FOR THE TIMETABLE PERIOD OF 2027/2028

SERVICE FACILITY STATEMENT

ON TERMS AND CONDITIONS OF THE USE OF THE SERVICE FACILITY OF RAIL CARGO TERMINAL-BILK ZRT.

EFFECTIVE: FROM 24:00 OF 11 DECEMBER 2027
TILL 24:00 OF 09 DECEMBER 2028

List of modifications

Modification			Date of validity	Date of entering into force
Number	Subject	Registration number of modification		
	Publishing Service Facility Statement	U/1-1/2026	13 December 2026	12 December 2027

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1. GENERAL INFORMATION

1.1 Introduction

1.1.1 Railway organisations

a) *Rail regulatory body:* Ministry of Transport and Investment (Deputy State Secretariat for Transport Authority Affairs, Rail Administration Body –Közlekedési Hatósági Ügyekért Felelős Helyettes Államtitkárság, Vasúti Igazgatási Szerv), whose tasks and power are set out in Paragraph 69 of Act CLXXXIII of 2005 on railway transport (hereafter referred to as Railway Act).

b) *Railway Authority:* Ministry of Transport and Investment (Deputy State Secretariat for Transport Authority Affairs (Railway Authority Department –Vasúti Hatósági Főosztály), whose tasks and scope of authority are set out in Paragraph 80 of Railway Act.

c) *Railway companies managing national railway network (hereafter referred to as Infrastructure Managers):* Tasks of the MÁV Pályaműködtetési Zártkörűen Működő Részvénytársaság (hereafter referred to as MÁV Pályaműködtetési Zrt) and Győr-Sopron-Ebenfurti Vasút Zártkörűen Működő Részvénytársaság (hereafter referred to as GYSEV Zrt) - operating the open access national railway network are regulated in Paragraph 2 Point 4.12 of the Railway Act.

d) *Train operating company:* Business company holding an operation licence, the principal businesses of which is to provide services for the transport of goods and passengers by rail with a requirement that this company ensures traction; this also includes companies which provide traction only.

e) *Rail capacity allocation body:* Pursuant to Government Decree No. 246/2025 (July 5), the Institute of Transportation Sciences will be renamed the Institute For Transport Sciences and Quality Control in Building (hereinafter referred to as KTI) effective January 1, 2026. The tasks of the Rail Capacity Allocation Body shall be performed – while complying with the requirements of independence – by the Directorate of KTI designated for this purpose, the Directory for Railway Capacity Allocation (hereafter referred to as VPE) that carries out the following tasks in accordance with Paragraph 67/P (3) and Paragraph 3/B (8) of the Railway Act:

ea) allocation of rail network capacity, inclusive of both the determination and the assessment of the availability of train paths and their allocation,

eb) determination of costs of the access to the railway network operated by the Infrastructure Manager,

ec) establishment of the Charging Methodology and the Charging Document, as well as determination of the amount of network access charges to be paid by Railway Undertakings, and also the collection of charges in the case of a non-independent Infrastructure Manager,

ed) preparation of the Network Statement of the Infrastructure Manager.

f) *Rail Cargo Terminal-BILK Zrt., as operator of service facility* (hereafter referred to as RCT-BILK): a business company, which is responsible for operating one or more service facilities, or providing to Railway Undertakings one or more services referred to in points 2-4 of Annex 2 of Railway Act.

1.1.1.1. Rights and duties of RCT-BILK and Railway Undertakings

1.1.1.1.1 The most important rights and duties of RCT-BILK

In order to ensure open access to the service facility (as a freight terminal according to Annex II of 2012/34/ EU Directive) operated by RCT-BILK, RCT-BILK as operator of service facility is entitled and legally bound to fulfil the following tasks:

a) to determine order and rules of usage of the service facility,
b) to ensure access to the service facility, and to requested services in harmony with priority rules detailed in section 4.3.1 without discrimination,
c) to make sure that Railway Undertakings have the necessary documents for use of the service facility, and authorised applicants have the necessary documents for reservation,
d) to inform VPE in writing which Railway Undertakings are entitled to use the service facility,
e) to revoke the right to use the service facility in the case of suspension of licence,
f) to determine the charges for the use of service facility to be paid by Railway Undertaking,
g) to collect the charges for the use of service facility,
h) to handle confidentially the information in its possession,
i) to revoke usage of service facility in the case of an emergency, until normal operational situation is restored,
j) to operate open access service facility,
k) on its website, to publish technical instructions in connection with the use of the open access service facility, a nyílt hozzáférésű kiszolgáló létesítményt igénybevételéhez kapcsolódó szakmai utasításokat honlapján közzétenni,
l) on its website, to provide continuous, up-to-date information about capacity restriction of service facility arising out of an emergency,
m) towards VPE, to fulfil data levying engagement concerning the open access service facility, to provide information necessary to development and modification of Network Statement,
n) to maintain the base data files of the service facility, and to inform Railway Undertakings and MÁV Pályaműködtetési Zrt. of the changes in them,
o) in the case of exceptional events to inform MÁV Pályaműködtetési Zrt. and Railway Undertakings,
p) to take the necessary steps to remove disturbances, emergency,
q) to ensure usage of service facility, to provide open access services,
r) to keep the service facility in a condition which meets the requirements of safe running while ensuring allocated capacity.

1.1.1.1.2 The most important rights and obligations of Railway Undertakings

<u>The most important rights of Railway Undertakings:</u>

a) to submit a request for open-access-services provided by the operator of service facility, based on the concluded contract for using service facility, to use services of service facility provided within open access,
b) in cases referred to in Section 1.3.3, to initiate a legal dispute at the rail regulatory body.

The most important obligations of Railway Undertakings:

a) to inform RCT-BILK without delay or at least within 5 days after the change takes place about the changes in the conditions of application for services provided by RCT-BILK within the open access to the service facility,
b) to comply with the orders and regulations given by RCT-BILK in connection with delivery of wagons,
c) to employ staff and other contributors who meet the national and international regulations on railway safety, can speak and write Hungarian, and have the required special knowledge and qualifications,
d) to pay on schedule the charges for the use of the service facility,
e) to contribute to removing obstacles causing disturbance at the expense of the RCT-BILK if RCT-BILK asks for help in cases of force majeure and other unforeseeable, exceptional circumstances,
f) during the usage of the service facility, to report any exceptional event without delay to RCT-BILK,
g) to examine or to contribute in the examination of any exceptional event in connection with its own consignment, to provide technical or chemical rescue,
h) to contribute to remove emergency against charging of justified costs,
i) in the case of exceptional event to tolerate disturbances emerged in railway traffic.

1.1.2 Publication of the Service Facility Statement

In every timetable period, the RCT-BILK, as operator of service facility, publishes on its website (in electronic form) the detailed conditions on usage of service facility for Railway Undertakings (terms and conditions of access, description of infrastructure including base data for delivery, rules of capacity allocation, services which can be requested for, conditions on usage of services, charges for services, rules on payment), free of charge.

1.2 Legal framework (applicable directives and regulations)

1.2.1 Regulations that affect the content of the Service Facility Statement

- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (recast),
- Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight,
- Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety,
- Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013,
- Regulation (EU) 2026/1184 of the European Parliament and of the Council of 20 May 2026 on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010,
- Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services,
- Act CLXXXIII of 2005 on railway transport,
- Act V of 2013 on the Civil Code of Hungary,

- Decree of the Government No. 414/2020. (VIII. 30.) Korm. on the procedures concerning the rail safety, and the detailed rules of supervising activity of the railway transport authority,
- Decree of the Minister of Economy and Transport 45/2006 (VII. 11.) GKM on licensing of the operation of railway undertakings,
- Governmental Decree 382/2016 (XII. 2.) on the designation of transport authority tasks,
- Decree of the Minister of Economy and Transport No 55/2015 (IX.30) NFM on detailed rules of open access to railway network.

1.2.2 Other relating regulations

- Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006,
- Act CLXXXIV of 2005 on technical investigation of air, railway and water transport accidents and other events,
- Act LXXVII of 2006 on publishing of the Protocol of 3 June 1999 - adopted in Vilnius - amending the Convention concerning International Carriage by Rail (COTIF) of 9 May 1980 adopted in Bern,
- Act LXXX of 2011 on publishing the consolidated text of the Appendix C of the Protocol of 3 June 1999 of Vilnius with amendments and complements from 2011 amending the Convention concerning International Carriage by Rail (COTIF),
- Act XXXVII. of 2011 on the publication of the consolidated text of the Agreement on International Goods Transport by Rail (SMGS) and its Annexes with their amendments of the years 2015 and 2016,
- Governmental Decree 8/2006 (I. 13.) on the detailed regulation of the application and extent of the penalty levied by market surveillance,
- Governmental Decree 271/2007 (X. 19.) on compulsory insurance of damage coverage in case of railway companies' accident,
- Decree of the Government No. 412/2020. (VIII. 30.) Korm. on licencing of circulation and operation, on periodical and extra inspection of rail vehicles, and on the official register of rail vehicles,
- Decree of the Ministry of National Development 19/2011 (V. 10.) on the rules of vocational training, examination of employees performing safety relevant activity in railway transportation, on the rules of operating railway examination centres and training institutions, issuing of licences for training, and on the rules of railway engine drivers' skills,
- Governmental Decree 203/2009. (IX. 18.) on on health requirements for workers in the field of railway safety and on the health examination checklist,
- Decree No 40/2024 (28.XI.) of the Ministry of Construction and Transportation (ÉKM) amending certain legal acts related to the repeal of Volumes I and II of the National Railway Code,
- Decree of the Ministry of National Development 24/2012 (V. 8.) on detailed regulations of technical investigation of serious railway accidents, railway accidents and unexpected railway events, as well as on detailed rules of operators' examination,
- Decree of the Government No. 413/2020. (VIII. 30.) Korm. on the interoperability of the railway system,
- Decree of the Ministry of Construction and Transportation (ÉKM) No 51/2024. (XII 30) on administrative service charges paid for the railway regulatory body for railway administrative proceedings,

- Decree of the Ministry of Transport, Communication and Energy No 10/2008 on the modes and conditions of the payment of the supervisory fee to be paid to the rail regulatory body,
- Governmental Degree No 32/2009 (II.19.) on detailed rules for contracts of railway transport of goods,
- Governmental Decree No 6/2010 (I. 21.) on ensuring a compulsory coverage ability of railway companies for the compensation of damages resulting from other than railway accidents,
- Act LXVIII of 2016 on the excise tax,
- Act CLXXXV of 2012 on waste,
- Governmental Decree No 312/2011 (XII. 23.) on controlling of inland waterway and railway transportation of dangerous goods in the course of procedures carried out by professional disaster recovery organs and on rules of a unique procedure for levying of fines, on the amount of fines that might be levied for certain infringements, as well as on detailed rules of authority tasks relating to levying a fine.

1.3 Legal status of the Service Facility Statement

1.3.1 Binding character of the Service Facility Statement

The rules laid down in the Service Facility Statement (hereinafter: Statement) apply equally to the operator of service facility (RCT-BILK), to Railway Undertakings and to Non-Ralway Undertaking Applicants using services on the service facility.

1.3.2 Liability for the content of the Statement

Operator of service facility is fully responsible for punctual and regularly updated data and information concerning service facility published in Statement, as well as for fulfilling the obligation to provide data towards VPE.

1.3.3 Appeals

A Railway Undertaking, a Non-Railway Undertaking Applicant or RCT-BILK may commence a legal action at the rail regulatory body in accordance with Section 79/B, Subsection 1, Point h)-i) of the Railway Act, or may directly go to court in compliance with Section 79/B, Subsection (5) of the Railway Act, if according to its opinion:

a) the decision and the applied charges of the operator of service facility are contradictory to the requirement of a non-discriminatory procedure, or
b) the operator of service facility did not provide on time the information set out in paragraph 67/O. § (6) to the MÁV Pályaműködtetési Zrt or to VPE, or the information was not supplied in a proper manner.

Appeals shall be submitted in harmony with the deadlines fixed in Section 79/B, Subsection 2 of the Railway Act. The contents requirement of the appeal is fixed in Section 79/B, Subsection 3 of the Railway Act.

Appeals may be submitted by the Non-Ralway Undertaking Applicant to the competent court having jurisdiction, in compliance with Act CXXX of 2016 on the Code of Civil Procedure (hereinafter: Pptv.).

1.4 Aim and Structure of Service Facility Statement

The purpose of the Service Facility Statement is to determine the access to the service facility, as well as the terms and procedure of the use of the service facility and its basic. additional and ancillary services.

The structure of the Statement is divided into six main chapters and annexes:

Chapter 1: General Information
Chapter 2: Use of service facility
Chapter 3: Infrastructure
Chapter 4: Capacity allocation
Chapter 5: Services provided for Railway Undertaking
Chapter 6: Charges
Annexes

1.5 Rules on validity and updating of Service Facility Statement

1.5.1 Validity of Statement

This Statement is valid from 24:00 of 11 December 2027 to 24:00 of 09 December 2028.

The geographic scope of Statement applies to the open access service facility operated by RCT-BILK.

1.5.2 Updating of Statement

Statement shall be kept updated, modified as necessary.

RCT-BILK is obliged to record all modifications with the date of their entry into force into the "List of Modifications" which forms an inseparable part of the Statement.

The procedural scheme of legally codified modifications of the Statement shall be differentiated between significant modifications and up-to-date modifications.

1.5.2.1 Up-to date modifications are:

a) changes in the legal rules concerning the operation of service facilities,
b) changes in the data indicated in the Statement of RCT-BILK, transport administration bodies or the capacity allocation body, as well as of management and capacity allocation organisations of rail freight corridors,
c) changes in the technical or operational characteristics of the open access service facility not affecting service charges,
d) changes in the reference, if service facility operator provides information on conditions of access to service facilities and provision of services in service facilities connected to the network of the MÁV Pályaműködtetési Zrt with a reference to the website.

Order of procedure:

In the case of changes of technological or operational characteristics of the service facility operated by RCT-BILK, if changes affect the conditions of use of services which are provided within the framework of the open access to the services, RCT-BILK shall immediately electronically inform Railway Undertakings which have concluded contract on the usage of service facility, and shall enter the changes into

the Statement as well as publish the modifications on its website (which is given to VPE).

1.5.2.2 Significant modifications are:

a) changes in the rules and deadlines of the capacity allocation process of the open access service facility,
b) modifications arising from changes in the technical or operational characteristics of the open access service facility affecting published charges for use of service facility,
c) quantitative or qualitative changes in open access services available to Railway Undertakings, excluding changes in the technical or operational characteristics of the open access service facility,
d) changes in charges for use of service facility.

Order of procedure:

In case of intended modification of the Statement, RCT-BILK electronically informs Railway Undertakings with concluded contract on using service facility and Non-Ralway Undertaking Applicants with concluded capacity reservation agreement 10 days before modifications enter into force. Parties concerned can make remarks on the draft of modification within 3 days after getting information about them; RCT-BILK may deliberate those remarks during the finalisation of the modification.
If RCT-BILK increases charges for use of service facility, new charges enter into force at least 30 days after getting information about the modification of charges.

1.6 Compiling and publishing of Service Facility Statement

Every year RCT-BILK shall compile the Statement which enters into force two years after the given calendar year, bearing in mind the governing community and national regulations and shall inform VPE about the availability of Statement prior to VPE publishes Network Statement referring to the railway network of MÁV Pályaműködtetési Zrt, as well as publishes it on the www.railcargobilk.hu website by second Sunday of December.

1.7 Contacts

Rail Cargo Terminal-BILK Zrt.

Address:	H- 1239 Budapest, Európa utca 4.
Phone:	+36 1/289-6000
E-mail:	titkarsag.rct.bilk@railcargo.com
Website:	www.railcargobilk.hu

Rail Capacity Allocation Directorate of Institute For Transport Sciences and Quality Control in Building

Address:	H-1119 Budapest, Than Károly u. 3-5.
OSS Phone:	+36 1/301-9925, +36 301-9926, +36 30 240 7842
Customer service:	+36 1/301-9900 +36 20 372 5303
E-mail:	oss@kti.hu
Website:	www.vpe.kti.hu

Közlekedési és Beruházási Minisztérium, Közlekedési Hatósági Ügyekért Felelős Helyettes Államtitkárság, Vasúti Hatósági Főosztály (Ministry of Transport and Investment, Sub-Secretariat Responsible for Transport Authority Matters, Main Department of Railway Authority)

Address: H-1138 Budapest, Váci út 188.
Postal address: 1442 Budapest, Pf.: 89.
Phone number: +36 1 474-1761
Office gate: EKMVHF, KRID: 62737765
Customer service's place and time: H-1138 Budapest, Váci út 188., by phone or e-mail, at a pre-arranged time
E-mail: vasut.nsa@kbm.gov.hu
Website: https://www.kozlekedesihatosag.kormany.hu/hu/web/vasuti-hatosagi-foosztaly

Contacts of traffic control centre of RCT-BILK:

Phone: +36-1-289-6000
Mobile: +36 30 306 6885
E-mail: peter.kovacsvolgyi@railcargo.com

1.8 Short introduction to Rail Cargo Terminal BILK Zrt.

Rail Cargo Terminal BILK Zrt as member of Rail Cargo Group as the leading intermodal terminal in Hungary has been handling units of unaccompanied intermodal transport (container, swap bodies, semitrailers) from 2003 and is the hub of the westbound combined transport in the Central-Eastern European region.
The turnover of the terminal has significantly increased since its opening in 2003 and during major developments in 2008 its container-handling and storage capacity expanded further in order to serve the rising demands. As a result three new consignee-sidings on an area of three hectares were built with a storage space for 800 TEU containers as well as two mobile handling machines enhanced the capacity of the terminal. With the new investment Rail Cargo Terminal BILK is currently able to handle a quantity of 220,000 TEU containers per year.

1.9 Information on European rail network for competitive freight

In 2010 the European Parliament and the Council laid down rules for the establishment of a European rail network for competitive freight, consisting of international freight corridors. The aim is to achieve reliable and good quality railway freight services to be able to compete with other modes of transport.

The main objective to initiate Regulation 913/2010/EU (hereinafter: “the Regulation”) was to improve the services provided by the infrastructure managers (hereinafter: „IMs”) to international freight operators. Several initiatives have contributed to the creation of the corridors’ concept: the 1st railway package, the TEN-T (Trans-European Transport Network) programme, cooperation among Member States (MS) and IMs within the framework of ERTMS, and the deployment of TAF TSI (Technical Specifications for Interoperability for Telematics Applications for Freight).

Through the Regulation the European Union would like to act in the following main areas corresponding to the process of harmonization:

- improving coordination among IMs,
- improving the conditions of access to infrastructure,

- guaranteeing freight trains' adequate priority,
- and improving intermodality along the corridors.

In order to reach these goals, the European Union designated international rail freight corridors (RFC) in the EU rail network. The list and routes of rail freight corridors designated by the Regulation have been amended in accordance with the rail freight routes of the European transport corridors designated in Annex III to Regulation (EU) 2024/1679 of the European Parliament and of the Council.

Regulation (EU) 2024/1679 of the European Parliament and of the Council, which amended the Regulation, entered into force on June 13, 2024; as a result, MÁV Pályaműködtetési Zrt. and GYSEV Zrt. are now also participating in the operation of the Mediterranean and Rhine-Danube corridors.

RCT-BILK connects closely with the network of rail freight corridors, as one of the most important Hungarian intermodal terminals of Mediterranean and Rhine-Danube Corridors.
In the case of Railway Undertaking wishes to run corridor train which uses Soroksár-Terminál as beginning/start-, end- or intermediate station and RCT-BILK is involved in serving wagons in this train, please use these contacts with confidence.

Baltic – Adriatic Corridor - https://www.rfc5.eu
Mediterranean Corridor – https://www.medrfc.eu/
Alpine – Western-Balkan Corridor - https://www.rfc-awb.eu
Rhine-Danube Corridor - http://rfc-rhine-danube.eu/

1.10 Glossary of definitions used in Service Facility Statement

For the list and explanation of the main definitions used in this Statement see Annex 1.10.

2. USE OF SERVICE FACILITY

2.1 Introduction

The aim of this chapter is to define the conditions for access to open access service facility.

2.2 Conditions of requesting services

According to Railway Act Paragraph 49 (3), RCT-BILK is obliged to provide services listed in Chapter 5, including access to the railway network in service facility, with equivalent, non-discriminative and transparent conditions for a charge for all applicants.

RCT-BILK defines detailed conditions for access to the service facility by preparing the Statement. Capacity of the service facility is ensured by the capacity allocation for the open access service facility. Use of the open access service facility by applicants is based on the request for services (hereafter: railway infrastructure capacity) submitted in the proper format and with the described content by an applicant that fulfils all requirements described either by law or in this current Statement. Requests must be handed in to the RCT-BILK.

Non-Ralway Undertaking Applicants are entitled to use the following minimum access package (hereafter: basic services) among the ones determined in Railway Act, Annex 2 Point 1.:

- handling of requests for railway infrastructure capacity,
- provision of information on running of railway vehicles.

2.2.1 Requirements of application for railway infrastructure capacity

Railway infrastructure capacity can be applied for by a Railway Undertaking who can verify his right to use the service facility with documents defined in points (2.2.3-2.2.4) by delivering a copy of them to RCT-BILK.

Requirements of applying for rail infrastructure capacity:

- operational licence issued by the rail regulatory body,
- single safety certificate issued by the Railway Authority or the European Union Agency for Railways (hereinafter: ERA)
- valid contract for using service facility.

Name and address of Rail Regulatory Body:

Name: Közlekedési és Beruházási Minisztérium
Közlekedési Hatósági Ügyekért Felelős Helyettes Államtitkárság
Vasúti Igazgatási Szerv

Address: H-1054 Budapest, Alkotmány u. 5.
Telephely: H-1066 Budapest, Teréz krt. 38.
Postal address: 1442 Budapest, Pf.: 89.
Phone number: +36 1 373-1405
Office gate: EKMVISZ, KRID: 268737368
Addressee of the e-Paper service:
Építési és Közlekedési Minisztérium Közlekedési Hatósági Ügyekért Felelős Helyettes Államtitkárság
E-mail: igazgatasiszerv.vasut@kbm.gov.hu
Website: https://www.kozlekedesihatosag.kormany.hu/hu/web/vasuti-igazgatasi-szerv

Name and address of Railway Authority:

Name:	*Közlekedési és Beruházási Minisztérium, Közlekedési Hatósági Ügyekért Felelős Helyettes Államtitkárság, Vasúti Hatósági Főosztály*
Address:	H-1138 Budapest, Váci út 188.
Postal address:	1442 Budapest, Pf.: 89.
Phone number:	+36 1 474-1761
Office gate:	EKMVHF, KRID: 62737765

Customer service's place and time: H-1138 Budapest, Váci út 188., by phone or e-mail, at a pre-arranged time

E-mail:	vasut.nsa@kbm.gov.hu
Website:	https://www.kozlekedesihatosag.kormany.hu/hu/web/vasuti-hatosagi-foosztaly

Railway infrastructure capacity can be applied for by a Non-Ralway Undertaking Applicant who can trustworthly verify to RCT-BILK to be an economic organisation according to Civil Law Point 685 c) as well as declares to have concluded a valid and effective capacity reservation framework agreement with MÁV Pályaműködtetési Zrt.

2.2.2 Who is allowed to use the open access service facility?

Open access service facility can be used by applicants and RCT-BILK.

Railway Undertaking:

a) Train operating company that has operational licence and domestic registration;

b) Train operating company established in any EEG member state for forwarding of goods by rail, that holds an operation licence issued in accordance with the Directive 2012/34/EU of the European Parliament and of the Council;

c) Train operating company that was established abroad and it is participant of an international or reciprocal agreement;

d) International grouping of train operating companies.

2.2.3 Licence

Railway Undertaking has to own valid licence and shall after any modification immediately in writing announce and verify modifications in connection with licence to RCT-BILK.

2.2.4 Single safety certificate

Railway Undertaking has to own valid single safety and shall after any modification immediately in writing announce and verify modifications in connection with single safety certificate to RCT-BILK.

2.2.5 Insurance, cover of liabilities

Parties must regulate in the contract concluded for using service facility any other insurances or guarantees that are necessary for the usage of open access service facility.

2.3 Access contracts on service facility

2.3.1 Contract for using service facility

Contract for using service facility regulates the technical, technological, financial and legal conditions of the utilisation of service facility.

Railway Undertaking shall apply for rail infrastructure capacity and services at the RCT-BILK. The submission of the request is subject to the existence of a valid access contract on service facility.

After control of having licence, single safety certificate, RCT-BILK allocates capacity to the Railway Undertakings.
Preconditions of concluding contract for using service facility are:
- licence,
- single safety certificate.

The open access service facility cannot be used without allocated capacity and a valid contract for using service facility.

Any and all data and facts concerning any contracting party (RCT-BILK, parties with access) and its activity that they become aware of in any way in connection with the conclusion and performance of the Contract on use of the service facility including in particular, but not limited to the content of Contract on use of the service facility shall qualify as business secrets. The Parties may not disclose or make accessible such data to third parties and may not use the same for any purposes other than the performance of the mentioned contract, save under the express, written, prior consent of the other party. The obligation of confidentiality shall not apply to information which are public, publicly known, respectively the publication or disclosure of which is required or ordered by law or a court or any administrative order to the specified extent by the statutory instrument or provision to the specified persons.

When concluding the contract for using service facility in order of ensuring railway infrastructure capacity, the regulations of the Civil Law, especially general rules on concluding contracts, Railway Act and the Statement must be applied jointly.

2.3.2 Capacity reservation agreement

Non-Railway Undertaking Applicant and RCT-BILK conclude an agreement for the reservation of railway infrastructure capacity.

In order to use the railway infrastructure capacity subject of this agreement, Non-Railway Undertaking Applicant shall undertake in this agreement the obligation to appoint a Railway Undertaking at least 10 days before the actual use of the railway infrastructure capacity allocated, which will actually use the allocated track network capacity. The appointed Railway Undertaking shall have a valid and effective access contract on service facility with the RCT-BILK. Non-Railway Undertaking Applicant may transfer the railway infrastructure capacity allocated to it to any other Railway Undertaking for using the capacity.

To determine the 10-day deadline, Paragraph 146 of Pptv. shall be taken into consideration which states that if the deadline is determined in days, the starting/first day of the deadline shall not be counted so this way the previous day before the deadline expires shall be a full calendar day (hereinafter: 10-day rule).

Contract for using service facility to be signed in the interest of the Non-Ralway Undertaking Applicant shall be concluded at least 10 days before the date of the use of the railway infrastructure capacity, for which the contract is subjected.

When entering into a Capacity reservation agreement for ensuring the capacity of the railway network, the regulations of the Civil Law, especially Book 6 on the law of obligations, the Railway Law and the Statement must be applied jointly.

2.4 Operational rules

Railway Undertakings must observe the following operational instructions applied by the operator of service facility.
Instructions handled by MÁV Pályaműködtetési Zrt, which have to be applied on service facility operated by RCT-BILK:

a) F.1. Signalling Instruction (just the concerning parts),
b) F.2. Operational Instructions and Appendixes (just the concerning parts),
c) Standing instruction of railway networks in own operation,
d) E.1. Instructions for the personnel of the traction unit – chapter I, III, IV (unless the Railway Undertaking has an instruction approved by the Railway Authority),
e) E.2. Brake Instructions,
f) E.12. Technical Wagon- and Train Inspection Instructions,
g) Technical tables Volumes (track data and engineering tables),
h) E.101. General Instructions for the operation of standard gauge electrified railway lines,
i) H.6. Instructions for handling extraordinary consignment,
j) Infrastructure part of station Soroksár-Terminál in the Executive Instruction for Stations.

Instructions handled by RCT-BILK, which have to be applied:

k) Complementary Standing Instruction (KSZU).

From instructions listed above, Railway Authority approves instructions listed under a)-i). Entering into force, publication or modification of the instructions listed under a)-j) are communicated by MÁV MÁV Pályaműködtetési Zrt towards Railway Undertakings, and any information in line with these instructions must be placed on its website, too. Instructions to be applied on the railway network must be published in full length on the website of MÁV MÁV Pályaműködtetési Zrt.

Entering into force, publication or modification of the instruction in point k) are communicated by RCT-BILK towards Railway Undertakings with valid contract for using service facility in written form, effective instruction and any information in line with it must be placed on its website (www.railcargobilk.hu), too.

2.5 Specifications related to forwarding exceptional consignments and Ro-La trains

2.5.1 Specifications related to forwarding exceptional consignments

A consignment must be qualified as exceptional transport if forwarding of the consignment presents extra difficulty on the rail network of the Infrastructure Manager due to the outer size, weight, shape or other characteristic of the consignment considering railway equipments or wagons, thus its forwarding can only be permitted under special technical and

operational conditions. Rules in line with extraordinary transport are published by the infrastructure manager (H.6. Instructions).

The following consignments are qualified as extraordinary consignments:

- extraordinary consignment forwarded on the basis of a transport permission of general validity for standard-size consignments,
- extraordinary consignment transported on the basis of an individual transport permission.

When requesting for capacity, applicant shall announce to MÁV MÁV Pályaműködtetési Zrt. if it plans to deliver extraordinary consignment to service facility operated by RCT-BILK. Applicant sends given permission both to Railway Undertaking and RCT-BILK. After that, RCT-BILK writes number of permission into column 22 of consignment note, and put an X into column 7. Permission shall attach to consignment note, and with all of this together gets the consignment the Railway Undertaking for carriage.

2.5.2 Rules for running of Ro-La trains

Running of Ro-La trains may cause extra difficulties as regards to railway equipment or wagons, so, forwarding of these trains can only be permitted under special technical and operational conditions. Regulations relating to the running of Ro-La trains are issued by the infrastructure manager. (14/2025. (VI.20. MÁV Ért. 13.) PMVIG sz. utasítás, Annex 2.3.1 of the Network Statement and restrictions announced on the website of MÁV Pályaműködtetési Zrt). Running of Ro-La trains on station Soroksár-Terminál needs a preliminary negotiation.

2.6 Conditions for forwarding dangerous goods on railway

Materials and objects are considered as dangerous goods which are qualified as dangerous goods by the regulation concerning the international carriage of dangerous goods by rail - Convention Concerning International Carriage by Rail (COTIF) Appendix C (RID) and Annex 2 (Regulation on the transportation of dangerous goods) of the SzMGSz Agreement on International Goods Transport by Rail.

Should any wagon of the train contain dangerous goods, the train shall be considered as a train transporting dangerous goods irrespective of the owner of the wagons.

When requesting for capacity, Railway Undertakins must inform RCT-BILK if catastrophe level dangerous goods or consignment of high public security risk in accordance with RID Annex 1.10 table 5 are to be forwarded, and must also give information on the train guidance and security arrangements to be taken.

2.7 Conditions for the running of rolling stock

The suitability of the rolling stock operated by the Railway Undertaking is proved by the circulation licence and vehicle type licence issued by ERA or the Railway Authority. Railway Undertaking must fulfil all technical and transport safety conditions set out for the train composition, technical inspections of wagons, inspection of train, brake trials and the braking level. Railway Undertaking must declare – in line with the decree of the Government No 412/2020. (VIII. 30.) – about the data, parameters of wagons used or to be used in the contract for using service facility.

Licensing authority is the ERA, or the Ministry of Transport and Investment Deputy State Secretariat for Transport Authority Affairs, Railway Authority.

European Union Agency for Railways (ERA)
Address: 120 rue Marc Lefrancq, BP 20932, 59307 Valenciennes Cedex, France
Phone: +33 (0) 32 70 96 500
Website: https://www.era.europa.eu/

Közlekedési és Beruházási Minisztérium, Közlekedési Hatósági Ügyekért Felelős Helyettes Államtitkárság, Vasúti Hatósági Főosztály

Address:	H-1138 Budapest, Váci út 188.
Postal address:	1442 Budapest Pf.: 89.
Phone number:	+36 1 474-1761
Office gate:	EKMVHF, KRID: 62737765
Customer service's place and time:	H-1138 Budapest, Váci út 188., by phone or e-mail, at a pre-arranged time
E-mail:	vasut.nsa@kbm.gov.hu
Website:	https://www.kozlekedesihatosag.kormany.hu/hu/web/vasuti-hatosagi-foosztaly

2.8 Conditions for staff

Suitability of the staff of Railway Undertakings shall be proven by the single safety certificate according to the Decree of the Government No. 414/2020. (VIII. 30.).
Staff of the Railway Undertaking may carry out shunting of its own only after passing the exam of Training Instructions, having a valid foreman shunting examination in accordance with the Training Instructions of the Railway Undertaking, passing the exam of Complementary standing instruction (KSZU) regarding knowledge of local relations, and after performing duty under supervision defined in the concerning specifications.
If – according to the KSZU – no contribution of shunting personnel is necessary to carry out shunting of own, staff of the Railway Undertaking is allowed to carry out shunting without having an examination on local information prescribed above.
In scope of activities that are in connection with the shunting, running and rail traffic, Hungarian shall be applied as the only language.

3. INFRASTRUCTURE

3.1 Validity of information about infrastructure, mode of tracing changes

RCT-BILK shall display in its homepage changes, modifications in the data of the service facility and shall inform applicants and MÁV Pályaműködtetési Zrt via e-mail. Should changes and modifications also affect data put down in the Statement, RCT-BILK shall make amendments to the Statement.

3.2 Introduction of the open access service facility

RCT-BILK announced the operation of service facility for the rail regulatory body which noted the announcement. RCT-BILK is entitled to operate the service facility owned by RCT-BILK.

Annex 3.2 comprises the sketch drawing of open access service facility operated by RCT-BILK.

3.2.1 Limits of the infrastructure

Access to loading tracks of the service facility is limited.
In the case of On-Call Duty, Service Stoppage, Close Down and traffic restrictions because of maintenance, renewal and enhancement works carried out on track facilities, RCT-BILK shall determine concerning time intervals.

Conditions of the combined transport

Conditions of carriage of the transport units of the combined transport are the same as published in Network Statement of MÁV Pályaműködtetési Zrt.

3.2.2 Connecting railway infrastructure

Data of connecting railway infrastructure between RCT-BILK and MÁV Pályaműködtetési Zrt, as well as the close down times taken into consideration from the point of view of traffic regulation, are detailed in the table as follows (except for non-operating times the service facility shall continuously be open in the Timetable period of 2027/2028):

Service facility		Neighbour location		Close down times of service facility
name (operator)	location code	name (operator)	location code	
BILK Kombiterminál Budapest (RCT-BILK)	10 280	Soroksár-Terminál (MÁV Pályaműködtetési Zrt.)	11 064	2 pm 24 December 2027 – 6 am 25 December 2027 2 pm 25 December 2027 – 6 am 26 December 2027 2 pm -midnight 26 2027. 2 pm 31 December 2027 – 6 pm 1 January 2028

3.2.3 Further information related to the railway infrastructure

All other information concerning the railway infrastructure is available at RCT-BILK, using the contacts given under the point 1.7 to this Statement.

3.3 Characteristics of open access railway infrastructure

3.3.1 Geographical characteristics

3.3.1.1 Track network of the open access service facility

Service facility operated by RCT-BILK branches out in chainage 34+73,42≡0+00,00 of turnout track X. at station Soroksár-Terminál (operated by MÁV Pályaműködtetési Zrt) by point set to the right No 3., system B 54 XI-1:9. The total length of connecting line is 413 m.

Branching tracks:

Track No. K IX.: it branches out in chainage 2+20,02 by point set to the left No. 3/1, system B 54 XIII-1:9, which ends in the buffer stop in chainage 1+39.

Track No. D IV: it was established in chainage 2+91,00 as the straight continuation of point set to the right No. 3/2, system B 54 XIII-1:9 which ends in the buffer stop in chainage 11+98.

Track No. D III.: it branches out in chainage 2+91,00 by point set to the left No. 3/3, system B 54 XIII-1:9, which ends in the buffer stop in chainage 12+12.

Track No. D II.: it branches out in chainage 3+34,00 by point set to the left No. 3/5, system V 54 XIII-1:9, which ends in the buffer stop in chainage 12+12.

Track No. D I.: it branches out in chainage 4+13,00 by point set to the left No. 3/7, system B 54 XI-1:9, which ends in the buffer stop in chainage 11+98.

Track No. T VIII.: it branches out in chainage 4+13,00 by point set to the left No. 3/7, system B 54 XI-1:9, which ends in the buffer stop in chainage 3+53,93.

Track No. T VIII/B.: it branches out in chainage 0+34,14 by point set to the right No. 3/9, system B 54 XIII-1:9, which ends in the buffer stop in chainage 3+53

Track No. D V.: it branches out from track No. D IV. in chainage 3+17,40 by point set to the left No. 3/4, system B 54 XI-1:9, which ends in the buffer stop in chainage 12+12,00.

Track No. D VI.: it branches out from track No. D V. in chainage 3+98,21 by point set to the left No. 3/6, system B 54 XI-1:9, which ends in the buffer stop in chainage 12+12,00.

Track No. D VII.: it branches out from track No. D VI. in chainage 4+42,33 by point set to the right No. 3/8, system B 54 XI-1:9, which ends in the buffer stop in chainage 12+12,00.

Distances between centres of tracks are:
3,90 m between tracks No. T VIII. – T VIII/B.
26,70 m between tracks No. T VIII. - D I.
24.50 m between tracks No. D I. - D II.
4,75 m between tracks No. D II. - D III.
4,75 m between tracks No. D III. - D IV.
12,50 m between tracks No. D IV. - D V.
4,75 m between tracks No. D V. - D VI.
4,75 m between tracks No. D VI. - D VII.

Superstructure:
Tracks No. D III., D IV., T VIII., K IX. of MÁV 48 system, tracks No. D I., D II., D V., D VI., and D VII. of UIC 54 system, on T, TM, TX, L and LM concrete sleepers with geo (K fastening) and direct fastening with sleepers spacing of 70 cm.
Track points are with systems B54 XI-1:9 and B54 XIII-1:9.
There is a 27 m wide level crossing with a surface from BODAN units in track No. D I., chainage 1+62,35.

3.3.1.2 Track gauge

The open access service facility consists of standard track gauge (1435 mm) railway lines.

3.3.1.3 Location on the service facility

Name of location of the open access service facility operated by RCT-BILK is BILK Kombiterminál Budapest, code number of the location is 10 280 6.

3.3.2 Technical and operational characteristics of service facility

3.3.2.1 Loading gauge

Loading gauges used on service facility are: the international and GA (UIC), GB (UIC), GC (UIC) loading gauges.

3.3.2.2 Authorised axle load

Authorised axle loads on the tracks are the followings:

Authorised axle load on track No. K IX. is 225 kN
Authorised axle load on track No. D IV. is 225 kN
Authorised axle load on track No. D III. is 225 kN
Authorised axle load on track No. D II. is 225 kN
Authorised axle load on track No. D I. is 225 kN
Authorised axle load on track No. T VIII. is 225 kN
Authorised axle load on track No. T VIII/B. is 225 kN
Authorised axle load on track No. D V. is 225 kN
Authorised axle load on track No. D VI. is 225 kN
Authorised axle load on track No. D VII. is 225 kN

3.3.2.3 Curves and gradients

The smallest radius on route section is R=200m.
The biggest gradient on route section is 0,0 ‰.

3.3.2.4 Authorised speed on track

Authorised speeds on tracks are the followings:

Authorised speed on track No. K IX. is 20 km/h.
Authorised speed on track No. D IV. is 20 km/h.
Authorised speed on track No. D III. is 20 km/h.
Authorised speed on track No. D II. is 20 km/h.
Authorised speed on track No. D I. is 20 km/h.

Authorised speed on track No. T VIII. is 20 km/h.
Authorised speed on track No. T VIII/B. is 20 km/h.
Authorised speed on track No. D V. is 20 km/h.
Authorised speed on track No. D VI. is 20 km/h.
Authorised speed on track No. D VII. is 20 km/h.

3.3.2.5 Length of set of wagons that may run

Lengths of set of wagons that may run on tracks are the followings:

Usable length of track No. K IX. is 90 m, full length is 139 m, length of set of wagons that may run is 70 m.
Usable length of track No. D IV. is 886 m, full length is 950 m, length of set of wagons that may run is 700 m.
Usable length of track No. D III. is 870 m, full length is 921 m, length of set of wagons that may run is 700 m.
Usable length of track No. D II. is 830 m, full length is 878 m, length of set of wagons that may run is 700 m.
Usable length of track No. D I. is 750 m, full length is 185 m, length of set of wagons that may run is 700 m.
Usable length of track No. T VIII. is 240 m, full length is 353 m, length of set of wagons that may run is 240 m.
Usable length of track No. T VIII/B. is 240 m, full length is 319 m, length of set of wagons that may run is 240 m.
Usable length of track No. D V. is 765 m, full length is 895 m, length of set of wagons that may run is 700 m.
Usable length of track No. D IV. is 720 m, full length is 822 m, length of set of wagons that may run is 700 m.
Usable length of track No. D VII. is 720 m, full length is 770 m, length of set of wagons that may run is 700 m.

3.3.2.6 Characteristics of power supply system

Tracks D I., D II., D III., D IV. from chainage 0+00 to 5+10 according to chainages of track No. D IV. are electrified with the same system as MÁV Pályaműködtetési Zrt. (25 kV, 50 Hz).

Track clearance shall be established in accordance with Standard MSZ 8691/4-81 on „Clearance of national public railways. Clearance dimensions of electrified tracks”.

3.3.3 Traffic control, signalling and communication systems

3.3.3.1 Signalling installations

Type of signalling installation is D-70 with shunting route.

3.3.3.2 Traffic control systems

Radio based traffic control system is in usage.

3.3.3.3 Ground-train radio network employed

The ground-train radio system does not comply with the requirements of interoperability.

3.3.3.4 Automatic train control systems

No automatic train control system is built up.

3.4 Traffic restrictions

3.4.1 Environmental restrictions

There are no environmental restrictions.

3.4.2 Restrictions for forwarding of exceptional consignment and dangerous goods, as well as for running of Ro-La trains

Conditions of traffic restrictions relating to the forwarding of exceptional consignment, dangerous goods and to the running of Ro-La trains can be seen in points 2.5 and 2.6 of this Statement.

3.5 Availability of service facility

The service facility is not available to the applicants on a continual basis.

Restrictions:

a) operation times taken into consideration from traffic regulation point of view

Over the operation times, infrastructure elements listed and services provided there, are not available for applicants.

b) traffic restrictions because of maintenance, renewal and enhancement works carried out on track facilities

There are no such restrictions.

There are no technical, preparatory and passenger service equipments for passenger trains.

3.6 Facilities for set of freight wagons

Usage of facility for freight train sets and wagons are regulated in complementary Standing Instruction (KSZU).

3.7 Facilities for services

3.7.1 Formation of freight train set

There is no formation of passenger train sets. Tracks No. D I., D II., D III., D IV. and D VII. can be used for formation of freight train sets.

3.7.2 Access to loading sidings and loading places

Over tracks No. D I., D II., D III. and D IV. in chainages 5+12 - 12+12 (in length of 700 m), KONE sets of gentry cranes operate for container movement, with 42 t load-bearing capacity, 34 m spreader width, 9 m load centre distance and 13 m lifting height.

On track No. D VII. (in length of 700 m), it is possible to move empty and loaded containers, semi trailers, swap bodies with reach stacker, till maximum 45 tons.
On tracks No. T VIII., T VIII/B. (in length of 240-240 m), it is possible to move empty and loaded containers with reach stacker, till maximum 15 tons.

There is a limited access to loading sidings and loading places.

3.7.3 Maintenance facilities

There is no open access maintenance facility.

3.7.4 Relief facilities

There is no open access relief facility.

3.7.5 Refuelling facilities

There is no open access refuelling facility.

3.7.6 Other technical facilities

Over tracks No. D I., D II., D III. and D IV. in chainages 5+12 - 12+12 (in length of 700 m), KONE sets of gentry cranes operate for container movement, with 42 t load-bearing capacity, 34 m spreader width, 9 m load centre distance and 13 m lifting height.

3.7.7 Vehicle storage facilities

Tracks No. D. V., D. VI. can be used only for storage of vehicles.

3.8 Significant foreseeable infrastructure enhancement works

Information about significant infrastructure enhancement works foreseeable for the period after the relevant timetable year can be asked from RCT-BILK (on contacts given in point 1.7).

4. CAPACITY ALLOCATION

4.1 Introduction

Capacity of service facility is allocated by the operator of service facility (RCT-BILK).

Any applicant who verified in compliance with point 2.2.1 its entitlement to use the railway infrastructure and concluded the contract with RCT-BILK according to point 2.3 may request at RCT-BILK for service facility services provided within the framework of the open access.

To non-RU Applicant, Paragraphs 54-55 and 67 of the Railway Act will apply when requesting railway infrastructure capacity.

RCT-BILK shall treat information supplied by applicants confidentially.

4.2 Rules and deadlines of the capacity allocation process

Applicants shall submit their requests at RCT-BILK for the use of railway infrastructure capacity set out in point 2-4 of Annex 2 of the Railway Act electronically. If the electronical mail system does not work, railway infrastructure capacity shall be requested via fax. RCT-BILK enters data of railway infrastructure capacity requested in its system. A pattern of application form for this purpose can be seen in Annex 4.2.

Railway Undertakings can submit annual, annual late, ad hoc and instant capacity requests whereas the non-RU Applicants can submit annual, annual late and ad hoc requests for services. They all need to comprise the type of request as well as the time necessary for carrying out the activity in connection with the activity of Railway Undertaking.

Till the deadline of submission of annual late railway infrastructure capacity requests taken into consideration while preparation of annual and working timetable, RCT-BILK publishes on its website railway infrastructure restrictions that enable maintenance, renewal and enhancement works that can be scheduled on a yearly base on service facility. Railway infrastructure capacity requests linked to works that cannot be scheduled on a yearly base RCT-BILK publishes on its website after the deadline of submission of annual late railway infrastructure capacity requests.

Should railway infrastructure capacity requests submitted for any element of the service facility conflict, RCT-BILK attempt to resolve all requests as possible, and after this process decides about the allocation of capacity.

4.2.1 Deadlines for annual requests and preparation of working timetable

Deadline for submitting annual requests is the second Monday of April in the previous timetable year (12 April 2027).

Annual late requests shall be submitted after the deadline for the annual requests but 5 weeks prior to the entry into force of the annual working timetable (08 November 2027).

RCT-BILK must deliver to applicants for their feedback the working timetable in terms of the requested services.
RCT-BILK decides about submitted annual and annual late requests 15 days after the submission deadline and informs applicants electronically.

Validity period of the annual working timetable begins at 24:00 on the second Saturday of December in the running year and lasts until 24:00 on the second Saturday of December in the subsequent year.

4.2.2 Handling of requests which does not belong to the annual working timetable, including instant requests as well

Type of request	Deadline for submitting request correlated to the planned date of use of railway infrastructure capacity	Time needed for allocation
Ad hoc	At least 5 days before of use of railway infrastructure capacity.	As soon as possible, but within 4 working days at the longest.
Instant	Within 5 days but at least 1 hour before of use of railway infrastructure capacity.	As soon as possible.
Request for interest of RCT-BILK	Before the scheduled time of use of railway infrastructure capacity.	As soon as possible.

Services referred to in Annex 2 points 2-4 of the Railway Act and published in Chapter 5 of this Statement, shall be ordered by using the application form defined in point 4.2 of the Statement.

Service request indications shall be submitted separately for each loading, with giving the starting date and time of loading.

Before requesting for services regarding the railway infrastructure of RCT-BILK, if possible, applicant consults with traffic control centre of RCT-BILK (contacts given in point 1.7) about the possibility of using services. RCT-BILK receives the requests regarding the possibility of requesting for services concerning railway infrastructure on working days from 8 am – 4 pm hours and gives preliminary information to the Railway Undertaking as soon as possible but within 48 hours the latest after receiving the request.

For feasibility reasons prior to the allocation of services, Railway Undertaking is obliged to agree with RCT-BILK about usage of services with availability parameters other than published in the Statement.

Forwarding of exceptional consignments and dangerous goods, the traffic control centre of RCT-BILK arranges for examination of submitted requests written within 5 working days.

4.2.3 Procedural order of transferring and using of railway infrastructure capacity requests allocated to a non-RU Applicant

In order to use the railway infrastructure capacity subject of this agreement, non-RU Applicant shall undertake in this agreement the obligation to appoint a Railway Undertaking at least 10 days before the actual use of the railway infrastructure capacity allocated, which will actually use the allocated railway infrastructure capacity. The appointed Railway Undertaking shall have a valid and effective contract for using service facility with RCT-BILK that operates the service facility affected by the allocated railway infrastructure capacity. Non-RU Applicant may transfer the railway infrastructure capacity allocated to it to any other Railway Undertaking for using the capacity.
RCT-BILK informs the designated Railway Undertaking about the designation immediately and demonstrably.

Within 48 hours after the appointment, Railway Undertaking is entitled to reject the appointment by the non-RU Applicant for the actual use of the reserved capacity. Should the appointment be rejected by a Railway Undertaking, the non-RU Applicant shall appoint another Railway Undertaking 10 days prior to the scheduled usage date of the railway infrastructure capacity.

Request data are accessible for the Railway Undertaking designated by the non-RU Applicant, but it can not make any changes on the parameters of the allocated request and can not cancel it. Railway Undertaking may refuse the designation according to the Statement immediately after the notification on the designation.

Non-RU Applicant may change its appointment until the tenth day before the use of the railway infrastructure capacity at the latest.

Once the Railway Undertaking, which will use the allocated capacity has been designated by the non-RU Applicant, the designation can be changed any time outside the 10-days deadline for designation. In the case of the modification of the designated Railway Undertaking is needed, the non-RU Applicant shall cancel the request and order a new request with the modification instead.

After the termination of the deadline without determination of a Railway Undertaking, RCT-BILK concerns it as withdrawal.

4.3 Process of capacity allocation

4.3.1 Handling of conflicting requests

Noticing conflict of requests, operator of service facility shall attempt to resolve all requests as possible. In the case of no viable alternative and if all the capacity requests for the given facility can not be satisfied based on the verified needs, applicant has the right of appeal to the rail regulatory body. The rail regulatory body considers the complaint, and, as appropriate, decides in order to get the appropriate part of capacity for the complaining applicant.

RCT-BILK prefers different type of conflicting requests in the following order:

- delivery connecting to regularly running trains,
- request covering more than one traffic days,
- request submitted earlier,
- delivery connecting to corridor freight trains,
- delivery connecting to other international/domestic freight trains,
- capacity request for maintenance work on service facility,
- capacity request for renewal, enhancement work on service facility.

4.3.2 Dispute resolution process, possible recourse

In accordance with the provisions of Paragraph 79/B, Section (1), points h) and i) of the Railway Act, Railway Undertaking or infrastructure manager may initiate legal dispute process at the rail regulator body against decisions made by RCT-BILK, if used charges are against the requirement of non-discriminatory process, or if RCT-BILK did not provide or did not provide in an appropriate manner the information written in Paragraph 67/O, Section (6) to VPE.

A Non-Railway Undertaking Applicant may submit its recourse to the competent court having jurisdiction in compliance with Pptv. in the event if the Non-Railway Undertaking Applicant has not initiated a legal dispute process at the rail regulatory body in the given matter yet and will not intent to initiate any.

4.3.3 Rejection of requests received, withdrawal of allocated requests

RCT-BILK is entitled to revise the right for using the service facility if in any of the papers, documents specified in 2.2.1 justifying the right prescribed for using the service facility have been modified.

If the papers, documents referred to in the previous paragraph do not justify the right of the applicant to use the service facility, RCT-BILK may revoke the right to use the service facility. RCT-BILK informs the applicant about the revocation of the usage of service facility in written form.

With regard to the provision of a viable alternative, RCT-BILK is responsible for examining the alternative options for providing the service within 5 working days if it is unable to provide the offered capacity to the applicant. If it is still unable to provide an alternative, it shall draw the attention of the relevant applicant to the possibilities of using the services of the operator of the additional service facility published in the Network Statement.

4.4 Capacity allocation for maintenance, renewal and enhancement works on service facility

RCT-BILK is entitled to carry out (for operational purposes) maintenance, renewal and enhancement works or mandate any other company to carry out these works on the open access service facility operated by RCT-BILK, and to reserve capacity for these works, and to use the railway infrastructure.

In compliance with the procedure described in this point, RCT-BILK carries out such maintenance, renewal and enhancement works on the service facility, which disturb or limit the usage of service facility on the affected track section. RCT-BILK publishes on its homepage the expected effects of the maintenance, renewal and enhancement works.

RCT-BILK publishes by the final date for submitting of annual path requests (12 April 2027) all capacity demand, necessary for scheduled maintenance, renewal and enhancement works on service facility (which disturb or limit the usage of service facility on the affected track section).

RCT-BILK publishes possibly at least 30 days prior starting these works, the time period of such maintenance, renewal and enhancement works which can not be scheduled in the period of preparing the annual working timetable and which disturb or limit the usage of service facility on the affected track section, and RCT-BILK agrees with applicant according to the concluded contract for using service facility.

Connecting to the limitation of railway infrastructure capacity concerned, the following data shall be given:

- affected track section,
- time period (from/to month-day-hour-minute),
- technological characteristics (neutralisation of contact line, speed restriction signal, etc.)

If railway infrastructure capacity wished to reserve by RCT-BILK conflicts already allocated capacities, RCT-BILK shall conduct harmonisation procedure according to the contract for using service facility with the owners of capacities which conflict the railway infrastructure capacity wished to reserve by RCT-BILK (together: concerned parties).

The harmonisation procedure shall specify:
- services to be modified and the degree of modification,
- services to be cancelled.

Concerned parties may agree on accounting, bearing of extra costs occure from owner(s) of service(s) side in the frame of harmonisation procedure as well, according to the rules of no-netting principle.

4.5 Cancellation rules, procedure if allocated capacity is not cancelled

Applicant may cancel railway infrastructure capacity allocated to it at RCT-BILK in writing or electronically.

If the Railway Undertaking does not use the allocated service and does not cancel it in determined time or fail to cancel it, Railway Undertaking is obliged to pay cancellation fee according to contract for using service facility.

4.6 Forwarding of exceptional consignment and dangerous goods

Forwarding of exceptional consignment and dangerous goods are subject to authorisation, so they shall be indicated when requesting for service (Point 2.5.1 and 2.6).

4.7 Special measures in the event of disturbances, emergency

4.7.1 Main principles of restoring the scheduled traffic

- In the event of deviation from the daily plan and timetable, RCT-BILK shall take the necessary steps to remove disturbances, restore the scheduled vehicle movements in accordance with timetable.
- Railway Undertakings shall make a contact person entitled to decide or an own governing organisation continuously available who may be notified by the traffic control centre of RCT-BILK in the event of disturbances or emergency, and the request of whom shall be taken into consideration in order to restore the scheduled operation.
- Act in the case of force majeure and other unforeseeable, exceptional circumstances:
  - In the event of disturbance caused by technical failure or accident, RCT-BILK must take all necessary steps to restore the normal operational situation. To this aim RCT-BILK shall draw up adequate regulation which involves bodies to be informed in the event of serious accidents or serious disturbance to vehicle movements.
  - On request of RCT-BILK, Railway Undertaking – at the expense of RCT-BILK – is obliged to make available its resources which are considered to be the most appropriate tool to restore the normal operational situation as soon as possible.
  - In the case of disturbance which makes the service facility temporally unusable, RCT-BILK - with the notification of the interested parties - may revoke the allocated services for such a long time as it is necessary to repair

the system. On request of the applicant, RCT-BILK offers another service for this period if appropriate capacity is available.

4.7.2 Order of procedure

Procedure:

- The traffic control centre of RCT-BILK takes measures to remove obstacles from the railway infrastructure.
- With the contribution of the operation control organisation or the representative of the Railway Undertaking, the traffic control centre of RCT-BILK takes the necessary steps to cease disturbance, emergency and to provide the services requested by the Railway Undertaking.

Procedure in the event of disturbance or emergency (Havaria-plan) is available on the homepage of RCT-BILK for all Railway Undetakings with concluded contract for using service facility.

4.7.3 Operational management rules

In the event of an operational disturbance or emergency, RCT-BILK shall conduct the traffic control according to the rules set out in “Operational Instructions F.2” and the “Standing instruction of railway networks in own operation”, taking into account the priority rules.

4.7.4 Procedure to be followed in case of emergency

In the event of foreseeable and unforeseeable emergencies the procedure shall be as laid down in Article 31(2)(a) - (b) of the Railway Act.

a) RCT-BILK and Railway Undertaking are obliged to warn affected parties about developed or expected catastrophe, exceptional event, heavy damage (hereafter: emergency),
b) RCT-BILK has the right – until the emergency is removed – to close the endangered track section of service facility and to revoke allocated capacity on the track section concerned (in the case of closing the level crossing, RCT-BILK has to inform the operator of the public road as well).

In the event of foreseeable emergency in order of safety of rail traffic:

a) RCT-BILK and Railway Undertaking are obliged to warn affected parties about developed or expected catastrophe, exceptional event, heavy damage (hereafter: emergency),
b) RCT-BILK has the right – until the emergency is removed – to close the endangered track section of service facility and to withdraw allocated capacity on the track section concerned (in the case of closing the level crossing, RCT-BILK shall inform the operator of the public road as well).

5. SERVICES PROVIDED FOR RAILWAY UNDERTAKINGS

5.1 Introduction

RCT-BILK makes the use of the service facility available to each applicant under equal conditions and at the same charge.

Related infrastructure background is presented in Chapter 3, conditions of charging system and charges can be found in Chapter 6.

5.2 Basic services

5.2.1 Handling of application for railway infrastructure capacity

Content of the service:

- receipt of the applicant's request in electronic way (including services belonging to the request),
- examination of feasibility of the request,
- examination of feasibility of the service belonging to the request,
- feedback to the applicant about the acceptance and realization of the request,
- necessary steps in the interest of execution and
- the right for using the allocated capacity.

5.2.2 Usage of railway track

Content of the service:

- making the railway infrastructure available to Railway Undertakings for transporting goods and traction,
- ensuring the use of main running lines, point switches in the main lines, track junctions, engineering structures, as well as signalling and safety equipments,
- access to and use of the electrical supply equippment (without providing electric energy),
- access to the tracks necessary for shunting and tracks designated for loading (D I., D II., D III., D IV., D VII., T VIII., T VIII/B) as well as usage of equipments, signalling and safety equipments, scotch blocks, brake blocks belonging to these tracks,
- access to the technical equipments (reach stackers and/or sets of gentry crane) in the area of tracks No. D I., D II., D III., D IV., D VII., T VIII., T VIII/B. and transfer of vehicles between tracks to make the optimal use of loading place,
- ensuring staff, tools and information systems of traffic control for running of train set/wagon, shunting, as well as provision of traffic operation activity needed for the access,
- handling and forwarding data necessary for the running of railway vehicles, (if necessary, participation in issuing of permit for forwarding of exceptional consignment).

5.3 Supplementary services

5.3.1 Storage of vehicles

Content of the service:

- ensuring the storage of vehicles (which the Railway Undertaking wishes to store) beyond 48 hours.

Safe-keeping and protection of stored vehicles is the obligation of the Railway Undertaking. Railway Undertaking is obliged to order the service before the expiry of the 48 hours.

The following cases are not qualified as storage of vehicles:

- stay of vehicles as a consequence of accidents, exceptional events,
- storage of vehicles used for the purpose of operating the service facility.

If there is no available capacity on the railway infrastructure operated by RCT-BILK to accommodate rail vehicles operated by the Railway Undertaking, RCT-BILK shall notify the Railway Undertaking of this fact and – if possible – may arrange for the temporary storage of the rail vehicles at the Soroksár-Terminál station operated by MÁV Pályaműködtetési Zrt.
Storage at the Soroksár-Terminál station may be utilized based on the capacity made available by MÁV Pályaműködtetési Zrt. and the legal relationship existing or to be established between MÁV Pályaműködtetési Zrt. and the Railway Undertaking. The use of the rail network operated by MÁV Pályaműködtetési Zrt. and the storage of rail vehicles at Soroksár-Terminál station are governed by the Network Statement in effect at any given time and the conditions specified therein.
RCT-BILK assumes no responsibility for the capacity available at Soroksár-Terminál station, for ensuring such capacity, or for the terms and conditions of the services provided by MÁV Pályaműködtetési Zrt.

6. CHARGES

6.1 Charging principles

RCT-BILK supplies services described in Chapter 5, including access to railway infrastructure in the service facility as well, on a non-discriminatory manner, with transparent conditions and against equivalent charges to all applicants. RCT-BILK publishes non-discriminatory charges to different applicants that perform services of an equivalent nature in a similar part of the market.

In order to avoid disproportionate fluctuations of the charges, charges determined for services published in Chapter 5 were averaged, for the performance and time period ordinarily used.

Charge to be paid for the use of the service facility does not exceed the cost of usage of railway infrastructure and providing service, plus a reasonable profit.

Charges are published in Euro (EUR) and do not include value added tax (VAT).

6.1.1 Charge of basic services

Activities related to the handling of applications for railway infrastructure capacity and to usage of railway infrastructure may be linked within basic services to two components: ensuring of railway infrastructure capacity and serving of wagons.

Charges are included in Tables 6.2.1.1-6.2.1.2.

6.1.1.1 Use of capacities

Allocated capacity relates exclusively to the track and time period defined in allocation.

Consequently, any changes occurred in the track and time data of the capacity, require the cancellation of the allocated capacity and request for a new capacity with modified parameters.

A) Charge for handling of capacity requests

Charge to be paid in the case of using the service specified in point 5.2.1.
Measure unit: EUR/capacity request. Charge is included in Table 6.2.1.1.

It is necessary to pay charge for handling of capacity requests only once connecting to one requested serving of train set/wagon.

Charge for handling of capacity requests is charged to the Railway Undertaking only if the capacity was really used.

B) Charge for the usage of railway infrastructure

Charge to be paid in the case of using the service specified in point 5.2.2 (published in EUR/wagon measure unit in each direction), is charged based on the total number of actually served wagons (all wagons, delivered in the given month from/to the service facility). Charges are included in Table 6.2.1.2.

6.1.2 Charge of supplementary services

6.1.2.1 Charge for the storage of vehicles

Charge to be paid in the case of using the service specified in point 5.3.1.
Measure unit: EUR/vehicle/day. Charge is included in Table 6.2.2.

Charge shall be paid for a storage beyond 48 hours. The first 48 hours are free of charge. Every commenced 24-hour period counts as a whole day. The charge for the storage of vehicles shall be paid by the Railway Undertaking transporting the given vehicle to the storage place.

6.2 Amount to be paid

6.2.1 Charges of basic services

6.2.1.1 Charge for handling of capacity requests

Table 6.2.1.1.

Charge for handling of capacity requests	
EUR/capacity request	3,04

6.2.1.2 Charge for the usage of railway infrastructure

Table 6.2.1.2

Charge for the usage of railway infrastructure			
	I.	II.	III.
Number of total served wagons (delivered from/to service facility) / month	1-1000 wagons	1001-2000 wagons	over 2000 wagons
EUR/wagon	3,81	2,73	0,91

6.2.2 Charge of supplementary services

Table 6.2.2

Charge for the storage of vehicles			
Duration of storage of vehicle	the first 48 hours	48,01 - 120 hours	above 120 hours
EUR/vehicle/day	0	1,19	4,17

6.3 Charging system

Charges are determined taking into consideration the prescriptions of the regulations concerned.

6.4 Discounts

No discount system shall be applied in the Timetable period of 2027/2028.

6.5 Invoicing arrangement

Charges for the use of the service facility shall be paid to RCT-BILK. RCT-BILK uses the incomes from charges to fund the operation of the service facility.

Basis of accounting is the capacity allocated in accordance with provisions of Paragraph 67 (1) of the Railway Act.
In compliance with the contract for using service facility, RCT-BILK makes out a combined invoice monthly or invoice on monthly accounting based on performances actually used in the given month.

Charges to be paid for the use of railway infrastructure capacity, excluded in the annual working timetable, RCT-BILK invoices to the Railway Undertaking on the basis of performances actually used in the month concerned. Parties may agree in a different way in the contract for using service facility on the date of invoicing.

By accepting the acknowledgement of order from RCT-BILK, Railway Undertaking assumes the obligation to pay charges for the use of the service facilty, according to the contract for using service facility. Deadline for payment is set out in the contract for using service facility on condition that the deadline for payment may not be set for a period longer than 30 days. In the event of late payment, a default interest defined by the Civil Law is applied.