



Annex 6
Methodology of categorisation of services places (stations and stops,) for passenger trains

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

- Height of the platform
- Length of the platform
- How to access the platform
- Structures for protecting passengers against weather
- Characteristics of traffic links of passenger boarding places
- Number of main tracks
- Type of safety installation of station
- Electrification of tracks
- Point heating possibility
- Accessibility of train serving facilities

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

Index of passenger boarding places from the point of view of using facilities of stations:

$$\gamma_{sz} = \sum T_{sz,i} \times S_{sz,j}$$

- If $\gamma_{sz} \geq 0,6$, passenger boarding place comes to category I from the point of view of passenger transportation.
- If $0,6 > \gamma_{sz} \geq 0,27$, passenger boarding place comes to category II from the point of view of passenger transportation.
- If $0,27 > \gamma_{sz} \geq 0,19$ passenger boarding place comes to category III from the point of view of passenger transportation.
- If $\gamma_{sz} < 0,19$ passenger boarding place comes to category IV from the point of view of passenger transportation.

Parameters and their weights typical for passenger boarding places from the point of view of passenger transportation



Number	Factors which define the quality of services	Weight (%)
1.	Platform height	17
2.	Platform length	17
3.	Platform access	12
4.	Protection against weather	12
5.	Traffic link	6
6.	Number of main tracks	12
7.	Type of safety installation of station	6
8.	Electrification of tracks	6
9.	Point heating possibility	6
10.	Accessibility of train serving facilities	6

Values of quality level multiplier of parameters typical for passenger boarding places from the point of view of passenger transportation

Category	Feature	Quality multiplier (%)
1. Platform height		
„1”	top of rail + 0	0
„2”	top of rail + 15	25
„3”	top of rail + 30	50
„4”	top of rail + (55-60)	100
2. Platform length		
„0”	less than 100 metres	0
„1”	101-199 meters	50
„2”	200-299 metres	90
„3”	300 metres or more	100
3. Platform access		
„1”	in the same level	0
„2”	overpass, underpass	80
„3”	accessibility (lift,ramp)	100
4. Protection against weather		
„0”	no protection	0

„1”	rain shelter	30
„2”	platform roofing	60
„3”	waiting room	70
„13”	rain shelter and waiting room	90
„23”	platform roofing and waiting room	100
5. Traffic link		
„0”	no traffic link	0
„1”	bicycle store	30
„2”	P+R parking	40
„12”	bicycle store and P+R parking	60
„3”	link to public transport	80
„13”	bicycle store and link to public transport	90
„23”	P+R parking and link to public transport	90
„4”	complex (bicycle store + P+R + public transport)	100
6. Number of main tracks		
„1”	1-2	0
„2”	3-4	50
„3”	5-7	80
„4”	more than 7	100
7. Type of safety installation of station		
„0”	No station safety installation	0
„1”	NBJF ¹	15
„2”	KA ² , KAE ³ , EÁ ⁴	25
„3”	KR ⁵	35
„4”	ER ⁶ , SH ⁷ , FM ⁸ , VES ⁹	80
„5”	FOND ¹⁰ , INT ¹¹ , D55 ¹² , KA69 ¹³ , SZKA ¹⁴ , WSSB ¹⁵ , KSW-90	90

¹ Not interlocked protective signal equipment

² Point lock key-identifier equipment

³ Single-centre point lock key-identifier equipment

⁴ Other station safety equipment (key, pulling cable)

⁵ Point lock key-fastening equipment

⁶ Control-locking safety equipment

⁷ Siemens-Halske route protection equipment

⁸ Light-signal mechanical equipment

⁹ Electro-dynamic safety equipment

¹⁰ Dinamo-55-type relay-dependent safety equipment without sensation of track occupation

¹¹ Integra single-centre relay-dependent safety equipment

¹² Dominó 55 type relay-dependent safety equipment

¹³ KA69 small station relay-dependent safety equipment

¹⁴ Soviet small station safety equipment

¹⁵ NDK small station relay-dependent safety equipment



„6”	D70V ¹⁶ , ESTW-ELEKTRA-D55 ¹⁷	95
„7”	D67 ¹⁸ , D70 ¹⁹ , SZT ²⁰ , ELEKTRA ²¹ , SIMIS ²²	100
8. Electrification of tracks		
„1”	not electrified	0
„2”	partly electrified	80
„3”	electrified	100
9. Point heating possibility		
„0”	no	0
„1”	yes	100
10. Accessibility of train serving facilities		
„0”	none	0
„1”	1-2	60
„2”	3 or more	100

¹⁶ Dominó 70 type, train-route relay-dependent safety equipment (no shunting route)

¹⁷ Alcatel type electronic and Dominó 55 type safety equipment

¹⁸ Dominó 67 type shunting route relay-dependent equipment

¹⁹ Dominó 70 type, shunting route relay-dependent equipment

²⁰ Soviet type safety equipment

²¹ Alcatel electronic safety equipment

²² Siemens electronic safety equipment