

Effective: from 29 July 2022

Applicable: from 01 August 2022

TEXT

1. 1.5.1 Validity of Network Statement

The following modifications were made:

This Network Statement is valid from 00:00 of 01 August 2022 to 24:00 of 10 December 2022

2. 4.8.4 Cancellation rules, procedure if train path is not cancelled

The following sentence was deleted from the chapter:

~~In the case of MÁV Zrt., in case of cancellation or failure of cancellation of the route, the RU incurs an obligation to pay a fee.~~

3. 5.6.4 Cancellation fee

The definition of cancellation fees were modified:

~~Cancellation fees are charges payable in the event of cancellation of infrastructure capacity or failure to cancel, which are defined as charges payable for other unused capacity in the Performance Regime as part of the reservation fees chapter.~~

The cancellation fee is the ad hoc fee payable for cancelling or failing to cancel the reservation of infrastructure capacity. No cancellation fee is set for the current scheduling period.

4. 5.7 Performance regime

The following modification were made:

Performance Regime covers:

- incentive scheme to facilitate punctual train run,
- reservation fees.

ANNEXES

5. III. Principles of the Performance Regime

The list of elements was modified as follows:

Performance Regime includes:

- incentive scheme to facilitate punctual train run
- reservation fees.

6. The title and structure of Chapter IV.2 was modified.

IV.2 Reservation fees

~~**IV.2.1 Reservation fee for regularly unused train paths**~~

And the numbering of the Chapter IV.2 was modified accordingly.

7. The Chapter IV.2.2 was deleted.

~~**IV.2.2 Fees for other unused capacities**~~

~~The following elements were transferred based on Budapest Capital Regional Court judgement 103.K.701.055_2020_25 (Annex 6.) from the network access contract of MÁV Zrt. In case of elements transferred according to court judgement, if they are not deleted from the network access contract, the payment obligations can only be settled on the basis of this document.~~

~~**IV.2.2.1 Non-use of path on the network of MÁV Zrt.**~~

~~The fee for the lack of path use on the network of MÁV Zrt. is expressed as a percentage of the fee for basic services without mark-up.~~

~~4% of the basic service fee without mark-up for a path cancelled within 24 hours before the scheduled departure time specified in the allocation, 8% of the basic service fee without mark-up for a path cancelled within 24 hours after the scheduled departure time specified in the allocation, in case of non-cancellation in all train categories, 100% of the basic service fee without mark-up must be paid to MÁV Zrt.~~

~~If both the reservation fee for regularly unused train paths and for paths specified in this point are subject to a payment obligation, the surplus payment obligation set out in this point shall not be reimbursed for the paths concerned.~~

~~In case of cancelled train paths, as well as train paths without cancellation and if the service is not used at all (non-used on the full route), the fee for non-use of the path will be charged on the basis of the planned data included in the path order.~~

~~If the end of the route of a path was non-used for a reason in the interest of RU, 55% of the basic service fee (without mark-up) of non-used part shall be levied as a cancellation fee, which is calculated based on the fact data recorded at the last station of the train.~~

~~In case of emergency MÁV Zrt. is entitled to withdraw train paths allocated by VPE. In this case, withdrawal of a train path by MÁV Zrt. is not qualified as path cancellation, and it is not under the scope of this chapter.~~

V.1 Division of tasks related to the element

MÁV Zrt. delivers fact data needed for the impact assessment to VPE.

Hypothesis relating to the element

The expectation connected to the element is that the proportion of the total number of cancellations within 24 hours before, and the cancellations after the scheduled departure time, as well as the paths concerned in cancellation failure, within the number of all trains should be less than or equal to the same, comparative indicator of the previous timetable period, up to two decimal places.

IV.2.2.2 Non use or cancellation of loading areas on the network of MÁV Zrt.

MÁV Zrt. provides for the RUs the use of public loading sidings and loading areas belonging to these sidings based on Network Statement Annex 7.3.11 within the framework of the service "Use of stations".

From the loading areas listed in the Network Statement, MÁV Zrt. considers those on the following stations to be primary public loading areas:

	Name of station	Code of station
1	Baja	16709
2	Balatonszentgyörgy	03566
3	Békéscsaba	18036
4	Berettyóújfalu	14423
5	Debrecen	13912
6	Dombóvár	06189
7	Füzesabony	11296
8	Győrszabadhegy	02022
9	Hajdúböszörmény	14670
10	Hajdúhadház	13953
11	Hort-Csány	11221
12	Kaposvár elágazás	43588
13	Kemecse	14043
14	Kiskunfélegyháza	17137
15	Lepsény	03301
16	Mátészalka	15495
17	Miskolc-Gömöri	12674
18	Nagykanizsa	03624
19	Nyírbátor	15543
20	Nyíregyháza	14019
21	Orosháza	18614
22	Pátroha	14092
23	Püspökladány	13862
24	Soroksári út rendező	40196
25	Sóstóhegy	14035
26	Szajol	13771

27	Szentlőrinc	07260
28	Szolnok-Rendező	40485
29	Törökszentmiklós	13789
30	Újfehértó	13987

In order to avoid conflict situations between RUs arising from orders and to provide non-discriminatory services, MÁV Zrt. analyses the utilization of loading areas and the ratio of ordered and actually used services, depending on which it can modify the list of these stations. The list can include loading areas where the proportion of the ordered time interval and the total time interval, as well as of the requests within 24 hours cancelled or not cancelled exceeds 50%.

The aim of checking the activity is to finish the loading activity within the time span of ensuring access to loading sidings provided in the allocation and this way it shall not cause a secondary delay, but shall facilitate the more efficient use of loading capacity.

In the event of non-use or cancellation of the loading area, surplus payment obligation of the RU shall incur, unless these events have occurred for a reason imputable for the Infrastructure Manager.

In order to use the loading areas more efficiently and to avoid unjustified capacity reservation, cancellation fee is applied if the loading area ordered is not used or cancelled. The RU shall pay a cancellation fee after previously booked and allocated but not used loading time. The rate of these cancellation fees can be seen in the table below.

Loading area cancellation fee depending on the time of cancellation:

Date of cancellation before the beginning of scheduled use of order	Cancellation fee (HUF/loading area provision hour)
Up to the 5 days before the beginning of the planned use	0
Between 5 days and 24 hours before the beginning of the planned use	50
Within 24 hours before the beginning of the planned use	150
Within 24 hours after the beginning of the planned use	500
If the request is not used at all without cancellation	2000

The RU has the opportunity to cancel the loading time reserved previously.

~~The surplus payment obligation in case of non-use or cancellation of the loading area is settled on the basis of planned data, which all have to be clearly indicated in the invoice attachment.~~

~~Division of tasks related to the element~~

~~MÁV Zrt. delivers fact data needed for the impact assessment to VPE.~~

~~Hypothesis relating to the element~~

~~The expectation connected to the element is that in primary loading areas the proportion of the cancellations within 5 days, within the number of all requests should be less than the same, comparative indicator of the previous timetable period by 1-3 percent points.~~

~~V.2IV.2.2.3 Cancellation fee connected to the ensuring of shunting staff on the network MÁV Zrt.~~

~~In order to avoid unjustified capacity reservation, it is reasonable to use cancellation fees. The rate of the cancellation fees related to services are counted in percentage of the service fee.~~

~~Cancellation fee related to ensuring of shunting staff:~~

Date of cancellation related to the beginning of planned use	Cancellation fee in percentage of the service fee (%)
At least 8 days earlier	0
Within 8 days before	10
Cancellation within 24 hours after the beginning of the planned use, and without cancellation non-using the service	100

~~The base of the surplus payment calculation in case of service of ensuring of shunting staff is the quantity in the order.~~

~~V.3 Division of tasks related to the element~~

~~MÁV Zrt. delivers fact data needed for the impact assessment to VPE.~~

~~Hypothesis relating to the element~~

~~The expectation connected to the element is that the proportion of the total number of cancellations within 8 days before and the cancellations after the beginning time of planned use, as well as the non used requests concerned in cancellation failure, within the number of all orders ensuring of shunting staff should be less than or equal to the same, comparative indicator of the previous timetable period, up to two decimal places.~~

8. Chapter VI.2 was modified as follows:

VI.2 Reservation fees

Information on reservation fees' account is available partly at VPE and partly at Infrastructure Managers' side. In order to perform impact assessment for the Performance Regime, Infrastructure Manager is obliged to deliver data to VPE concerning information on reservation fees.

9. Annex 5.-2019_12_11_1_Határozat_PIUF_97933_10_2019_ITM.pdf was deleted.

10. Annex 6.-VPE_ITM_103.K.701.055_2020_25. sz. Ítélet_210729.pdf was deleted.