

List of market segments

The segment list, based on Paragraph 9 section (7) ¹of the Decree 58/2015 (IX. 30.) NFM on frameworks of the network access charging system, and basic regulations of determination and implementation of network access charges, is valid for 5 timetable years.

This segment list determines the segments to be included in the segment review from the 2021/22. timetable period until the 2025/26. timetable period. Amendment of this list is possible according to Paragraph 9 section (7) of the Decree 58/2015 (IX. 30.) NFM.

Elements of the list of market segments:

- freight services
- passenger services within the framework of a public service contract
- other passenger services
- combined transport
- direct trains
- block trains
- single wagon load trains

Currently not operating:

- Ro-La trains (currently not operating)
- Tram-train

Definitions of trains included in segments:

Combined transport: *Nk, Bk trains*

Nk (international combined traffic freight train)

Freight trains running in export, import, transit traffic where the origin and/or destination point of the train path is a border point. The train forwards exclusively large containers, semi-trailers, swap bodies, or any other traffic means of the combined traffic (any combination of the above is acceptable)

Bk (domestic combined traffic freight train)

Neither departure nor destination point of the train path is a border point. The train forwards exclusively large containers, semi-trailers, swap bodies, or any other traffic means of the combined traffic (any combination of the above is acceptable).

Direct trains: *Ir, Ni trains*

Ir (domestic direct train)

¹ Paragraph 9 section (7) of the Decree 58/2015 (IX. 30.) NFM: The segment list is valid for 5 timetable years. The revision of the segment list shall be carried out if it is initiated by the AB, the infrastructure manager, the applicant or the RB no later than 6 months before the deadline for the publication of the Network Statement, after submitting a proposal and justification for amending the segment list. It is necessary to amend the list of segments if, at the hearing provided for in Section 15, the interested parties agree to amend the list.

Neither departure nor destination point of the train path is a border point, and inserting of wagons into the trains happens in the same station and detaching of wagons from the train happens also in the same station.

Ni (international direct train)

Freight trains running in export, import, transit traffic, where the departure and/or destination point of the train path is a border point and no wagons are inserted to or detached from the train on intermediate stations of the train path.

Block trains: Bk, Ir, Ni, Nk trains

Bk (domestic combined traffic freight train)

Neither departure nor destination point of the train path is a border point. The train forwards exclusively large containers, semi-trailers, swap bodies, or any other traffic means of the combined traffic (any combination of the above is acceptable).

Ir (domestic direct train)

Neither departure nor destination point of the train path is a border point, and inserting of wagons into the trains happens in the same station and detaching of wagons from the train happens also in the same station.

Ni (international direct train)

Freight trains running in export, import, transit traffic, where the departure and/or destination point of the train path is a border point and no wagons are inserted to or detached from the train on intermediate stations of the train path.

Nk (international combined traffic freight train)

Freight trains running in export, import, transit traffic where the origin and/or destination point of the train path is a border point. The train forwards exclusively large containers, semi-trailers, swap bodies, or any other traffic means of the combined traffic (any combination of the above is acceptable).

Single wagon load trains:

Domestic train paths that are ordered by fulfilling the conditions below:

- neither the starting point nor the endpoint is a border station,
- when ordering shunting activity at any station of the affected train path and submitting this request along with the train path order,
- when ordering the shunting activity, one of the following requests shall be indicated in the request: “shunting from/to tracks designated for loading”; “shunting from/to privately-owned network spurring from a station (factory sidings)”;
- the length of train path does not exceed 80 charging km,
- the weight of train does not exceed 1000 gross ton.

Information on the aid scheme for the single wagon load traffic

Government Decision 1414/2020 (VII.16.) on the establishment of a support system for the single wagon freight transport by rail and the development of the related transport sector

sets out the requirements for the support program to be established for the targeted state aid of single wagon load traffic.

The support program has been completed based on the government decision, which will last until 31 December 2025.

Definition of single wagon load traffic under the aid scheme is the following:

A consignment sent by rail which has been carried on more than one train paths during its carriage, with a maximum distance of 80 km on the first and / or last route and a maximum train weight of 2 000 tonnes, shall be considered as single wagon load traffic. The first or last path is the path in which the loaded / unloaded condition of the railway wagon has changed (including the loaded as loaded condition) or the number of goods type (NHM) was changed before / after the journey concerned.

Further condition is that

- the composition of all trains running on the lines concerned is not the same,
- there is no interruption between the check-in and check-out stations of the paths concerned,
- involved in up to 10 routes,
- the consignment is not in transit (the point reached on the first and last route cannot be a border in both).

Single wagon load traffic: forwarding of the consignment defined above between the station of departure and the station of destination on the Hungarian railway network.

Based on the decision referred to above, during the period of validity of the aid scheme set out in point 5.3.2.3. of the NS, the segment of single wagon load traffic is not considered to be a relevant segment to be examined and is therefore not part of the segment analysis for the timetable periods during which the aid scheme is in force. The single wagon load traffic segment may be returned to the segment analysis as a relevant segment for the timetable period following the closure of the aid scheme.

Ro-La trains: *Ro (Rollende Landstrasse)*

Trains that forward trucks, tractors, trailers, (together: trucks) from an departure station and/or to a destination station in Hungary.

Tram-train

Railway vehicles which are enabled to run both on the national railway lines and urban, local, or suburban railway networks as well and the passenger transport services been provided by these rail vehicles on several railway networks.