall submit their requests at VEP for the use of track network capacity set out in point I-IV of Annex 2 of the Railway Act electronically through the train path applying information technology system of VPE. VPE shall enter data of track network capacity ordered on fax into its train path applying information technology system. A pattern of application form for this purpose can be seen in Annex 4.3-1.

Railway Undertakings can submit annual, annual late, mid-term, ad hoc and instant capacity requests whereas the Non-RU applicants can submit annual, annual late, mid-term and ad hoc requests for rail network services. They all need to comprise the type of request, the train type and the train category, as well as the time necessary for carrying out the activity. List of train types and the train categories can be found in Annex 4.3-2.

VPE shall offer catalogue train paths for satisfying ad hoc short term train path requests. If the Railway Undertaking does not accept the offered catalogue timetable, or in the case of train paths for working trains, VPE shall enclose so called "short term timetable" in the heading of which VPE shall make the following remark: "Offered catalogue train path has not been accepted by applicant. The train will run according to a short term timetable." In case of service train path, the following remark is made: "The train will run according to service train path request with a short term timetable."

If trains running according to short term timetable run via not interlocked stations, the following statement must also be attached: "Information about the change of the entry direction at the station [name of the not protected station crossed by the train according to the timetable] will be provided by a command in writing in accordance with point 15.18.3 of F.2. Traffic Instructions."

Should the Railway Undertaking not accept the offered catalogue timetable and also in case of train paths for working trains, VPE shall attach a so called short term timetable to the train path request, but running of trains will happen by using of free capacity defined by traffic management. In case of "short term timetable" belonging to train path requests, the box "direction of entry" will not be filled in if the station is not interlocked. Train crew will be notified about the change of the entry direction of these stations by command in writing in accordance with point 15.18.3 of F.2. Traffic Instructions.

Should the applicant coming from an open access railway network also wish to reserve / use privately owned railway network relieved of open access, applicant- when applies for rail network services - must hold a service agreement concluded with the operator of the privately owned railway network relieved of open access, and when requesting for rail network services, shall make a declaration on the existence of a service agreement, which contains the command for the validity of the agreement.

In case of transport from or to a privately owned railway network the applicant in its request should indicate the first/last part of the path if serving occurs by train.

Until the deadline for the submission of annual late requests to be taken into account during the period of constructing the annual and the working timetable, infrastructure manager shall submit at VPE its request for rail network services enabling the maintenance, renewal and enhancement works on the network which can be scheduled on a yearly base. Network capacity request for not foreseeable track works shall be submitted by the infrastructure manager at VPE after the deadline for the submission of annual late capacity requests to be taken into account during the period of constructing the working timetable.

Infrastructure manager is exclusively entitled to request at VPE a service train path for his working trains which he intends to run in order to operate his own track network, using not reserved free capacity in the working timetable.

VPE shall without delay inform the applicant and the rail regulatory body of the receipt of a request for rail network services.

For trains crossing a border, if appropriate, pre-constructed international trains paths shall be established which shall be made available for applicants on the website of VPE and through the train path applying information technology system operated by VPE.

Should network path requests submitted for any element of the railway network capacity or rail network services conflict, VPE shall initiate a coordination process with the involvement of applicants concerned, and shall decide based on this process.

VPE shall inform the applicants concerned, the infrastructure managers and the rail regulatory body on his decisions made in capacity allocation (decisions on track network capacity and rail network services allocated in compliance with the Network Statement)

#### 4.3.1 Deadlines for application for annual train paths and timetabling

Deadline for submitting annual train path requests is the second Monday of April in the previous timetable year (13 April 2015).

Annual late path requests shall be submitted after the deadline for the annual path requests but 5 weeks prior to the entry into force of the annual working timetable (9 November 2015). VPE must deliver to applicants for their feedbacks the draft timetable and/or the draft service plan in terms of the requested train path.

After the deadline of the submission of annual train path requests until 6 July 2015, VPE shall construct the draft annual working timetable taking into account the submitted annual train path requests and the annual late path requests submitted 10 weeks prior to the deadline of the finalization of the annual working timetable (until 15 June 2015) and VPE is obliged to send in writing the relevant parts of timetable to applicants. Applicants will have possibility to make comments and carry out the necessary arrangements in the following 5 weeks (until 10 August 2015). After this, in the following 2 weeks (until 24 August 2015) VPE shall finalize the annual working timetable i.e. allocate train paths.

Validity period of the annual working timetable begins at 24:00 on the second Saturday of December in the running year and lasts until 24:00 on the second Saturday of December in the subsequent year.

#### 4.3.2 Handling of requests other than annual train path requests inclusive of short term requests

Type of train path	Deadline for submitting request correlated to the date of the planned train run	Time needed for allocation
Mid-term train path	At least 5 weeks before train run.	Within 5 working days
Ad hoc train path	At least 5 days before train run	As soon as possible, but within 4 working days at the longest
Short term train path	Within 5 days but at least 1 hour before train run	As soon as possible.
Train path for working trains	Before the scheduled time of running	As soon as possible.

In emergency cases or in the case of operation disturbance indicated by the Infrastructure Manager, Railway Undertaking may submit its short term train path request even within one hour before the planned start of a train run.

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

In accordance with the rules of train path application, services referred to in Annex 2 points 1-4 of the Railway Act and published in Chapter 5 of this Network Statement, shall be ordered in the train path application system of VPE, or in case of hindrance, by using the application form defined in point 4.3 of the Network Statement.

Application for services provided by the infrastructure manager may happen jointly with the application for train path, or as an application for services without train path as well.

##### Shunting for own operation

Shunting without the usage of shunting staff of the infrastructure manager or/and traction unit ensured by the infrastructure manager (shunting of its own) may be carried out only in such service locations where traffic operation is ensured. On lines equipped with simplified traffic service, rules that are covered by the Executive Instructions for Line Sections defined in point 2.4.1 l) must apply.

The Railway Undertaking must indicate the shunting of its own in the train path requesting IT system of VPE and must give the length of time of shunting and the number of vehicles to be shunted.

##### Service stoppage

After the allocation of annual paths the Railway Undertaking is obliged to indicate in VPE's train path application IT system whether wants to use the affected network capacity during the period of service stoppage or not. List of service places affected by service stoppage is published by the Infrastructure Manager in Annex 3.5-2.

##### Request for access for public loading sidings

The service "Use of stations by freight trains" includes the request for access to public loading sidings and loading area belonging to these sidings, and in the interest of capacity

allocation the request shall be indicated by the Railway Undertaking. This indication must be submitted independently of applying for a train path (without the train path).

The indication shall be submitted with the stating time of the loading stated in it.

In the indication Railway Undertaking must provide the following information:

- service place concerned, within this, name of the loading siding,
- the requested time of start,
- number of wagons to be loaded/unloaded,
- length of the loading unit (metre),
- the length of time needed for the use of the loading place.

Optionally the following can be specified:

- the referred train path identifier (which can be referred to on the day of the request +/- 48 hours),
- usage of loading interruption (loading on other days than indicated in the lighting calendar and / or on public holidays)

Conditions for the use of public loading sidings and loading areas belonging to these sidings owned by MÁV Zrt can be seen in Annex 4.3-3.

Before requesting for train path and services regarding the railway network of MÁV Zrt, Railway Undertaking should - if it is possible - consult with MÁV Zrt Operation of Infrastructure about the possibility of using supplementary and additional services. MÁV Zrt Operation of Infrastructure receives the preliminary requests regarding the possibility of requesting of infrastructure services provided by the infrastructure manager from 00.00-24.00 hours and shall within 2 hours after receiving the request give preliminary information to the Railway Undertaking.

For feasibility reasons prior to the allocation of services, Railway Undertaking is obliged to agree with the infrastructure manager on the allocation of additional and ancillary services with availability parameters other than published in the Network Statement.

#### 4.3.4 Procedural order of transferring and using of rail network capacity requests allocated to a Non-RU Applicant

Non-RU Applicant may transfer the right to use the rail network capacity allocated to it to any other Railway Undertaking (one service at a time to a Railway Undertaking) that has a network access contract concluded with the Infrastructure Manager.

Non-RU Applicant is obliged to designate the Railway Undertaking actually using the rail network capacity required by and allocated to the Non-RU Applicant, at least 10 days prior to the actual use of the service.

Only one Railway Undertaking can be chosen to use a train path and service. If the request contains more days for running of trains, the same Railway Undertaking shall be assigned to all the days in the train path applying information technology system.

This assignment cannot be modified by the Non-RU Applicant. VPE is entitled to automatically withdraw rail network capacity allocated to the Non-RU Applicant if the designation deadline has expired without any result.

#### **4.4 Process of capacity allocation**

Steps set out in legal rules for capacity allocation for the open access railway network, the entire allocation process from the submission of requests to the invoicing of charges can be seen in Annex 4.4.

#### 4.4.1 Coordination procedure

When a request for rail network capacity cannot be satisfied due to its conflict with other capacity requests even taking into account judgement provisions defined in legal rules, or any of these requests cannot be refused, a coordination procedure shall be conducted. VPE shall initiate the coordination procedure in writing and in electronic format by simultaneously notifying each applicant affected and the rail regulatory body within two working days after VPE has got to know of the conflict of applications submitted for the railway network capacity.

The notice on the coordination process shall include:

- the capacity affected by conflicts between applications for railway network capacity,
- the proposed capacity which differs from that which was requested,
- the venue, date and time of the coordination procedure,
- consequences if parties concerned fail to participate in the coordination procedure.

The coordination procedure shall be conducted by VPE. Minutes shall be prepared and signed by each party participating in the coordination procedure. Each party shall receive one copy of the minutes.

Should the coordination procedure not achieve a result within 10 working days, VPE shall decide on the requests affected by the coordination procedure by taking into account the sequence defined by Paragraph 15 Sections (4) and (5) of Decree No 55/2015 (IX.30) NFM , and consequently, may make such a proposal to an applicant which differs from the applicant announced previously. Immediately after decision making, VPE shall notify in writing the affected applicants and the rail regulatory body of its decision made in disputes which cannot be resolved during the coordination procedure.

#### 4.4.2 Disput resolution process, possible recourse

In accordance with the provisions of Paragraph 79/B, Section(1), points c) and d) of the Railway Act, Railway Undertakings or non-independent infrastructure managers may initiate legal dispute process at the rail regulator body against decisions made by VPE in the matter of ensuring and allocating rail network capacity.

A Non-RU Applicant may submit its recourse to the competent court having jurisdiction in compliance with Act III of 1952 on the Code of Civil Procedures in the event if the Non-RU Applicant has not initiated a legal dispute process at the rail regulatory body in the given matter yet and will not intent to initiate any.

#### 4.4.3 Congested track section

##### *4.4.3.1 Congested track section*

If on a certain railway section even in the framework of a coordination process it is not possible to satisfy train path requests, and as a consequence of this, train path requests rejected run up to or go beyond 10% of the monthly theoretical capacity of a certain railway section, or if train path requests to be foreseeable submitted within a year are very likely not to be satisfied, VPE shall qualify the concerned part of the railway network



as a congested railway section, and shall initiate at the infrastructure manager that it prepares capacity analysis and also makes proposal- for removal of congestion.

After coming to agreement with VPE, Railway Undertakings and applicants entitled to reserve capacity, Infrastructure Manager is bound to carry out capacity analysis for the congested section of the railway network and to send the capacity analysis to the rail regulatory body within six months after declaring the rail path section congested.

VPE shall publish besides the train path catalogue also the track sections which might be replaced in case of congestion.

There is no congested track section on the open access network.

#### *4.4.3.2 Priority rules and procedure to be followed*

On a congested railway section train path requested by the Infrastructure manager shall have priority if

- the use of the capacity is needed to execute the provisions of a legal rule, or
- Infrastructure Manager carries out maintenance, renewal or enhancement works.

Infrastructure Manager may not enforce its need for priority laid down above over public services operated in peak hours.

On a congested railway section, after enforcing the provisions above, or if annual, annual late, ad hoc and short term requests coincide, with the exception of railway sections designated as specialized infrastructures, priority shall be given to

- Railway public services,
- Cross border passenger transport,
- Cross border freight transport,
- Other freight transport,
- Other passenger transport.

If train path request to which priority shall be given in accordance with the previous paragraph cannot be identified, priority shall be given using ranking below:

- to trains running on the basis of the Regular Interval Timetable, ,
- to train paths ordered in the scope of the framework agreement,
- train path requests covering more than one traffic days,
- train path requests for longer distances,
- train path request of regularly running trains,
- train path requests submitted earlier.

#### *4.4.3.3 Revocation of the allocation*

For a congested track section, VPE is entitled to withdraw those rail network services of applicants which were used only in less than 60% over a period of 3 months (threshold value), except cases when it happens for a reason beyond the applicant's control. When determining the rate of capacity-utilisation, calculations shall be based on the number of train paths. Threshold value must also be applied to train paths ensured/allocated by a virtue of a framework agreement.

VPE is entitled to revise the right for using the allocated rail network service if in any of the papers, documents specified in 2.2.1 justifying the right prescribed for using the railway infrastructure have been modified.

If the papers, documents referred to in the previous paragraph do not justify the right of the applicant to use the rail network service, VPE may revoke the right to use the service. VPE shall inform the applicant and the Infrastructure Manager of the revocation of the train path in writing.

#### 4.4.4 Effect of the framework agreement

Train path request submitted on the basis of a framework agreement has priority in accordance with provisions of Paragraph 17, Section (4) of the Decree No. 55/2015 (IX.30) NFM.

### **4.5 Capacity allocation for maintenance, renewal and enhancement works**

#### 4.5.1 Process description

The Infrastructure Manager is entitled to carry out maintenance, renewal and enhancement works or mandate any other company to carry out these works on the open access railway network operated by this IM, and to reserve capacity for these works, and to use the railway network.

Infrastructure manager shall submit at VPE its requests for network capacity in compliance with the procedure described in this point to carry out such maintenance, renewal and enhancement works on the railway network which disturb or limit train movements on the affected track section. Expected effects of the maintenance, renewal and enhancement works monthly updated shall be published on the home page of VPE.

##### *4.5.1.1 Ensuring railway network capacity for scheduled maintenance, renewal and enhancement works*

To enable the execution of such scheduled maintenance, renewal and enhancement works on the railway network which disturb or limit train movements on the affected track section, Infrastructure Manager shall submit at VPE its requests for track capacity necessary to execute these works by the deadline for submitting of the annual train path requests, but not later than the end of the tenth week before the finalisation of the annual working timetable in the train path requesting system of VPE (15 June 2015). If this system is not available, in a letter form or on fax using the application form set out in Annex 4.5.1.1. VPE shall satisfy these requests in compliance with rules relating to the annual working timetable.

##### *4.5.1.2 Capacity allocation rules for maintenance, renewal and enhancement works which can not be scheduled on a yearly base*

For the length of time carrying out such maintenance, renewal and enhancement works which cannot be scheduled in the period of constructing the annual working timetable, and which disturb or limit train movements on the affected track section, Infrastructure Manager shall apply for network capacity in the train path application system of VPE - if this system is not available in written form in a letter or on fax by using the pattern shown in Annex 4.5.1.1, taking into account the loss of revenues to be expected and the possible liabilities to compensate damages regarding train paths allocated. On the basis of submitted train path request, if it concerns allocated train paths, VPE shall initiate the suspension of the working timetable of this certain section, and shall prepare a provisional working timetable which shall be agreed with the applicant involved. VPE shall construct the provisional working timetable in such a way that the modification of the allocated train paths is kept at a minimum level.

For maintenance, renewal and development works which cannot be scheduled in the period of constructing the annual working timetable, Infrastructure Manager is obliged to apply for track network capacity in accordance with rules of application for capacity at VPE not less than 30 days before starting the works. When applying for track network capacity the following data shall be given:

- track section concerned (line between stations, left right track, station track, etc.)
- period (from-to: month, day, hour, minute; or from train to train. etc.)
- technological characteristics, (voltage neutralisation, speed restriction signal for labour protection, etc.)

At the same time, track possession technology, if such will be prepared, shall be sent electronically to the [vpe@vpe.hu](mailto:vpe@vpe.hu) e-mail address.

Within 10 working days after receiving request for network capacity relative to the track network capacity, VPE shall check whether the application for track network capacity submitted by the infrastructure manager and train paths which have already been allocated, coincide, and prepare study-timetables for the track possession.

After performing the examination, if the request for rail network capacity submitted by the Infrastructure Manager affects allocated train paths, VPE shall carry out a coordination process on the basis of study timetables and in accordance with rules relating to coordination process by involving in the process the Infrastructure Manager and the owners of train paths that coincide with train path request submitted by the Infrastructure Manager.

During the coordination process the followings shall be determined:

- train path to be modified, as well as extent of modification,
- train path of trains running possibly on a bypass or on an alternative route,
- train paths to be cancelled,
- train paths substituted partly or entirely by buses,
- train paths which are marked by their owners as affected, and which should possibly be modified in order to ensure connections.

Parties affected may agree in accordance with gross charging principle of accountancy also during the coordination process on charging and bearing of possible surplus costs and liabilities for damages- which may arise to the owner of the train path.

Applicant shall cancel at VPE train paths to be modified for the certain period as a result of the coordination process, and shall order new train path at VPE with the modified route/time data in accordance with the rules of cancellation and application for train path. Should the applicant not modify/cancel the affected train paths within two working days after the coordination process in accordance with the minutes signed in the coordination process, VPE is obliged to provide for the modification/cancellation of affected train paths in accordance with the minutes. In absence of agreement, VPE shall decide in compliance with the rules of the coordination process.

Regarding modified train paths, VPE shall construct - based on train path requests submitted again - new timetable (temporary working timetable) which will become part of the working timetable.

#### **4.6 Cancellation rules, procedure if train path is not cancelled**

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.

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

- if the network access contract is not concluded between the Infrastructure Manager and the Railway Undertaking assigned by the Non-RU applicant for a reason imputable either to the Non-RU applicant or to the Railway Undertaking until the deadline expires determined by the Infrastructure Manager,
- if the network access contract concluded between the Railway Undertaking and the Infrastructure Manager is terminated or its implementation is suspended by the Infrastructure Manager,
- if the Railway Undertaking does not start the use of the ordered service within 24 hours starting from the time requested in the allocation.

#### **4.7 Forwarding of exceptional consignment and dangerous goods, running of test trains and Ro-La trains**

Forwarding of exceptional consignment and dangerous goods, running of test trains and Ro-La trains are subject to authorisation, so, they shall be indicated when requesting train path.

Procedure of forwarding of exceptional consignments can be seen as regards MÁV Zrt in Annex 4.7.1, as regards GYSEV Zrt in Annex 4.7.2.

#### **4.8 Special measures in the event of disturbances, emergency**

##### **4.8.1 Main principles of restoring the scheduled traffic**

- In the event of deviation from the daily plan and timetable, the operational and operative control organisation of the infrastructure manager shall take the necessary steps to remove disturbances, restore the scheduled train movements in accordance with timetable.
- Railway Undertakings shall make a contact person entitled to decide or an own governing organisation continuously available who may be notified by the operational and operative managing organisation of the infrastructure manager in the event of disturbances or emergency, and the request of whom shall be taken into consideration in order to restore the scheduled operation.
- Act of God and other unforeseeable, exceptional circumstances
  - In the event of disturbance to train movements caused by technical failure or accident, infrastructure manager must take all necessary steps to restore the normal operational situation and inform the affected Railway Undertakings. To this end infrastructure manager shall draw up adequate regulation which involves bodies to be informed in the event of serious accidents or serious disturbance to train movements.
  - On request of the infrastructure manager, Railway Undertakings - on payments - are obliged to make available their resources which they consider to be the most appropriate tool to restore as soon as possible the normal operational situation.
  - In the case of disturbance which makes the railway infrastructure temporally unusable, infrastructure manager - with the notification of the interested parties - may withdraw the allocated train path for such a long time as it is necessary to repair the system. On request of the applicant, VPE shall offer for this period another train path from free capacity available.

#### 4.8.2 Procedural order

##### Procedure

- Operation control organisation of the Infrastructure Manager shall take measures to remove obstacles from the track,
- with the contribution of the operation control organisation of the applicant or the representative of the applicant operation control organisation of the Infrastructure Manager shall take the necessary steps to cease disturbance, emergency and to run the trains of the Railway Undertakings.

#### 4.8.3 Foreseeable problems

In the event of foreseeable emergency, provisions of Paragraph 31 Section (2) points a)-b) of the Railway Act shall be followed.

#### 4.8.4 Unforeseeable problems

In the event of unforeseeable emergency, provisions of Paragraph 31 Section (2) points a)-b) of the Railway Act shall be followed.

## 5. RAIL NETWORK SERVICES

### 5.1 Introduction

The use of the open access railway network and rail network services of the Infrastructure Manager provided within the open access shall be made available to each applicant under equal conditions and at the same price.

The content of the services provided by the Infrastructure Managers of MÁV Zrt and GYSEV Zrt may be different owing to local features. These discrepancies are presented in the Network Statement in all cases. If there are no discrepancies indicated in the Network Statement, the services offered by Infrastructure Managers are provided with the same content.

Related infrastructure background is presented in Chapter 3, conditions of charging system and charging items can be found in Chapter 6.

As the most important effect of the change of Act CLXXXIII of 2005 on railway transport modified by Act CIII of 2005 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.

According to Paragraph 87/D (1) of Railway Act these rules have to be applied first time only for the timetable period come into force from the 2nd Sunday of December 2016.

### 5.2 Basic services

#### 5.2.1 Ensuring of train path

Handling of application for rail network capacity.

Content of the service:

- receipt of the client's request in electronic way (including supplementary, additional and ancillary services belonging to the request),
- examination of feasibility of the request,
- construction of the required timetable,
- examination of achievability of the service belonging to the request,
- feedback to the applicant about the acceptance and realization of the request,
- necessary steps in the interest of execution.

#### 5.2.2 Running of trains

This service comprises:

- making the open access railway network available to Railway Undertakings for transporting goods and passengers and carrying out traction,
- ensuring the use of open access railway lines, straight main running lines, point switches, track junctions, engineering structures, as well as signalling and safety equipment,

- running of trains by ensuring staff, tools and information systems of traffic control and traffic operation,
- handling and forwarding data necessary for the running of railway vehicles, (if necessary, issuing of permit for forwarding of exceptional consignment, registration of consignment, delivery of offer to Railway Undertakings in writing),
- performing Infrastructure Manager's task for handling train run document and annexes.

### 5.3 Supplementary services

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; providing services jointly, in a service group.

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 infrastructure and/or facilities to provide the service.

#### 5.3.1 Use of catenary system

Access part of service

The service comprises:

- access to and use of the overhead contact wire system and power supply system (without providing electric energy).

#### 5.3.2. Use of refuelling facilities

Complex service

The access part of service comprises:

- use of sidings enabling track access to refuelling facilities
- provision of relating traffic operation activity needed to the access.

The supply part of service comprises:

- ensuring the use of buildings and infrastructures necessary for refuelling and providing related services (without providing fuel).

The sites and service time of refuelling facilities can be found in Annex 3.8.4.

#### 5.3.3 Use of stations by passenger trains

##### *5.3.3.1 Use of stations by passenger trains for stopping*

Complex service for trains of train-categories A and B listed in Annex 4.3-2

The access part of service comprises:

- access to and use of track network and other facilities of passenger stations, halts and stops used for passenger transport and not included in basic services,



- ensuring access to and use of passenger service buildings, facilities, passenger areas, platforms, underpasses and footbridges,
- ensuring the use of traffic operation activity related to stopping of trains at stations and necessary for dispatching and receiving of trains.

The supply part of service comprises:

- providing information to passengers at stations and ensuring of services 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.

For using any of the above mentioned services, the service “Use of station for stopping” shall be ordered for every station where the train stops inclusive of origin and destination station as well as request stop.

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

Complex service for trains of train-categories A, B and C listed in Annex 4.3-2

The access part of service comprises:

- ensuring access to track network necessary for formation, shunting and splitting-up of passenger trains, as well as access to track-related technical devices containing signalling and safety equipment,
- ensuring the use of traffic operation activity related to shunting,
- ensuring access to and use of installed station facilities of the Infrastructure Manager necessary for preheating, precooling, water supply, emptying of waste water of closed-system toilets, wagon cleaning of passenger trains as well as access to facilities related to rail rolling stock maintenance facilities.

The supply part of service comprises:

- ensuring access to and use of installed station facilities of the Infrastructure Manager necessary for preheating, precooling and water supply of passenger trains (without ensuring of energy) and providing services related to them.

#### 5.3.4 Use of stations by freight trains

Complex service for trains of train-category D listed in Annex 4.3-2

The access part of service comprises:

- access to railway tracks, train reception tracks and facilities belonging to stations but not included in basic services (tracks and related technical and engineering equipment used by the trains and detached/inserted wagons) for the purpose of freight transport,
- use of traffic operation activity at stations related to dispatch and reception of trains but not included in basic services (traffic control, recording of data of train run),
- access to marshalling yards and wagon shunting equipment, as well as access to station sidings ensuring track access there,

- provision of traffic operation activity needed for marshalling, with the exception of provision of traffic activity related to the use of the following services: use of wagon weigh bridges, the use of refuelling facilities and storage of vehicles,
- access to open access privately-owned networks, loading places, transshipment sidings designated for loading, as well as ensuring access to facilities enabling transshipment between different gauges, to rail rolling stock maintenance facilities and to buildings enabling access to freight terminals.

The supply part of service comprises:

- 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.

#### 5.3.5 Access to marshalling yards

Access to marshalling yards is included in services for the use of stations set out in Points 5.3.3 and 5.3.4.

On the railway network of MÁV Zrt the following service places count as marshalling yards:

- Ferencváros (10025, 40162, 46466), Eperjeske-Rendező (42358), Fényeslitke-Déli rendező (42127), Miskolc-Rendező (12641).

From the above listed public loading sidings and loading places belonging to these sidings owned by MÁV Zrt. can only be used at service places that are also published in Annex 3.8.2.

#### 5.3.6 Access to train formation facilities

Access to train formation facilities is included in services for the use of stations laid down in Points 5.3.3 and 5.3.4.

#### 5.3.7 Storage of vehicles

Access part of service

The service comprises:

- ensuring the storage of vehicles of the Railway Undertaking beyond 24 hours, use of sidings enabling track access to storage sidings and the provision of relating traffic operation activity.

Safe-keeping and protection of stored vehicle(s) is the obligation of the Railway Undertaking; the service does not comprise the protection itself. Applicant 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.

The following cases are not qualified as storage of vehicles:

- stay of wagons awaiting loading or unloading for less than 120 hours,
- stay of passenger cars for less than 120 hours on origin/destination stations,
- stay of wagons and cars as a consequence of accidents, exceptional events,
- storage of vehicles used for the purpose of operating the infrastructure.

#### 5.3.8 Other supplementary services

#### *5.3.8.1 Use of wagon weigh bridges*

Complex service

The access part of service comprises:

- use of sidings ensuring track access to the scale house and provision of relating traffic operation activity.

The supply part of service comprises:

- ensuring scales in working order,
- ensuring that the employee (trustee) carrying out weighing gets into the scale house,
- supervision of weighing of railway wagons carried out by the applicant.

Infrastructure Managers shall ensure availability of this service in places and in time period set out in Annex 3.8.5.2.

When weighing railway wagons, person carrying out weighing activity shall enter into the scale journal of the Infrastructure Manager the following data corresponding to facts:

- serial number of the railway vehicle,
- gross load weighed,
- number of axles of the railway vehicle,
- empty weight of wagon marked on the railway vehicle.

### **5.4 Additional services**

#### 5.4.1 Supply of traction current

The service contains:

- transmission of traction current through private wire.

#### 5.4.2 Supply of fuel for traction

The service comprises:

- ensuring of fuel for traction,

Fuel on the territory of MÁV Zrt may be purchased only at railway refuelling stations operated by the company.

A mobile refuelling on the territory of GYSEV Zrt is possible only with a preliminary approval of GYSEV Zrt.

#### 5.4.3 Ensuring of other energy

##### *5.4.3.1 Ensuring water for water supply*

This service contains:

- the provision of water for filling and for water supply.

List of service places suitable to use this service can be found in Annex 3.3.1.3.

MÁV Zrt does not provide this service.

#### *5.4.3.2 Ensuring of electric energy for other than traction purposes (preheating, precooling)*

This service contains:

- transmission of electric energy through private wire for other than traction purposes (preheating, precooling).

Service places suitable for providing this service are listed in Annex 3.3.1.3.

#### *5.4.3.3 Ensuring of fuel for other than traction purposes (preheating, precooling)*

The service contains:

- ensuring of fuel for other than traction purposes (for preheating, precooling).

MÁV Zrt provides the service in the service places and operation hours published in Annex 3.8.4.

GYSEV Zrt Infrastructure Business Unit does not provide this service.

#### 5.4.4 Ensuring staff for shunting

This service comprises:

- ensuring of shunting staff to carry out shunting activity in service places and operation hours published in Annex 5.4.4,
- also in service places and/or operation hours other than published in Annex 5.4.4 if the necessary resources to be ensured by the Infrastructure Manager are available.

The following movements are qualified as the service “Ensuring staff for shunting”: vehicle-coupling, protection of level crossings, detaching of wagons from trains or inserting of wagons to trains, train formation, splitting-up of trains, fine sorting of wagons and all station activities that are performed with the contribution of a shunting foreman and/or shunter (or any other personnel of the Infrastructure Manager performing the task) ensured by the Infrastructure Manager irrespectively of the train-category of the train shunted.

Station Executive Instruction of the given station stipulates the minimum number of staff necessary to carry out the shunting activity in question.

Infrastructure Managers provide the service “Ensuring staff for shunting” only in cases when applicant orders the minimum number of staff necessary to carry out the shunting activity.

#### 5.4.5 Availability of staff for shunting

The service comprises:

- availability of shunting staff to carry out shunting activity in service places and operation hours published in Annex 5.4.4,
- also in service places and/or operation hours other than published in Annex 5.4.4 if the necessary resources to be ensured by the Infrastructure Manager are available.

The following movements are qualified as the service “Availability of staff for shunting”: vehicle-coupling, protection of level crossings, detaching of wagons from trains or inserting of wagons to trains, train formation, splitting-up of trains, fine sorting of wagons and all station activities that are performed with the contribution of a shunting foreman and/or shunter (or any other personnel of the Infrastructure Manager performing the task) ensured by the Infrastructure Manager irrespectively of the train-category of the train shunted.

Station Executive Instruction of the given station stipulates the minimum number of staff necessary to carry out the shunting activity in question.

MÁV Zrt does not provide this service.

#### 5.4.6 Ensuring of traction unit for shunting

The service comprises:

- ensuring of traction unit for shunting,
- ensuring of driving crew operating the traction unit.

Infrastructure Manager ensures traction unit in service places and working hours indicated in Annex 5.4.4. Traction unit ensured by the Infrastructure Manager cannot be ordered without the ensuring of the shunting crew by the Infrastructure Manager.

The following activities are qualified as the service of 'Ensuring of traction unit for shunting':

- track-change of vehicles,
- forwarding of vehicles to the delivery point of privately-owned railway network at stations or to the border point of open access railway network and the privately owned railway network branching from the station,
- detaching of wagons from trains or inserting of wagons into trains,
- train formation, splitting-up of trains, fine sorting of wagons and all station activities that are performed with the contribution of traction units ensured by the Infrastructure Manager.

#### 5.4.7 Availability of traction unit

The service comprises:

- availability of traction unit to carry out shunting activity in service places and operation hours published in Annex 5.4.4,
- also in service places and/or operation hours other than published in Annex 5.4.4 if the necessary resources to be ensured by the Infrastructure Manager are available.
- ensuring of driving crew operating the traction unit.

Traction unit ensured by the Infrastructure Manager cannot be ordered without the ensuring of the shunting crew by the Infrastructure Manager.

The following activities are qualified as the service of 'Ensuring of traction unit for shunting':

- track-change of vehicles,
- forwarding of vehicles to the delivery point of privately-owned railway network at stations or to the border point of open access railway network and the privately owned railway network branching from the station,
- detaching of wagons from trains or inserting of wagons into trains,
- train formation, splitting-up of trains, fine sorting of wagons and all station activities that are performed with the contribution of traction units ensured by the Infrastructure Manager.

MÁV Zrt does not provide this service.

#### 5.4.8 Outdoor train acceptance

The service comprises:

- the registration of data required for preparing the total weight report (VTK) of a departing train; communication of these data in order to enter them into the IT system of the Infrastructure Manager,
- carrying out braked weight calculation and
- handling of rear light.

GYSEV Zrt does not provide this service.

#### 5.4.9 Train preparation

The service comprises:

- the registration of data required for preparing the total weight report (VTK) of a departing train; communication of these data in order to enter them into the IT system of the Infrastructure Manager,
- carrying out braked weight calculation and
- handling of rear light,
- labelling of railway wagons,
- checking the existence of wagon lock, in case of lack or damage, replacement of wagon lock.

Previous recording of conditions is required before using the service, in case of the following activities: labelling of railway wagons, checking the existence of wagon lock and replacement of wagon lock in case of lack or damage.

GYSEV Zrt provides the service in the service places and operation hours published in Annex 5.4.9.

MÁV Zrt does not provide this service.

#### 5.4.10 Ensuring of staff for weighing

The service comprises:

- carrying out of weighing of wagons.

MÁV Zrt provides this service in service places and operation hours published in Annex 5.4.10.

GYSEV Zrt does not provide this service.

#### 5.4.11 Transport of dangerous goods, exceptional consignments, running of test trains and Ro-La trains

This service is included in the service of 'Running of trains'.

#### 5.4.12 Exchange of axles

The service comprises:

- exchanging of bogies of different gauges of vehicles,
- technical inspection of vehicles after the exchange of bogies, that is technical inspection of railway vehicles with bogies exchanged to broad gauge or bogies

exchanged from broad gauge to standard gauge in accordance with Technical Wagon Service Instructions No. E.12.

GYSEV Zrt does not provide this service.

#### 5.4.13 Use of bogies

The service comprises:

- use of bogies.

GYSEV Zrt does not provide this service.

### **5.5 Ancillary services**

#### 5.5.1 Technical inspection of railway vehicles

The service comprises:

- technical inspection of railway vehicles in accordance with Technical Wagon Service Instructions No. E.12.

GYSEV Zrt provides this service in service places and operation hours defined by Annex 5.5.1.

MÁV Zrt does not provide this service.



## 6. CHARGES

### 6.1 Charging principles

VPE prepared by 31 August 2008 the Charging Methodology (hereinafter called CM) - as Annex 6.1-1 to this Network Statement - in compliance with the Joint Decree No 83/2007 (X 6) GKM-PM (hereinafter Charging Decree) on the frameworks of the network access charging system and basic regulations of forming and adapting of network access charges.

Determination of the concrete network access charges for the given timetable year shall be carried out by VPE on the basis of Charging Methodology and fact data of the last closed business year of the infrastructure managers.

Charging Document (Annex 6.1-2 to this Network Statement) contains calculations relating to the determination of network access charges and data for calculations.

The marks-up and discounts affects the structure of charges to be paid by Railway Undertakings in the following areas:

- Since no environmental mark-up is levied on activities of competing transport modes of the field equivalent to the open access railway network , Railway Undertakings need not pay any environmental mark-ups in connection with environmental effects resulting from railway transport for railway infrastructure sections and for train operation modes qualified as particularly harmful to environment.
- No mark-ups shall be levied to Railway Undertakings because of congestion on a railway network..
- 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 67/E (1) of Railway Act and Paragraph 9 (1) of Decree of 58/2015 (IX.30) NFM on frameworks of the network access charging system, and basic regulations of determination and implementation of network access charges (hereinafter :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 2015/2016 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.

In the Network access charging system non-discriminative access charges are published to the different Railway Undertakings providing services of the same nature in comparable segments of traffic market.

Network access charges are published in HUF and do not include value added tax (ÁFA).

The notification in Paragraph 67/R Section 3 of the Railway Act also contains the value counted by the multiplication of the published network access charges, mark-ups and the in-kind performances relating to the available railway network capacity. In the notification neither the subtotal nor the total amount of charges contain decimals, they are calculated by applying the rounding rules.

Infrastructure manager imposes requirements to Railway Undertakings in a form of financial guarantee in order to ensure its legitimate expectations as regards prospective revenues and usage of the infrastructure, which rules can be found in §36 of Annex 2.3.2.1.

#### 6.1.1 Charges for basic services

Activities related to the handling of applications for railway network capacity and running of trains may be linked within basic services to two components, to the ensuring of train path and running of trains.

Basic service activities provided by both infrastructure managers are the same. An accurate rating of the activities listed can be seen in point 5.2, charges can be seen in Tables 6.3.1.1 and 6.3.1.2.

##### *6.1.1.1 Use of train paths*

Train path relates exclusively to the length of time defined in the train path allocation which is necessary for a train-run between two points. Consequently, any changes occurred in the route and time data of the train path, in services ordered simultaneously with the train path and influencing the route or time data of the train path, as well as in basic data of train categories (Annex 4.3-2) which are part of train path allocation, require in accordance with legal provisions in force the cancellation of the path and a request for a new train path with modified parameters.

Should the train be late at departure, upon request of the Railway Undertaking the train can also start within a timeframe of 24 hours 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.

Should the train during its run exceed time data of the originally allocated train path by more than 24 hours, or in case of an short term train path the stoppage time of a train at a station is more than 24 hours beyond the scheduled stoppage time, the train is not allowed to run using the allocated train path.

#### A) Charge for ensuring of train path

Charge to be paid when using the service defined in point 5.2.1.

Measure unit: HUF/train path. Tariffs can be seen in table 6.3.1.1.

Charge for ensuring of train path must be paid only once for one train path also in the case when the train path requested relates to the networks of more than one infrastructure managers covered by CM.

In this case the charge to be paid will be determined in accordance with charging rules concerning the infrastructure manager operating the origin station.

Should the infrastructure manager enable the use of the train path allocated to the applicant in a train-run under more than one train number (changing of train numbers), the charge for ensuring the train path shall be levied only once.

The fee for ensuring of train path shall be charged to the Railway Undertaking only if the train has really run.

## B) Charge for running of trains

Charge to be paid for the use of service defined in point 5.5.2, and accounted on the basis of effectively performed train kilometres and gross ton kilometres. Tariffs can be seen in tables 6.3.1.2-1, 6.3.1.2-2, 6.3.1.2-3 and 6.3.1.2-4.

Element of the fee of running of trains calculated on the basis of train kilometres shall be charged in 3 line categories and for the following train categories (published in HUF/train km measure unit):

- Passenger trains (trains of train category A, B and C listed in Annex 4.3-2).
- freight trains (trains of train category D listed in Annex 4.3-2),
- loco trains (trains of train category E listed in Annex 4.3-2).

Element of the fee for running of trains calculated on the basis of gross ton kilometres shall be charged irrespectively of the category of line/train (announced in HUF/gross ton kilometre measuring unit).

### 6.1.2 Charge for supplementary services

#### *6.1.2.1 Charge for the use of catenary*

Charge to be paid in the case of using the service defined in point 5.3.1.

*Measure unit:* HUF/electrical train kilometre. Tariffs can be seen in tables 6.3.2.1 and 6.3.2.2.

#### *6.1.2.2 Charge for the use of refuelling facilities*

Charge to be paid in the case of using the service defined in point 5.3.2.

*Measure unit:* HUF/liter. Tariffs can be seen in tables 6.3.2.1 and 6.3.2.2.

#### *6.1.2.3. Charge for the use of stations for passenger trains*

- *Charge for the use of stations by passenger trains for stopping:*  
Infrastructure Manager shall ensure the stopping service set out in point 5.3.3.1 for passenger trains (train categories A and B) on payment of charge for stopping which diverges per station category. The fee for stopping shall be charged for each stopping of passenger trains, inclusive of origin and destination stations.  
*Measure unit:* HUF/use of station. For tariffs see tables 6.3.2.1 and 6.3.2.2.

- *Charge for the use of origin/destination stations by passenger trains*  
Infrastructure manager shall ensure the services set out in point 5.3.3.2 for passenger trains (train categories A, B and C) at origin and destination stations on payment of charge for the use of origin and destination stations in different station categories. This fee shall be charged in four station categories depending on the nature of services supplied on stations. This fee shall be charged both for the origin and the destination station of the train.

*Measure unit:* HUF/use of station. For tariffs see tables 6.3.2.1 and 6.3.2.2.

For trains reversing direction at a station in closed sets, no fee for the use of origin/destination station shall be charged. Definition of a train reversing direction in a closed set can be seen in Annex 1.11.

#### 6.1.2.4 Charge for the use of stations for freight trains

- *Charge for the use of stations by freight trains:*

For freight trains (train category D) in case of using services defined in point 5.3.4 a fee corresponding to the station category shall be charged by the Infrastructure Manager.

*Measure unit:* HUF/use of station. For tariffs see tables 6.3.2.1 and 6.3.2.2.

#### 6.1.2.5 Charge for access to marshalling yards

Charge for access to marshalling yards is included in the charge for use of stations listed in points 6.1.2.3 and 6.1.2.4.

#### 6.1.2.6 Charge for access to train formation facilities

Charge for access to train formation facilities is included in the charge for use of stations listed in points 6.1.2.3 and 6.1.2.4.

#### 6.1.2.7 Charge for the storage of vehicles

Charge to be paid for the use of the service set out in point 5.3.7.

*Measure unit:* HUF/vehicle/ day. For tariffs see tables 6.3.2.1 and 6.3.2.2

Charge shall be paid for a storage beyond 24 hours; every commenced 24-hour period counts as a whole day. The first 24 hours are free of charge. The fee for the storage of vehicles shall be paid by the Railway Undertaking transporting the vehicle to this given storage place..

#### 6.1.2.8 Charge for the use of wagon weigh bridges

Charge to be paid in the case of use of the service defined in point 5.3.8.1.

*Measure unit:* HUF/ vehicle. For tariffs see tables 6.3.2.1 and 6.3.2.2.

### 6.1.3 Charge for supplementary services

See provisions defined in point 6.1.2.

### 6.1.4 Charge for additional services

#### 6.1.4.1 Charge for ensuring of traction current

Charge to be paid for the service defined in point 5.4.1.

*Measure unit:* HUF/kWh. Charge items can be seen in Tables 6.3.4.1 and 6.3.4.2.

The charge comprises the following charge items:

- charge for transmitted traction current
- charge for system-use
- charge for the network loss of transmitted traction current
- other operational charge
- charge for the energy tax
- charge for funds in accordance with Law LXXXVI of 2007 on electric energy (Vet.)

When using this service, charge items will jointly be invoiced.

#### *6.1.4.2 Charge for ensuring of fuel for traction*

Charge to be paid in the case of use of the service defined in point 5.4.2.

Measure unit: HUF/liter. For tariffs see table 6.3.4.1. and 6.3.4.2.

#### *6.1.4.3 Charge for other energy supply*

##### *6.1.4.3.1 Charge for water used for water supply*

Charge to be paid in the case of use of service defined in point 5.4.3.1.

Measure unit: HUF/ m<sup>3</sup>. For tariffs see table 6.3.4.2.

##### *6.1.4.3.2 Charge for ensuring of electric energy used for other than traction purposes (preheating, precooling)*

Charge to be paid in the case of use of the service defined in point 5.4.3.2.

Measure unit: HUF/kWh. For tariffs see tables 6.3.4.1 and 6.3.4.2.

The charge comprises the following charge elements.

- charge for transmitted electric energy used for other than traction purposes (preheating, precooling)
- charge for system-use
- charge for the network loss of transmitted electric energy used for other than traction purposes
- other operational charge
- charge for the energy tax
- charge for funds in accordance with Law LXXXVI of 2007 on electric energy (Vet.)

When using this service, charge elements shall jointly be invoiced.

##### *6.1.4.3.3 Supply of fuel for other than traction purposes (for preheating, precooling)*

Charge to be paid in case of use of the service defined in point 5.4.3.3.

Measure unit: HUF/liter. For tariffs see table 6.3.4.1.

#### *6.1.4.4 Charge for ensuring shunting staff*

Charge to be paid for the use of service defined in point 5.4.4.

Measure unit: HUF/person/hour. For tariffs see table 6.3.4.1 and 6.3.4.2.

The pure (net) time of shunting must be accounted as time data for ensuring of shunting staff that is effectively used for carrying out the given shunting activity. If the service 'Ensuring of shunting staff' for any reason consists of more than one actions (stopping of shunting due to train movements or other reasons) the total time need of the individual actions shall be accounted even in the case when individual actions are carried out not in a succession but with breaks.

If during one shunting activity the splitting-up/formation of more than one train is carried out and shunting time used can not be directly connected to certain trains, time basis needed for ensuring of shunting staff must be distributed on the grounds of the number of wagons inserted to or detached from the individual train.

If a train forwards such vehicles which were/ will be previously/ later transported by using train paths allocated to different applicants and shunting time used can not be directly connected to certain trains, time need necessary for ensuring shunting staff shall be shared by applicants having the allocated service capacity in proportion of number of vehicles affected by shunting.

Definitions of the most important notions necessary to better understand the notion of pure (net) working time connected to the shunting activity can be found in Instructions as follows:

Notion	Where to find definition
Shunting	F.2. Instruction, points 1.2.106
Notice on permitting of shunting	F.2. Instruction, points 4.1.3. - 4.1.3.5
Stop and re-start shunting	F.2. Instruction, points 4.1.4. - 4.1.4.1.
Tasks of shunting master	F.2. Instruction, points 4.1.6. - 4.1.6.2.
Obligation of shunting staff	F.2. Instruction, points 4.1.7. - 4.1.7.3.
Coupling with screw link	F.2. Instruction, point 7.3.6.
Staff obliged to carry out coupling	F.2. Instruction, point 7.10.4.
Taking-over of train, person to loosen screw	F.7. Instruction, point 78.
Shunting activity with air brake	E.2. Instruction, sub-chapter 5.4.
Protection against breaking away of vehicles after completing shunting	F.2. Instruction, sub-chapter 5.

Charge of the service “Ensuring of shunting staff” is published separately for passenger trains (A,B,C train categories) and for freight and loco trains (D,E train categories).

In terms of GYSEV Zrt, when ensuring shunting personnel in service locations other than listed in Annex 5.4.4, the effective time lasting from the departure of shunting personnel from the depot station to returning back of shunting personnel to the depot station shall be charged to Railway Undertakings. When confirming the requested service, GYSEV Zrt shall simultaneously give information about the length of the time to be expected.

#### *6.1.4.5 Charge for the availability of shunting staff*

Charge to be paid for the use of service defined in point 5.4.5.

Measure unit: HUF/person/hour. For tariffs see table 6.3.4.2.

Charging for the service shall be based on the request irrespective of the actual use of the service. Minimum hours to be ordered is 4 hours.

#### *6.1.4.6 Charge for ensuring traction unit*

Charge to be paid for service defined in point 5.4.6.

Measure unit: HUF/vehicle/hour. For tariffs see tables 6.3.4.1 and 6.3.4.2.

The clear (net) time of shunting must be accounted as time data for ensuring of traction unit that is effectively used for carrying out the given shunting activity. If the service ‘Ensuring of traction unit’ by any reason consists of more than one actions (stopping of shunting due to train movements or other reasons) the total time need of the individual actions shall be accounted even in the case when individual actions are carried out not in a succession but with breaks.

If during one shunting activity the splitting-up/formation of more than one train is carried out and shunting time used can not directly be connected to certain trains, time basis

needed for ensuring of shunting locomotive must be distributed on the ground of the number of wagons inserted to or detached from the individual train.

If a train forwards such vehicles which were/will be previously/later transported by using train paths allocated to different applicants and shunting time used can not be directly connected to certain trains, time need necessary for ensuring shunting locomotive shall be shared by applicants having the allocated service capacity in proportion of number of vehicles affected by shunting.

Charge of the service “Ensuring of traction unit for shunting” is published separately for passenger trains (A,B,C train categories) and for freight and loco trains (D,E train categories).

#### *6.1.4.7 Charge for the availability of traction unit*

Charge to be paid for the use of service defined in point 5.4.7.

Measure unit: HUF/vehicle/hour. For tariffs see table 6.3.4.1.

In case of GYSEV Zrt, charging for the service shall be based on the request irrespective of the actual use of the service. Minimum hours to be ordered is 4 hours.

#### *6.1.4.8 Charge for staff for train acceptance*

Charge to be paid for the use of service defined in point 5.4.8.

Measure unit: HUF/person/hour. For tariffs see tables 6.3.4.1 and 6.3.4.2.

#### *6.1.4.9 Charge for train preparation*

Charge to be paid for the service defined in point 5.4.9.

Measure unit: HUF/person/hour. For tariffs see tables 6.3.4.1 and 6.3.4.2.

#### *6.1.4.10 Charge for staff ensured by the Infrastructure Manager for weighing*

Charge to be paid for the service defined in point 5.4.10.

Measure unit: HUF/vehicle. For tariffs see table 6.3.4.1.

#### *6.1.4.11 Charge for issuing permissions for forwarding exceptional consignments*

Charge of the service is included in the charge of “Running of trains”.

#### *6.1.4.12 Charge for exchange of axles*

Charge to be paid for the service defined in point 5.4.12.

Measure unit: HUF/vehicle. For tariffs see table 6.3.4.1.

Charge for exchange of axles contains both the exchange of bogies from standard gauge to broad gauge and the exchange of bogies from standard gauge to broad gauge.

#### *6.1.4.13 Charge for the use of bogies*

Charge to be paid for the service defined in point 5.4.13.

Measure unit: HUF/hour/bogie. For tariffs see table 6.3.4.1.



### 6.1.5 Charge for ancillary services

#### *6.1.5.1 Charge for the technical inspection of railway vehicles*

Charge to be paid for the use of the service defined in point 5.5.1.

*Measure unit: HUF/train.*

For tariffs see table 6.3.5.1.

### **6.2 Charging system**

Charging system used for the railway network of MÁV Zrt and GYSEV Zrt is contained by Charging Methodology II (Annex 6.1-1 to this Network Statement) prepared in compliance with the Decree on Charging.

Detailed calculations related to the determination of network access charges and data for the calculations can be found in Charging Document (Annex 6.1-2 to this Network Statement).

### 6.3 Charges

Rating of track sections and service locations into charge categories for certain services can be found in Annexes 6.3-1 and 6.3-2.

#### 6.3.1 Charges for basic services

##### 6.3.1.1 Charges for ensuring of train path

##### *Charge for ensuring of train path*

Table 6.3.1.1

Charge for ensuring of train path (HUF/train path)	Charge	Mark-up	Amount to be paid
MÁV Zrt	71	515	586
GYSEV Zrt	44	393	437

##### 6.3.1.2 Charges for running of trains

##### *Train kilometre based charges for running of trains on the network of MÁV Zrt*

Table 6.3.1.2-1

Charge for running of trains (HUF/train km)	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Passenger trains	120	279	399	171	179	350	118	9	127
Freight trains	113	289	402	127	252	379	205	0	205
Loco trains	198	171	369	196	170	366	265	97	362

**Gross ton kilometre based charges for running of trains on the network of MÁV Zrt**

Table 6.3.1.2-2

Charge for running of trains (HUF/gross ton km)	Charge	Mark-up	Amount to be paid
Passenger trains	0.24	0	0.24
Freight trains			
Loco trains			

**Train kilometre based charges for running of trains on the network of GYSEV Zrt**

Table 6.3.1.2-3

Charge for running of trains (HUF/train km)	Line section			Line section category			Line section		
	Charge	Mark-up	Amount to be	Charge	Mark-up	Amount to be	Charge	Mark-up	Amount to be
Passenger trains	40	237	277	31	233	264	11	89	100
Freight trains	40	230	270	31	231	262	11	89	100
Loco trains	40	276	316	31	233	264	11	89	100

**Gross ton kilometre based charges for running of trains on the network of GYSEV Zrt**

Table 6.3.1.2-4

Charge for running of trains (HUF/gross ton km)	Charge	Mark-up	Amount to be paid
Passenger trains	0.23	0	0.23
Freight trains			
Loco trains			

### 6.3.2 Charges for supplementary services

#### 6.3.2.1 Charges for supplementary services provided on the network of MÁV Zrt

##### *Charges for supplementary services provided on the network of MÁV Zrt*

Table 6.3.2.1

1. Charge for the use of catenary (HUF/electric train km)	Charge	Mark-up	Amount to be paid
Charge for the use of catenary	33	25	58

  

2) Charge for the use of refuelling facilities (HUF/litre)	Charge	Mark-up	Amount to be paid
Charge for the use of refuelling facilities	23	0	23

  

3) Charge for the use of stations for stopping (HUF/use of station)	Charge	Mark-up	Amount to be paid
<i>Passenger trains (A, B)</i>			
at stations of category I	1 693	1684	3 377
at stations of category II	1206	1624	2 830
at stations of category III	1044	855	1 899
at stations of category IV	949	751	1 700

  

4) Charge for the use of origin/destination stations (HUF/use of station)	Charge	Mark-up	Amount to be paid
<i>Passenger trains (A, B, C)</i>			
at stations of category I	1035	1235	2 270
at stations of category II	904	906	1 810
at stations of category III	905	0	905
at stations of category IV	904	1	905

5) Charge for the use of stations (HUF/use of station)	Charge	Mark-up	Amount to be paid
<b>Freight trains (D)</b>			
at stations of category I	4 283	0	4 283
at stations of category II	2167	0	2 167
at stations of category III	687	0	687

6) Charge for the storage of vehicles (HUF/vehicle/day)	Charge	Mark-up	Amount to be paid
Charge for the storage of vehicles	48	74	122

7) Charge for using wagon weigh bridges (HUF/ wagon)	Charge	Mark-up	Amount to be paid
Charge for using wagon weigh bridges	2397	0	2397

#### 6.3.2.2 Charges for supplementary service provided on the network of GYSEV

##### *Charges for supplementary services provided on the network of GYSEV Zrt*

Table 6.3.2.2

1) Charge for the use of catenary (HUF/electric train km)	Charge	Mark-up	Amount to be paid
Charge for the use of catenary	11	70	81

2) Charge for the use of refuelling facilities (HUF/litre)	Charge	Mark-up	Amount to be paid
Charge for the use of refuelling facilities	16	0	16

3) Charge for the use of stations for stopping (HUF/use of station)	Charge	Mark-up	Amount to be paid
<b>Passenger trains (A, B)</b>			
at stations of category I	836	894	1 730
at stations of category II	676	819	1 495
at stations of category III	1135	160	1 295
at stations of category IV	519	667	1 186

<b>4) Charge for the use of origin/destination stations (HUF/use of station)</b>	<b>Charge</b>	<b>Mark-up</b>	<b><i>Amount to be paid</i></b>
<b><i>Passenger trains (A,B,C)</i></b>			
at stations of category I	1 437	386	1 823
at stations of category II	1 711	0	1 711
at stations of category III	984	562	1 546

<b>5) Charge for the use of stations (HUF/use of station)</b>	<b>Charge</b>	<b>Mark-up</b>	<b><i>Amount to be paid</i></b>
<b><i>Freight trains (D)</i></b>			
at stations of category I	3 000	0	3 000
at stations of category II	2250	0	2 250
at stations of category III	1500	0	1 500

<b>6) Charge for the storage of vehicles (HUF/vehicle/day)</b>	<b>Charge</b>	<b>Mark-up</b>	<b><i>Amount to be paid</i></b>
Charge for the storage of vehicles	75	114	189

<b>7) Charge for using wagon weigh bridges (HUF/vehicle)</b>	<b>Charge</b>	<b>Mark-up</b>	<b><i>Amount to be paid</i></b>
Charge for using wagon weigh bridges	2 142	0	2 142

### 6.3.3 Charge for supplementary services

See chapter 6.3.2.

### 6.3.4 Charge for additional services

#### 6.3.4.1 Charges for additional services provided on the network of MÁV Zrt

##### *Charges for additional services provided on the network of MÁV Zrt*

Table 6.3.4.1

Name of the service	
1) Charge for ensuring of traction current (HUF/kWh)	
Charge for transmitted traction current	20.1
Charge for system-use	3.7
Charge for the network loss of transmitted traction current	1.2
Charge for the energy tax	0.3
Charge for funds in accordance with Vet	1.7
Other operational charge	0.03
2) Charge for ensuring of fuel for traction (HUF/l)	301
3) Charge for ensuring of electric energy used for other than traction purposes (for preheating, precooling) (HUF/kWh)	
Charge for transmitted electric energy used for other than traction purposes (for preheating, precooling)	23.3
Charge for system-use	3.1
Charge for the network loss of transmitted electric energy used for other than traction purposes (for preheating, precooling)	0.3
Charge for the energy tax	0.3
Charge for funds in accordance with Vet	1.5
Other operational charge	0.03
4) Charge for supply of fuel for other than traction purposes (for preheating, precooling) (HUF/litre)	301
5) Charge for ensuring shunting staff for passenger trains (HUF/person/hour)	8 659
6) Charge for ensuring shunting staff for freight and loco trains (HUF/person/hour)	4 210
7) Charge for staff for train acceptance (HUF/person/hour)	4 090
8) Charge for ensuring traction unit for passenger trains (HUF/vehicle/hour)	40 615
9) Charge for ensuring traction unit for freight and loco trains (HUF/vehicle/hour)	23 135
10) Charge for staff ensured by the IM for weighing (HUF/vehicle)	6 222
11) Charge for exchange of axles (HUF/vehicle)	58 767
12) Charge for the use of bogies (HUF/hour/bogie)	83



## 6.3.4.2 Charges for additional services provided on the network of GYSEV Zrt

**Charges for additional services provided on the network of GYSEV Zrt**

Table 6.3.4.2

Name of the service	
1) Charge for ensuring of traction current (HUF/kWh)	
Charge for transmitted traction current	17.7
Charge for system-use	2.1
Charge for the network loss of transmitted traction current	3.7
Charge for the energy tax	0.3
Charge for funds in accordance with Vet	1.4
Other operational charge	-
2) Charge for ensuring of fuel for traction (HUF/l)	399
3) Charge for ensuring of electric energy used for other than traction purposes (for preheating, precooling) (HUF/kWh)	
Charge for transmitted electric energy used for other than traction purposes (for preheating, precooling)	18.5
Charge for system-use	2.2
Charge for the network loss of transmitted electric energy used for other than traction purposes (for preheating, precooling)	3.9
Charge for the energy tax	0.3
Charge for funds in accordance with Vet	1.5
Other operational charge	-
4) Charge for water used for water supply (HUF/m <sup>3</sup> )	477
5) Charge for ensuring shunting staff for passenger trains (HUF/person/hour)	5 328
6) Charge for ensuring shunting staff for freight and loco trains (HUF/person/hour)	3 970
7) Charge for the availability of shunting staff for passenger trains (HUF/person/hour)	3 829
8) Charge for the availability of shunting staff for freight and loco trains (HUF/person/hour)	1 960
9) Charge for train preparation (HUF/person/hour)	3 970
10) Charge for ensuring traction unit for passenger trains (HUF/vehicle/hour)	22 593
11) Charge for ensuring traction unit for freight and loco trains (HUF/vehicle/hour)	22 000
12) Charge for the availability of traction unit for passenger trains (HUF/vehicle/hour)	15 914
13) Charge for the availability of traction unit for freight and loco trains (HUF/vehicle/hour)	11 400

### 6.3.5 Charges for ancillary services

#### 6.3.5.1 Charges for ancillary services provided on the track network of GYSEV Zrt

##### *Charge for ancillary services on the track network of GYSEV Zrt*

Table 6.3.5.1

Name of the service	
1.Charge for technical inspection of railway vehicles (HUF/train)	6 354

### 6.4 Performance regime

Introduction of the Performance Regime is regulated by of Decree of the Minister of National Development 57/2015 (IX.30) NFM on detailed rules of open access to railway network.

In order to minimize network disturbances and to improve the performance of the railway network, VPE has established a Performance Regime that applies the same principle for the entire railway network.

Elements of the Performance Regime that apply to both the infrastructure managers and the Railway Undertakings are penalties on actions which disrupt the operation of the network and bonuses that reward better than planned performance. Penalty unambiguously concerns network disturbances caused by the infrastructure manager or by any of the Railway Undertakings.

Performance Regime comprises proportionate elements as for the infrastructure manager and the Railway Undertaking.

VPE determines the extent of the elements of the Performance Regime and also the condition of the usage of the incentive elements in such a way that bonuses coming from the operation of the Performance Regime should be proportionate to the expenditures of the operation, and the administrative costs of identification of network disturbances should not exceed penalties for causing network disruption.

Performance Regime takes into account railway network capacity that was used in another way than it was requested, and prefers those Railway Undertakings who used in reality the network capacity better than the threshold of punctuality. Bonuses and penalties defined in accordance with the Performance Regime may be accounted also within the framework of the network access charge accounting, however, they must not be involved in the adjustment of damages caused by network disturbances.

In every year, for every timetable year, with the involvement of the infrastructure manager, the Railway Undertakings and the rail regulatory body, VPE evaluates the experiences of the applied Performance Regime, particularly its effect on minimizing network disruptions.

Performance Regime covers:

- incentive scheme to facilitate punctual train run,
- supporting environmentally sound means of transport,
- incentive scheme to facilitate a more efficient planning of services,
- incentive scheme related to the efficient use of primary stations.

## 6.5 Charging system and changes to be expected in charges

Based on the principle of transparency, the establishment of the charging structure unambiguously and verifiably defines scope of costs and expenses relating to services, disposes of their distribution to the smallest elements of the railway network. Calculation of charge items reflecting costs will happen on the basis of cost data and planned data of performance delivered by the infrastructure managers. Charges to be paid will be defined by taking into consideration the contribution of the State as it is known at the moment of calculating charges.

Charging Methodology and Charging Document as Annexes to the Network Statement enable examination in details of calculation methodology of tariffs to be paid by the Railway Undertakings and of data as basis for calculations.

Detailed rules of the revision of charges can be found in the Charging Methodology.

## 6.6 Invoicing arrangement

Basis of accounting is the capacity allocated in accordance with provisions of Para 67/R (3) points a) and b) of the Railway Act.

In compliance with the network access contract infrastructure managers shall make out a balance account based on train paths effectively used in the given month, performances as well as invoices already been issued for the given month.

Counter value of the use of railway network not contained by the annual working timetable shall be invoiced to the Railway Undertaking by the infrastructure manager on the basis of train paths effectively used and performances in the month concerned.

Parties may otherwise agree in the Network Access Contract on the date of invoicing.

By acknowledging the invoice, Railway Undertaking assumes the obligation to pay the network access fee charged for access to the railway network. Deadline for payment shall be set out in the Network Access Contract on condition that the deadline for payment may not be set for a period longer than 30 days. In the event of late payment, a default interest defined by the Civil Law shall apply.

In the invoice issued for the use of the railway network, charges for basic, supplementary, additional and ancillary services as well as discounts and mark-ups applied must be separated.

Invoices shall be comparable with the offer of VPE given on the basis of requests of the applicants.