

## Modification

### Text

#### 1. 5.3.1.1 Use of stations for stopping by passenger trains

The following modification was made:

If a train in its route runs via a service place from where it is possible to reach the destination station of the train only by changing the running direction, the service called "Use of station" shall be requested for the service place in case of changing the direction.

#### 2. 5.3.1.2 Use of stations by freight trains

The following modification was made:

If a train in its route runs via a service place from where it is possible to reach the destination station of the train only by changing the running direction, the service called "Use of station" shall be requested for the service place in case of changing the direction.

#### 3. 6.1.1.2.2 Train running - further rules applied for special freight trains

The following modification was made:

If the freight train fulfils the conditions both for single wagon load traffic and freight trains of Záhony when the order was placed, payable charges related to special freight trains could be taken into account in accounting if the train during the train running **fulfils at least one of the two conditions**. ~~fulfils the requirements of single wagon load traffic and freight trains of Záhony as well.~~

~~If the freight train fulfils the conditions both for single wagon load traffic and freight trains of Záhony when the order was placed, but the train during the train running does not fulfil the requirements of single wagon load traffic or freight trains of Záhony, payable charges related to special freight trains could not be taken into account in accounting.~~

Should only the conditions of a single wagon traffic or only conditions of the Záhony freight traffic be met when requesting the service, but the train during its run meets both the conditions of the single wagon traffic and the conditions of the Záhony train traffic, amounts to be paid for special freight trains shall be taken into consideration in the account.

#### 4. 6.1.3.1 Ensuring shunting staff

The following modification was made:

During the application the number of days between the submission and the planned usage of the service **in accordance with the allocation** should be checked. As a consequence the payable amount should be determined in the price quotation.

When accounting the service "Ensuring of shunting staff" the number of full days between the date of the submission of the request for the service and the planned date of using the service in accordance with the allocation shall be examined, and the relevant amount to be paid shall be calculated accordingly.

## 5. Performance Regime

### *IV.2.2.4 Methodology for accounting the incentive scheme of single wagon load*

Third paragraph is deleted:

~~If the train fulfils the conditions for special freight train when the train path is allocated and fulfils both the conditions of Záhorny freight trains and single wagon load traffic, but the train during the train running fulfils only one category's requirements, payable charges related to special freight trains could not be taken into account in accounting. Even so the train fulfils the conditions of single wagon load determined in Performance Regime when the order was placed as well during the train running, financial benefit related to incentive of single wagon load could be taken into account in accounting. In this case the degree of the financial compensation is calculated as a percentage of basic service charges of freight trains.~~