



## Annex 6

### Methodology of categorisation of 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
- How to inform passengers on platforms and in passenger buildings
- 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 ( $Sz_{sz,j}$ ) are included in the following registers.

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

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

- If  $\gamma_{sz} \geq 0,56$ , passenger boarding place comes to category I from the point of view of passenger transportation.
- If  $0,56 > \gamma_{sz} \geq 0,27$ , 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	15
2.	Platform length	15
3.	Platform access	10
4.	Passenger information on platforms	5
5.	Passenger information in passenger buildings	10
6.	Protection against weather	10
7.	Traffic link	5
8.	Number of main tracks	10
9.	Type of safety installation of station	5
10.	Electrification of tracks	5
11.	Point heating possibility	5
12.	Accessibility of train serving facilities	5

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

Category	Feature	Quality multiplier (%)
<b>1. Platform height</b>		
„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
<b>2. Platform length</b>		
„0”	less than 100 metres	0
„1”	101-199 meters	50
„2”	200-299 metres	90
„3”	300 metres or more	100
<b>3. Platform access</b>		
„1”	in the same level	0

„2”	overpass, underpass	80
„3”	accessibility (lift,ramp)	100
<b>4. Passenger information on platforms</b>		
„0”	printed (announcement about the departure and arrival of trains at the station)	10
„1”	audio	30
„2”	visual	80
„3”	complex (electronic and audio)	100
<b>5. Passenger information in passenger buildings</b>		
„0”	no information	0
„1”	audio	30
„2”	visual (electronic, manual, printed (picture, table of departure-arrival of trains at the station))	60
„3”	complex (electronic and audio-visual)	100
<b>6. Protection against weather</b>		
„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
<b>7. Traffic link</b>		
„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
<b>8. Number of main tracks</b>		
„1”	1-2	0
„2”	3-4	50
„3”	5-7	80
„4”	more than 7	100
<b>9. Type of safety installation of station</b>		

„0”	No station safety installation	0
„1”	NBJF <sup>1</sup>	15
„2”	KA <sup>2</sup> , KAE <sup>3</sup> , EÁ <sup>4</sup>	25
„3”	KR <sup>5</sup>	35
„4”	ER <sup>6</sup> , SH <sup>7</sup> , FM <sup>8</sup> , VES <sup>9</sup>	80
„5”	FOND <sup>10</sup> , INT <sup>11</sup> , D55 <sup>12</sup> , KA69 <sup>13</sup> , SZKA <sup>14</sup> , WSSB <sup>15</sup> , KSW-90	90
„6”	D70V <sup>16</sup> , ESTW-ELEKTRA-D55 <sup>17</sup>	95
„7”	D67 <sup>18</sup> , D70 <sup>19</sup> , SZT <sup>20</sup> , ELEKTRA <sup>21</sup> , SIMIS <sup>22</sup>	100
<b>10. Electrification of tracks</b>		
„1”	not electrified	0
„2”	partly electrified	80
„3”	electrified	100
<b>11. Point heating possibility</b>		
„0”	no	0
„1”	yes	100
<b>12. Accessibility of train serving facilities</b>		
„0”	none	0
„1”	1-2	60
„2”	3 or more	100

<sup>1</sup> Not interlocked protective signal equipment

<sup>2</sup> Point lock key-identifier equipment

<sup>3</sup> Single-centre point lock key-identifier equipment

<sup>4</sup> Other station safety equipment (key, pulling cable)

<sup>5</sup> Point lock key-fastening equipment

<sup>6</sup> Control-locking safety equipment

<sup>7</sup> Siemens-Halske route protection equipment

<sup>8</sup> Light-signal mechanical equipment

<sup>9</sup> Electro-dynamic safety equipment

<sup>10</sup> Dinamo-55-type relay-dependent safety equipment without sensation of track occupation

<sup>11</sup> Integra single-centre relay-dependent safety equipment

<sup>12</sup> Dominó 55 type relay-dependent safety equipment

<sup>13</sup> KA69 small station relay-dependent safety equipment

<sup>14</sup> Soviet small station safety equipment

<sup>15</sup> NDK small station relay-dependent safety equipment

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

<sup>17</sup> Alcatel type electronic and Dominó 55 type safety equipment

<sup>18</sup> Dominó 67 type shunting route relay-dependent equipment

<sup>19</sup> Dominó 70 type, shunting route relay-dependent equipment

<sup>20</sup> Soviet type safety equipment

<sup>21</sup> Alcatel electronic safety equipment

<sup>22</sup> Siemens electronic safety equipment