

Effective: from 14 December 2023
Applicable: from 14 December 2023

TEXT

1. 1.5.1 Validity, publishing and updating of Network Statement

The following modification was made:

This Network Statement is valid from 00:00 of 14 December 2023 to 24:00 of 14 December 2024.

2. 4.6.1 Congested track section

The following modification was made:

4.6.1 Congested track section

For a more balanced use of the rail network, in order to avoid congested rail track sections, as well as to prevent the development of congestion, capacity allocation body may appoint replacement rail track sections. Should VPE appoint replacement rail track sections it shall publish them simultaneously with train path catalogues and in the same manner.

If on a certain railway section even in the framework of a coordination process it is not possible to satisfy train path requests, and as a consequence of this, train path requests rejected run up to or go beyond 10% of the monthly theoretical capacity of a certain railway section, or if train path requests to be foreseeable submitted within a year are very likely not to be satisfied, VPE shall qualify the concerned part of the railway network as a congested railway section, and shall initiate at the infrastructure manager that it prepares capacity analysis and also makes proposal- for removal of congestion.

~~If VPE – based on the data supply provided by the Infrastructure Manager – detects that the capacity usage reserved for congested track section is less at least for 1 month than the threshold (60%), VPE should inform the concerned applicant on this fact within 3 days. In addition, VPE should invite the applicant to declare within 8 days whether existed such non-economic cause out of its interest, which resulted that the rail network had not been available. Necessary documents which can prove cause(s) should be attached.~~

~~If the applicant does not fulfil this obligation in time or does not prove the cause out of its own non-economic interest, VPE should withdraw the reserved capacity. Immediately after decision making, VPE should inform affected applicants, infrastructure manager and rail regulatory body.~~

VPE constantly monitors the utilization of the theoretical capacity of the congested railway track section to ensure applicants the use of the available infrastructure capacity to the maximum extent possible.

VPE examines the use of reserved capacity on a monthly basis for a whole calendar month period for each applicant in order to determine to what extent the applicant has used the given reserved capacity for the reviewed period.

The examination of the congested track section's reserved capacity must be completed by the start of the next examination, including the possible withdrawal of the reserved capacity as a result of the examination.

The concept of reserved capacity includes train path request - with departure time for the examined period - submitted to the VPE at least 5 days before the planned departure and the train path request approved by VPE (allocated annual, annual late and ad hoc).

Train paths which have been cancelled by the applicant at least five days before the planned departure are not included in this investigation.

If the reserved capacity for the applicant is withdrawn as a result of a monthly examination, the use of the train paths withdrawn in the meantime will no longer be examined by the VPE for the following period (in the month of withdrawal).

Determining the utilization rate of the reserved capacity, the train paths used by the applicant against the reserved capacity in the examined period are compared to the reserved capacity for the applicant.

For the examination of the reserved capacity utilization of the congested track section the IM shall provide the data no later than the 5th working day of the following month, these data include in addition the reserved capacity utilization, any information that the Infrastructure Manager have about the possible failure of utilization. If VPE - based on the data supply provided by the Infrastructure Manager - detects that the capacity usage reserved for congested track section is less at least for 1 month than the threshold (60%), VPE should inform the concerned applicant on this fact within 3 days. In addition, VPE should invite the applicant to declare within 8 days whether existed such non-economic cause out of its interest, which resulted that the rail network had not been available. Necessary documents which can prove cause(s) should be attached. If VPE already have these documents - whether if its based on the data provided by the IM or any other source - should inform the concerned applicant.

VPE in its interpretation and assessment of the non-economic cause out of its interest - as a waiver of non-utilization - as defined in Article 16. § (4) of Decree 55/2015 (IX.30) on the detailed rules of open access to railway network follows the general interpretation and practice of civil law. According to this definition, the interest of the applicant includes, inter alia, the acts and omissions of the capacity applicant's partners (including other Infrastructure Managers), subcontractors, customers, and other persons or entities involved in the operation of the transport.

If the applicant fails to comply with the obligation to make a declaration within the deadline or fails to prove the existence of a non-economic cause out of its interest, VPE shall decide on the withdrawal of the reserved capacity and from the 5th day after the decision shall withdraw the remaining reserved capacity for the relevant timetable period and approved for the applicant. VPE shall notify the applicant, the Infrastructure Manager and the Rail Regulatory Body of its decision without delay.

After coordination between the Infrastructure Manager, Applicant and VPE, Infrastructure Manager shall carry out capacity analysis regarding congested track sections within six months after declaring the rail network or any part of it congested.

In the capacity analysis, Infrastructure Manager shall identify restrictions of satisfying capacity demands, and also works out proposals to remove restrictions. Capacity analysis specifies the reasons of congestions and short term and middle term measures to alleviate congestion.

Within six months after the completion of a capacity analysis, Infrastructure Manager shall prepare a capacity enhancement plan, following a consultation with capacity Applicants.

Capacity enhancement plan shall specify:

1. reasons for the congestion,
2. expected short, middle and long term trend of traffic,
3. restriction of development of rail track section,
4. possibilities and costs of capacity enhancement including expected changes in network access charges,
5. possible actions for capacity enhancement and cost-benefit analysis of their realisation,
6. schedule for the execution of proposed actions,
7. Amount of financial funds to execute actions (within which the amount of state aid).

Infrastructure Manager shall send capacity enhancement plan to VPE and the rail regulatory body indicating also possible differences of opinions remaining after the consultation. Should measures specified in the capacity enhancement plan need also the use of state aid, Infrastructure Manager shall send capacity enhancement plan also to the minister responsible for transportation. Infrastructure Manager shall report to rail regulatory body on the implementation of measures specified in the capacity enhancement plan in every quarter year.

The sections of the open access rail network declared congested are listed in Annex 2.3.1.

Track section congested in the 2023/2024 timetable period:

- 136 Szeged-Rendező - Rösztke - Rösztke oh. line section

6. 2.5.2 Service places affected by service stoppage - MÁV Zrt.

The following modification was made:

Regional Infrastructure Directorate - BUDAPEST

Line number	Statistical number	Service place	Service stoppage			Remarks	
			Day	Beginning	End		
5	03673	Moha	daily	22:00	-	6:00	
	03681	Moha-Rakodó	daily	22:00	-	6:00	
	03707	Bodajk	daily	22:00	-	6:00	
	03731	Mór	daily	22:00	-	6:00	
	03756	Bakonysárkány	daily	22:00	-	6:00	
	03764	Kisbér	daily	22:00	-	6:00	
78	10991	Szécsény	daily	0:00	-	24:00	to: 06.04.2024.
			daily	22:30	-	3:30	from: 07.04.2024.
	11023	Nógrádszakál	daily	0:00	-	24:00	to: 06.04.2024.
			daily	22:30	-	3:30	from: 07.04.2024.
	11056	Ipolytarnóc	daily	0:00	-	24:00	to: 06.04.2024.
			daily	22:30	-	3:30	from: 07.04.2024.

Regional Infrastructure Directorate - MISKOLC

Line number	Statistical number	Service place	Service stoppage			Remarks	
			Day	Beginning	End		
87	12435	Eger-Felnémet	daily	19:10	-	5:00	from: 18.03. to: 03.11.
			daily	0:00	-	5:00	from: 09.12. to: 17.03. and from: 04.11.
			Ⓢ	19:10	-	5:00 24:00	from: 09.12. to: 17.03. and from: 04.11.
			ⓐ	16:50	-	5:00 24:00	from: 09.12. to: 17.03. and from: 04.11.
	12476	Bélapátfalva	daily	18:50	-	6:30	from: 18.03. to: 03.11.
			daily	0:00	-	6:30	from: 09.12. to: 17.03. and from: 04.11.
			Ⓢ	18:50	-	6:30 24:00	from: 09.12. to: 17.03. and from: 04.11.
			ⓐ	16:30	-	6:30 24:00	from: 09.12. to: 17.03. and from: 04.11.

Regional Infrastructure Directorate - DEBRECEN

Line number	Statistical number	Service place	Service stoppage			Remarks	
			Day	Beginning	End		
103	14233	Kunmadaras	daily	0:00	-	24:00	to: 06.04.2024.
			daily	20:00	-	6:00	
114	15578	Csenger	daily	0:00	-	24:00	to: 06.04.2024.
			daily	17:00	-	24:00	from: 07.04.2024.
			ⓐ	17:00 0:00	-	4:15	from: 07.04.2024.
			Ⓢ	17:00 0:00	-	9:00	from: 07.04.2024.

Regional Infrastructure Directorate - SZEGED

Line number	Statistical number	Service place	Service stoppage				Remarks
			Day	Beginning		End	
121	19109	Makó	daily	0:00	-	24:00	to: 06.04.2024.
			Ⓐ	21:00	-	10:00	from: 07.04.2024.
				0:00	-	9:30	
			Ⓑ	19:00	-	8:00	24:00
0:00	-	7:30					
125/a	19323	Battonya	daily	0:00	-	24:00	to: 06.04.2024.
			daily	21:00	-	3:50	from: 07.04.2024.
147	17434	Csongrád	daily	22:30	-	24:00	
			Ⓐ	22:30	-	3:50	
				0:00	-	6:00	

Regional Infrastructure Directorate - PÉCS

Line number	Statistical number	Service place	Service stoppage				Remarks
			Day	Beginning		End	
35	08383	Ádánd	daily	18:10	-	5:10	
38	08631	Nagyatád	Ⓐ	19:00	-	7:00	from: 10.12.2023 to: 06.04.2024
			Ⓑ	0:00	-	24:00	
47	07542	Komló	Ⓐ	19:00	-	7:00	from: 10.12.2023 to: 06.04.2024
			Ⓑ	0:00	-	24:00	

7. 4.5.6 Conditions for the use of public loading sidings and loading areas belonging to these loading sidings - MÁV Zrt.

The following modification was made:

Loading track: A track of the service place which is properly used for loading and unloading of railway vehicles, and which is considered as loading track by the Executive Instructions for the given station. There is a public loading area or loading equipment beside the track (there can be an end loading at the end of a dead-end track as well). Loading may also take place on open line, which shall not be considered as a loading track even during the loading period. Provisional loading tracks are not listed in the Executive Instructions for the station.

List and parameters of the open access loading tracks are made public in the Annex 7.3.11 of the Network Statement.

Environmental protection rules for loading activities

A company intending to carry out unloading and loading activities with mechanical loading and/or mobile unloading and handling equipment in the public loading sidings must submit its application to the territorially competent Regional Directorate of the infrastructure operator.

For the claim of use, the company - if justified by the loading activity - must present all the permits required by the environmental protection decree and other legislation.

Loading with loading machines (as an activity) is classified as a diffuse source by Regulation 306/2010. (XII. 23.) on air protection, thus it must have an air cleanliness protection permit issued by the Environmental Protection Authority for the given location and valid at the time of loading.