
Modification

TEXT

1.1 Introduction

The following modifications were made:

Railway organisations:

- a) *Rail regulatory body:* Ministry of National Development Transport Authority, whose tasks and power are set out in Paragraph 69 of Act CLXXXIII of 2005 on railway transport (hereafter referred to as Railway Act).
- b) *Railway Authority:* Ministry of National Development Transport Authority, whose tasks and scope of authority are set out in Paragraph 80 of Railway Act.

1.3 Legal framework

The following modifications were made:

- ~~— Governmental Decree 263/2006 (XII 20) Korm on the National Transport Authority,~~
- **Governmental decree No 382/2016. (XII. 2.) on the designation of the transport authority tasks**

1.8 Contacts

The following modifications were made:

Ministry of National Development Transport Authority Central Office

Address: H-1066 Budapest, Teréz krt. 38.
Telephone: +36 1/373-1442
Fax: +36 1/332-6532
E-mail: office@nkh.gov.hu
Website: www.nkh.gov.hu

2.2.3 Operation licences

The following modifications were made:

Name, address and availabilities of the rail regulatory body:

Name: ~~Ministry of National Development Transport Authority Central Office~~
 Market Control and Passenger Counsel Main Department
 Railway Managing ~~Body~~ Department
 Address: H-1066 Budapest, Teréz krt. 62.
 Phone: +36 1/815 9679
 Fax: +36 1/815 9670
 Website: www.nkh.gov.hu

2.2.4 Safety certificate, complementary certificate, safety permission

The following modifications were made:

Name and address of the railway transport authority:

Name: ~~Ministry of National Development Transport Authority~~
~~Office of Road, Railway and Aviation Affairs~~
 Railway ~~Authority~~ 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.gov.hu

2.4 Operational rules

The following modifications were made:

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 **transport authority** ~~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) As regards MÁV Zrt, parts of O.1. Training Instructions involving the qualification required to perform the service unaided.
- j) As regards GYSEV Zrt, Training Instructions of GYSEV Zrt (except for qualifications to which Railway Undertakings have their own training instructions),
- 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, **transport authority** ~~National Transport Authority~~ approves instructions listed under a) - h). Entering into force, publication or modification of these instructions are communicated by MÁV and GYSEV towards VPE and the Railway Undertakings, and any information in line with these instructions must be placed on their websites, too.

2.7. Conditions for the running of rolling stock

The following modifications were made:

Licensing authority:

Ministry of National Development ~~Transport Authority~~

~~Office of Road, Railway and Aviation Affairs~~

Railway **Authority** Department

Address: H-1066 Budapest, Teréz krt. 62.

Phone: +36 1/474-1786

Fax: +36 1/312-6614

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

The following modifications were made:

~~Applicant may optionally indicate if it intends to use the loading area beyond the loading pause. (beyond the period of the lightening calendar, and/or loading on a non-working day)~~

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)

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

The following modifications were made:

~~In respect of the request for train path and service, different railway undertaking could be also appointed for the use of the train path and services for one day of use. The appointment can be different for every day, but as for coherent services the same railway undertaking must be appointed.~~

Only one Railway Undertaking can be chosen to use a train path and service even if the request contains more days for running of trains.

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

The following modifications were made:

~~The following data shall be delivered if exceptional consignments/ dangerous goods have been indicated in the request:~~

- ~~— number of the RK permission (by uploading the permission)~~
- ~~— type of the exceptional consignment/ dangerous good~~
- ~~— number of wagons~~
- ~~— data of inserting station~~
- ~~— data of detaching station~~

~~In the report “The train is ready to run” the place where exceptional consignment / dangerous good will be inserted into the train shall be indicated.~~

5.3.1.4 Storage of vehicles

The following modifications were made:

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 **prompt at the arriving of the vehicles to the storage place, but not later than** before the expiry of the 24 hours. Before the expiry of the 24 hours it is not considered as storage of vehicles.

6.1.2.3 Storage of vehicles

The following modifications were made:

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, **which starts from the beginning of the standing time registered by the operator.**

ANNEXES

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

The following modifications were made:

Main number	Sub-number	Starting point of line (station)	Final point of line (station)	Break-down of line into sections	Number of tracks	Applicable load per meter (t/m)	Applicable class of line	Maximum load applicable for entire railway component	Applicable axle load (t) for hauled vehicles										Truck speed (km/h)****	Maximum length of train (m)	Electrified (yes/no)	Type of traffic management of line	Ground train radio (yes (MHz)/no)	Train protection (Yes/No)	Possibility of bulk transport (yes/no)	Rating of lines	Remarks	BFC6	BFC7	
									2-axle		4-axle		6-axle		special**		special***													
									without limitation	with speed limit	without limitation	with speed limit	without limitation	with speed limit	without limitation	with speed limit	without limitation	with speed limit												
									limited speed (km/h)	limited speed (km/h)	limited speed (km/h)	limited speed (km/h)	limited speed (km/h)	limited speed (km/h)	limited speed (km/h)	limited speed (km/h)	limited speed (km/h)	limited speed (km/h)												
113	1	Nyíregyháza	excl.	Nyírbátor	excl.	one	6,4	82	82	17,0	18,5	17,0	18,5	17,0	18,5	17,0	18,5	17,0	18,5	40/50	60	300	no	operation controlled	no	no	no	Nationwide Secondary Railway Line		
							Nyíregyháza – Nagykálló B-67-65+00																							
							Nyíregyháza – Nyíregyháza ELECTROLUX spk.																							
							Nyíregyháza – Nagykálló 65+00-100+00																							
							Nyíregyháza ELECTROLUX spk. - Nyírbátor																							
							Nyíregyháza – Nagykálló 100+00-111+00																							
							Nagykálló – Nyíregyháza 111+00-121+00																							
							Hátdőcsaka – Fehérváralma																							
							Fehérváralma – Zajta																							
							Zajta – Fehérváralma																							
2	Hátdőcsaka	excl.	Zajta	incl.	excl. - excl. incl.	one	5,0	82	82	17,0	18,5	17,0	18,5	17,0	18,5	17,0	18,5	30	50	250	no	operation controlled	no	no	no	Nationwide Secondary Railway Line				

2. Annex 3.5-1 - Report on maintenance, renewal and enhancement works scheduled on the railway network for the 2016/2017 timetable year

The following modifications were made:

Line	Station from	Station to	Track	Maintenance beginning time (y/m/d/h)	Maintenance ending time (y/m/d/h)	Scheduled work	Remarks
121	Mezőkovácsháza	Mezőhegyes	Between gauge 0+94–36+00	2018.06.25 0:00	2018.08.10 23:59	Rebuilding of tracks and crossings	Continuous exclusion of all train. Rail replacement between Mezőkovácsháza – Mezőhegyes stations.

3. Annex 3.6.6.2 - Wagon weigh bridges (scales)

The following modifications were made:

Infrastructure Manager Regional Directorate	Number	Station	Service place code	Weighing capacity	Length of bridge	Type		Opening hours	Average weigh capacity (wagon/hour)	Availability of Catenary above the track equipped with scales (yes/no)	Remarks	Effective till
Budapest	1.	Ferencváros Nyugati Rendező	40162	100 t	9+3+9 m	electronic	Ardin (D43-09B)	0-24	15	no	It is also suitable for static and dynamic weighing.	20 September 2018
	5.	Gönyű	01296	100t	9+6+9m	electronic	ARDIN (D43-09B)	7-15	10	no	Waiting for reparation	08 May 2017

4. Annex 4.3-2 - Ranking of train types in train categories from business and traffic point of view

The following modifications were made:

Train category in the Network	Statement	Classification corresponding to Sec. 17 (3) of Decree No. 55/2015. NFM	Business train types			Traffic train types in the working timetable		
			Abbreviation	Full name	Code	Abbreviation	Full name	Code
Trains of passenger transport services								
		Regional trains						
B	a	Tram	Tram-train	19	SZ	Slow train		24

5. Annex 6.3-1 - Service place categories and line categories of MÁV Zrt

The following modifications were made:

Line number according to	IT line number	Service place code	Name of the service place	Chargeable kilometres	Station category for passenger trains	Station category for freight trains	Line category	Start/end of the train path	Request stop available
4	4	01586	Eternitgyár mh. ipvk- (Lábatlan)	14,9	4	3	3	Yes	No

30	30	41327	Siófok-Teher	113,6 113,8	0	2	1	Yes	No
35	35	41327	Siófok-Teher	98,8 99,1	0	2	3	Yes	No
41K	41K	46920	Kaposhomok mh. ipv.	4,1	4	3	3	Yes	No
125	125	18390	Pitvaros mh.	91,7 91,1	4	3	3	No	No
150	150	44966	Balotaszállás elágazás	128,5 128,7	0	0	2	No	No

6. Annex 6.5 Performance Regime

IV.1 Incentive scheme to facilitate punctual train run

d. Accounting points

This subchapter was modified as follows:

Only measuring points can serve as accounting points.

Regarding Performance Regime, three different types of accounting points shall be distinguished as follows:

- end (destination) point accounting points
- last measuring point of a certain infrastructure manager,
- ~~other~~ **intermediate** accounting points

Intermediate accounting point can be {appointed and accounted on the basis of the **custom** agreement between the infrastructure managers and the railway undertakings. ~~From accounting point of view, other accounting points shall be considered the same way as end points are.~~}