



## Annex 2/B

### Methodology of determination of number of track route use - MÁV Infrastructure Co. Ltd. ~~Zrt.~~

Number of track route use has been determined by assuming an average network technology. Track route use numbers have been established as follows:

Number of use of track route of the network: number of track route use by departing trains + number of track route use by through trains + number of use of track route for stopping + number of use of track route for reversing direction + number of use of track route by freight trains + number of use of track route for access to refuelling facilities + number of use of track route for access to wagon weigh bridges (scales) + number of use of track route for storage of vehicles

Number of use of running track route of the network: number of track route use by through trains + number of use of track route for stopping + number of use of track route for reversing direction + number of use of track route by freight trains + number of use of track route for access to refuelling facilities + number of use of track route for access to wagon weigh bridges (scales) + number of use of track route for storage of vehicles

Number of use of running track routes of the network at stations: number of use of track routes by through trains + number of use of track routes for stopping + number of use of track routes by freight trains

Number of use of intermediate track route at station of the network: number of use of track route for stopping + number of use of track route by freight trains

Number of use of shunting track routes of the network at stations: number of use of track route for reversing direction + number of use of track route by freight trains + number of use of track route for access to refuelling facilities + number of use of track route for access to wagon weigh bridges (scales) + number of use of track route for storage of vehicles

where:

#### **Number of track route use by departing trains:**

*Content:* Number of use of track routes connected to train dispatch activity at departure stations.

*Definition:* Equal to the number of departing trains (1 track route switching per departure).

*Data source:* PASS2



**Number of track route use by through trains:**

*Content:* Number of use of track routes connected to *passing of through trains through stations, stops*. In the case of stopping or departing/arriving trains at stations, track routes connected to stopping, departing/arriving shall not be considered here.

*Definition:* Equal to the doubled number of service places concerned by through trains.

*Data source:* PASS2

**Number of track route use (by passenger trains) for stopping:**

*Content:* Number of plus track route use connected to the (ordered) stopping of passenger trains for boarding/getting off of passengers. It can be defined at origin /destination stations as well as intermediate stations and halts, but not at stations where trains run through or stop only for traffic control reasons.

*Determination:* 1 track route use per stopping at stations shall be determined.

*Data source:* PASS2

**Number of track route use (by passenger trains) for reversing direction:**

*Content:* Number of track route use for using the track network at origin/destination stations for preheating, precooling, water supply, emptying of closed system toilets, cleaning of coaches, train formation and for access of passenger trains to installed equipment of the infrastructure manager. It can be determined only at stations. Track routes connected to access to refuelling facilities as well as track routes connected to vehicle storage are excluded.

*Definition:* For trains reversing direction - not carried out in closed sets -, 1 use of track route shall be taken into consideration per arrival to an origin and a destination station.

*Data source:* PASS2

**Number of track route use by freight trains:**

*Content:* Number of track route use by freight trains connected to stopping. It can be determined at all service places where freight trains stop (as ordered). Number of plus track route use connected to access of freight trains to marshalling yards, shunting equipment, and to detaching and inserting of wagons.



*Determination:* 5 track route uses shall be determined per stopping of freight trains.

*Data source:* PASS2

**Number of track route use for access to refuelling facilities:**

*Content:* Number of track route use connected to access to refuelling facilities.

*Determination:* 0,003 track use shall be determined as per refuelling volumes (per litre).

*Data source:* KUTINFÓ

**Number of track route use for access to wagon weigh bridges (scales):**

*Content:* Number of track route use connected to access to wagon weigh bridges (scales).

*Determination:* 1/3 track route use shall be determined as per wagon weighed.

*Data source:* PASS2

**Number of track route use for storage of vehicles (HUF/vehicle day):**

*Content:* Number of track route use connected to storage of vehicles.

*Determination:* 1/150 track route use shall be determined per vehicle-day.

*Data source:* PASS2