

Effective: from 24 January 2023  
Applicable: from 24 January 2023

## TEXT

### 1. 1.5.1. Validity of Network Statement

The following modification was made:

This Network Statement is valid from 00:00 of 14<sup>24</sup> January 2023 to 24:00 of 9 December 2023.

### 2. 4.8.4 Cancellation rules, procedure if train path is not cancelled by the applicant

The following modification was made:

With regard to MÁV Zrt., in case of cancellation or failure of cancellation of the train path affecting the section Rószke - Rószke bc. from any direction, the RU might have an obligation to pay a fee based on the rules detailed in the Performance Regime.

### 3. 5.6.4 Cancellation fee

The following modification was made:

The cancellation fee is the ad hoc fee payable for cancelling or failing to cancel the reservation of infrastructure capacity. ~~No cancellation fee is set for the current scheduling period.~~

In the current timetable period fees for cancellation or failure of cancellation of infrastructure capacity is determined in point 4.8.4 of the Network Statement and also in the Performance Regime.

### 4. 5.7 Performance regime

The following modification was made:

Performance Regime covers:

- incentive scheme to facilitate punctual train run,
- reservation fee,
- special element on railway line 136.

**ANNEXES****5. 5.2-4 - Service place categories and line categories of MÁV Zrt.**

The following modification was made:

Line number according to NS	IT line number	Sservice 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
146L	146L	47472	Lakitelek kiágazás	0	0	0	3	No	No
146L	146L	47463	Lakitelek-Flaga Gáz ipvk. pvh.	0,9	0	0	3	No	No
146L	146L	47465	Lakitelek-Flaga Gáz pvh.	0,9	0	0	3	No	No

**6. 5.7 Performance Regime****1) III. Principles of the Performance Regime**

*The list of elements was modified as follows:*

Performance Regime includes:

- incentive scheme to facilitate punctual train run
- reservation fee
- **special element on railway line 136.**

**2)**

*New Chapter (IV.3) was added*

**IV.3 Special element on railway line 136**

Regarding that border crossing at Kelebia operating as Balkan transit railway gate is not accessible because of development of Budapest-Belgrade railway line, and the alternative freight route towards Serbia is the border crossing at Rösztke, where there is infrastructure improvement too without possibility of replacement track's designation, and railway section had to be declared as congested track section in

August, 2022, for the sake of the more efficient utilisation of available capacity special element came into effect on railway line 136, which remains in force until the end of possession on it.

#### **IV.3.1 The aim of the element**

The aim of the element is to foster the more efficient utilisation of capacity with bottleneck by possible capacity re-allocation.

#### **IV.3.2 Applied procedures**

In case of train paths touching the section Rösztke - Rösztke bc. out of any directions,

- outwards: those train paths which were cancelled within 12 hours before the planned departure time being in the order at Rösztke [HU17673] or concerned in cancellation failure
- inwards: those train paths which were cancelled within 12 hours before the planned departure time being in the order at Rösztke oh. [HU07120] or concerned in cancellation failure

the railway undertaking (RU), in case of orders applied by authorised applicant the appointed RU is obliged to pay special cancellation fee.

Those train paths, which has already have „The train is ready to run” report or recorded factual data, are not under the scope of this special cancellation fee.

In case of special cancellation fee the deadline of concerningness in cancellation failure is the same as the deadline of cancellation.

In case if the time of cancellation is involved in the sanctioned period because of time need of the application process, but the RU applied it in time (timepoint of indication in the IT path requesting system), then the special cancellation fee is out of scope.

If the train path is under the scope of this special cancellation fee, then it is not counted at reservation fee.

### **IV.3.3 Degree of the element**

The degree of special cancellation fee will be determined after the Modification 3 of Performance Regime 2022/2023 entering into force, with impact analysis using factual data, finalising the results based on agreements in consultation with concerned parties. After that the fee per path cancelled or concerned in cancellation failure defined in point IV.3.2 will be quantified and simultaneously the rules of point IV.3 regarding the payment obligation and accounting will also come into force.

### **IV.3.4 Accounting method of the element**

The special cancellation fee is invoiced by the Infrastructure Manager MÁV Co. on a monthly basis as an invoice attachment in a way that it can be clearly identified.

The RU can dispute the accounting as described in chapter VII.1. Settlement of a complaint.

### **IV.3.5 Hypothesis relating to the element**

The expectation connected to the element is that the re-allocable capacity should increase in the comparable periods determined by duration time of possession on railway line 136, or yearly basis.

## **3) VI. Data-demand connected to the Performance Regime**

*Chapter VI.3 was added:*

### **VI.3 Special element on railway line 136**

In order to conduct impact assessments for the Performance Regime, Infrastructure Manager is obliged to deliver its data to VPE, which are necessary to the calculations concerning the special cancellation fee.