

Annex 7

Methodology of categorisation of service places (stations and yards) for freight trains

Service places shall be categorised from freight transport point of view on the basis of service quality and costliness of facilities, equipments built up there. The following factors shall be considered when ranking the service place in category ($T_{t,r,i}$):

- Number of tracks for marshalling activity
- Technology for marshalling, shunting activity
- Type of safety installation at the stations
- Availability of shunting staff and shunting locomotive of the infrastructure manager
- Total number of turnouts
- Electrification of tracks
- Usable length of the train arrival and departure tracks

Weights of the factors taken into account and the values related to the quality of the service ($Sz_{t,r,j}$) are included in the following registers.

Freight transport index of stations:

$$y_{t,r} = \sum \sum T_{t,r,i} \times Sz_{t,r,j}$$

- If $y_{t,r} \geq 0,6$, the station, marshalling yard belongs to category I.
- If $0,6 > y_{t,r} \geq 0,30$, the station, marshalling yard belongs to category II.
- If $y_{t,r} < 0,30$, the station, marshalling yard belongs to category III.

Parameters and their weights typical for services provided on stations and marshalling yards

Number	Factors which define the quality of services	Weight (%)
1.	Number of tracks for marshalling	22
2.	Technology for marshalling, shunting	17
3.	Type of safety installation at the station	17
4.	Availability of IM shunting staff / shunting locomotive	11
5.	Total number of turnouts	11
6.	Electrification of tracks	11
7.	Usable length of the train arrival and departure tracks	11

Aspects of categorisation of stations and marshalling yards from freight transport point of view

Charging Methodology IV.
Annex 7

Category	Feature	Quality multiplier (%)
1. Number of tracks used for marshalling		
„1”	1-5	0
„2”	6-15	50
„3”	16-35	80
„4”	more than 35	100
2. Technology for marshalling, shunting		
„1”	flat shunting	20
„2”	not automated hump-shunting	50
„3”	half-automated hump-shunting	80
„4”	automated hump-shunting	100
3. Type of safety installation at the station		
„1”	No safety installation at the station	0
„2”	NBJF	15
„3”	KA, KAE, EÁ	25
„4”	KR	35
„5”	ER, SH, FM, VES	80
„6”	FOND, INT, D55, KA69, SZKA, WSSB, KSW-90	90
„7”	D70V, ESTW-ELEKTRA-D55	95
„8”	D67, D70, SZT, ELEKTRA, SIMIS	100
Category	Feature	Quality multiplier (%)
4. Availability of IM shunting staff / shunting locomotive		
„1”	no	0
„2”	shunting staff	60
„3”	shunting staff and shunting locomotive	100
5. Total number of turnouts		
„1”	0-10	0
„2”	11-20	40
„3”	21-80	60
„4”	more than 80	100
6. Electrification of tracks		
„1”	not electrified	0
„2”	partly electrified	80
„3”	electrified	100

Charging Methodology IV.
Annex 7

7. Usable length of arrival and departure tracks		
„1”	less than 600 meters	0
„2”	between 600 - 749 meters	80
„3”	750 meter and more than 750 meters	100