

Effective: from 29 November 2021
 Applicable: from 28 February 2021

TEXT

1.3.1.2 Other relating regulations

The following modifications were made:

- 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

5.3 Minimum Access Package and Charges

5.3.2 Running of trains

5.3.2.2 Charges

The following modifications were made:

Amount to be paid for the train kilometer-based part of the service “Running of trains” shall be charged in 3 line categories and for the following train categories:

- passenger trains (trains of train category A, B and C listed in Annex 4.5-2),
- freight trains (trains of train category D listed in Annex 4.5-2, except special freight trains) ,
- special freight trains (~~trains ranked into the single wagon load segment in Annex 5.2-3, as well as~~ Záhony trains and the corridor trains, regarding MÁV Zrt)
- loco trains (trains of train category E listed in Annex 4.5-2).

Measure unit: HUF/train kilometer. Amount to be paid as regards individual Infrastructure Managers can be seen in the following tables.

Charging elements of Running of trains- train km proportionate part on the network of MÁV Zrt

Running of trains- train km proportionate part Unit: HUF/train km	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Passenger trains	69	672	741	99	820	919	85	786	871
Standard freight trains	62	622	684	87	701	788	145	1 367	1512
Locomotive trains	62	655	717	88	832	920	117	951	1068
Special freight trains	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Záhony freight trains	57	578	635	86	852	938	285	1 633	1918
Single wagon load	65	626	694	83	799	882	163	1493	1656
Corridor trains	51	510	561	74	729	803	-	-	-

Charging elements of Running of trains- train km proportionate part on the network of GYSEV Zrt

Running of trains- train km proportionate part Unit: HUF/train km	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Passenger trains	43	467	510	60	516	576	37	339	376
Standard freight trains	72	544	616	274	685	959	59	360	419
Locomotive trains	48	528	576	31	405	436	39	390	429
Special freight trains	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Single wagon load	58	397	455	-	-	-	59	360	419
Corridor trains	63	475	538	-	-	-	-	-	-

Regarding the rail network of MÁV Zrt, amount to be paid for the gross ton kilometer-based part of the service “Running of trains” shall be announced irrespectively of the line categories in the following two train categories:

- Passenger trains, normal freight trains, loco trains (trains of categories A, B, C, D, E in Annex 4.5-2, except special freight trains)
- special freight trains (~~trains ranked into the single wagon load segment in Annex 5.2-3, as well as~~ Záhony trains and corridor trains).

Measure unit: HUF/gross ton kilometer. Amount to be paid as regards the individual Infrastructure Managers can be seen in the following table.

Charging elements of Running of trains- gross ton km proportionate part on the network of MÁV Zrt

<i>Running of trains- gross ton km proportionate part</i> <i>Unit: HUF/gross ton km</i>	Charge	Mark-up	Amount to be paid
Passenger trains	0,33	0,32	0,65
Standard freight trains			
Locomotive trains			
Special freight trains			
Záhony freight trains	0,26	0,29	0,55
Single wagon loads	0,28	0,33	0,61
Corridor trains	0,21	0,23	0,44

5.3.2.3 Train running - further rules applied for special freight trains

Amount to be paid for the special train category “Running of trains” concerning the rail network of GYSEV Zrt shall apply to ~~trains ranked into the single wagon load segment, and~~ corridor trains, concerning the rail network of MÁV Zrt to trains ~~ranked into the single wagon load segment and~~ to Záhony trains and corridor trains.

~~Definition of single wagon load segment can be found in Annex 5.2-3.~~

Záhony freight train (D category) means every such freight train, which during the transportation covers the section between Kisvárdá [5514118] and Fényeslitke [5514134] and between Kisvárdá [5514118] or Fényeslite-Déli Rendező [5542127] service places and the total weight of the train amounts to 380 tons.

Corridor freight train is every train that is qualified in Annex 4.3-2 within train category D as a (45) Ko international corridor freight train.

When placing the order both in case of ~~single wagon load traffic,~~ Záhony freight train and corridor trains, conditions shall be checked and if they are fulfilled, amount to be paid for each special freight train categories shall apply in the price quotation. The checking of the conditions taking place automatically during the capacity allocation, applicants have not got any marking liability.

When placing the order the train path fulfils the special freight train categories jointly too, the lower payable charge of the concerned special freight train categories shall be taken into account in the price quotation as follows:

~~a) In case the train path fulfils both the conditions for single wagon load traffic and the conditions for freight trains of Záhony, payable charge related to single wagon load traffic trains will be taken into account.~~

b)a) _____ In case the train path fulfils both the conditions for freight trains of Záhony and conditions set out for corridor trains, payable charge related to freight trains of Záhony will be taken into account.

Amount to be paid for special freight train shall be taken into consideration in accounting if the train fulfils the conditions during its run, too.

~~If the freight train fulfils the conditions for single wagon load traffic when the order was placed, payable charges related to single wagon load traffic trains could be taken into account in accounting if the train during the train running also fulfils the requirements of single wagon load traffic.~~

If the freight train fulfils the conditions for freight trains of Záhony at capacity allocation, payable charges related to freight trains of Záhony could be taken into account in accounting if the train during the train running also fulfils the requirements of freight trains of Záhony.

Should the train meet conditions set out for corridor trains at capacity allocation, the sum to be paid for a corridor freight train shall be taken into consideration in the account if the train meets conditions for corridor freight trains also during the train run.

Should the train path fulfil different conditions of a special freight train category during its run as at capacity allocation, in the accounting the infrastructure manager may not conform to the price quotation given with the capacity allocation by VPE Kft, which acts as binding offer for the infrastructure manager according to the Civil Code (Act No. V. of 2013), as follows:

~~If the freight train fulfils the conditions both for single wagon load traffic and freight trains of Záhony at capacity allocation, payable charges related to special freight trains could be taken into account in accounting if the train during the train running fulfils at least one of the two conditions. In this case the train operation charge shall be paid according to the special freight train categories fulfilled during its run by the train path owner at the accounting. Shall the train fulfil during its run both special freight train categories mentioned above, payable charges related to single wagon load traffic trains will be taken into account.~~

~~Should only the conditions of a single wagon traffic or only conditions of the Záhony freight traffic be met at capacity allocation, but the train during its run meets both the conditions of the single wagon traffic and the conditions of the Záhony train traffic, amounts to be paid for special freight train categories fulfilled according to the request shall be taken into consideration in the account.~~

Should the freight train fulfil the conditions related to freight trains of Záhony and for a corridor freight train at capacity allocation, payable charges related to special freight trains could be taken into account in accounting if the train during the train running fulfils at least one of the two conditions. In this case the „running of trains” charge shall be paid at the accounting according to the special freight train categories fulfilled during its run by the train path owner. Shall the train fulfil during its run both special freight train categories

mentioned above, payable charges related to freight trains of Záhony will be taken into account.

~~Charges set out for the operation of trains classified in the single wagon load traffic segment shall not apply. In case of trains classified in the single wagon load traffic according to the definition set out in Annex 5.2-3 before the entry into force of the support program running after from~~ the entry into force of the support program for the sustainment and revitalization of railway single wagon load traffic (hereinafter: support program) specified in Government Decision No 1414/2020 (VII.16.) single wagon load charges shall not apply at the payment,; ~~from this date on, in the case of running of trains classified in the single wagon traffic segment,~~ charges fixed for the running of standard freight trains shall be applied, regardless of the date of the allocation of the train ~~path related to the operation~~. The date of entry into force of the support program shall be is published on the website of the capacity allocation body and the owners of the train paths affected by the change ~~shall be were~~ notified directly.

If, at the time of the application, the train path meets the conditions of both the single wagon traffic and the Záhony freight train, and if during the train run it meets at least the conditions for the Záhony freight train, then, after the entry into force of the support program, regardless of the date of allocation of the train path, the amount to be paid for the Záhony freight train will be charged.

ANNEXES

1. Annex 5.2-3 List of market segments

The following modifications were made:

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.

Information on the future anticipatory reform of single wagon load trains

~~Pursuant to 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, during the period of validity of the support program specified in point 6.3.1.3 of NS, single wagon traffic segment is not considered to be a relevant segment to be examined and therefore it does not form part of the segment examination for those timetable periods during which the support program is in force. As a segment to be examined, single wagon traffic segment may be returned to the segment examination as a relevant segment for the timetable period following the closure of the support program.~~

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.

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,

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.

- 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.