

Explanation of notions of higher importance

| Notions | Notions in English | Definition | Reference to Law |
|------------------------------------|------------------------------------|--|---|
| Freight transport for customers | freight transport for customers | Railway transport provided with railway vehicles to third parties on contractual basis against payment of fees, inclusive of combined transport carried out with railway vehicles. | Act CLXXXIII of 2005 Paragraph 2 (2) 8 |
| Freight transport for own purposes | freight transport for own purposes | Forwarding of goods for own purposes with railway vehicles. | Act CLXXXIII of 2005 Paragraph 2 (2) 9 |
| Safety certificate | safety certificate | Document required for the use of open access railway network and its accessories, issued by authority. | |
| Gross ton kilometre | gross ton kilometre | Sum of tare weight and weight of load of hauled vehicles and traction units of a running train multiplied by the distance (in km) run by the train. | |
| Peak hours | peak hours | On a certain railway line section for a given timetable year, a period of at most 5 consecutive hours designated in advance by the capacity allocating body for two periods within one calendar day when the utilisation of capacity based on the data of the second year prior to the year of the timetable year is expected to exceed 60% of the theoretical capacity. | Decree 101/2007 (XII 22) Paragraph 3 (a) |
| Theoretical capacity | theoretical capacity | All the train paths on a section of the railway line in a given time span; in other words, all the train paths that are and can be put in the working timetable. | Decree 101/2007 (XII 22) Paragraph 3 (b) |
| Yearly working timetable | yearly working timetable | Total sum of train paths allocated on the basis of accepted annual train path requests and accepted annual late requests submitted by a given deadline. | Decree 101/2007 (XII 22) Paragraph 3 (r) |
| Request stop | request stop | Service place defined in the Network Statement 6.3-1 (MÁV) or 6.3-2 (GySEV) as request stop, and passenger trains stop only if there is any passenger getting off or on the train. | |
| Rolling stock | rolling stock | It describes all the vehicles that are used by a train operating company including both powered and unpowered vehicles. | |
| Network access contract | network access contract | Contract between the infrastructure manager and railway undertakings on the use of railway track and its accessories as well as services, and invoicing of services provided in the framework of open access . | |
| Network Statement | Network Statement | Regulation containing in details data on available infrastructure capacity, general rules, deadlines, terms and conditions of the charging system and capacity allocation process as well as charges for the use of train paths and other infrastructure services . | Act CLXXXIII of 2005 Paragraph 59 |
| Network disturbance | network disturbance | An unexpected event that restricts the availability of railway network capacity in a way that cannot be planned in advance. | Decree 101/2007 (XII 22) Paragraph 3(c) |
| Border station | border station | The closest domestic station next to the state border within the border crossing track section where special cross border activities are provided. | |
| Portable querying device | portable querying device | The remote controlled consumption meter querying device is a GSM-based device which is ensured by the railway undertaking to the infrastructure manager, and an other piece of which is always placed in the hauling vehicle. | |
| Railway undertaking | railway undertaking | Train operating company that a) has national operational licence and domestic registration; b) was established in any EEA country for the purpose of freight transport on rail and has operational licence which is in harmony with Directive 95/18/EC; c) was established in any EEA country for the purpose of passenger transport on rail and has operational licence which is in harmony with Directive 95/18/EC; d) was established abroad and it is participant of an international or reciprocal agreement. | Act CLXXXIII of 2005 Paragraph 53 |
| Provisional working timetable | provisional working timetable | A working timetable which applies to the period of track maintenance, renewal and enhancement works on a given track section. | Decree 101/2007 (XII 22) GKM Paragraph 3(e) |
| Applicant | applicant | A railway undertaking, authorised applicant or Infrastructure Manager which submits request to the rail capacity allocation body for track network capacity and relating services. | Decree 101/2007 (XII 22) GKM Paragraph 3(d) |

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| Integrated railway company | integrated railway company | A railway undertaking which operates on the basis of its operational licence a domestic railway network. | Act CLXXXIII of 2005 Paragraph 2 (3) 4 |
| Utilisation of capacity | utilization of capacity | The part of theoretical capacity occupied by allocated train paths. | Decree 101/2007 (XII 22) GKM Paragraph 3(f) |
| Capacity enhancement plan | capacity enhancement plan | The Infrastructure Manager in case of congested infrastructure forms a capacity enhancement plan, which contains the causes of congestion, the expected change of traffic in a short, medium and long term, the limits of development of the section of railway line, the possibilities and costs of capacity enhancement including the changes in network access charges, the possible capacity enhancement measures and the concerning cost benefit analysis, the schedule of realisation of the proposed measures and the extent of the necessary monetary fund (including state subsidy). | Decree No 101/2007 (XII 22) GKM Paragraph 26 (2) |
| Capacity allocation | capacity allocation | Granting of the railway infrastructure capacity by the capacity allocation body to an applicant. | Directive 2012/34/EU Article 39 |
| Capacity allocation body | capacity allocation body | a) in case of non-independent Infrastructure Manager it is VPE, b) in case of Infrastructure Managers to which point a) has no relation, it is the Infrastructure Manager itself. | Decree 101/2007 (XII 22) Paragraph 3(g) |
| Capacity reservation framework agreement | capacity reservation framework agreement / framework agreement for capacity reservation | A framework agreement concluded between an Infrastructure Manager and an authorised applicant for the reservation of capacity and use of services on the open access railway. | |
| Authorised applicant | authorised applicant | Any economic organisation that is registered in any EEA state but it is not a railway company, and shall have a framework contract with the Infrastructure manager for the reservation of railway network capacity | Act CLXXXIII of 2005 Paragraph 2 (5) 22 |
| Catalogue train path | catalogue train path | Free train paths offered in the working timetable for use. | |
| Framework Agreement | framework agreement | Agreement concluded between the capacity allocating body and the applicant, which specifies the characteristics of the infrastructure capacity applied for by the applicant and offered to him over a period of time exceeding one working timetable period, and also sets out the rights and obligations of the applicant and the capacity allocating body relating to the infrastructure capacity allocation and levying of charges. | Act CLXXXIII of 2005 Paragraph 57 |
| Auxiliary safety certificate | auxiliary safety certificate | Certificate defined by Paragraph 33 (5) of the Railway Act | Act CLXXXIII of 2005 Paragraph 33 (5) |
| Origin station | origin station | First station of the effectively used train path, or the first domestic station when entering the domestic railway network. | |
| Serving | serving | Ensuring access to open access railway network, to tracks and loading platforms to be used for loading and storing, to privately owned and operational railway networks, loading platforms, connecting railway networks, railway networks ensuring access to freight terminals, to technical equipments; as well as ensuring traffic activity required to access. | |

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| Reversal of wagon order (traction unit go-round) | reversal of wagon order (traction unit go round) | Changing the sequence of wagons on intermediate stations by moving the traction unit from the head of the train to the rear of the train. . | |
| Intermediate station | intermediate station | A station laying between the origin and destination stations of an effectively used train path. | |
| Timetable of public passenger railway service | timetable of public passenger railway service | Regarding domestic railway passenger transport, a published service specification comprising the route, stops, date of arrival and departure, as well as the frequency and the definition of quality of services. | |
| Open access loading place | open access loading place | Open access loading place and facilities for loading operated by the infrastructure manager where handling of wagon load consignment takes place. | |
| Timetable | timetable | Totality of data necessary for the scheduled run of trains on the network or on a certain part of the network in the period of validity . | |
| Train path | train path | A part of the infrastructure capacity needed to run a train between two places over a given time- period. | Act CLXXXIII of 2005 Paragraph 2 (5) 7 |
| Train path catalogue | train path catalogue | All the free train paths constructed, introduced into the working timetable and offered for sale. | Decree 101/2007 (XII 22) GKM Paragraph 3(h) |
| Operational licence | operational licence | Authority licence for the operation of railway networks, passenger transport services, freight transport and freight forwarding services and for traction services. | Act CLXXXIII of 2005 Paragraph 6-9 |
| Non-independent infrastructure manager | non-independent infrastructure manager | a) integrated railway undertaking, b) such a railway infrastructure manager, any connected enterprise of which is a railway undertaking, c) such a railway infrastructure manager, total value (revenues, costs and expenses) of whose businesses with railway undertakings and their connected enterprises in the last finished business year prior to the actual year with the exception of businesses relating to services provided within the framework of open access to railway network (inclusive of compensation), exceeds HUF 10 billion, d) such a railway infrastructure manager, the total value of economic connections between the connected enterprises of this infrastructure manager and railway undertakings and their connected enterprises in the last finished business year prior to the actual year, exceeds HUF 10 million, e) such a railway infrastructure manager which does not verify the lack of conditions stipulated under points b(-d) to the rail regulatory body with a statement of an accountant simultaneously with the submission of application for the operational licence, or when verifying the meeting of conditions of the operational licence. | Act CLXXXIII of 2005 Paragraph 2 (3) 10 |
| Nostalgic train | nostalgic train | Non-public trains consisting of coaches of historical, technical past, which run occasionally for tourist or jubilee purposes.. | |
| Coordination process | coordination process | In case requests for capacity for the same section of railway line coincide, the Infrastructure Manager initiates negotiations between the Railway Undertakings and authorised applicants - who submitted the concerned requests - and attempts to reach an agreement. | Act CLXXXIII of 2005 Paragraph 61 (5) |
| Infrastructure manager | infrastructure manager | A company which operates, maintains, establishes, renews, develops, closes railway network, and carries out activities and provides services directly linked to this. | |
| Infrastructure managing company | Infrastructure managing company | Railway company which - in accordance with its licence - operates national, regional, suburban or local railway networks but does not provide services to be supplied by railway undertakings. | Act CLXXXIII of 2005 Paragraph 2 (3) 2 |
| Exceptional event | exceptional event | Act of God (vis majeure) and any type of disturbances or hindrances which excludes the running of trains, or disturbs railway operation. | |
| RailNetEurope (RNE) | RailNetEurope (RNE) | International organisation established in accordance with Article 40 of Directive 2012/34/EU. | Directive 2012/34/EU Article 40 |

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|---|---|---|---|
| Railway network in own operation | railway network in own operation | Railway network on which railway transport activity is carried out exclusively in the interest of the owner or user of the railway infrastructure and accessories | Act CLXXXIII of 2005 Paragraph 2 (4)15 |
| Train serving privately owned railway network out of the scope of open access network | train serving privately owned railway network out of the scope of open access network | Train which runs between a service location where serving of a privately owned railway network takes place and the privately owned railway network branching off from the national open access railway network. | |
| Service interruption | service interruption | In a defined period of the day, the railway employee responsible for traffic control in the service location in question performs only on-call duty. | |
| Service stoppage | service pause | In a defined period of the day, no railway employee responsible for traffic control is present in the service location. | |
| Shunting | shunting | Moving railway vehicles by engine or manpower at railway stations, industrial parks, docks, logistics centres, inside railway sites and other goods forwarding sites; formation and splitting-up of trains, transporting railway vehicles to loading places and hauling them from loading places. | Act CLXXXIII of 2005 Paragraph 2 (2) 10a |
| Congested infrastructure | congested infrastructure | If on a section of a railway line the satisfaction of train path requests cannot be achieved even within coordination process, and thus the number of rejected capacity requests reach or pass the 10% of the theoretical capacity of the given section of railway line; or the train path requests which are expected to be submitted within a year are unlikely to be satisfied, the concerned section of railway line is to be declared congested infrastructure in the Network Statement by the capacity allocation office. | Decree 101/2007 (XII 22) Paragraph 20 (1) |
| One Stop Shop (OSS) | One Stop Shop | Organisational unit within the capacity allocation body which is responsible for customer relations with Railway Undertakings and authorised applicants. | |
| Regular interval timetable | basic interval timetable | Timetable of trains having train path constructed in a structure of regular periods. | |
| Operational train path | operational train path | Train path used for the running of an operational (working) train by making use of not reserved free capacity of the working timetable to the application for which the Infrastructure manager is entitled on its own initiative or on the initiative of a development contributor company. | Decree 101/2007 (XII 22) Paragraph 3 (s) |
| Free capacity not reserved in the working timetable | free capacity not reserved in the working timetable | Train path catalogue as well as free capacity of the railway network consisting of train paths which have not been constructed. | |
| Operational train | operational train | Train which runs in the interest of the operation of the railway network or due to an exceptional event, and does not perform railway passenger transport or freight transport to other partner than the infrastructure manager, irrespective of the operator of the train.. | Decree 101/2007 (XII 22) Paragraph 3 (l) |
| Train operating company | train operating company | Based on operational licence, company carrying out commercial railway activity. | Act CLXXXIII of 2005 Paragraph 2 (3) 3 |
| Railway undertaking activity | railway undertaking activity | Railway passenger transport, railway freight transport carried out for clients against payment of tariff, as well as traction (traction services) carried out for clients against payment of the counter value. | Act CLXXXIII of 2005 Paragraph 2 (2) 3 |
| Safety permission | safety permission | Permission as defined in § 34 of Railway Act. | Act CLXXXIII of 2005 Paragraph 34 (2) |
| Safety certificate | safety certificate | Certificate as defined in § 33 (1)-(4) of Railway Act. | Act CLXXXIII of 2005 Paragraph 33 (1)-(4) |
| Freight transport on railway | freight transport on railway | Freight transport for customer or for own purposes. | Act CLXXXIII of 2005 Paragraph 2(2) 7 |

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|---|---|--|--|
| Rail regulatory body | rail regulatory body | A body which carries out tasks set out in § 73 (1) of Railway Act. | |
| Railway track | railway track | Railway track and land under the track and sideways belonging to the track for protective (safety) reasons set out by legal rules or official instructions; construction and land necessary for the specific railway operation, as well as supporting structure bearing the construction and determining the direction of movement. . | Act CLXXXIII of 2005 Paragraph 2 (4) 1 |
| Accessories of railway track | accessories of railway track | Railway tunnel, bridge, signal bridge, arch, noise reduction wall, bulkhead, railway crossing with an other railway or public or private road, space lighting equipment, signalling and safety equipment, overhead electric contact wire of railways and related equipment, railway platform, passenger subway or footbridge directing to platforms, tools and equipments ensuring interoperability between railway networks of different gauges; weigh bridges, rail brake, hot-box detector built in rails; as well as railway telecommunication lines, equipments, railway load/unload equipments, shunting equipments, inclusive of land required for placing the accessories above. | Act CLXXXIII of 2005 Paragraph 2 (4) 2 |
| Railway network | railway network | A comprehensive system operated by one railway company, and consisting of elements listed in Part A of Annex 1 to Regulation (EEC) No 2598/70 of the Commission of 18 December 1970 specifying the items to be included under the various headings in the forms of accounts shown in Annex I to Council Regulation (EEC) No 1108/70 of 4 June 1970 with the distinction that instead of the provision of the last sub-paragraph the provision "buildings used by the infrastructure managing company" shall apply. | Act CLXXXIII 2005 Paragraph 2 (4) 10 |
| Operation of railway network | operation of railway network | Operation, maintenance, establishment, renewal, enhancement, liquidation of railway track network, as well as related activities, further more provision of other services related to the use of the railway track network. | Act CLXXXIII of 2005 Paragraph 2 (2) 2 |
| Railway network capacity | railway network capacity | Total sum of train paths which can be placed over a given time on a certain part of the railway network. | Act CLXXXIII of 2005 Paragraph 2 (5) 6 |
| Section of railway line | section of railway line | Unambiguously identifiable and continuous part of the open access railway network. | Decree 101/2007 (XII 22) Paragraph 3 (m) |
| Railway structure | railway structure | Relationship-system between the rail regulatory body, track network operating railway companies (infrastructure managers), railway undertakings, authorised applicants and the capacity allocation body - as railway organisation - determined by legislation, exclusive of contractual relationships between these organisations. | |
| Destination station | destination station | The last station of the effectively used train path or the last domestic station when leaving the domestic railway network in international traffic. | |
| Vis maior | Act of God (force majeure) | All extraordinary, not foreseeable facts, circumstances which can not be attributed to the interest sphere of any party, and are unavoidable (in particular natural disasters, events of war, movement of military troops ordered for international or national safety reasons, nationwide strike). | |
| Traction | traction | Forwarding of railway vehicles with the exclusion of those determined under the notion "Shunting" | Act CLXXXIII of 2005 Paragraph 2 (2) 10 |
| Train reversing direction in blocked unit | train reversing direction in blocked unit | Selve-propelled railway set formed for passenger transport that consists of one or more than one motorcars or coupled passenger cars; or passenger train where the traction unit runs in one route in front, in the return route at the rear without any splitting-up of the train. A train - formed as above - can be considered as a train reversing direction in blocked unit if the track of arrival and departure is the same and between arrival and departure no shunting movement is necessary with the train irrespective of the type of the shunting activity. | |