

Effective: from 18 October 2024

Applicable: from 15 December 2024

TEXT

1. 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 Rösztke - Rösztke bc. from any direction, the RU might have an obligation to pay a fee based on the rules detailed in the Performance Regime.

2. 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 are determined in point 4.8.4 of the Network Statement and also in the Performance Regime.

3. 5.7 Performance regime

The following modification was made:

Performance Regime covers:

- incentive scheme to facilitate punctual train run,
- reservation fee,
- incentives supporting environmentally friendly transportation,
- **special element on railway line 136.**

ANNEXES

4. 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
- incentives supporting environmentally friendly transportation
- **special element on railway line 136.**

2)

Chapter (IV.4) was added

IV.4. Special element on railway line 136

The 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. The railway section has been declared as congested track section since August, 2022. The coordination procedure of 2024/2025 timetable period was not successful neither at the finalisation of annual working timetable nor at the judgement of annual late requests, so the congested condition still remained. For the sake of the more efficient utilisation of available capacity the special element on railway line 136, introduced in Modification 3 of Performance Regime for 2022/2023 timetable period -with the necessary changes - will be kept in the regime.

IV.4.1 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.4.2 Applied procedures

In case of train paths touching the section Röszke - Röszke oh. out of any directions,

- outwards: those train paths which were cancelled within 12 hours before the planned departure time being in the order at Röszke [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 Röszke 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.4.3 Degree of the element

The degree of special cancellation fee will be determined with impact analysis using factual data in that case if the procedure, regarding congested track in point 4.6 of the Network Statement, can no longer efficiently solve the lack of capacity.

The results of the analysis will be finalised based on agreements in consultation with concerned parties. After that the fee per path cancelled or concerned in cancellation failure defined in point IV.4.2 will be quantified and simultaneously the rules of point IV.4 regarding the payment obligation and accounting will also come into force.

IV.4.4 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.4.5 Hypothesis relating to the element

The expectation connected to the element is that the quantity of the re-allocable capacity available in time for other RUs should increase on line 136.

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

Chapter VI.4 was added:

VI. 4 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.

5. 2.3.1. - Main characteristics of railway lines, track sections

The following modification was made:

Line number Sub-number	Starting point of line (station)	Final point of line (station)	Dividing line into sections	Number of tracks	Applicable load per meter (t/m)	Applicable class of line	Axle load range containing subload conditions of overweight locomotives				Applicable axle load (t) for locomotives and hauled vehicles								Track speed (km/h)**	Maximum length of train (m)	Electrified (yes/no)	Type of traffic management of line	Groundtrain ratio (yes (W)/no)	Type of signalling (ETCS/ETCS/ETCS/ETCS/ETCS)	Possibility of fully automatic (yes/no)	Rating of line	Remarks	RF0	RF2	RF3	RF11				
							2-axle minimum axle load limit (t)	2-axle maximum axle load limit (t)	3-axle minimum axle load limit (t)	3-axle maximum axle load limit (t)	4-axle minimum axle load limit (t)	4-axle maximum axle load limit (t)	5-axle minimum axle load limit (t)	5-axle maximum axle load limit (t)	6-axle minimum axle load limit (t)	6-axle maximum axle load limit (t)	with speed limit	without limitation														with speed limit	without limitation	with speed limit	without limitation
11	Győrszabadhegy	Veszprém	Győrszabadhegy - Veszprémvársány	exc/nc	6,4	GK2	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	21,0	21,0	21,0	60	300	no	station	no	no	no	Nationalwide Core Network									
			Veszprémvársány - Bakonygyarmatás	exc/nc																															
			Bakonygyarmatás - Zirc	exc/nc																															
			Zirc - Epölly	exc/nc			one																												
11a	Zirc	Duder	Epölly - Veszprém	exc/nc		B2	17,5	18,7	15,45	16,5	17,0	18,5	19,0	18,5	19,0	15,0	15,0	30	60																
			shall not run																																
20	Salkóterehvár	Céldömök	Salkóterehvár - Várpalota	exc/nc	7,2	GK3													100	600	yes	station	450 MHz GSM-R	75 Hz	no	Trans European Rail Freight Network	No continuous signal-giving at Hajmáskér and Veszprém and Csákvány stations. No continuous signal-giving on track-4 (1) at Céldömök marshalling yard. Toloncs station (to gain access) remote controlled from Céldömök.	Salkóterehvár - Bóba Alternative: Bóba-Céldömök	Porjak - Sombathely						
			Várpalota - Hajmáskér	exc/nc																															
			Hajmáskér - Veszprém	exc/nc																															
			Veszprém - Herend	exc/nc			one																												
			Herend - Ábra	exc/nc																															
			Ábra - Bóba	exc/nc			two																												
			Bóba - Céldömök	exc/nc			one																												
			Céldömök - Porjak	exc/nc			one																												
			Céldömök	inc			Porjak	exc																											
			Porjak	inc			Sombathely	exc																											

6. 2.3.3. - Position of stations and service places on railway lines; main technical and operational characteristics

The following modification was made:

Line number	IT Line number	Name of the service place	Statistical number of service place	Number /name	Function (passenger/freight/other)	Electrified (yes/no/party)	Length (m) ¹	Through main line (yes/no)	Designated to go-round (yes/no)	length/width/height of platform (m)	Qualified as occupied by persons (yes/no)	Designated for storage (yes/no)	Preheating/precooling (yes/no)	Connection to electric power (yes/no)	Water supply (yes/no)	Connection to sewer (yes/no)	Equipped with inspection pit (yes/no)	Platform						
10	10	Mezőlak	02139	V.	other	no	251	no	no	—	—	yes no	no	no	no	no	no							
11	11	Pannonhalma	02931	IV.	passenger/freight	no	560	no	no yes	235/1,95/0,15	yes	no	no	no	no	no	no							
11	11	Tarlánpuszta	02949	I.	loading	no	375	no	no	—	—	—	—	—	—	—	—	—						
					II.	passenger/freight	no	375	no	yes no	134/1,9/0, 77/1,7/0,15	yes	no	no	no	no	no	no	no	no				
					III.	passenger/freight	no	438	yes	no yes	137/1,9/0, 74/1,7/0,15	yes	no	no	no	no	no	no	no	no	no			
11	11	Veszprémvársány	02964	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
				IV.	passenger/freight	no	542	no	no yes	255/1,9/0	yes	no	no	no	no	no	no	no						

Network Statement 2024/2025. Modification No 13C - Modification list

Line number	IT Line number	Name of the service place	Statistical number of service place	Platform													
				Number/name	Function (passenger/freight/other)	Electrified (yes/no/partly)	Length (m) ¹	Through main line (yes/no)	Designated to go-round (yes/no)	length/width/height of platform (m)	Qualified as occupied by persons (yes/no)	Designated for storage (yes/no)	Preheating/precooling (yes/no)	Connection to electric power (yes/no)	Water supply (yes/no)	Connection to sewer (yes/no)	Equipped with inspection pit (yes/no)
11	11	Bakonyzentlászló	02972	V.	other	no	305	no	no-yes	—	—	no	no	no	no	no	
17	17	Nagykapornak	05397	II.	other/freight	no	717	no	yes no	—	—	no	no	no	no	no	
20/1	20	Városlód mh.	03970	—	—	—	—	—	—	120/4,5 3/0,30 191/4,5 3/0,0	—	—	—	—	—	—	
20/1	20	Celldőmök-Rendező	43646	Javító I.	other	no	335	no	no	—	—	no	no	no	no	no	
				Javító II.	other	no	449	no	no	—	—	no	no	no	no	no	
				Javító III.	other	no	440	no	no	—	—	no	no	no	no	no	
20/1	20	Celldőmök-Rendező	43646	Tároló I.	other	no	215	no	no	—	—	no-yes	no	no	no	no	
				Tároló II.	other	no	215	no	no	—	—	no-yes	no	no	no	no	
20/1	20	Celldőmök-Rendező	43646	XVI. (Mosó I.)	washing track	no	316	no	no	—	—	no	no	no	no-yes	no-yes	
				XV. (Mosó II.)	washing track	no	316	no	no	—	—	no	no	no	no-yes	no-yes	
20/2	20	Celldőmök	02170	VII.	passenger/freight	yes	515/524	no	no	100/2,4/0,15 3260/2,4/0,0	yes	no	no	no	no	no	
20/2	20	Sárvár	02212	—	—	—	—	—	—	—	—	—	—	—	—	—	
				I.	other partly	no	172/727	no	no	—	—	no	no	no	no	no	
				II.	passenger/freight	yes	929/891	no	no	350/4,35/0,3	no	no	no	no	no	no	
				III.	passenger/freight	yes	953/905	yes	no	350/4,35/0,3	no	no	no	no	no	no	
				IV.	passenger/freight	yes	817/812	no	yes	200/2,3/0- 188/1,9/0,15	yes	no	no	no	no	no	
				V.	passenger/freight	yes	816/823	no	yes	200/2/0	yes	no	no	no	no	no	
				VI.	freight	yes	828/821	—	no	—	no	yes	no	no	no	no	
				VII.	other	yes	780/777	no	no	—	—	yes	no	no	no	no	
				VIII.	other	yes	756/755	no	no	—	—	yes	no	no	no	no	
				XI.	other partly	no	277	no	no	—	—	no	no	no	no	no	
				XII.	other	no	101	no	no	—	—	no	no	no	no	no	
				XIII.	other	no	254	no	no	—	—	no	no	no	no	no	
				XIV.	other yes	no	85	no	no	—	—	no	no	no	no	no	
				XV.	other/closed	no	139	no	no	—	—	no	no	no	no	no	
				XVI.	other/closed	no	50	no	no	—	—	no	no	no	no	no	
				Cukorgyári csonka	other	no	340	no	no	—	—	no	no	no	no	no	
23	23	Lenti	04986	—	—	—	—	—	—	—	—	—	—	—	—	—	
				I.	other	no	593	no	no	—	—	no	no	no	no	no	
				II.	passenger/freight	no	583	yes	no	101/2/0,15	yes	no	no	no	no	no	
				III.	freight	no	587	no	yes	—	—	no	no	no	no	no	
				IV.	freight	no	536	no	no	—	—	no	no	no	no	no	
				V.	freight	no	542	no	no	—	—	no	no	no	no	no	
				csonka	other	no	370 490	no	no	—	—	no	no	no	no	no	

Network Statement 2024/2025. Modification No 13C - Modification list

Line number	IT Line number	Name of the service place	Statistical number of service place	Platform														
				Number/name	Function (passenger/freight/other)	Electrified (yes/no/partly)	Length (m) ¹	Through main line (yes/no)	Designated to go-round (yes/no)	length/width/height of platform (m)	Qualified as occupied by persons (yes/no)	Designated for storage (yes/no)	Preheating/precooling (yes/no)	Connection to electric power (yes/no)	Water supply (yes/no)	Connection to sewer (yes/no)	Equipped with inspection pit (yes/no)	
25/1	25	Ukk	04689	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				I.	passenger/freight	yes	627	yes	no	250/3/0,30	no	no	no	no	no	no	no	no
				II.	passenger/freight	yes	645	yes	no	250/6/0,30	no	no	no	no	no	no	no	no
				III.	passenger/freight	yes	700	no	no	250/6/0,30	no	no	no	no	no	no	no	no
				IV.	passenger/freight	yes	668	no	no	110/2/0,15	yes	no	no	no	no	no	no	no
				V.	freight	yes	656	no	no	110/2/0,15	yes	no	no	no	no	no	no	no
				VI.	freight	yes	595	no	yes	—	—	no	no	no	no	no	no	no
				VII.	other	partly	205 225	no	no	—	—	yes	no	no	no	no	no	no
				VIII.	other	no	98	no	no	—	—	yes	no	no	no	no	no	no
25/1	25	Zalaszentiván	05371	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				I	passenger/freight	yes	689	no	no	250/6/0,40 0,30	no	no	no	no	no	no	no	no
				II	passenger/freight	yes	666	no	no	250/6/0,40 0,30	no	no	no	no	no	no	no	no
				III.	passenger/freight	yes	768	yes	no	250/6/0,40 0,30	no	no	no	no	no	no	no	no
				IV.	passenger/freight	yes	762	no	no	250/6/0,40 0,30	no	no	no	no	no	no	no	no
				V.	passenger/freight	yes	715	no	yes	120/1,9/0,10 0,15	yes	no	no	no	no	no	no	no
				VI	passenger/freight	yes	674	no	yes	120/1,9/0,10 0	yes	no	no	no	no	no	no	no
				VII	other	yes	660	no	yes	—	—	no	no	no	no	no	no	no
				VIII	other	yes	300	no	no	—	—	no	no	no	no	no	no	no
				IX	other	no	115	no	no	—	—	no	no	no	no	no	no	no
				X	other	yes	152	no	no	—	—	no	no	no	no	no	no	no
				XI	other	no	65	no	no	—	—	no	no	no	no	no	no	no

7. 7.3.7.3. Availability of personnel of IM for using the weighing service

The following modification was made:

Number	Station	Service place code number	Service hours	Remarks
1	Ajka	03996	①-⑤ 00:00-05:30 16:30-24:00 ⑥ 00:00-23:00 ⑦ 04:00-24:00 ① 08:00-20:00 ③ 08:00-20:00	By occasional order personnel is provided from Celldömök.

8. 2.3.6-1 Traffic characteristics of stations and service places, ruling gradients, maximum and minimum gradients of railway lines - MÁV Zrt

The following modification was made:

Line number	Statistical number of service place	Name of service place	Traffic controlling place	Staffless	Remote controlled/Remote operated	Type of signalling tool	Suitable for train crossing	Spacing order	Maximum gradient (up) (‰)		Maximum gradient (down) (‰)		Ruling gradient (‰)		Ruling down-gradient (‰)	
									towards endpoint	towards starting point	towards endpoint	towards starting point	towards endpoint	towards starting point	towards endpoint	towards starting point
17	05397	Nagykapornak	yes	no	no	key locker with light signals	only with individual conditions no	station distance	2	0	0	3	1	0	0	3

