

APPENDIX

Modification list - PR 2016-2017 Modification 4

6.5. PERFORMANCE REGIME

III. Principles of the Performance Regime

This subchapter was modified as follows:

Performance Regime includes:

- incentive scheme to facilitate punctual train run;
- incentive schemes supporting environmentally friendly transportation ~~as well~~
~~as~~
- other incentive schemes related to train run.

IV.2.1.1 Scope of the incentive schemes

This subchapter was completed as follows:

- I) Freight transportation (which is switched over from road to railway) takes place for a distance of at least 300 kilometres,
- II) Freight transportation (which is switched over from road to railway) takes place between certain/primary borders,
- III) Freight transportation takesing place between primary service places
- III)IV) Freight transportation taking place on primary train paths

IV.2.1.3 Conditions of providing the financial compensation

This subchapter was completed with point IV:

- I) Freight transportation switched over from road to railway for a distance of at least 300 km:

the act of the switch-over from road to railway can be unambiguously and demonstrably certified by the applicant and freight transportation takes place for a distance of at least 300 km.

- II) Freight transportation switched over from road to railway taking place between primary borders:

the act of the switch-over from road to railway can be unambiguously and demonstrably certified by the applicant.

The following service places belong to the scope of the incentive scheme:

- Óriszentpéter Oh. (07740)
- Rajka Oh. (08896)
- Sopron határ ((07963)
- Szentgotthárd Oh. (06064)

Regarding incentives I) and II) freight transportation can be considered as 'switched over from road to railway' if the representative(s) of the applicant who is/are authorised to sign, make(s) a written legal declaration to the Infrastructure Manager stating that the freight was transported on road to its destination place in the previous timetable period.

To make decision on the compensation originating from the incentive scheme is in the Infrastructure Manager's scope of authority. On the allocated train path, the quantity of goods transported shall add up to the total quantity of the freight transported by the switch-over from road to railway. The order is considered to come under the scope of the incentives if the applicant submits the order with the identification number of the certificate issued previously by the Infrastructure Manager and indicates that the train path comes under the scope of the incentive scheme.

Train paths ordered and run as RoLa trains undoubtedly come under the scope of incentives I) respectively II).

III) Freight transportation taking place between primary service places:

the train runs for a distance of at least 50 km and with maximum 700 gross ton train load (fulfilling both previously mentioned conditions at the same time) between service places belonging to the scope of the incentive scheme as follows:

- Budaörs (01032)
- Debrecen (13912)
- Fényeslitke-Déli rendező (42127)
- Győr-Rendező (01271)
- Soroksár-Terminál (11064)
- Soroksári út rendező (40196)
- Székesfehérvár (03269)

The order is considered to come under the scope of the incentive scheme if the applicant indicates that the train path comes under the scope of the incentive scheme.

IV) Freight transportation taking place on primary train paths:

The freight train runs on train paths under the scope of incentive. The order of the applicant can be considered to come under the scope of the incentive if:

- the order is allocated in one train path to the routes determined in this point below,
- the train runs the whole allocated path,
- wagon insertion/detachment does not take place at the intermediate stations except exceptional events.

Train paths under the scope of incentive:

Eperjeske-Átrakó (5514191) - Dunaújváros (5506502) and back;
Záhony-Rendező (5542077) - Dunaújváros (5506502) and back.

IV.2.1.4 Degree of the incentive scheme

This subchapter was completed with point IV:

- I) Freight transportation switched over from road to railway for a distance of at least 300 km
 - Degree of exemption from payment (in % of the basic service charge):
80%

- II) Freight transportation switched over from road to railway taking place between primary borders
 - Degree of exemption from payment (in % of the basic service charge):
80%

The degree of compensation in case of incentives I) and II) is being derogated time proportionally, the aim is that the higher degree of financial compensation provided in the first time period shall not be ceased without a transition, which can harm keeping traffic switched over from road to railway.

- III) Freight transportation taking place between primary service places
 - the degree of financial compensation is determined depending on the trainload:

	in % of the basic service charge
up to 500 gross ton trainload	70%
between 501-700 gross ton trainload	30%

- IV) In case of freight transportation taking place on primary train paths the degree of compensation is 54 % in percentage of the basic service charge.

IV.2.1.5 Methodology for accounting the exemption from payment

This subchapter was modified as follows:

The incentive elements of rail transportation have to be understood separately, one by one; they may not be combined, thus when using a train path only one financial compensation can be claimed at a time. The incentive scheme of supporting rail transportation can always be regarded as financial compensation deducted from the sum of money the Railway Undertaking is supposed to pay. When issuing the monthly invoices the Infrastructure Manager takes into account the compensation given in accordance with the incentive scheme.

Infrastructure Managers check if the conditions are fulfilled or not. In case of incentives I), II), III) ~~Athe~~ accounting of financial compensation may be carried out if the applicant indicates that the request comes under the scope of the incentive scheme- except for RoLa trains which ordered and run as RoLAa trains. In case of freight transportation taking place on primary train paths (IV) the indication, that the request comes under the scope of the incentive, is not necessary when ordering, the control, whether the actual facts fulfil the conditions, takes place during the accounting process. The base of accounting is the charging kilometre distance of the train run. Financial compensation to be accounted shall clearly be indicated in the invoice attachment provided by the Infrastructure Manager.

As long as the request for rail capacity is submitted by a non-RU applicant, financial compensations emerging from the incentive scheme can be claimed by the Railway Undertaking designated by the non-RU applicant.

IV.2.1.6 Hypothesis of the incentives facilitating freight transportation

This subchapter was modified as follows:

The expectation is that the traffic volume within the scope of incentives facilitating freight transportation should increase compared to the previous period.

In case of freight transportation taking place on primary train paths, as an effect of the incentive, the traffic volume will increase on the train paths under the scope compared to the same term of 2015/2016 timetable period.