

Charging Document (CD)
of
MÁV ZRT

For the 2013/2014 timetable year

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1. Introduction

Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and Joint Decree of the Minister of Economy and Transport and the Minister of Finance No 83/2007 (X /)GKM-PM on frameworks of the network access charging system and basic regulations of determination and implementation of network access charges (hereafter Charging Decree) has designated the Rail Capacity Allocation Office (hereafter VPE) as charging body as regards the network access charges to be applied by not independent infrastructure managers to the open access railway network.

In accordance with provisions set out in Paragraph 13 of the Charging Decree, the task of the Charging Body is to prepare the Charging Methodology (hereafter CM) in every 5 year as a methodological documentation of network access charges.

Charging Body shall determine the concrete network access charges for the given timetable year on the basis of the Charging Methodology, the fact data of the last closed business year of the infrastructure manager, other data sources set out in the Charging Methodology, as well as on the basis of the expected amount of contribution from the State, and shall lay down in the Charging Document (hereafter CD) the detailed calculations for the determination of the network access charges and also data used for calculations.

We pointedly call your attention to the fact that in the course of calculating charges mentioned in the Charging Methodology we do not use rounding at all in order to achieve the possible most accurate calculations.

For transparency reasons, cost data demonstrated in the Charging Document shall be rounded to thousand HUF without decimals; network access charges shall be given in HUF without decimals, percentages shall be demonstrated up to two decimals.¹

Charges to be paid for the use of the open access railway network in Hungary shall be determined in integers, taking into account the rules of rounding and shall be published as it is stipulated in legal rules in force.

As a consequence of the above, when outlining charges, after adding up of data contained by tables, a charge deviating in a slight degree from the final charge may result. These differences come from the rounding of individual elements, they are not calculation mistakes.

¹ Exception from this are data demonstrated at the correction index and resulting from other data sources (one decimal)

2. General provisions

2.1 TEMPORAL SCOPE OF CD

Infrastructure Manager of the railway network shall publish charges determined in the Charging Document for the 2012/2013 timetable year in the Network Statement relevant to the given timetable year. Provisions of this CD shall be taken into consideration for the timetable year beginning on the second Sunday of December of 2012.

2.2 OBJECTIVE SCOPE OF CD

Scope of this CD covers detailed calculations for the determination of network access charges that are to be paid for the use of the open access railway networks in Hungary operated by MÁV Zrt, and also includes data used as a basis of calculations.

2.3 BASIS OF MODIFICATION OF THE CD

3 Description of data used as a basis of CD

3.1 RESPONSIBILITY FOR PROVIDING DATA

The Infrastructure Manager is fully responsible for the accuracy of provided data and for the compliance of their content. VPE is responsible for the calculation of charges carried out on the basis of data provided by the infrastructure manager in compliance with methodology set out in Charing methodology (CM) and in observance of legal rules in force.

3.2 COSTS

Justified revenues, costs and expenditures relating to certain services shall be distinguished in compliance with CM according to direct, distributable and indirect cost units.

Direct costs

Items that can unambiguously and directly be assigned to certain services can be labelled as direct costs.

Values of direct costs of the infrastructure manager for 2014 assigned to each service can be seen in Annex 1, furthermore, these values will also be demonstrated in the text of the CD among costs related to the relevant services.

Costs to be divided

Dividable costs comprise items that can directly be connected to the provision of services of the infrastructure manager but that occur in common interest of several services provided by the infrastructure manager and for this reason are to be shared to these services on the basis of „naturalias”.

Values of total costs of the infrastructure manager for 2014 divided on the basis of Annex 5b of CM can be seen in Annex 1. Furthermore, they will also be demonstrated in the text of the CD among costs related to certain services.

Summing-up table of „naturalias” used for cost sharing can be seen in Annex 4.

Indirect costs

Indirect costs contain (indirect) items that occur at non-independent infrastructure managing organizations, and to be divided among all the services. Regarding indirect costs, central and governance costs of the infrastructure manager; costs of services provided by other organisations of a railway company, as well as governance and central revenues, costs and expenditures occurring at railway company and burdening the infrastructure manager.

Values of indirect costs for 2014 assigned to services of the infrastructure manager can be seen in Annex 1; furthermore, they are also demonstrated in the text at costs linked to certain services.

In accordance with point 6.1.4 of CM, the calculation of indirect costs happens in proportion of direct costs and expenditures as well as costs and expenditures to be shared on the basis of „naturalias”. In accordance with Section 4 (3) of Joint Decree 83/2007 GKM-PM, indirect costs distributed to basic services may not directly be presented in the charge items to be paid, however, when calculating indirect costs, costs will be distributed to basic services as well, that show themselves as general surcharge in the composition of charge items to be paid for

basic services, ensuring this way the coverage of costs and expenditures occurred at the infrastructure manager.

Summing-up of costs for the 2014 year can be seen in the following tables.

Table 1: Distribution of costs of MÁV Zrt to direct, distributable and indirect cost groups *

	thousand HUF	%
Direct costs	116 808 430	53.96%
Costs to be shared	78 624 468	36.32%
Indirect costs	21 026 227	9.71%
Total cost	216 459 125	100.00%

Table 2: Costs-distribution of MÁV Zrt according to the types of services

	Thousand HUF	%
Basic services	92 883 675	42.91%
Supplementary services	72 111 435	33.31%
Additional services	51 464 014	23.78%
Total cost	216 459 125	100.00%

3.3 CORRECTION INDEXES

Three years will pass between the basis period - i.e. the last closed business year that forms the basis of justified costs and expenditures which can be taken into account when charging - and the year of charge. Consequently, change in the price level during the time horizon between the basis period and the year of charge (based partly on facts, partly planable), as well as other considerable changes affecting charges have been taken into consideration.

On the basis of CM 6.1.3 for good cause, with presenting an appropriate reasoning, VPE can apply correction that departs from what is laid down in CM 6.1.3. MÁV Zrt. asked the target figures from the approved business plan for 2014 to be taken as the basis of calculation. The Business plan for 2014 of MÁV Zrt can be found in Annex 2.

3.4 PERFORMANCE INDICATORS

As part of data supply, MÁV Zrt has made values of performance indicators of 2011 and 2014 and assumptions used for forecasting available.

MÁV Zrt has prepared the forecast of performance indicators on the basis of revenues (in HUF) of individual segments for 2014. Base values comprise fact data of 2011 in compliance with data resources set out in DM.

Values of performance indicators of MÁV Zrt for 2011 and 2014 can be seen in Annex 3.

3.5 „NATURALIAS”

Based on performance indicators provided by the infrastructure manager it is necessary to create „naturalias” that serve - when calculating - as a basis of distribution of distributable costs (costs which can directly be connected to the provision of services by the infrastructure manager, but occur in the common interest of several services of the infrastructure manager).

In order to distribute revenues, costs and expenditures assigned to certain services in proportion to the chosen „naturalia” it is required to introduce such a projection equivalent that occur at several services which can be measured in different natural measure units, and is proportional to the amount of expenditures linked to the service.

Charging Methodology (CM) uses the number of use of track route as projection equivalent in case of access services. Specification of projection equivalents can be found in Annex 5.b to CM.

Determination of values of naturalias for 2014 was carried out in line with performance indicators set out in Annex 5.b to CM.

Tables of naturalias contain the number of the use of track route related to distinct services. Values of naturalias of the infrastructure manager for 2011 and for 2014 can be found in Annex 4.

3.6 APPLIED SURCHARGES

In accordance with Article 55 (5) of the Railway Act (Vtv), charge of basic services shall be determined by taking into account of costs and expenditures in accordance with relevant provisions of legal rules on the operation of open access railway network and allocation of railway network capacity in such a way that it reflects the costs and expenditures directly be connected to the use of services, and also reflects subsidies provided by the State for the operation of the infrastructure.

In accordance with Article 4 paragraph (3) of the Joint Decree No 83/2006 (X6)GKM-PM on frameworks of the network access charging system and basic regulations of determination and implementation of network access charges, indirect costs falling on basic services (ensuring of train path, ensuring of train run) may not be taken into account when charging. In order that network access charges to be paid and to be accounted should cover the justified costs of the infrastructure managers, a general mark-up has been determined to the basic services in compliance with Article 55 (8) of Railway Act.

In accordance with provisions of Article 6 of Joint Decree No 83/2007. (X 6)GKM-PM if the infrastructure manager operates regional, suburban railway network which comprises also nationwide railway tracks or railway track owned by State, and network access charges to be expected to be paid by Railway Undertakings and to be accounted to them and the sum of the provided state subsidy do not cover the entire amount of justified costs and expenditures of the infrastructure manager to be expected in connection with its activity, charging body shall charge mark-ups defined by Article 55 (8) of Railway Act.

In compliance with Article 4 of Joint Decree No 83/2007. (X 6)GKM-PM - when determining charges for basic, supplementary, additional and ancillary services - network access charges must cover all the indirect/any justified costs and expenditures occurring at the infrastructure manager in connection with providing the service. From the point of view of determination of the general mark-up, the main emphasis lies on justifiability: the mass of costs that cannot be affected in the charge items of basic services and that form indirect costs - when examining the charge-base of any other services - may not be considered as justified costs, expenditures occurring in connection with the provision of the given service.

If State contribution will be determined for a given year that must be taken into consideration primarily as an item reducing indirect costs (general mark-ups) distributed to basic services. By doing so, the charges to be expectedly paid by Railway Undertakings and the sum of the State contribution together will cover all anticipatory costs and expenditures of the infrastructure manager arising from the provision of the given service.

At individual charge items extension of the relating mark-up will be shown.

Values of mark-ups can be seen in Annex 5.

3.7 DISCOUNTS

Within the framework ensured by Railway Act and the Charging Decree, general and individual discounts may be introduced by the infrastructure manager. Discount may relate only to network access charges levied on a certain railway track section.

In accordance with relevant provisions of Railway Act and the Charging Decree, if an infrastructure manager affected by the Charging Methodology (CM) receives compensation, that infrastructure manager is obliged to provide a discount to the Railway Undertakings that is proportionate to the amount of the compensation. Discounts based on the above rules must reduce charges of running of trains in such a way that the sharing of discounts between the gross ton km proportionate and the train km proportionate part of charge shall happen in the ratio of the sum of direct costs assigned to them and the amount of costs distributed on the basis of „naturalias”.

If discount is set, value of discounts will be demonstrated at relevant charge items.

Discounts were not applied in the course of preparation of this Charging Document (CD).

3.8 AMOUNT OF STATE CONTRIBUTION

Ministry of National Development sets the amount of the State contribution relating to track access charges for the 2013/2014 timetable year of MÁV Zrt in its letter of No NFM/19440/3/2012. on the amount of State contribution and its distribution, as follows:

- for basic and supplementary services HUF 87.6billion
- for additional services HUF 3.62 billion.

For calculations the following aspects had to be taken into consideration:

- burden of track charges of basic and supplementary services for the freight transport sector in case of the same performance shall not increase in comparison to that of the 2012/2013 timetable year,
- Charges for 2013/2014 compared to 2012/2013 should not fall as a consequence of cost refunding of the State unless its results from legal rule (e.g.: calculation of charges of basic services on the basis of charges directly deriving from the services) or not from cost relations.
- The service “Storage of vehicles” of supplementary services shall not be subsidized

In compliance with the decision of the European Commission on state contribution (case number: SA.33417 (2011/N)) the following additional services can be supported:

- ensuring shunting staff for Railway Undertakings performing freight transport,
- ensuring traction unit for traction purposes for Railway Undertakings performing freight transport,
- outdoor train acceptance for Railway Undertakings performing freight transport.

Official letter on the amount and distribution of the state contribution can be found in Annex 6. Distribution of state contribution for MÁV Zrt can be seen in Annex 7.

3.9 MODE OF CALCULATION OF CHARGES

Mode of determination of charges relating to services in accordance with relevant provisions of CM is as follows:

$$\frac{\text{Sum of revenues, costs and expenditures that may be taken into account in the charge of the service}}{\text{Performance relating to the service}} = \text{Cost-based charge}$$

Cost-based direct charges are presented at basic services; method of their calculation is as follows:

$$\frac{\text{Total sum of direct revenues, costs and expenditures that may be taken into account in the charge of the service}}{\text{Performance related to the service}} = \text{Direct cost-based charge}$$

In accordance with provisions of point 3.6, indirect costs falling on basic services will be demonstrated as general mark-ups. General mark-ups will be calculated on the basis of the following formula:

$$\frac{\text{Sum of indirect revenues, costs and expenditures that may be taken into account in the charge of the service}}{\text{Performance relating to the service}} = \text{General mark-up}$$

In case of determining the amount of state contribution, state contribution relating to the charge items of a certain service will be calculated on the basis of the following formula:

$$\frac{\text{Amount of state contribution reducing the charge of the service}}{\text{Performance relating to the service}} = \text{State coontribution}$$

4. Charges of services provided to Railway Undertakings by MÁV Zrt

4.1 BASIC SERVICES

4.1.1 Charge for ensuring of train path

Costs taken into account when determining the charge

Items that can be taken into account when determining the charge (in accordance with point 7.2.1.1 of CM) are direct and shareable costs and expenditures, as well as central budget subsidy appointed to the service „Handling of requests for rail network capacity (Service mentioned in point I.a) of Annex 3 to the Railway Act).

Invoiced costs of VPE from direct costs of the service „ensuring of train path” have been determined individually based on the business plan of VPE. In compliance with Article 5 paragraph (1) of the governmental decree No 268/2009 (XII.1.)Korm on legal relationship between the rail capacity allocation body and non-independent rail infrastructure managers, as of 1 January 2011, the fee to be paid to VPE may not exceed the amount of HUF 650 million that has been divided to MÁV and MÁV in proportion of total cost involved in the calculation of network access charges.

Summing-up of costs

Table 3: Charge for ensuring of train path - summing-up of costs

Charge for ensuring of train path	Costs in 2014 (thousand HUF)
Direct costs	828 204
Costs to be shared	22 417
Indirect costs	114 043
Total cost	964 664

Performance indicator relating to the charge

Table 4: Charge for ensuring of train path - performance

Charge for ensuring of train path	Performance in 2014
number of train paths	1 303 051

Determination of charge to be paid

Table 5: Charge for ensuring of train path - determination of the charge

Charge for ensuring of train path	HUF
1. Direct cost-based calculation	653
2. Amount of mark-up	88
3. Amount of marking-ups	-
4. Amount of state contribution	168
Charge to be paid (1 + 2 - 3 - 4)	572

On the basis of the table above, charge to be paid by the user of the service comes to HUF 572 / train path.

4.1.2 Charge for running of trains

Costs taken into account when determining the charge

Items that can be taken into account when determining the charge (in accordance with point 7.2.2.1 of CM) are directly booked and shared revenues, costs and expenditures appointed to the following services.

Charge for running of trains consists of two components: gross ton km proportionate and train km proportionate part of charge. Charge for running of trains can be calculated with the use of the following formula:

Charge for running of trains = train km charge * train km + gross ton km charge * gross ton * train km

Gross ton km proportionate part of the charge for running of trains

Gross ton km proportionate part of the charge for running of trains is the same in any track section categories (I-III) for freight, passenger and loco trains carrying out gross ton km performance.

Summing-up of costs

Table 6: Gross ton km proportionate part of charge for running of trains - summing-up of costs

Charge for running of trains gross ton km proportionate part of charge	Costs in 2014 (thousand HUF)
Direct costs	28 700 299
Costs to be shared	4 987 092
Indirect costs	4 516 473
total cost	38 203 864

Performance indicator relating to the charge

Table 7: Gross ton km proportionate part of charge for running of trains - performance

Charge for running of trains gross ton proportionate part of charge	Performance in 2014
Performed gross ton km	34 489 709 915

Determination of the charge to be paid

Table 8: Gross ton km proportionate part of charge for running of trains - determination of charge

Charge for running of trains gross ton km proportionate part fo charge	HUF
1. Direct cost based charge	0,98
2. Amount of mark-up	0,13
3. Amount of discount	-
4. Amount of state contribution	0,88
Charge to be paid (1 + 2 - 3 - 4)	0,23

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 0,23 / gross ton km.

Train km proportionate part of the charge for running of trains

- Freight trains on track section category I***

Summing-up of costs

Table 9: Train km proportionate part of the charge for running of trains, freight trains on track section category I - summing-up of costs

Charge for running of trains, train km proportionate part of charge, freight trains, track section category I	Costs in 2014 (thousand HUF)
Direct costs	2 737 593
Cost to be shared	3 413 093
Indirect costs	824 623
Total cost	6 975 309

Performance

Table 10: Train km proportionate part of the charge for running of trains, freight trains on track section category I - performance

Charge for running of trains, train km proportionate part of charge, freight trains, track section category I	Performance in 2014
performed train km	12 137 189

Determination of the charge to be paid

Table 11: Train km proportionate part of the charge for running of trains, freight trains on track section category I - determination of the charge

Charge for running of trains, train km proportionate part of charge, freight trains, track section category I	HUF
1. Cost based charge	507
2. Amount of mark-up	68
3. Amount of discount	-
4. Amount of state contribution	184
Charge to be paid (1 + 2 - 3 - 4)	391

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 391 / train km.

- ***Freight trains on track section category II***

Summing-up of costs

Table 12: Train km proportionate part of the charge for running of trains, freight trains on track section category II - summing up of costs

Charge for running of trains, train km proportionate part of charge, freight trains, track section category II	Costs in 2014 (thousand HUF)
Direct costs	461 896
Costs to be shared	486 633
Indirect costs	127 169
Total cost	1 075 698

Performance

Table 13: Train km proportionate part of the charge for running of trains, freight trains on track section category II - performance

Charge for running of trains, train km proportionate part of charge, freight trains, track section Cat II	Performance in 2014
Performed train km	1 163 717

Determination of the charge to be paid

Table 14: Train km proportionate part of the charge for running of trains, freight trains on track section category II - determination of charges

Charge for running of trains, train km proportionate part of charge, freight trains, track section category II	HUF
1. Direct cost based charge	815
2. Amount of mark-up	109
3. Amount of discount	-
4. Amount of State contribution	554
Charge to be paid (1 + 2 - 3 + 4)	370

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 370 / train km.

- *Freight trains on track section category III*

Summing-up of costs

Table 15: Train km proportionate part of the charge for running of trains, freight trains on track section category III - summing-up of costs

Charge for running of trains, train km proportionate part of charge, freight trains, track section category III	Costs in 2014 (thousand HUF)
Direct costs	275 990
Costs to be shared	215 837
Indirect costs	65 939
Total cost	557 766

Performance

Table 16: Train km proportionate part of the charge for running of trains, freight trains on track section category I- performance

Charge of running of trains, train km proportionate part of charge, freight trains, track section cat. III	Performance in 2014
performed train km	767 518

Determination of the charge to be paid

Table 17: Train km proportionate part of the charge for running of trains, freight trains on track section category I- determination of the charge

Charge for running of trains, train km proportionate part of charge, freight trains, track section category III	HUF
1. Cost based charge	641
2. Amount of mark-up	86
3. Amount of discount	-
4. Amount of state contribution	527
Charge to be paid (1 + 2 - 3 - 4)	200

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 200 / train km.

- *Passenger trains on track section category I*

Summing-up of costs

Table 18: Train km proportionate part of the charge for running of trains, passenger trains on track section category I - summing-up of costs

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category I	Costs in 2014 (thousand HUF)
Direct costs	6 031 638
Cost to be shared	13 884 131
Indirect costs	2 670 110
Total cost	22 585 879

Performance indicator relating to the charge

Table 19: Train km proportionate part of the charge for running of trains, passenger trains on track section category I - performance

Charge for running of trains. train km proportionate part of charge, passenger trains track section cat. I	Performance in 2014.
performed train km	45 003 799

Determination of the charge to be paid

Table 20: Train km proportionate part of the charge for running of trains, passenger trains on track section category I - determination of the charge

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category I	HUF
1. Costs based charge	443
2. Amount of mark-up	59
3. Amount of discount	-
4. Amount of state contribution	127
Charge to be paid (1 + 2 - 3 - 4)	375

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 375 / train km.

- *Passenger trains on track section category II*

Summing-up of costs

Table 21: Train km proportionate part of the charge for running of trains, passenger trains on track section category II - summing -up of costs

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category II	Costs in 2014 (thousand HUF)
Direct costs	1 951 005
Cost to be shared	4 292 174
Indirect costs	837 024
Total cost	7 080 202

Performance indicator relating to the charge

Table 22: Train km proportionate part of the charge for running of trains, passenger trains on track section category II - performance

Charge for running of trains, train km proportionate part of charge, passenger trains, track section cat. II performed train km	Performance in 2014
	11 819 746

Determination of the charge to be paid

Table 23: Train km proportionate part of the charge for running of trains, passenger trains on track section category II - determination of charge

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category II	HUF
1. Costs based charge	528
2. Amount of mark-up	71
3. Amount of discount	-
4. Amount of state contribution	284
Charge to be paid (1 + 2 - 3 - 4)	315

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 315 / train km.

- *Passenger trains on track section category III*

Summing-up of costs

Table 24: Train km proportionate part of the charge for running of trains, passenger trains on track section category III - költségek összefoglalása

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category III	Costs in 2014 (thousand HUF)
Direct costs	3 257 089
Costs to be shared	8 060 454
Indirect costs	1 517 345
Total cost	12 834 888

Performance indicator relating to the charge

Table 25: Train km proportionate part of the charge for running of trains, passenger trains on track section category III - performance

Charge of running of trains, train km proportionate part of charge, passenger trains, track section cat III	Performance 2014
performed train km	19 146 645

Determination of the charge to be paid

Table 26: Train km proportionate part of the charge for running of trains, passenger trains on track section category III - determination of charge

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category III	HUF
1. Cost based charge	591
2. Amount of mark-up	79
3. Amount of discount	-
4. Amount of state contribution	544
Charge to be paid (1 + 2 - 3 + 4)	126

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 126 / train km.

- *Loco trains*

Summing-up of costs

Table 27: Train km proportionate part of the charge for running of trains, loco trains- summing-up of costs

Charge for running of trains, train km proportionate part of charge, loco trains	Costs in 2014 (thousand HUF)
Direct costs	1 168 286
Costs to be shared	1 129 108
Indirect costs	308 012
Total cost	2 605 407

Performance indicator relating to the charge

Table 28: Train km proportionate part of the charge for running of trains, loco trains - performance

Charge for running of trains, train km proportionate part of charge, loco trains	Performance in 2014
performed train km	3 901 510

Determination of the charge to be paid

Table 29. Táblázat: Train km proportionate part of the charge for running of trains, loco trains - determination of charge

Charge for running of trains, train km proportionate part of charge, loco trains	HUF
1. Costs based charge	589
2. Amount of mark-up	79
3. Amount of discount	-
4. Amount of state contribution	311
Charge to be paid (1 + 2 - 3 - 4)	357

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 357 / train km.

4.2 SUPPLEMENTARY SERVICES

4.2.1 Charge of the use stations by passenger trains for stopping

- *Station of category I*

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the charge of using of stations of category I by passenger trains for stopping, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 30: Charge for the use of stations of category I by passenger trains for stopping - summing-up of costs

Charge of the use of stations category I by passenger trains for stopping	Costs in 2014 (thousand HUF)
Direct cost	2 707 565
Cost to be shared	6 284 744
Indirect cost	1 205 600
Total cost	10 197 909

Performance indicator relating to the charge

Table 31: Charge for the use of stations of category I by passenger trains for stopping - performance

Charge of the use of stations category I by passenger trains for stopping	Performance in 2014
performed use of station	2 298 1743

Determination of the charge to be paid

Table 32: Charge for the use of stations of category I by passenger trains for stopping - determination of the charge

Charge of the use of stations category I by passenger trains for stopping	HUF
1. Cost-based charge	4 437
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	897
Charge to be paid (1 + 2 - 3 - 4)	3 540

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 3 540 / use of station.

- **Station of category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to stations of category II and track sections of stations, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 33: Charge for the use of stations of category II by passenger trains for stopping - summing-up of costs

Charge of the use of stations category II by passenger trains for stopping	Costs in 2014 (thousand HUF)
Direct cost	2 672 074
Cost to be shared	15 463 600
Indirect cost	2 431 452
Total cost	20 567 126

Performance indicator relating to the charge

Table 34: Charge for the use of stations of category II by passenger trains for stopping - performance

Charge of the use of stations category II by passenger trains for stopping	Performance in 2014
performed use of station	5 654 576

Determination of the charge to be paid

Table 35: Charge for the use of stations of category II by passenger trains for stopping - determination of the charge

Charge of the use of stations category II by passenger trains for stopping	HUF
1. Cost-based charge	3 637
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	837
Charge to be paid (1 + 2 - 3 - 4)	2 800

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2 800 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to stations of category III and track sections of stations, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 36: Charge for the use of stations of category III by passenger trains for stopping - summing-up of costs

Charge of the use of stations category III by passenger trains for stopping	Costs in 2014 (thousand HUF)
Direct cost	328 921
Cost to be shared	4 055 935
Indirect cost	587 878
Total cost	4 972 733

Performance indicator relating to the charge

Table 37: Charge for the use of stations of category III by passenger trains for stopping - performance

Charge of the use of stations category III by passenger trains for stopping	Performance in 2014
performed use of station	1 483 134

Determination of the charge to be paid

Table 38: Charge for the use of stations of category III by passenger trains for stopping - determination of the charge

Charge of the use of stations category III by passenger trains for stopping	HUF
1. Costs-based charge	3 353
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	1 454
Charge to be paid (1 + 2 - 3 - 4)	1 899

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 899 / use of station.

- ***Station of category IV***

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to stations of category IV and track sections of stations, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 39: Charge for the use of stations of category IV by passenger trains for stopping - summing-up of costs

Charge of the use of stations category IV by passenger trains for stopping	Costs in 2014 (thousand HUF)
Direct cost	313 594
Cost to be shared	7 531 335
Indirect cost	1 051 771
Total cost	896 700

Performance indicator relating to the charge

Table 40: Charge for the use of stations of category IV by passenger trains for stopping - performance

Determination of the charge to be paid

Table 41: Charge for the use of stations of category IV by passenger trains for stopping - determination of the charge

Charge of the use of stations category IV by passenger trains for stopping	HUF
1. Costs-based charge	3 230
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	1 530
Charge to be paid (1 + 2 - 3 - 4)	1 700

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 700 / use of station.

4.2.2 Charge for the use of origin/destination stations by passenger trains

- *Station of category I*

Costs taken into account when determining the charge

(In accordance with point 7.2.4 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category I by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 42: Charge for the use of origin/destination stations of category I by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category I by passenger trains	Costs in 2014 (thousand HUF)
Direct cost	43 762
Cost to be shared	1 507 552
Indirect cost	207 985
Total cost	1 759 299

Performance indicator relating to the charge

Table 43: Charge for the use of origin/destination stations of category I by passenger trains - performance

Charge of the use of origin/destination stations category I by passenger trains	Performance in 2014
performed use of station	488 114

Determination of the charge to be paid

Table 44: Charge for the use of origin/destination stations of category I by passenger trains - determination of the charge

Charge of the use of origin/destination stations category I by passenger trains	HUF
1. Cost -based charge	3 604
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	1 334
Charge to be paid (1 + 2 - 3 - 4)	2 270

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2 270 / use of station.

- **Station category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.4 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category II by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 45: Charge for the use of origin/destination stations of category II by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category II by passenger trains	Costs in 2014 (thousand HUF)
Direct cost	15 648
Cost to be shared	916 789
Indirect cost	125 012
Total cost	1 057 449

Performance indicator relating to the charge

Table 46: Charge for the use of origin/destination stations of category II by passenger trains - performance

Charge of the use of origin/destination stations category II by passenger trains	Performance in 2014
performed use of station	296 837

Determination of the charge to be paid

Table 47: Charge for the use of origin/destination stations of category II by passenger trains - determination of the charge

Charge of the use of origin/destination stations category II by passenger trains	HUF
1. Cost-based charge	3 562
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	1 752
Charge to be paid (1 + 2 - 3 - 4)	1 810

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 810 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.4 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category III by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 48: Charge for the use of origin/destination stations of category III by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category III by passenger trains	Costs in 2014 (thousand HUF)
Direct cost	1 504
Cost to be shared	2 590
Indirect cost	549
Total cost	4 643

Performance indicator relating to the charge

Table 49: Charge for the use of origin/destination stations of category III by passenger trains - performance

Charge of the use of origin/destination stations category III by passenger trains	Performance in 2014
Performed use of station	839

Determination of the charge to be paid

Table 50: Charge for the use of origin/destination stations of category III by passenger trains - determination of the charge

Charge of the use of origin/destination stations category III by passenger trains	HUF
1. Cost-based charge	5 537
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	4 632
Charge to be paid (1 + 2 - 3 - 4)	905

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 905 / station us.

- **Station of category IV**

Costs taken into account when determining the charge

(In accordance with point 7.2.4 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category IV by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 51: Charge for the use of origin/destination stations of category IV by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category IV by passenger trains	Costs in 2014 (thousand HUF)
Direct cost	8 491
Cost to be shared	15 203
Indirect cost	3 177
Total cost	26 871

Performance indicator relating to the charge

Table 52: Charge for the use of origin/destination stations of category IV by passenger trains - performance

Charge of the use of origin/destination stations category IV by passenger trains	Performance in 2014
Performed use of station	4 922

Determination of the charge to be paid

Table 53: Charge for the use of origin/destination stations of category IV by passenger trains - determination of the charge

Charge of the use of origin/destination stations category IV by passenger trains	HUF
1. Cost-based charge	5 459
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	4 554
Charge to be paid (1 + 2 - 3 - 4)	905

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 905/ station us.

Charge for the use of origin/destination stations by freight trains

- ***Station of category I***

Costs taken into account when determining the charge

(In accordance with point 7.2.5 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category I by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 54: Charge of the use of origin/destination stations of category I by freight trains - summing-up of costs

Charge of the use of origin/destination stations category I by freight trains	Costs in 2014 (thousand HUF)
Direct cost	555 099
Cost to be shared	2 599 571
Indirect cost	422 947
Total cost	3 577 617

Performance indicator relating to the charge

Table 55: Charge of the use of origin/destination stations of category I by freight trains - performance

Charge of the use of origin /destination stations category I by freight trains	Performance in 2014
performed use of station	111 484

Determination of the charge to be paid

Table 56: Charge of the use of origin/destination stations of category I by freight trains - determination of the charge

Charge of the use of origin/destination stations category I by freight trains	HUF
1. Cost-based charge	32 091
2. Amount of mark-up	-
3. Amount of discount	-
4. Amounta of state contribution	27 591
Charge to be paid (1 + 2 - 3 - 4)	4 500

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 4 500 / station use.

- **Station category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.5 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category II by freight trains, as well as indirect revenues, costs and expenditures

Summing-up of costs

Table 57: Charge of the use of origin/destination stations of category II by freight trains - summing-up of costs

Charge of the use of origin/destination stations category II by freight trains	Costs in 2014 (thousand HUF)
Direct cost	9 915
Cost to be shared	2 113 603
Indirect cost	84 700
Total cost	2 408 218

Performance indicator relating to the charge

Table 58: Charge of the use of origin/destination stations of category II by freight trains - performance

Charge of the use of origin/destination stations category II by freight trains	Performance in 2014
Performed use of station	90 643

Determination of the charge to be paid

Table 59: Charge of the use of origin/destination stations of category II by freight trains - determination of the charge

Charge of the use of origin/destination stations category II by freight trains	HUF
1. Cost-based charge	26 568
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	24 568
Charge to be paid (1 + 2 - 3 - 4)	2 000

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2 000 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.5 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category III by freight trains, as well as indirect revenues, costs and expenditures

Summing-up of costs

Table 60: Charge of the use of origin/destination stations of category III by freight trains - summing-up of costs

Charge of the use of origin/destination stations category III by freight trains	Costs in 2014 (thousand HUF)
Direct cost	-
Cost to be shared	241 433
Indirect cost	32 369
Total cost	273 802

Performance indicator relating to the charge

Table 61: Charge of the use of origin/destination stations of category III by freight trains - performance

Charge of the use of origin/destination stations category III by freight trains	Performance in 2014
Performed use of station	10 354

Determination of the charge to be paid

Table 62: Charge of the use of origin/destination stations of category III by freight trains - determination of the charge

Charge of the use of origin/destination stations category III by freight trains	HUF
1. Cost-based charge	26 444
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	25 844
Charge to be paid (1 + 2 - 3 - 4)	600

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 600 / station use.

4.2.3 Charge of the use of intermediate stations by freight trains

- *Station of category I*

Costs taken into account when determining the charge

(In accordance with point 7.2.6 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of intermediate stations of category I by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 63: Charge of the use of intermediate stations of category I by freight trains - summing-up of costs

Charge of the use of intermediate stations category I by freight trains	Costs in 2014 (thousand HUF)
Direct cost	644 228
Cost to be shared	314 500
Indirect cost	128 537
Total cost	1 087 265

Performance indicator relating to the charge

Table 64: Charge of the use of intermediate stations of category I by freight trains - performance

Charge of the use of intermediate station category I by freight trains	Performance in 2014
performed use of station	26 975

Determination of the charge to be paid

Table 65: Charge of the use of intermediate stations of category I by freight trains - determination of the charge

Charge of the use of intermediate stations category I by freight trains	HUF
1. Cost-based charge	40 306
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	36 906
Charge to be paid (1 + 2 - 3 - 4)	3 400

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 3 400 / station use.

- **Station of category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.6 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of intermediate stations of category II by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 66: Charge of the use of intermediate stations of category II by freight trains - summing-up of costs

Charge of the use of intermediate stations category II by freight trains	Cost in 2014 (thousand HUF)
Direct cost	1 832 790
Cost to be shared	450 058
Indirect cost	306 062
Total cost	2 588 911

Performance indicator relating to the charge

Table 67: Charge of the use of intermediate stations of category II by freight trains - performance

Charge of the use of intermediate stations category II by freight trains	Performance in 2014
Performed use of station	38 602

Determination of the charge to be paid

Table 68: Charge of the use of intermediate stations of category II by freight trains - determination of the charge

Charge of the use of intermediate stations category II by freight trains	HUF
1. Cost-based charge	67 067
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	64 667
Charge to be paid (1 + 2 - 3 - 4)	2 400

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2 400 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.6 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of intermediate stations of category III by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 69: Charge of the use of intermediate stations of category III by freight trains - summing-up of costs

Charge of the use of intermediate stations category III by freight trains	Costs in 2014 (thousand HUF)
Direct cost	138 202
Cost to be shared	20 310
Indirect cost	21 252
Total cost	179 763

Performance indicator relating to the charge

Table 70: Charge of the use of intermediate stations of category III by freight trains - performance

Charge of the use of intermediate stations category III by freight trains	Performance in 2014
Performed use of station	1 742

Determination of the charge to be paid

Table 71: Charge of the use of intermediate stations of category III by freight trains - determination of the charge

Charge of the use of intermediate stations category II by freight trains	HUF
1. Cost-based charge	103 194
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	101 794
Charge to be paid (1 + 2 - 3 - 4)	1 400

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 400 / station use.

4.2.4 Charge of the use of catenary

Costs taken into account when determining the charge

(In accordance with point 7.2.8 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Use of the overhead contact line system” as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 72: Charge of the use of catenary - summing-up of costs

Charge of the use of catenary	Cost in 2014 (thousand HUF)
Direct cost	11 181 674
Cost to be shared	100 848
Indirect cost	1 512 649
Total cost	12 795 172

Performance indicator relating to the charge

Table 73: Charge of the use of catenary - performance

Charge of use of catenary	Performance in 2014
Electric train kilometer performed by freight, passenger and loco trains	65 732 314

Determination of the charge to be paid

Table 74: Charge of the use of catenary - determination of the charge

Charge of use of catenary	HUF
1. Cost-based charge	195
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	138
Charge to be paid (1 + 2 - 3 - 4)	57

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 57 / electric train km

4.2.5 *Charge of the access to refuelling facilities*

Costs taken into account when determining the charge

(In accordance with point 7.2.23 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring access to refuelling facilities”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 75: Charge of the access to refuelling facilities - summing up of costs

Charge for the access to refuelling facilities	Cost in 2014 (thousand HUF)
Direct cost	859 218
Cost to be shared	411 910
Indirect cost	170 420
	1 441
Total cost	549

Performance indicator relating to the charge

Table 76: Charge of the access to refuelling facilities - performance

Charge for the access to refuelling facilities	Performance in 2014
Amount of fuel taken	44 456 001

Determination of the charge to be paid

Table 77: Charge of the access to refuelling facilities - determination of charges

Charge for the access to refuelling facilities	HUF
1. Cost-based charge	32
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	10
Charge to be paid ((1+2-3-4)	22

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 22 / litre.

4.2.6 *Charge of the access to wagon weigh bridges (scale)*

Costs taken into account when determining the charge

(In accordance with point 7.2.9 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Access to wagon weigh bridges”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 78: Charge of the access to wagon weight bridges- summing-up of costs

Charge for the access to wagon weight bridges	Cost in 2014 (thousand HUF)
Direct cost	129 493
Cost to be shared	1 168
Indirect cost	17 518
Total cost	148 178

Performance indicator relating to the charge

Table 79: Charge of the access to wagon weight bridges - performance

Charge for the access to wagon weight bridges	Performance in 2014
Vehicles weighed	58 649

Determination of the charge to be paid

Table 80: Charge of the access to wagon weight bridges - determination of charges

Charge for the access to wagon weight bridges	HUF
1. Cost-based charge	2 527
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	187
Charge to be paid (1 + 2 - 3 - 4)	2 340

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2 340 / vehicle.

4.2.7 *Charge for the storage of vehicles*

Costs taken into account when determining the charge

(In accordance with point 7.2.10 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Storage of vehicles”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 81: Charge for the storage of vehicles - summing-up of costs

Charge of storage of vehicles	Cost in 2014 (thousand HUF)
Direct cost	89 905
Cost to be shared	811
Indirect cost	12 162
Total cost	102 879

Performance indicator relating to the charge

Table 82: Charge for the storage of vehicles - performance

Charge of storage of vehicles	Performance in 2014
Length of time of storage of vehicles beyond 24 hours	833 278

Determination of the charge to be paid

Table 83: Charge for the storage of vehicles - determination of the charge

Charge of storage of vehicles	HUF
1. Cost-based charge	123
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	123

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 123 / vehicle / day.

4.2.8 Charge for ensuring of staff

Costs taken into account when determining the charge

(In accordance with point 7.2.11 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of staff”, as well as indirect revenues, costs and expenditures

Summing-up of costs

Table 84: Charge for ensuring of staff- summing-up of costs

Charge of ensuring of staff	Costs in 2014 (thousand HUF)
Direct cost	22 153
Cost to be shared	200
Indirect cost	2 997
Total cost	25 350

Performance indicator relating to the charge

Table 85: Charge for ensuring of staff - performance

Charge of ensuring of staff	Performance in 2014
time devoted by service staff	111 8826

Determination of the charge to be paid

Table 86: Charge for ensuring of staff - determination of the charge

Charge of ensuring of staff	HUF
1. Cost-based charge	2 133
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	2 133

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2 133/ person / hour.

4.3 ADDITIONAL SERVICES

4.3.1 Charge of staff providing train acceptance

Costs taken into account when determining the charge

(In accordance with point 7.2.12 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Outdoor train acceptance”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 87: Charge of staff providing train acceptance - summing-up of costs

Charge of staff providing train acceptance	Costs in 2014 (thousand HUF)
Direct cost	10 515
Cost to be shared	95
Indirect costs	1 422
Total costs	12 032

Performance indicator relating to the charge

Table 88: Charge of staff providing train acceptance - performance

Charge of staff providing train acceptance	Performance in 2014
time devote by staff to train acceptance	2 559

Determination of the charge to be paid

Table 89: Charge of staff providing train acceptance - determination of the charge

Charge of staff providing train acceptance	HUF
1. Cost-based charge	4 702
2. Amount of mark-up	-
3. Amount of discount	-
Amount of state contribution	929
Charge to be paid (1 + 2 - 3 - 4)	3 773

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 3 773 / person / hour.

4.3.2 Charge of ensuring of shunting staff for passenger trains

Costs taken into account when determining the charge

(In accordance with point 7.2.13 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of shunting staff”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 90: Charge of ensuring of shunting staff for passenger trains- summing-up of costs

Charge of ensuring shunting staff for passenger trains	Costs in 2014 (thousand HUF)
Direct cost	2 357 859
Cost to be shared	21 266
Indirect cost	318 970
Total cost	2 698 094

Performance indicator relating to the charge

Table 91: Charge of ensuring of shunting staff for passenger trains - performance

Charge of ensuring of shunting staff for passenger trains	Performance in 2014
time devoted by shunting staff	276 112

Determination of the charge to be paid

Table 92: Charge of ensuring of shunting staff for passenger trains- determination of the charge

Charge of ensuring of shunting staff	HUF
1. Cost-based charge	9 772
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	9 772

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 9 772 / person / hour.

4.3.3 Charge of ensuring of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

(In accordance with point 7.2.13 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of shunting staff”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 93: Charge of ensuring of shunting staff for freight and loco trains- summing-up of costs

Charge of ensuring shunting staff for freight and loco trains	Costs in 2014 (thousand HUF)
Direct cost	3 611 483
Cost to be shared	32 572
Indirect cost	488 559
Total cost	4 132 614

Performance indicator relating to the charge

Table 94: Charge of ensuring of shunting staff for freight and loco trains - performance

Charge of ensuring of shunting staff for freight and loco trains	Performance in 2014
time devoted by shunting staff	422915

Determination of the charge to be paid

Table 95: Charge of ensuring of shunting staff for freight and loco trains- determination of the charge

Charge of ensuring of shunting staff	HUF
1. Cost-based charge	9 772
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	5 723
Charge to be paid (1 + 2 - 3 + 4)	4 049

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 4 049 / person / hour.

4.3.4 Charge of ensuring traction unit for passenger trains

Costs taken into account when determining the charge

(In accordance with point 7.2.14 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of traction unit for shunting for passenger trains”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 96: Charge of ensuring of traction unit for passenger trains - summing-up of costs

Charge of ensuring traction unit for passenger trains	Costs in 2014 (thousand HUF)
Direct cost	1 921 504
Cost to be shared	17 330
Indirect cost	159 940
Total cost	2 198 773

Performance indicator relating to the charge

Table 97: Charge of ensuring of traction unit for passenger trains- performance

Charge of ensuring of traction unit for passenger trains	Performance in 2014
Length of time of service provided by traction units	66 431

Determination of the charge to be paid

Table 98: Charge of ensuring of traction unit for passenger trains - determination of the charge

Charge of ensuring traction unit for passenger trains	HUF
1. Cost-based charge	33 099
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	
Charge to be paid (1 + 2 - 3 - 4)	33 099

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 33 099 / vehicle / hour.

4.3.5 Charge of ensuring of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

(In accordance with point 7.2.14 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of traction unit”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 99: Charge of ensuring of traction unit for freight and loco trains - summing-up of costs

Charge of ensuring traction unit for freight and loco trains	Costs in 2014 (thousand HUF)
Direct cost	3 128 795
Cost to be shared	28 219
Indirect cost	423 261
Total cost	3 580 276

Performance indicator relating to the charge

Table 100: Charge of ensuring of traction unit for freight and loco trains- performance

Charge of ensuring of traction unit for freight and loco trains	Performance in 2014
Length of time of service provided by traction units	108 170

Determination of the charge to be paid

Table 101: Charge of ensuring of traction unit for freight and loco trains - determination of the charge

Charge of ensuring traction unit for freight and loco trains	HUF
1. Cost-based charge	33 099
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	11 070
Charge to be paid (1+2-3-4)	22 029

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 22 029 / vehicle / hour.

4.3.6

4.3.6 Charge of staff ensured by the Infrastructure Manager for weighing

Costs taken into account when determining the charge

(In accordance with point 7.2.15 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Weighing”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 102: Charge of staff ensured by the Infrastructure Manager for weighing - summing-up of costs

Charge of staff ensured by the Infrastructure Manager for weighing	Cost in 2014 (thousand HUF)
Direct cost	20 382
Cost to be shared	184
Indirect cost	2 757
Total cost	23 323

Performance indicator relating to the charge

Table 103: Charge of staff ensured by the Infrastructure Manager for weighing - performance

Charge of staff ensured by the Infrastructure Manager for weighing	Performance in 2014
Vehicles weighed	3 199

Determination of the charge to be paid

Table 104: Charge of staff ensured by the Infrastructure Manager for weighing - determination of the charge

Charge of staff ensured by the Infrastructure Manager for weighing	HUF
1. Cost-based charge	7 291
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid ((1+2-3-4)	7 291

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 7 291 / vehicle.

4.3.7

4.3.7 Charge of ensuring of fuel for traction

Costs taken into account when determining the charge

(In accordance with point 7.2.16 of DM) items that can be taken into account when determining the charge are those costs from revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of fuel for traction” that are connected to the procurement of diesel fuel, as well as costs connected to refuelling facilities.

Summing-up of costs

Table 105: Charge of ensuring of fuel for traction- summing-up of costs

Charge of ensuring of fuel for traction	Costs in 2013 (thousand HUF)
Direct cost	15 800 935
Cost to be shared	
Indirect cost	
Total cost	15 800 935

Performance indicator relating to the charge

Table 106: Charge of ensuring of fuel for traction - performance

Charge of ensuring fuel for traction	Performance in 2013
Volume of diesel fuel provided for traction	44 896 160

Determination of the charge to be paid

Table 107: Charge of ensuring of fuel for traction - determination of the charge

Charge of ensuring fuel for traction	HUF
1. Cost-based charge	352
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	352

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 352 / litre.

4.3.8

4.3.8 Charge of ensuring fuel used for other than traction purposes (preheating, precooling)

(In accordance with point 7.2.22.1 of DM) items that can be taken into account when determining the charge are those costs from revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of fuel for traction” that are connected to the procurement of diesel fuel, as well as costs connected to refuelling facilities.

Summing-up of costs

Table 108: Charge of ensuring of fuel used for other purposes than traction- summing-up of costs

Charge of ensuring of fuel used for other purposes than traction	Costs in 2014 (thousand HUF)
Direct cost	8 799
Cost to be shared	
Indirect cost	
Total cost	8 799

Performance indicator relating to the charge

Table 109: Charge of ensuring of fuel used for other purposes than traction - performance

Charge of ensuring of fuel used for other purposes than traction	Performance in 2013
Volume of diesel fuel provided for traction	25 000

Determination of the charge to be paid

Table 110: Charge of ensuring of fuel used for other purposes than traction - determination of the charge

Charge of ensuring fuel for traction	HUF
1. Cost-based charge	352
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	352

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 352 / litre.

4.3.9

4.3.9 Charge of ensuring of traction current

Costs taken into account when determining the charge

(In accordance with point 7.2.16.2 of CM) items that can be taken into account when determining the charge are costs and expenditures directly booked to the service „Ensuring of traction current”.

The charge of ensuring of traction current is made up of six charges.

Summing-up of costs

Table 111: Charge of ensuring of traction current - summing-up of costs

Charge of ensuring of traction current	Charge of transmitted traction current	Charge of the use of the system	Charge of the network loss of the transmitted traction current	Charge of funds under the Act on Electricity	Charge of energy tax	Other operational charges	Cost in 2014 (thousand HUF)
Direct cost	16 965 793	2 986 861	1 082 923	1 223 806	247 022	24 218	22 530 623
Cost to be shared	-	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-	-
Total cost	16 965 793	2 986 861	1 082 923	1 223 806	247 022	24 218	22 530 623

Performance indicator relating to the charge

Table 112: Charge of ensuring of traction current - performance

Charge of ensuring of traction current	Charge of transmitted traction current	Charge of the use of the system	Charge of the network loss of the transmitted traction current	Charge of funds under the Act on Electricity	Charge of energy tax	Other operational charges	Performance in 2014
Amount of traction current transmitted (kWh)	807 259 838	807 259 838	807 259 838	807 259 838	807 259 838	807 259 838	807 259 838

Determination of the charge to be paid

Table 113: Charge of ensuring of traction current - determination of the charge

Charge of ensuring of traction current for traction	Charge of transmitted traction current	Charge of the use of the system	Charge of the network loss of the transmitted traction current	Charge of funds under the Act on Electricity	Charge of energy tax	Other operational charges	TOTAL HUF
1. Cost-based charge	21.0	3.7	1.3	1.5	0.3	0.03	27.9
2. Amount of mark-up	-	-	-			-	-
3. Amount of discount	-	-	-			-	-
4. Amount of state contribution	-	-	-			-	-
Charge to be paid (1+2-3-4)	21.0	3.7	1.3	1.5	0.3	0.03	27.9

On the basis of the table above, charge to be paid by the user of the service comes to:

- Charge of transmitted traction current: HUF 21.0/kWh
- Charge of the use of the system: HUF 3.7/kWh
- Charge of the network loss of the transmitted traction current: HUF 1.3/kWh
- Charge of funds under the Act on Electricity: HUF 1.5/kWh
- Charge of energy tax: HUF 0.3/kWh
- Other operational charges: HUF 0.03/kWh

Total: HUF 27.9/kWh.

4.3.10 Charge of ensuring electric energy used for other than traction purposes (preheating, precooling)

Costs taken into account when determining the charge

(In accordance with point 7.2.22.2 of CM) items that can be taken into account when determining the charge are costs and expenditures directly booked to the service „Ensuring of electric energy used for other than traction purposes (for preheating, precooling)“.

The charge of ensuring electric energy used for other than traction purposes is made up of six charges.

Summing-up of costs

Table 114: Charge of ensuring of electric energy used for other than traction purposes - summing-up of costs

Charge of ensuring of electric energy used for other than traction purposes	Charge of the transmitted electric energy used for other than traction purposes	Charge of the use of the system	Charge of the network loss of the transmitted electric energy used for other than traction purposes	Charge of funds under the Act on Electricity	Charge of energy tax	Other operational charges	Cost in 2014 (thousand HUF)
Direct cost	197 676	34 784	12 611	14 252	2 877	282	262 485
Cost to be shared	-	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-	-
Total cost	197 676	34 784	12 611	14 252	2 877	282	262 485

Performance indicator relating to the charge

Table 115: Charge of ensuring of electric energy used for other than traction purposes - performance

Charge of ensuring of electric energy used for other than traction purposes	Charge of the transmitted electric energy used for other than traction purposes	Charge of the use of the system	Charge of the network loss of the transmitted electric energy used for other than traction purposes	Charge of funds under the Act on Electricity	Charge of energy tax	Other operational charges	Performance in 2014
Amount of transmitted electric energy used for other than traction purposes	9 401 000	9 401 000	9 401 000	9 401 000	9 401 000	9 401 000	9 401 000

(kWh)

Determination of the charge to be paid

Table 116: Charge of ensuring of electric energy used for other than traction purposes - determination of the charge

Charge of ensuring of electric energy used for other than traction purposes	Charge of the transmitted electric energy used for other than traction purposes	Charge of the use of the system	Charge of the network loss of the transmitted electric energy used for other than traction purposes	Charge of funds under the Act on Electricity	Charge of energy tax	Other operational charges	TOTAL HUF
1. Cost-based charge	21.0	3.7	1.3	1.5	0.3	0.03	27.9
2. Amount of mark-up	-	-	-	-	-	-	-
3. Amount of discount	-	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-	-
Charge to be paid (1+2-3-4)	21.0	3.7	1.3	1.5	0.3	0.03	27.9

On the basis of the table above, charge to be paid by the user of the service comes to:

- Charge of the transmitted electric energy used for other than traction purposes: HUF 21.0/kWh
- Charge of the use of the system: HUF 3.7/kWh
- Charge of the network loss of the transmitted electric energy used for other than traction purposes: HUF 1.3/kWh
- Charge of funds under the Act on Electricity: HUF 1.5/kWh
- Charge of energy tax: HUF 0.3/kWh
- Other operational charges: HUF 0.03/kWh

Total: HUF 27.9 /kWh.

4.3.11 Charge for exchange of axes

Costs taken into account when determining the charge

(In accordance with point 7.2.19 of CM) items that can be taken into account when determining the charge are costs and expenditures directly booked to the service „Exchange of axes”.

Summing-up of costs

Table 117: Charge for exchange of axes- summing-up of costs

Charge for exchange of axes	Cost in 2014 (thousand HUF)
Direct cost	160 608
Cost to be shared	1 449
Indirect cost	21 727
Total cost	183 784

Performance indicator relating to the charge

Table 118: Charge for exchange of axes - performance

Charge for exchange of axes	Performance in 2014
Vehicles recipient of service of exchange of axes	1 785

Determination of the charge to be paid

Table 119: Charge for exchange of axes - determination of the charge

Charge for exchange of axes	HUF
1. Cost-based charge	102 960
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1+2-3-4)	102 960

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 102 960 / vehicle.

4.3.12 *Charge for the use of bogies*

Costs taken into account when determining the charge

(In accordance with point 7.2.20 of CM) items that can be taken into account when determining the charge are costs and expenditures directly booked to the service „Use of bogies”.

Summing-up of costs

Table 120: Charge for use of bogies- summing-up of costs

Charge for use of bogies	Cost in 2014 (thousand HUF)
Direct cost	28 206
Cost to be shared	254
Indirect cost	3 816
Total cost	32 276

Performance indicator relating to the charge

Table 121: Charge for use of bogies - performance

Charge for use of bogies	Performance in 2014
Duration of the use of bogies	422 574

Determination of the charge to be paid

Table 122: Charge for use of bogies - determination of the charge

Charge for use of bogies	HUF
1. Cost-based charge	76
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1+2-3-4)	76

On the basis of the table above, charge to be paid by the user of the service comes to:

HUF 76 / hour / bogie.

5. Compulsory revision of the charging system

VPE is entitled to modify the charging system and the Charging Document (CD) as part of the charging system. To this end, VPE is constantly tracking in the practice the functioning of the charging system and also experiences gained this way. On request of the charging body, railways are obliged to provide the required data to VPE in accordance with rules provided by Article 14 of Decree on charging. VPE may modify the elements of the charging system if at least one of the below listed elements has changed to a significant extent compared to the values of elements that were taken into account at their previous determination:

- revenues of the infrastructure manager from charges accounted, paid respectively, by authorised applicant,
- amount of state subsidy given to the infrastructure manager,
- size of the open access railway network operated by the infrastructure manager.

Notion of significant extent and criteria of revision beyond the above mentioned are laid down by VPE in point 1.3 of the Charging Methodology.

Regulatory body will order the modification of the charging system if costs and expenditures that were taken into account at the determination of network access charges differ at least by 5% from justified costs and expenditures.

6. Annexes

- Annex 1: Direct, distributable and indirect costs of MÁV Zrt for 2014 broken down to services
- Annex 2: Data for 2014 from the updated business plan of MÁV Zrt for 2012/2015
- Annex 3: Performance indicators of MÁV Zrt for 2011 and 2014
- Annex 4: Naturalias of MÁV Zrt for 2011 and 2014
- Annex 5: Summing-up table of network access charges of MÁV Zrt for the 2013/2014 timetable year
- Annex 6: Letter of the minister on the state contribution for the 2013/2014 timetable year.
- Annex 7: Summing-up table of state contribution assigned to network access charges of MÁV Zrt for the 2013/2014 timetable year

Annex 1: Direct, distributable and indirect costs of MÁV Zrt for 2014 broken down to services

Charge item	Direct costs (thousand HUF)	Distributable costs (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Charge for ensuring of train path	828 204	22 417	114 043	964 664
Charge for running of trains				
Gross ton km proportionate part of charge	28 700 299	4 987 092	4 516 473	38 203 864
Train km proportionate part of charge				
Freight train				
track section category I	2 737 593	3 413 093	824 623	6 975 309
track section category II	461 896	486 633	127 169	1 075 698
track section category III	275 990	215 837	65 939	557 766
Passenger train				
track section category I	6 031 638	13 884 131	2 670 110	22 585 879
track section category II	1 951 005	4 292 174	837 024	7 080 202
track section category III	3 257 089	8 060 454	1 517 345	12 834 888
Loco train	1 168 286	1 129 108	308 012	2 605 407
Charge for the use of stations by passenger trains for stopping				
station category I	2 707 565	6 284 744	1 205 600	10 197 909
station category II	2 672 074	15 463 600	2 431 452	20 567 126
station category III	328 921	4 055 935	587 878	4 972 733
station category IV	313 594	7 531 335	1 051 771	8 896 700
Charge of the use of origin/destination stations by passenger trains				
station category I	43 762	1 507 552	207 985	1 759 299
station category II	15 648	916 789	125 012	1 057 449
station category III	1 504	2 590	549	4 643
station category IV	8 491	15 203	3 177	26 871

Charge of the use of origin/destination stations by freight trains				
station category I	555 099	2 599 571	422 947	3 577 617
station category II	9 915	2 113 603	284 700	2 408 218
station category III	-	241 433	32 369	273 802
Charge of the use of intermediate stations by freight trains				
station category I	644 228	314 500	128 537	1 087 265
station category II	1 832 790	450 058	306 062	2 588 911
station category III	138 202	20 310	21 252	179 763
Charge of the use of catenary	11 181 674	100 848	1 512 649	12 795 172
Charge of the access to refuelling facilities	859 218	411 910	170 420	1 441 549
Charge for the access to wagon weigh bridges	129 493	1 168	17 518	148 178
Charge of storage of vehicles	89 905	811	12 162	102 879
Charge for ensuring of staff	22 153	200	2 997	25 350
Charge for ensuring of staff for train acceptance	10 515	95	1 422	12 032
Charge for ensuring of shunting staff for passenger trains	2 357 859	21 266	318 970	2 698 094
Charge for ensuring of shunting staff for freight and locomotive trains	3 611 483	32 572	488 559	4 132 614
Charge for ensuring of traction unit for passenger trains	1 921 504	17 330	259 940	2 198 773
Charge for ensuring of traction unit for freight and locomotive trains	3 128 795	28 219	423 261	3 580 276

Charge of staff ensured by the Infrastructure Manager for weighing	20 382	184	2 757	23 323
Charge of ensuring of fuel for traction	15 800 935	-	-	15 800 935
Charge of ensuring fuel used for other than traction purposes (preheating, precooling)	8 799	-	-	8 799
Charge of ensuring of traction current				
Charge of transmitted traction current	16 965 793	-	-	16 965 793
Charge of the use of the system	2 986 861	-	-	2 986 861
Charge of the network loss of the transmitted traction current	1 082 923	-	-	1 082 923
Charge of funds under the Act on Electricity	1 223 806	-	-	1 223 806
	247 022	-	-	247 022
Other operational charges	24 218	-	-	24 218
Charge of ensuring electric energy used for other than traction purposes (preheating, precooling)				
Charge of the transmitted electric energy used for other than traction purposes	197 676	-	-	197 676
Charge of the use of the system	34 784	-	-	34 784
Charge of the transmitted electric energy used for other than traction purposes	12 611	-	-	12 611
Charge of funds under the Act on Electricity	14 252	-	-	14 252
Charge of energy tax	2 877	-	-	2 877
Other operational charges	282	-	-	282
Charge for exchange of axes	160 608	1 449	21 727	183 784
Charge for the use of bogies	28 206	254	3 816	32 276
Total:	116 808 430	78 624 468	21 026 227	216 459 125

Annex 2: Data for 2014 from the updated business plan of MÁV Zrt for 2012/2015

MÁV Zrt. hálózat-hozzáférési díjba bevont költségeinek és bevételeinek alakulása				
Adatok e Ft-ban	2011. év tény		2014. év terv	
	Összesen	HH díjba bevont	Összesen	HH díjba bevont
Költségek				
Anyag és igénybevett szolgáltatások költsége	41 215 743	36 356 967	43 128 211	40 083 747
Eladott áruk beszerzési értéke (gázolaj) (812)	16 511 004	16 508 359	38 878 015	38 578 342
Eladott (közvetített) szolgáltatások értéke (villamos energia) (813)	19 136 532	18 826 600	163 267	0
Anyagjellegű ráfordítások összesen	76 863 279	71 691 926	82 169 493	78 662 089
Személyi jellegű ráfordítás (52)	59 899 074	56 612 847	68 545 215	66 108 700
Értécsökkenés (55)	26 069 661	24 647 546	32 806 704	32 134 833
Központi belső szolgáltatások és üzletágra osztott irányítási költség (594+596)	18 502 269	17 979 792	19 183 965	18 667 972
Áttételezett költség	0	-376 486	0	-376 486
Közvetlen belső szolgáltatások költsége (5931)	312 257	189 803	470 376	332 186
Egyéb ráfordítások (861+862+863+864+867+868)	12 475 625	11 292 080	14 697 490	13 702 018
Üzemi ráfordítás összesen	194 122 163	182 037 506	217 873 244	209 231 310
Aktivált saját teljesítmény (58)	-2 509 163	21 356	-2 566 989	160 586
Pályavasúti belső szolgáltatások bevétele (5932)	-668 440	0	-417 961	0
Fizetendő kamatok és ráfordítások (871)	3 654 145	3 654 145	9 698 030	9 698 030
Pénzügyi műveletek egyéb ráfordításai (874,876)	124 981	124 981	-698 433	-698 433
Rendkívüli ráfordítások (88)	738 359	55 513	90 800	90 801
Összesen	195 462 045	185 893 501	223 978 692	218 482 294
Bevételek				
Egyéb bevételek (961+962+963+964+966+967+968)	26 594 763	24 968 505	2 295 424	1 427 076
Egyéb kapott kamatok és kamatjellegű bevételek (972)	361 767	361 767	50 199	50 199
Pénzügyi műveletek egyéb bevételei (974,976)	534 221	534 221	534 288	534 288
Rendkívüli bevételek (98)	12 758 123	84 842	3 429	3 429
Összesen	40 248 875	25 949 335	2 883 340	2 014 991
Mindösszesen	155 213 170	159 944 165	221 095 352	216 467 303

Annex 3: Performance indicators of MÁV Zrt for 2011 and 2014

Charges				Performance indicators		Unit of measure
				2011	2014	
Charge for ensuring of train path						train path (pcs)
Charge for running of trains	Train km proportionate part of charge	Freight train	Total	14 753 170	14 068 424	train km performed
			track section I	12 684 501	12 137 189	
			track section II	1 291 959	1 163 717	
			track section III	776 709	767 518	
		Passenger train	Total	83 620 506	75 970 190	
			track section I	46 787 762	45 003 799	
			track section II	13 236 624	11 819 746	
			track section III	23 596 119	19 146 645	
		Loco train		3 964 837	3 901 510	
		-				
	Gross ton km proportionate part of charge	Freight train	Total	17 507 982 080	16 489 567 085	gross ton km performed
			track section I	17 507 982 080	16 489 567 085	
			track section II	-	-	
			track section III	-	-	
		Passenger train	Total	18 512 378 977	17 632 078 259	
			track section I	18 512 378 977	17 632 078 259	
			track section II	-	-	
			track section III	-	-	
		Loco train		375 261 380	368 064 571	

Charges		Performance indicators		Unit of measure
		2011	2014	
Charge for the use of stations by passenger trains for stopping	station category I	2 560 142	2 298 143	performed use of stations for stopping
	station category II	6 299 223	5 654 576	
	station category III	1 652 218	1 483 134	
	station category IV	3 067 951	2 753 984	
Charge of the use of origin/destination stations by passenger trains	station category I	555 242	488 114	performed use of origin/destination stations
	station category II	337 660	296 837	
	station category III	954	839	
	station category IV	5 599	4 922	
Charge of the use of origin/destination stations by freight trains	station category I	110 802	111 484	performed use of origin/destination stations
	station category II	92 626	90 643	
	station category III	4 878	10 354	
Charge of the use of intermediate stations by freight trains	station category I	34 698	26 975	performed use of intermediate stations
	station category II	47 494	38 602	
	station category III	1 652	1 742	
Charge of the use of catenary		67 146 196	65 732 314	electric train kilometer performed by freight, passenger and loco trains
Charge of the access to refuelling facilities		53 812 388	44 456 001	amount of fuel taken

Charges	Performance indicators		Unit of measure
	2011	2014	
Charge for the access to wagon weigh bridges	67 412	58 649	vehicles weighed (pcs)
Charge of storage of vehicles	1 853 486	833 278	length of time (hrs) of storage of vehicles (pcs) beyond 24 hours
Charge for ensuring of staff	10 204	11 882	size of the service staff (number of persons), duration of service (hours)
Charge for ensuring of staff for train acceptance	4 750	2 559	size of the staff ensured for train acceptance (number of persons), duration of service (hours)
Charge for ensuring of shunting staff for passenger trains	344 255	276 112	size of the staff ensured for shunting (number of persons), duration of service (hours)
Charge for ensuring of shunting staff for freight and locomotive trains	458 687	422 915	size of the staff ensured for shunting (number of persons), duration of service (hours)
Charge for ensuring of traction unit for passenger trains	59 625	66 431	provided traction units (pcs) duration of service (hours)

Charges	Performance indicators		Unit of measure
	2011	2014	
Charge for ensuring of traction unit for freight and locomotive trains	102 856	108 170	provided traction units (pcs) duration of service (hours)
Charge of staff ensured by the Infrastructure Manager for weighing	2 843	3 199	vehicles weighed (pcs)
Charge of ensuring of fuel for traction	53 812 388	44 896 160	volume of diesel fuel used for traction (l)
Charge of ensuring fuel used for other than traction purposes (preheating, precooling)	-	25 000	volume of diesel fuel used for other than traction purposes (preheating, precooling) (l)
Charge of ensuring of traction current		807 259	volume of traction current used for shunting (kWh)
Charge of transmitted traction current	811 199 360	838	
Charge of the use of the system	811 199 360	807 259	
Charge of the network loss of the transmitted traction current	811 199 360	838	
Charge of funds under the Act on Electricity	811 199 360	807 259	
Charge of energy tax	811 199 360	838	
Other operational charges	811 199 360	807 259	
		838	

Charges	Performance indicators		Unit of measure
	2011	2014	
Charge of ensuring electric energy used for other than traction purposes			volume of electric energy used for other than traction purposes (preheating, precooling) (kWh)
Charge of the transmitted electric energy used for other than traction purposes	8 637 262	9 401 000	
Charge of the use of the system	8 637 262	9 401 000	
Charge of the network loss of the transmitted electric energy used for other than traction purposes	8 637 262	9 401 000	
Charge of funds under the Act on Electricity	8 637 262	9 401 000	
Charge of energy tax	8 637 262	9 401 000	
Other operational charges	8 637 262	9 401 000	
Charge for exchange of axes	1 605	1 785	vehicles recipient of service of exchange of axes (pcs)
Charge for the use of bogies	463 647	422 574	use of bogie (pcs) duration of service (hours)

Annex 4: Naturalias of MÁV Zrt for 2011 and 2014

Denomination of naturalias	Érték		Source
	2011	2014	
Number of use of track routes by departing trains	1 395 366,0	1 303 051,0	PASS 1, Temporary accounts statistics
Number of use of track routes by through trains	18 242 201	17 434 889	PASS 1, Temporary accounts statistics
Freight trains	2 414 274	2 279 260	
- on track sections category I	1 965 151	1 890 222	
- on track sections category II	301 811	269 504	
- on track sections category III	147 312	119 534	
Passenger trains	15 192 460	14 530 312	
- on track sections category I	8 035 978	7 689 241	
- on track sections category II	2 639 025	2 377 070	
- on track sections category III	4 517 457	4 464 001	
Loco trains	635 467	625 317	
Number of use of track route by passenger train for stopping	13 579 534	12 189 837	Temporary accounts statistics
- on stations category I	2 560 142	2 298 143	
- on stations category II	6 299 223	5 654 576	
- on stations category III	1 652 218	1 483 134	
- on stations category IV	3 067 951	2 753 984	
Number of use of track routes by passenger trains for reversing direction	13 579 534	12 189 837	Temporary accounts statistics
- on stations category I	2 560 142	2 298 143	
- on stations category II	6 299 223	5 654 576	
- on stations category III	1 652 218	1 483 134	
- on stations category IV	3 067 951	2 753 984	
Number of use of track route by freight trains for departure/arrival	1 249 836	1 274 886	PASS 1, Accounts statistics
- on stations category I	664 812	668 904	
- on stations category II	555 756	543 858	
- on stations category III	29 268	62 124	
Number of use of intermediate track routes by freight trains	251 534	201 957	PASS 1, Accounts statistics
- on stations category I	104 094	80 925	
- on stations category I	142 483	115 806	
- on stations category III	4 957	5 226	
Number of use of track route for access to refuelling facilities	161 437	133 368	KUTINFO

Annex 5: Summing-up table of network access charges of MÁV Zrt for the 2013/2014 timetable year, HUF

Charge item	Cost-based charge	Surcharge	Discount	State contribution	Charge to be paid
Charge for ensuring of train path	652	88	-	168	572
Charge of running of trains					
Gross ton km proportionate part of charge	0,98	0,13		0,88	0,23
Train km proportionate part of charge					
Freight train					
track section category I	507	68	-	184	391
track section category II	815	109	-	554	370
track section category III	641	86	-	527	200
Passenger train					
track section category I	443	59	-	127	375
track section category II	528	71	-	284	315
track section category III	591	79	-	544	126
Loco train	589	79	-	311	357
Charge for the use of station by passenger trains for stopping					
station category I	4 437	-	-	897	3 540
station category II	3 637	-	-	837	2 800
station category III	3 353	-	-	1 454	1 899
station category IV	3 230	-	-	1 530	1 700
Charge for the use of origin/destination stations by passenger trains					
station category I	3 604	-	-	1 334	2 270
station category II	3 562	-	-	1 752	1 810
station category III	5 537	-	-	4 632	905
station category IV	5 459	-	-	4 554	905
Charge of the use of origin/destination stations by freight trains					

station category I	32 091	-	-	27 591	4 500
station category II	26 568	-	-	24 568	2 000
station category III	26 444	-	-	25 844	600
Charge of the use of intermediate stations by freight trains					
station category I	40 306	-	-	36 906	3 400
station category II	67 067	-	-	64 667	2 400
station category III	103 194	-	-	101 794	1 400
Charge of the use of catenary	195	-	-	138	57
Charge for the access to wagon weigh bridges	2 527	-	-	187	2 340
Charge of the access to refuelling facilities	32	-	-	10	22
Charge of storage of vehicles	123	-	-	-	123
Charge for ensuring of staff	2 133	-	-	-	2 133
Charge for ensuring of staff for train acceptance	4 702	-	-	929	3 773
Charge for ensuring of shunting staff for passenger trains	9 772	-	-	-	9 772
Charge for ensuring of shunting staff for freight and locomotive trains	9 772	-	-	5 723	4 049
Charge for ensuring of traction unit for passenger trains	33 099	-	-	-	33 099
Charge for ensuring of traction unit for freight and locomotive trains	33 099	-	-	11 070	22 029
Charge of staff ensured by the Infrastructure Manager for weighing	7 291	-	-	-	7 291
Charge of ensuring of fuel for traction	352	-	-	-	352
Charge of ensuring fuel used for other than traction purposes (preheating, precooling)	352	-	-	-	352
Charge of ensuring of traction current					
Charge of transmitted traction current	21,0	-	-	-	21,0
Charge of the use of the system	3,7	-	-	-	3,7
Charge of the network loss of the transmitted traction current	1,3	-	-	-	1,3
Charge of funds under the Act on Electricity	1,5	-	-	-	1,5

Charge of energy tax	0,3	-	-	-	0,3
Other operational charges	0,03	-	-	-	0,03
Charge of ensuring electric energy used for other than traction purposes (preheating, precooling)					
Charge of the transmitted electric energy used for other than traction purposes	21,0	-	-	-	21,0
Charge of the use of the system	3,7	-	-	-	3,7
Charge of the transmitted electric energy used for other than traction purposes	1,3	-	-	-	1,3
Charge of funds under the Act on Electricity	1,5	-	-	-	1,5
Charge of energy tax	0,3	-	-	-	0,3
Other operational charges	0,03	-	-	-	0,03
Charge for exchange of axes	102 960	-	-	-	102 960
Charge for the use of bogies	76	-	-	-	76

Annex 6: Letter of the minister on the modification of state contribution for the 2013/2014 timetable year



NEMZETI FEJLESZTÉSI
MINISZTERIUM

DR. VOLNER PÁL
Minister of National Development

Iktatószám: NFM / 19440 / 2 / 2012.

Ügyintéző: Czakó Lőrinc
Telefonszám: 795 6859

Dávid Ilona
elnök-vezérigazgató részére

Magyar Államvasutak Zrt.

Budapest
Könyves Kálmán krt. 54-60.
1087

Tárgy: pályaműködtetési tevékenység 2013/2014. menetrendi évre vonatkozó állami költségtérítése

Tisztelt Vezérigazgató Asszony!

A Magyar Államvasutak Zrt. és a Magyar Állam között 2011. augusztus 17-én létrejött, a vasúti pályahálózat működtetésére kötött szerződés keretein belül a 2013/2014-es menetrendi évre vonatkozó az állami költségtérítés mértékét

- az alap- és járulékos szolgáltatások tekintetében 87,6 Mrd Ft-ban,
- a kiegészítő szolgáltatások tekintetében 3,62 Mrd Ft-ban

állapítom meg.

A fenti összegek kalkulációjánál az alábbi szempontokat vettük figyelembe:

- A vállalkozó vasutaknak nyújtott alap- és járulékos szolgáltatásainak vasúti pályadíj terhei változatlan teljesítmények mellett nem növekednek a 2012/2013. menetrendi évhez képest.
- Az állami költségtérítés hatásából adódóan a 2012/2013-as menetrendi évhez képest a 2013/2014 évi díjak nem csökkennek, hacsak ez jogszabály előírásaiból (pl. alapszolgáltatások díjképzése a szolgáltatáshoz közvetlenül kapcsolódó költségek alapján) vagy a költségviszonyokból nem következik.
- A járulékos szolgáltatások közül a járművek tárolása nem részesül támogatásban.

Tájékoztatjuk, hogy az SA.33417 (2011/N) sz. állami támogatás ügyében az Európai Bizottság által hozott döntés értelmében az alábbi kiegészítő szolgáltatások támogathatóak:

- tolatószemélyzet biztosítása az árufuvarozást végző vasúti társaságok számára,
- vontatójármű biztosítása tolatás céljából az árufuvarozást végző vasúti társaságok számára,
- külső vonatfelvétel az árufuvarozást végző vasúti társaságok számára.

Kérem, hogy a fentieknek megfelelően szíveskedjék a díjkalkulációt végző pályakapacitás-elosztó szervezetet tájékoztatni a díjkalkulációt megalapozó adatszolgáltatás során.

Budapest, 2012. november „06 „

Üdvözlettel:


Dr. Völner Pál



Másolatban kapja: Vasúti Pályakapacitás-elosztó Kft.

Annex 7: Summing-up table of state contribution assigned to network access charges of MÁV Zrt for the 2013/2014 timetable year

Values of the table are given in thoudand HUF.					Cost-based charge items in 2013/2014	Amount of state contribution per charge item	Charge to be paid in 2013/2014	Amount of state contribution per service
BASIC SERVICES	Charge of ensuring of train path				740	168	527	219 318 337
	Charge of running of trains	Gross ton km prorpotionate part of charge	Freight train		1.11	0.88	0.23	30 271 987 482
			Passenger train					
			Locomotive					
		Train km paroportionate part of charge	Freight train	Category 1	575	184	391	2 229 667 730
				Category 2	924	554	370	645 122 353
				Category 3	727	527	200	404 262 402
			Passenger train	Category 1	502	127	375	5 709 454 079
				Category 2	599	284	315	3 356 982 004
				Category 3	670	544	126	10 422 410 789
	Locomotive			668	311	357	1 212 567 599	
SUPPLEMENTARY SERVICES	Charge of use of stations by passenger trains for stopping		Category 1	4 437	897	3 540	2 062 482 744	
			Category 2	3 637	837	2 800	4 734 312 817	
			Category 3	3 353	1 454	1 899	2 156 262 022	
			Category 4	3 230	1 530	1 700	4 214 927 104	
	Charge of use of origin/destination stations by passenger trains		Category 1	3 604	1 334	2 270	651 280 477	
			Category 2	3 562	1 752	1 810	520 173 703	
			Category 3	5 537	4 632	905	3 884 395	
			Category 4	5 459	4 554	905	22 416 142	

SUPPLEMENTARY SERVICES	Charge of the use of origin/destination stations by freight trains	Category 1	32 091	27 591	4 500	3 075 938 573
		Category 2	26 568	24 568	2 000	2 226 932 448
		Category 3	26 444	25 844	600	267 589 978
	Charge of the use of intermediate stations by freight trains	Category 1	40 306	36 906	3 400	995 550 257
		Category 2	67 067	64 667	2 400	2 496 265 839
		Category 3	103 194	101 794	1 400	177 324 431

Values of the table are given in thousand HUF.		Cost-based charge items in 2013/2014	Amount of state contribution per charge item	Charge to be paid in 2013/2014	Amount of state contribution per service
SUPPLEMENTARY SERVICES	Charge of the use of catenary	195	138	57	9 048 429 992
	Charge of the access to refuelling facilities	32	10	22	463 516 671
	Charge of access to wagon weigh bridges (scales)	2 527	187	2 340	10 939 630
	Charge of storage of vehicles	123	-	123	-
	Charge of ensuring of staff	2 133	-	2 133	-
(Basic + supplementary services) total					87 600 000 000
ADDITIONAL SERVICES	Charge of staff providing train acceptance	4 702	929	3 773	2 376 733
	Charge for ensuring of shunting staff for passenger trains	9 772	-	9 772	
	Charge for ensuring of shunting staff for freight and locomotive trains	9 772	5 723	4 049	2 420 224 569
	Charge of ensuring of traction unit for passenger trains	33 099	-	33 099	
	Charge of ensuring of traction unit for freight and locomotive trains	33 099	11 070	22 029	1 197 398 697
	Charge of staff ensured by the Infrastructure Manager for weighing	7 291	-	7 291	-
	Charge of ensuring of fuel for traction	352	-	352	-
	Charge of ensuring of fuel used for other than traction purposes (preheating, precooling)	352	-	352	-
	Charge of ensuring traction current				
	Charge of transmitted traction current	21.0	-	21.0	
	Charge of the use of the system	3.7	-	3.7	

ADDITIONAL SERVICES	Charge of the network loss of the transmitted traction current	1.3	-	1.3	
	Charge of energy tax	1.5	-	1.5	
	Charge of funds under the Act on Electricity	0.3	-	0.3	
	Other operational charges	0.03	-	0.03	
	Charge of ensuring electric energy used for other than traction purposes				
	Charge of the transmitted electric energy used for other than traction purposes	21.0	-	21.0	
	Charge of the use of the system	3.7	-	3.7	
	Charge of the transmitted electric energy used for other than traction purposes	1.3	-	1.3	
	Charge of energy tax	1.5	-	1.5	
	Charge of funds under the Act on Electricity	0.3	-	0.3	
	Other operational charges	0.03	-	0.03	
	Charge for exchange of axes	102 960		102 960	
	Charge for the use of bogies	76		76	
	(Additional services) total				3 620 000 000

TOTAL SUM

91 220 000 000