
APPENDIX

Modification list - PR 2017-2018 Modification 3

6.5. PERFORMANCE REGIME

Chapter IV.2. Reservation fee

The chapter was completed with the following text:

...

Until the end of possession on line 40A started on 26th February 2018, regarding the expected congestion on alternative routes caused by possession, different rules were determined concerning the affected railway lines, as follows:

line 5
line 30a
line 44
line 45

An allocated train path is considered as one using an alternative route of line 40A, if it runs on affected lines in the following combinations:

Group A: 5, 45, 44
Group B: 30a, 45, 44

Chapter IV.2.2. Degree of incentive scheme

The subchapter was completed and modified as follows:

Procedure in case of train path not running on alternative routes of possession 40A:

Path reservation fee's determination consists of the proportion ratio of all ordered train paths for the analysed month and all cancelled train paths. It will be set in

percentage on the basis of the planned data. Percentage determination applies rounding rules, it operates with cardinal numbers.

During the possession of line 40A separate calculation will take place connected to the train paths using group A or group B of alternative routes determined in point IV.2., they will not be included in all ordered or cancelled train paths mentioned in this part.

The reservation fee is 500 HUF/train path which has running day, but cancelled, if their ratio reaches 60% within the sum of all train paths ordered for the particular month.

Procedure in case of train path running on alternative routes of possession 40A:

The calculation will handle jointly group A and group B determined in point IV.2. as alternative routes of possession 40A, and only those train paths will be involved, which touch every line of a particular combination (IV.2).

The counting of reservation fee in case of alternative routes is the following:

Total number of cancelled train paths touching every line in a particular group (A or B jointly) and having planned running time regarding the examined month will be divided with the total number of ordered train paths touching every lines in a particular group (A or B).

If the ratio of cancelled train paths is 25% or more then the train paths of concerned applicants will be considered as regularly unused train paths, regarding the alternative routes of possession 40A, in the examined month.

During the possession on line 40A started on 26th February, 2018, regarding the group A and group B qualified as alternative routes, the degree of reservation fee are the following:

10000 HUF per every regularly unused train path, thus each cancelled train path having planned running time concerning the examined month and touching alternative route combinations (A, B) if their ratio among total ordered train paths with same character is 25% or more.

This payment obligation will be examined in case of those applicants who had at least 30 or more ordered train paths in the particular month, which meet the parameters described above.