

## Definition of notions used in the Performance Regime

Definitions used in the relevant legal rules apply fully to the Performance Regime.

Besides the above, definitions in the use of the Performance Regime are as follows:

### **Capacity allocation body:**

- a) in case of non-independent railway Infrastructure manager, the Rail Capacity Allocation Body,
- b) for Infrastructure manager not covered under point a) the Infrastructure manager

### **Delay:**

Delay is such an event when - from any reason/reasons - a train runs diverging from the timetable set to the allocated train path, and arrives to the stops assigned in the timetable of the train path at a later time. Delay is the positive sign difference between the fact time of the train run and the scheduled time of the train run measured in whole minutes

**a) primary delay:** a disturbance in terms of a train run in the relationship of the Infrastructure Manager (or railway infrastructure unit of an integrated railway company) and a Railway Undertaking (or a railway undertaking unit of an integrated railway company), which can be provably attributed directly to any of the given railway companies. Since these delay events directly affects running trains, they are called primary delays.

**b) secondary delay:** in terms of a train run, the consequence of a primary delay occurring in the relationship of the given two (or more) railway companies, but a company can cause secondary delay to itself as well. This type of a delay is the consequence of a forcing event (E.g.: in a single track line it is not allowed to start a train from a station in the opposite direction until the train in delay arrives at this station; because of train connections published, passengers of the train in delay have to be awaited, or vehicles must be detached and inserted to this train etc.). Another train in delay can cause delays to the running train in question regardless the owner of the train path and regardless the origin reasons for the delay. These types of delays are called secondary delay.

**Product group:**

Passenger trains, empty trains or freight trains

**Tolerance limit:**

A number of minutes of delays defined for every product group on the railway network in the event of which no financial penalty shall apply. Tolerance limits are minute-based limits, the value of which is more than one minute.

**Coding:**

An activity in the course of which infrastructure managers link a network disruption with its causes and with the authorised applicant responsible for causing it.

**Network disruption:**

A non-expected event which restricts the availability of the railway infrastructure capacity in a not foreseeable way.

**Measuring point:**

An assigned point on the railway network, where infrastructure managers record data of train run from analysis and evaluation point of view.

**Accounting point:**

A measuring point, data of which shall be taken into consideration in the Performance Regime when determining financial compensations and penalties.

**Network border point (foreign network border point or domestic network border point):**

The connecting point of open access railway infrastructure networks.

**Scheduled train run:**

Train run within the tolerance limit defined in the Performance Regime compared to the planned data of train run.

**Train qualified as punctual:**

In the framework of the Performance Regime all those trains are qualified as punctual, which - after deducting secondary delay minutes and delay minutes coded as Vis major from the total sum of delay minutes - suffers a delay which does not exceed the tolerance limit defined for the relevant product group.

**Other open access railway networks:**

Open access railway networks in Hungary beyond the nationwide open access railway networks defined in Act CLXXXIII of 2005 on railway transportation.

**Applicant:**

Applicants means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity.