Annex 1.10

Explanation of notions of higher importance used in the Statement

a) *terminal:* means 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, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries;

b) *freight terminal*: means a structure equipped for transhipment between at least two transport modes, or between two different rail systems, and for temporary storage of freight, such as terminals in inland or maritime ports, along inland waterways and in airports, as well as rail road terminals;

c) *service facility:* means the installation, including ground area, building and equipment, which has been specially arranged, as a whole or in part, to allow the supply of one or more services referred to in points 2 to 4 of Annex II of Hungarian Railway Act (2005. CLXXXIII.);

d) *reasonable profit:* means a rate of return on own capital that takes account of the risk, including that to revenue, or the absence of such risk, incurred by the operator of the service facility and is in line with the average rate for the sector concerned in the last 3 years;

e) *viable alternative:* means access to another service facility which is economically acceptable to the railway undertaking, and allows it to operate the freight or passenger service concerned;

f) *applicant:* can be a Railway Undertaking or a Non-Railway Undertaking Applicant (non-RU Applicant);

g) *Non-Railway Undertaking Applicant (Non-RU Applicant):* any natural person or legal entity that is not a railway undertaking, registered in any EEG 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.