

RAILWAY COMPANIES' EXPERIENCES WITH REGARD TO THE CURRENT OPERATING ENVIRONMENT

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Rail Cargo Hungaria Co. performance in numbers – annual 32-33 million tons of freight are transported on railroad, out of which industrial tracks traffic is 15-18 million tons.

Data concerning the industrial train tracks – there are 425 Industrial Track Service Contracts, out of which 110 industrial train tracks have internal railroad operation, they make up 75% of the RCH freight traffic.

Legal conditions for railroad activities on industrial tracks and internal rail network – Internal Railroad Network Service Code entered into force on 1st February 2016.

Supplementary Service Code, and Operation Instructions
From 1990 to 2016 the industrial tracks have been classified according to the size of the traffic:

"A" - 100 wagons per day and a track network more than 10 km-s long;

"B" - 10-100 wagons per day and a 2- to 10-kilometer track network;

"C" - all that are not listed above.

Significant changes: preparing the Compulsory Complementary Service Instructions to control the implementation of the internal wagon activities. The Internal Rail User is obliged to assign a railway operator with an official certificate for the organization, management and control of the internal train activities. From the point of view of examinations, the present specifications do not distinguish between the industrial tracks.

Competitiveness issues: - The aim is to create a transport competitive with public roads!

Activities and costs associated with the use of the internal railway network/industrial tracks:

- occupancy certificate;
- maintenance and inspection of industrial tracks;
- Training and examination costs for workers on the tracks;

- the relevant costs of towing vehicles; paying market surveillance fees.
- Reducing the costs of using the internal railway network/industrial tracks,
- Different development plans for settlements require the establishment of connections ensuring the rail service of industrial parks and warehouses,
- The same competition conditions with the public roads (e-toll extended to the „last mile”, or the abolition of the fees for using railway side-lines and industrial train tracks and networks,
- Making the owners of industrial tracks interested in maintenance and operating,
- Facilitate interoperability conditions between the industrial tracks and the national railway network,
- Maintaining and improving the state of repair of the connecting railway tracks leading to the industrial tracks operated by a national infrastructure manager.