

TEXT

1. 1.6.1 Validity of Network Statement

The following modifications were made:

This Network Statement is valid from 00:00 of **11 September 2021** to 24:00 of 11 December 2021.

2. 3.2.2 Connecting railway networks

The following paragraph was added:

The infrastructure data of the non-open access network suitable for the provision of passenger transport service in TramTrain mode between Szeged and Hódmezővásárhely (hereinafter: Tram-train), connected to the railway network of MÁV Zrt. can be found in Annex 3.2.2-4.

3. 4.3 Capacity allocation process

The following paragraph was added:

Should the applicant coming from an open access railway network also wish to reserve / use privately owned railway network relieved of open access, applicant- when applies for rail network services - must hold a service agreement concluded with the operator of the privately owned railway network relieved of open access, and when requesting for rail network services, shall make a declaration on the existence of a service agreement, which contains the command for the validity of the agreement.

In case of transport from or to a privately owned railway network the applicant in its request should indicate the first/last part of the path if serving occurs by train.

Non-open access sections of the Tram-train network set out in Annex 3.2.2-4 may only be used by applicants with an infrastructure access contract to these sections. Information on the rules for the Tram-train's non-open access railway network can be found in Annex 4.3-3

ANNEXES

4. 4.3-3 Information on the conditions for the use of non-open access railway network of the Tram-train

It has been added as a new Annex with the following content:

1. The network of the TramTrain

The non-open access railway network of the Tram-train connects to line No. 135, Szeged-Békéscsaba-Kötegyán border at Szeged-Rókus and Hódmezővásárhelyi Népkert and up to its connecting point it is part of the core railway network.

Between Szeged-Rókus - Hódmezővásárhelyi Népkert railway station, the operator of the open access railway network is MÁV Zrt., the operator of the non-open access urban railway section is Szegedi Közlekedési Társaság Kft., the operator of the non-open access section from the Szeged railway border point to Szeged-Rókus (up to exit sign VT.) is MÁV Zrt, the operator of the non-open access urban railway section in Hódmezővásárhely is MÁV Zrt.

Detailed data of the Tram-train network connecting to open-access network and its non-open access sections are given in Annex 3.2.2-4.

In Annex 3.2.2-4., only the information necessary for capacity allocation are included from the master data of the non-open access Tram-train network.

2. Rules and conditions of the capacity allocation process regarding the Tram-train's non-open access sections.

Regarding the non-open access sections of the Tram-train, VPE Kft. has been appointed to perform tasks related to capacity allocation and timetable constructing. Capacity allocation on this network is subject to the capacity allocation rules for the open access network.

Applicant shall submit its requests at VPE Kft. for the use of the affected track network capacity electronically through the IT system for train path application of VPE Kft. in the same way and under the same conditions as in case of open access network. Should the IT system be not available, Applicant shall submit its request for capacity to VPE Kft. via oss@vpe.hu e-mail address on the application form set out in Annex 4.5-1 signed by a person with permission to the IT system, or duly signed by the company. VPE Kft. also accepts digital signature. VPE Kft. shall enter data of track network capacity submitted this way into its IT system for train path application after the inaccessibility has ceased.

3. Managing track possessions

On the non-open access network of the Tram-train operated by MÁV Zrt., track possession regulations for open access railway network shall apply.

5. 6.5 Charging Methodology

With the amendment, Charging Methodology III. Version 3.0 will be announced. Version 3.0 includes the following amendments of the Methodology for the timetable period of 2022/23:

- CM Text Version 3.0
- Annex 1 - International Charging
- Annex 2/A - MÁV service costs 2022/23
- Annex 3/A - GYSEV service costs 2022/23
- Annex 8. - Determining charges and mark-ups to be paid for services 2022/23

6. 3.2.2-4 Tram-train railway network connecting to open-access network and its non-open access sections

It was added as a new annex with the following content:

Annex 3.2.2-4 - Tram-train railway network connecting to open-access network and its non-open access sections

	Operator	IT Line number	Code of service place	Name of service place	Distance [km]	Starting/final point of train path
Non-open access section	Szegedi Közlekedési Társaság	131A	00700	Szeged vasútállomás	-	
		131A	00701	Galamb utca (in direction of Bécsi körút)	0,24	
		131A	00713	Bem utca (in direction of Szeged vasútállomás)	0,19	
		131A	00702	Bécsi körút	0,59	
		131A	00703	Aradi vértanúk tere	1,13	
		131A	00704	Somogyi utca	1,43	
		131A	00705	Széchenyi tér	1,71	
		131A	00706	Anna-kút	2,23	
		131A	00707	Rökusi templom	2,8	
		131A	00708	Tavaszi utca	3,09	
		131A	00709	Damjanich utca	3,49	
		131A	00710	Vásárhelyi Pál utca	3,94	
		131A	00711	Pulz utca	4,54	
		131A	00712	Rókus vasútállomás	4,79	Yes
	MÁV Zrt.	131A	18535	Szeged-Rókus pvh. 0+47	4,53	
		131A	18531	Szeged-Rókus	6,1	
Open access section	MÁV Zrt.	135	18531	Szeged-Rókus	6,1	Yes
		135	18540	Baktó elágazás	10,4	No
		135	18549	Algyő	15,4	Yes
		135	18540	Sártó elágazás	18,1	No
		135	18556	Kopáncs	22,8	No
		135	18564	Hódmezővásárhelyi Népkert	28,1	Yes
Non-open access section	MÁV Zrt.	131	18564	Hódmezővásárhelyi Népkert	28,1	
		131	18800	Hódmezővásárhelyi Népkert vasútállomás	28,4	Yes
		131	18802	Strandfürdő	29,0	No
		131	18804	Hősök tere	29,4	No
		131	18806	Kossuth tér	29,8	Yes
		131	18808	Kálvin János tér	30,6	No
		131	18810	Hódmezővásárhely vasútállomás	31,6	Yes

7. 4.5-1 Application for basic, supplementary, additional and ancillary services

The annex was supplemented as follows:

Registry number: VPE/ ___-___/___/20__		Received: 20 m d h m		Submitted: 20 m d h m		Type of the request:		VPE person in charge:		Firm:									
Remarks:	Name of the train		Type of train sort		Train sort			Train number (planned)			Name of the Applicant								
	Period of train run		Code /days of running		Deliverer RU (handing over) (UIC code, name)			Recipient RU (taking over) (UIC code, name)			E-mail:								
	Departure station		Departure time (planned)		Destination station		Arrival time (planned)		Reference (fix) point			Route:							
	Request for suspending of service pause <input type="checkbox"/>		I do not request suspending of service pause <input type="checkbox"/>		Running even in case of exce weather <input type="checkbox"/>		Arrival, departure, passage		Time data:										
	Turning without splitting-up of train							Using non-open access railway network											
	Turning without splitting-up of train at the starting point <input type="checkbox"/>				Turning without splitting-up of train at the end point <input type="checkbox"/>				Yes <input type="checkbox"/>		Infrastructure access contract number:								
	Final train number		References to capacity restrictions in case of emergency																
	Referred capacity restriction identifier				Referred train path identifier:														
	Train data											Data for staying							
	Route points and stopover places		Locomotive (serial number)	Double heading (E) pulling loco (V), banking (pushing) loco (T)	Number of vehicles	Maximum speed (km/h)	Total mass (t)	Total length (m)	Fast operating brake %	Slowly operating brake %	Brake % to keep standing	Provider of traction service	Locomotive driver staff	Train guarding personnel	Duration of staying (minute)	Sort of staying	Remarks (VPE):		
Signature of the Applicant (L.S.; date)				Decision of VPE capacity allocation body:								Signature of VPE (L.S.; date)							

Fields in gray will be filled in by VPE.

8. 3.3.1.1 Main characteristics of railway lines, track sections

The following modifications were made:

Rail number / Identifier	Starting point of line (station)	Final point of line (station)	Dividing line into sections	Number of tracks	Applicable load per metre (t/m)	Applicable class of line	Axle load range (t) - maximum load (t) by axle category								Axle load (t)	Minimum load (t)	Maximum length of train (m)	Electrified (kV/Hz)	Type of traffic management of line	Ground-to-axle ratio (kg/m³)	Train production (t/h) (TGV/ETCS/ETCS/ETCS)	Availability of haul equipment (t/ha)	Routing of line	Remarks	MCO	MCT	MFO	MCTT					
							Basic load range containing sub-load conditions of overweight locomotives				Applicable axle load (t) for locomotives and hauled vehicles																		Track layout km/h**				
							Minimum axle load (t)	Maximum axle load (t)	Minimum axle load (t)	Maximum axle load (t)	Minimum axle load (t)	Maximum axle load (t)	Minimum axle load (t)	Maximum axle load (t)															Minimum axle load (t)	Maximum axle load (t)	with speed limit	without limitation	with speed limit
135	Sunged	east	Kitegään oh.	no	over	Ck1	D1	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	21.0	no	station	no	no	Nativeside Core network	Train traffic starts in 2021 between Basik-Elgäpää - Hiidenmäkylän rautatieasema - Sunged rautatieasema - Hiidenmäkylän rautatieasema . Sunged rautatieasema - Hiidenmäkylän rautatieasema . After the permission of the authority Central traffic control: Sunged Rikuu (east end), Basik-Elgäpää, Algel, Särä-Elgäpää, Ropansi, Hiidenmäkylän rautatieasema.									
								incl. incl.	one													75 Hz											
								excl. incl.	two																								
								7.2	D3		no restriction		no restriction	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5							100	central	no	75 Hz	
									D1																								
								7.2	D3																								
									D3																								
								7.2	Ck1																								
									D1																								
									D3																								
									Ck1																								
								4.4	B2	A	shall not run	shall not run	16.0	17.5	16.0	17.5	16.0	17.5	16.0	17.5	16.0	17.5							30	station	no	no	