

## Network Statement 2024-2025

## Explanation of notions of higher importance

Modifications: 2B, 17B

| Notions   | Notions in Hungarian                            | Definition   | Reference to Law                                |
|---|---|--|---|
| Accessories of railway track  | Vasúti pálya tartozékai                         | Railway track network elements listed under point 7-9 of Annex 1 to Act CLXXXIII of 2005, as well as outdoor elements of safety and signalling equipments, point switching equipments, signalling equipments, insulated rail joints, axle counters, hardware and software of electronic safety and signalling equipments, as well as safety apparatus (derailers, skotch blocks, point locks), traffic control and signalling equipments, including national sub-systems and sub-systems ensuring interoperability as well as radio communication equipments needed to operate them; telematics, passenger information and telecommunication systems, radio transmission systems and equipments, system of energy supply for traction, particularly catenaries, third rails, power distributing equipments, supports, transformation equipments, railway space lighting equipments, including equipments for illuminating work places, places of passenger movements, loading places; platform roofs, cables, wires and equipments needed for signal transmission, operation and power supply of safety and signalling equipments, telecommunication and telematics systems, space lighting equipments, railway overhead wire systems and equipments; cleaning and washing equipments, and ground area required for placing them, which are positioned inside the territory of the railway track increased by the guard strip defined in the regulatory framework. | Act CLXXXIII of 2005 Paragraph 2 (2) 22         |
| Annual working timetable  | Éves üzemi menetrend                            | 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 55/2015. NFM (IX. 30.) Paragraph 2 ( c ) |
| Basic interval timetable  | Ütemes menetrend                                | Timetable of trains having train path constructed in a structure of regular periods.   | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (n)   |
| Basic interval timetable structure  | Ütemes menetrendi szerkezet                     | It is a timetable structure where train paths involved into the structure can cover each other with one minute accuracy in a 60-minute shift at least during a subsequent 12 hour time frame without any interruption, and any train path but of the same time value (round hours) can be assigned to each of these train paths in the reverse direction.  | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (o)   |
| border-crossing station   | Határállomás                                    | The closest domestic station next to the state border within the border crossing track section where special cross border activities are provided.   |   |
| Cancellation fee  | Lemondási díj                                   | Cancellation fees are charges payable in the event of cancellation of infrastructure capacity or failure to cancel, which are defined as charges payable for other unused capacity in the Performance Regime as part of the reservation fees chapter.  |   |
| Capacity allocation   | Kapacitás-elosztás                              | Granting of the railway infrastructure capacity by the capacity allocation body to an applicant.   | Directive 2012/34/EU Article 39                 |
| Capacity allocation body  | Kapacitás-elosztó szervezet                     | a) in case of a non-independent Infrastructure Manager as well as an independent Infrastructure manager that operates a line with national importance it is VPE<br>b) in case of Infrastructure Managers to which point a) has no relation, it is the Infrastructure Manager itself.   | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (f)   |
| Capacity enhancement plan   | Kapacitásbővítési terv                          | 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 55/2015. NFM (IX. 30.) Paragraph 26      |
| Capacity reservation framework agreement / framework agreement for capacity reservation | Kapacitásfoglalási keretszerződés               | 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.  |   |
| carrying rail freight for own purposes  | Vasúti áruszállítás                             | Rail freight transport for customer or for own purposes.   | Act CLXXXIII of 2005 Paragraph 2( 4) 10         |
| Catalogue train path  | Katalógus menetvonal                            | Free train paths offered in the working timetable for use.   |   |
| change of consist (traction unit run-around)  | Kocsisorrend fordulás (Vontatójármű körbejárás) | 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.→   |   |

| Notions  | Notions in Hungarian                             | Definition  | Reference to Law                               |
|--|--|---|--|
| changing direction as a whole train unit             | Zárt egységben forduló vonat                     | Railway set formed for passenger transport, the composition of which will not change during the run on two consecutive train paths except of the reversal of the order of vehicles. The train formed in the above composition can be considered as a train reversing direction in an unchanged composition if the track of arrival and departure is the same, and between arrival and departure no shunting movement is necessary to the train irrespective of the type of shunting activity.                                   |  |
| Congested infrastructure                             | Túlterhelt pályaszakasz                          | 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 55/2015. NFM (IX. 30.) Paragraph 16 (1) |
| Coordination procedure                               | Összehangolási eljárás                           | Coordination process means the process through which the Infrastructure Manager and Applicants will attempt to come to agreement in terms of conflicting applications for infrastructure capacity.  | Act CLXXXIII of 2005 Paragraph 2 (3) 13        |
| Date of submission of the track possession           | Vágányzár benyújtási ideje                       | The date which the track possession is to be taken into account for the processing of capacity requirements (when it is in the status "Examination" in the KAPELLA system for track possession requests).   |  |
| Destination  | Vég-/Célállomás                                  | Last station of the train path.   |  |
| Framework Agreement                                  | Keret-megállapodás                               | Framework agreement means an agreement under civil law setting out the rights and obligations of an Applicant and the Infrastructure Manager in relation to the infrastructure capacity to be allocated and the charges to be levied over a period longer than one working timetable period.  | Act CLXXXIII of 2005 Paragraph 2 (3) 10        |
| Free capacity not reserved in the working timetable  | Üzemi menetrendben nem lekötött szabad kapacitás | Train path catalogue as well as free capacity of the railway network consisting of train paths which have not been constructed.   | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (q)  |
| Gross ton kilometre                                  | Bruttótonnakilométer                             | 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.   |  |
| heritage train                                       | Nosztalgia vonat                                 | Non-public trains consisting of coaches of historical, technical past, which run occasionally for tourist or jubilee purposes.—   |  |
| Infrastructure manager                               | Pályahálózat-működtető                           | Any body or firm responsible for managing, maintaining and reconstructing railway network infrastructure, and takes part in the development of the infrastructure.  | Act CLXXXIII of 2005 Paragraph 2 (5) 7         |
| Intermediate station                                 | Közbenső állomás                                 | A station laying between the origin and destination stations of an effectively used train path.   |  |
| Network access contract                              | Hálózat hozzáférési szerződés                    | 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 disturbance                                  | Hálózati zavar                                   | An unexpected event that restricts the availability of railway network capacity in a way that cannot be planned in advance.   | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (d)  |
| Network Statement                                    | Hálózati Üzletszabályzat                         | Network Statement means a document which sets out in detail the general rules, deadlines, procedures and criteria of charging and capacity allocation schemes, including such other information as is required to enable applications for infrastructure capacity and information specified in the railway Act CLXXXIII of 2005 and in the decree on detailed rules of open access to rail networks.  | Act CLXXXIII of 2005 Paragraph 2 (3) 5         |
| Non-independent infrastructure manager               | Nem független vasúti pályahálózat-működtető      | Non independent Infrastructure Manager means an Infrastructure Manager which does not meet requirements specified in the decree on requirements of legal, organisational decision-making independence ensuring the independence of the Infrastructure Manager.  | Act CLXXXIII of 2005 Paragraph 2 (5) 6         |
| Non-Railway-Undertaking applicant (Non-RU applicant) | Kapacitásfoglalásra jogosult                     | Any natural person or legal entity that is not a railway undertaking, registered in any EEA member state, providing public services or having commercial interest in procuring infrastructure capacity; as well as shippers, freight forwarders, carriers performing combined traffic services with the obligation to conclude a framework agreement with the Infrastructure Manager for the reservation of rail network capacity.  | Act CLXXXIII of 2005 Paragraph 2 (3) 8         |
| One Stop Shop (OSS)                                  | Ügyfélszolgálati Iroda (OSS)                     | Organisational unit within the capacity allocation body which is responsible for customer relations with Railway Undertakings and authorised applicants.  |  |
| Open access loading area                             | Közforgalmú rakodóterület                        | Open access loading place and facilities for loading operated by the infrastructure manager where handling of wagon load consignment takes place.   |  |
| Operational licence                                  | Működési engedély                                | Operation licence means an authorisation issued by a licensing authority to a business company by which its capacity to provide rail transport services as a railway company is recognised; that capacity may be limited to the provision of specific types of services.  | Act CLXXXIII of 2005 Paragraph 2 (1) 5         |

| Notions                       | Notions in Hungarian            | Definition   | Reference to Law                              |
|-------------------------------|---------------------------------|--|---|
| Origin                        | Kiinduló/Induló állomás         | First station of the train path.   |   |
| Peak hours                    | Csúcsidőszak                    | 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 55/2015. NFM (IX. 30.) Paragraph 2 (a) |
| Portable querying device      | Hordozható lekérdező berendezés | 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.  |   |
| private railway network       | Saját célú vasúti pályahálózat  | Railway network in own operation means a railway network which is not a state owned railway network, and is used exclusively by its owner for own freight transport activity; besides, a railway network that serves or may serve more than one end user and is not qualified as industrial siding.  | Act CLXXXIII of 2005 Paragraph 2 (2)17        |
| Provisional working timetable | Ideiglenes üzemi menetrend      | A working timetable which applies to the period of track maintenance, renewal and enhancement works on a given track section.  | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (e) |
| Public timetable              | Közforgalmú menetrend           | 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 .  |   |
| Rail freight forwarding       | Vasúti árutovábbítás            | Railway transport of goods 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 (4) 8        |
| Rail freight transport        | Vasúti árufuvarozás             | Forwarding of goods for own purposes with railway vehicles.  | Act CLXXXIII of 2005 Paragraph 2 (4) 9        |
| RailNetEurope (RNE)           | RNE                             | International organisation established in accordance with Article 40 of Directive 2012/34/EU.  | Directive 2012/34/EU Article 40               |
| Railway network               | Vasúti pályahálózat             | Railway transport network consist of components, which are specified in Annex 1 of Act CLXXXIII of 2005.   | Act CLXXXIII 2005 Paragraph 2 (2) 23          |
| Railway network capacity      | Pályahálózat-kapacitás          | The possibily of setting train paths for a defined stretch of the railway network in defined time period.  | Act CLXXXIII of 2005 Paragraph 2 (3) 14       |
| Railway network management    | Vasúti pályahálózat működtetése | a) development of the railway infrastructure: network planning, financial and investment planning as well as the building and upgrading of the infrastructure;<br>b) operation of the railway infrastructure: allocation of train paths, traffic management and setting and collection of network access charges;<br>c) maintenance of the railway infrastructure: works intended to maintain the condition and capability of existing infrastructure;<br>d)renewal of the railway infrastructure: major substitution works on the existing infrastructure which do not change its overall performance;<br>e)upgrade of the railway infrastructure: major modification works to the infrastructure which improve its overall performance;<br>f) the decommissioning of the railway infrastructure and the activities directly related thereto, and<br>g) the operation of control-command, interlocking and signaling systems and the provision of services related to the | Act CLXXXIII of 2005 Paragraph 2 point 4.12   |
| railway regulatory body       | Vasúti igazgatási szerv         | A body which carries out tasks set out in § 69 of Railway Act.   | Act CLXXXIII of 2005 Paragraph 69             |
| Railway structure             | Vasúti struktúra                | 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.   |   |

| Notions       | Notions in Hungarian | Definition   | Reference to Law                                    |
|---------------|----------------------|--|---|
| Railway track | Vasúti pálya         | Element of the rail network listed in Point 1-6 of Annex 1 to the Act CLXXIII of 2005, as well as railway substructure and superstructure, routes available for passenger traffic and goods transport, including passenger platforms, loading places, including transport and moving equipments on the route ensuring passenger movements, escalators, moving walkways, elevators, passenger subways and overpasses, special equipments for lifting handicapped passengers; special equipments installed on the track, into the track, under the track above the track for the purpose of loading, moving, repairing of railway wagons, particularly loading and emptying equipments, emptying bridges, emptying outlet, filling and discharging equipments, turntables, traversers; vehicle-moving equipments needed to repair or maintain vehicles, rail brakes, cranes, crane tracks, lifting devices, wagon scales, dumpers, transporting machines and equipments, diagnostic and other equipments, and ground area for placing all these. | Act CLXXXIII of 2005 Paragraph 2 (2) 21 and 1 Annex |

| Notions                      | Notions in Hungarian            | Definition  | Reference to Law                                  |
|------------------------------|---------------------------------|---|---|
| Railway undertaking (RU)     | Hozzáférésre jogosult           | Train operating company that:<br>a) has domestic registration;<br>b) train operating company established in any EEG member state, that holds an operation licence issued in accordance with the Directive 2012/34/EU of the European Parliament and of the Council<br>c) was established abroad and it is participant of an international or reciprocal agreement.<br>d) international grouping of train operating companies                                | Act CLXXXIII of 2005 Paragraph 2 (3) 6            |
| Railway undertaking activity | Vállalkozó vasúti tevékenység   | In compliance with the Act on passenger transport services, Railway Undertaking activity means railway passenger transport service, rail freight transport service and traction service.  | Act CLXXXIII of 2005 Paragraph 2 (4) 17           |
| Request stop                 | Feltételes megállóhely          | Service place defined in the Network Statement Appendix 5.2-4 (MAV Infrastructure Co. Ltd.) or Appendix 5.2.5 (GySEV) as request stop, and passenger trains stop only if there is any passenger getting off or on the train.  |   |
| Rolling stock                | Gördülőállomány                 | It describes all the vehicles that are used by a train operating company including both powered and unpowered vehicles.   |   |
| Safety authorization         | Vasútbiztonsági engedély        | Permission as defined in § 34 of Railway Act.   | Act CLXXXIII of 2005 Paragraph 34 (2)             |
| Section of railway line      | Vasúti pályaszakasz             | Unambiguously identifiable and continuous part of the open access railway network.  | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (r)     |
| Service pause                | Szolgálat szüneteltetés         | In a defined period of the day, no railway employee responsible for traffic control is present in the service location.   |   |
| Serving                      | Kiszolgálás                     | Ensuring access to open access railway network for loading, to privately owned railway networks, industrial tracks, loading areas, connecting railway networks, railway networks ensuring access to freight terminals, to technical equipments: as well as ensuring traffic activity required to access.  |   |
| Single safety certificate    | Egységes biztonsági tanúsítvány | Single safety certificate as defined in § 33 (1) of Railway Act.  | Act CLXXXIII of 2005 Paragraph 33 (1)             |
| Terminal                     | Terminál                        | The installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, c) maritime, river and air services, and either the forming or modification of the composition of freight trains; and, <del>where necessary, performing border procedures at borders with European third countries</del> | Regulation No 913/2010/EU Chapter 1 Article 2 (2) |
| Theoretical capacity         | Elméleti kapacitás              | 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 55/2015. NFM (IX. 30.) Paragraph 2 (b)     |

| Notions                                       | Notions in Hungarian                              | Definition   | Reference to Law  |
|---|---|--|---|
| Timetable                                     | Menetrend   | 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.  |   |
| Traction service                              | Vontatási szolgáltatás                            | Railway company with an operation licence valid exclusively for traction may provide traction services to other train operating companies with its own rolling stock or traction vehicles ensured contractually.   | Act CLXXXIII of 2005 Paragraph 24   |
| Train path                                    | Menetvonal  | Train path means the infrastructure capacity needed to run a train or rail rolling stock between two places over a given period (between the departure and arrival time).  | Act CLXXXIII of 2005 Paragraph 2 (3) 11   |
| Train path catalogue                          | Menetvonal katalógus                              | All the free train paths constructed, introduced into the working timetable and offered for sale.  | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (j)   |
| Train serving privately owned railway network | Saját célú vasúti pályahálózatot kiszolgáló vonat | 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.  |   |
| Train transport identifier                    | Egységes szállítmányazonosító                     | This identifier is irrespective of the actual train number and actual route of the train, it serves the identification of a consignment in terms of a train.   | ERA-TD-105 technical document Annex D.2 Appendix F published in 1305/2014/EU Regulation |
| unanticipated occurrence                      | Rendkívüli esemény                                | Act of God (vis majeure) and any type of disturbances or hindrances which excludes the running of trains, or disturbs railway operation.   |   |
| Utilisation of capacity                       | Kapacitás kihasználtság                           | The part of theoretical capacity occupied by allocated train paths.  | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (g)   |
| Vertically integrated company                 | Vertikálisan integrált vállalkozás                | An undertaking that in its case:<br>a) the infrastructure manager is controlled by an undertaking which also controls one or more contractor railway undertakings providing railway services on the infrastructure manager's network,<br>b) the infrastructure manager is controlled by one or more contractor railway undertakings that provide railway services on the infrastructure manager's network,<br>c) one or more contractor railway undertakings providing railway services on the infrastructure manager's network are under the control of the infrastructure manager; or<br>d) the undertaking consists separate departments, including an infrastructure manager and one or more departments without legal personality that provide rail transport services. | Act CLXXXIII of 2005 Paragraph 2 (5) 2  |
| Vis maior/Act of God (force majeure)          | Vis maior   | All extraordinary, not foreseeable facts, circumstances which can not to 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).  |   |
| work train                                    | Üzemi vonat                                       | Train running only for the purposes of operating the open-access network, and in the case of unanticipated occasions, not carrying passengers or goods outside the network operator, regardless of their operator  | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (r)   |
| work train path                               | Üzemi célú menetvonal                             | Train path used for work train running on the free capacity of the working timetable, which can be requested only solely by the network operator or in the initiation of the developing contributor.   | Decree 55/2015. NFM (IX. 30.) Paragraph 2 (p)   |

**Explanation of notions of higher importance in connection with Charging Methodology**

| Notions                           | Notions in Hungarian               | Definition  | Reference to Law |
|-----------------------------------|------------------------------------|---|------------------|
| Basis period                      | Bázisidőszak                       | The last expired calendar year at the time of preparing the Charging Document.  |                  |
| Charge year                       | Díjév                              | The period to which the determined rates are valid.   |                  |
| Line kilometre                    | Vonalkilométer                     | Total length of track network to be used by authorised applicants.  |                  |
| Main track                        | Fővágány                           | All the tracks of a service place designated for receiving and/or for departure of trains.  |                  |
| Number of track route use         | Vágányút használat darabszáma      | Number of routes switched for and used by trains relating to given basic and individual supplementary services in case of using a station access service.   |                  |
| Projection equivalent             | Vetítési egyenértékes              | <p>A projection indicator which standardizes certain services and is used for the distribution of revenues, costs and expenses (see items listed in 6.1.2. point 2) assigned to certain services in the ratio of adequately selected, measured or calculated naturalias*. The projection indicator occurs similarly in the various station/network services that can be measured in natural measurable units, and is proportional to the amount of expenses demonstrated by the IM in connection with the described service. In present CM, in case of access services, track route use number indicators defined separate to each service are applied as projection equivalent.</p> <p>*Remark of the translator: "Naturalia" is a collective term. It means common measurement units which enable that costs to be distributed among services having different measuring units could be divided in such a rate reflecting the rate of costs emerging actually for the sake of providing the service. Since cost group to be distributed contains several cost elements being connected to different services, different types of naturalias will be applied to different cost elements; we call them track route use.</p> |                  |
| Project-like costs of development | Projektszerű fejlesztési költségek | In accordance with Paragraph 2(i) of Decree 58/2015. NFM (IX. 30.), investment costs of justified costs that are inevitably necessary for the maintenance of the given technological level on the railway network managed by the infrastructure manager   |                  |
| Sidings                           | Mellékvágány                       | Tracks not available for receiving trains of the service places. Their accurate names depend on their functions (warehouse, cleaning, storing and repair tracks, etc.).   |                  |
| Track route                       | Vágányút                           | <p>Part of the track where:</p> <ul style="list-style-type: none"> <li>the arriving train runs from the first entry switch up to the place of stopping,</li> <li>the passing through train runs in the whole length of passage (from the first entry switch up to the last outlet switch)</li> <li>the starting train runs from the place of departure up to the place where the train leaves the last outlet switch</li> </ul> <p><u>During shunting, track route is the section of the track where shunting is executed.</u></p>  |                  |
| Train kilometre                   | Vonatkilométer<br>(vonatkm, vkm):  | The distance covered by the train in kilometre.   |                  |