

For the timetable period of 2015/2016

## **Charging Document (CD)**

of

**MÁV ZRT**

**EFFECTIVE:**

from 00:00 of 13 December 2015 till 24:00 of 10 December 2016

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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 II) 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 II, the fact data of the last closed business year of the Infrastructure Manager, other data sources set out in the Charging Methodology II, as well as on the basis of the expected amount of contribution from the State, and shall lay down in the Charging Document (hereinafter 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.<sup>1</sup>

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.

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<sup>1</sup> Exceptions 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 CD for the 2015/2016 timetable period in the Network Statement relevant to the given timetable year. Provisions of this CD shall be taken into consideration for the timetable period beginning from 00:00, 13 December of 2015.

### **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**

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### 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 II 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 II according to direct, direct distributable and indirect cost units. In case of direct costs and direct costs to be distributed, there is now a more specific subdivision as you can see below.

##### Direct costs

Items that can unambiguously and directly be assigned to certain services can be labelled as direct costs, which have been divided into fixed and variable cost components in case of basic services, access part of supplementary services and access part of complex supplementary services.

Values of direct costs of the Infrastructure Manager for 2016 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.

##### Direct costs to be distributed

Dividable direct 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 an in-kind basis'. Direct costs to be distributed are divided into fixed and variable cost components in case of basic services, access part of supplementary services and access part of complex supplementary services.

Values of direct costs to be distributed of the Infrastructure Manager for 2016 divided on the basis of Annex 3 of CM II 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 'in-kind performances' 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 there is distinction made at the following elements: central and governance costs of the

Infrastructure Manager; costs of services provided by other organisations of a non-independent railway company to the non-independent railway company, as well as governance and central revenues, costs and expenditures occurring at a non-independent railway company and burdening the Infrastructure Manager.

Values of indirect costs for 2016 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.

The calculation of indirect costs assigned to certain services happens in proportion of direct costs and expenditures as well as direct costs and expenditures to be shared on an in-kind basis.

Summing-up of costs for the 2016 year can be seen in the following tables.

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

	thousand HUF	%
Direct costs	79 260 680	47.80%
Direct costs to be distributed	69 952 815	42.18%
Indirect costs	16 615 340	10.02%
<b>Total cost</b>	<b>165 828 835</b>	<b>100.00%</b>

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

	thousand HUF	%
Basic services	67 564 698	40.74%
Supplementary services	51 752 522	31.21%
Additional services	46 511 615	28.05%
Ancillary services		0.000%
<b>Total cost</b>	<b>165 828 835</b>	<b>100.00%</b>

	thousand HUF	%
Basic services		
Variable costs	23 442 343	34.70%
Fixed costs	35 476 436	52.51%
Indirect costs	8 645 919	12.80%
<b>Total cost</b>	<b>67 564 698</b>	<b>100.00%</b>

Supplementary services	thousand HUF	%
Variable costs	16 090 045	31.09%
Fixed costs	24 009 415	46.39%
Supply part of costs	5 030 549	9.72%
Indirect costs	6 622 513	12.80%
<b>Total cost</b>	<b>51 752 522</b>	<b>100.00%</b>

Additional services	thousand HUF	%
Direct costs	45 076 537	96.91%
Direct costs to be distributed	88 171	0.19%
Indirect costs	1 346 907	2.90%
<b>Total cost</b>	<b>46 511 615</b>	<b>100.00%</b>

### **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 II 5.4 for good cause, with presenting an appropriate reasoning, VPE can apply correction that departs from what is laid down in CM II 5.4 MÁV Zrt asked the target figures from the approved business plan for 2016 to be taken as the basis of calculation. The Business plan for 2016 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 2013 and 2016 available.

Values of performance indicators of MÁV Zrt for 2013 and 2016 can be seen in Annex 3.

### **3.5 'IN-KIND PERFORMANCES'**

Based on performance indicators provided by the Infrastructure Manager it is necessary to create 'in-kind performances' that serve - when calculating - as a basis of distribution of direct 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 'in-kind performance'. 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.

CM II uses the number of use of track route as projection equivalent in case of access services. Specification of projection equivalents for MÁV Zrt can be found in Annex 2.b to CM II.

Determination of values of in-kind performances for 2016 was carried out in line with performance indicators set out in Annex 2.b to CM II.

Tables of in-kind performances contain the number of the use of track route related to distinct services. Values of in-kind performances of the Infrastructure Manager for 2013 and for 2016 can be found in Annex 4.

### **3.6 APPLIED MARK-UPS**

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 the Decree on Charging Paragraph 4 Section (3) and (4) a), fixed and indirect costs falling on basic services, access part of supplementary services and complex services containing such elements 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, in compliance with Article 55 (8) of Railway Act a general mark-up may be determined falling on these services.

In accordance with provisions of Article 6 of the Decree on Charging 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 accordance with Paragraph 6 of the Decree on Charging, prior to adding the mark-up to the charge, we have to analyse if there is a segment that cannot pay the network access charge increased with the mark-up paid for the basic services, access part of supplementary services or complex services containing access part. This analysis is needed because the volume of charges shall not exclude segments from the market that are not able to pay the network access charge increased with mark-up regarding the above-mentioned services. Section 3.9 gives a more detailed description of the segment analysis.

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

Values of mark-ups assigned to each service can be seen in Annex 5.

### **3.7 DISCOUNTS**

Point 6.4 of CM II describes the discounts that can be provided by the Infrastructure Managers. Discounts were not applied in the course of preparation of this Charging Document (CD).

### **3.8 AMOUNT OF STATE CONTRIBUTION**

Based on the letter of No. 64344/2014/MÁV sent by MÁV, the amount of state subsidy that can be taken into account in the charging process is as follows:

- regarding basic and supplementary services: 37.736 billion HUF
- regarding additional services: 3.62 billion HUF

The letter on the distribution of state contribution is listed in Annex 6.

The distribution of the amount of state subsidy between different services can be seen in Annex 7 and the charges created after the distribution are included in Annex 5.

### **3.9 SEGMENT ANALYSIS**

Based on the Decree on Charging Paragraph 6, no market segment can be excluded from the railway infrastructure because of the volume of the network access charge set in the Network Statement as long as they can pay at least the direct costs incurred directly from providing the service and the rate of return that the market can bear.

The rate of return can be presented in the form of mark-up in the amount to be paid if the market segments can pay it based on the segment analysis.

In the segment analysis, only the relevant ones have to be analysed among those included in the Decree on Charging Paragraph 6 Section (4). Segment analysis for timetable period of 2015/2016 concluded that all the segments are able to pay the mark-up related to basic

services, access part of supplementary services and access part of complex supplementary services.

**3.10 MODE OF CALCULATION OF CHARGES**

Determination of charges relating to services in accordance with relevant provisions of CM II is as follows (based on this formula):

Basic services and access part of supplementary services:

$$\frac{\text{Variable cost component of direct costs + variable cost component of direct costs to be distributed}}{\text{performance relating to the service}} = \text{charge}$$

Complex supplementary services:

$$\frac{\text{variable cost component of direct costs related to access part of service + variable cost component of direct costs to be distributed related to access part of service + direct costs related to supply part of service + direct costs to be distributed related to supply part of service + indirect costs related to supply part of service}}{\text{performance relating to the service}} = \text{charge}$$

Supply part of supplementary service, additional and ancillary service:

$$\frac{\text{direct costs + direct costs to be distributed + indirect costs}}{\text{performance relating to the service}} = \text{charge}$$

In accordance with provisions of point 3.6, fixed and indirect costs falling on basic services as well as on access part of supplementary services will be demonstrated as mark-ups. Mark-ups will be calculated on the basis of the following formula:

Basic services and access part of supplementary services:

$$\frac{\text{fixed cost component of direct costs + fixed cost component of costs to be distributed + indirect costs}}{\text{performance relating to the service}} = \text{mark-up}$$

Complex supplementary services:

$$\frac{\text{fixed cost component of direct costs related to access part of service + fixed cost component of direct costs to be distributed related to access part of service + indirect costs related to access part of service}}{\text{performance relating to the service}} = \text{mark-up}$$

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:

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

## 4. Charges for 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

Invoiced costs of VPE from direct costs of the service „ensuring of train path” have been determined individually. 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 Zrt and GYSEV Zrt in proportion of total cost (without taking energy into consideration) involved in the calculation of network access charges.

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

<b>Charge for ensuring of train path</b>	<b>2016 (thousand HUF)</b>
Variable cost component of direct costs	90 886
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	686 161
Fixed cost component of direct costs to be distributed	9 318
Indirect costs	115 394
<b>Total cost</b>	<b>901 759</b>

##### Performance indicator relating to the charge

Table 4: Charge for ensuring of train path - performance

<b>Charge for ensuring of train path</b>	<b>Performance in 2016</b>
number of train paths	1 288 281

### Determination of amount to be paid

Table 5: Charge for ensuring of train path - determination of the amount to be paid

<b>Charge for ensuring of train path</b>	<b>HUF</b>
1. Amount of charge	71
2. Amount of mark-up	629
3. Amount of discount	-
4. Amount of state contribution	114
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>586</b>

On the basis of the table above, amount to be paid by the user of the service comes to **HUF 586 / train path**.

## 4.1.2 Charge for running of trains

### Costs taken into account when determining the charge

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.

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

<b>Charge for running of trains</b>	
<b>Gross ton km proportionate part of charge</b>	<b>2016 (thousand HUF)</b>
Variable cost component of direct costs	7 820 173
Variable cost component of direct cost to be distributed	2 745 345
Fixed cost component of direct costs	2 570 722
Fixed cost component of direct costs to be distributed	2 114 271
Indirect costs	2 237 906
<b>Total cost</b>	<b>17 488 418</b>

### Performance indicator relating to the charge

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

<b>Charge for running of trains</b>	
<b>Gross ton proportionate part of charge</b>	<b>Performance in 2016</b>
Performed gross ton km	38 997 828 080

### Determination of the amount to be paid

Table 8: Gross ton km proportionate part of charge for running of trains - determination of the amount to be paid

<b>Charge for running of trains</b>	
<b>Gross ton km proportionate part of charge</b>	<b>HUF</b>
1. Amount of charge	0.27
2. Amount of mark-up	0.18
3. Amount of discount	-
4. Amount of state contribution	0.21
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>0.24</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 0.24 / gross ton km.**

## Train km proportionate part of the charge for running of trains

- Freight trains on track section category I

### Costs taken into account when determining the charge

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

<b>Charge for running of trains, train km proportionate part of charge, Freight trains, track section category I</b>	<b>2016 (thousand HUF)</b>
Variable cost component of direct costs	289 008
Variable cost component of direct costs to be distributed	1 222 277
Fixed cost component of direct costs	1 034 518
Fixed cost component of direct costs to be distributed	3 191 845
Indirect costs	841 960
<b>Total cost</b>	<b>6 579 608</b>

### Performance indicator relating to the charge

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

<b>Charge for running of trains, train km proportionate part of charge, freight trains, track section category I</b>	<b>Performance in 2016</b>
performed train km	13 383 565

### Determination of the amount 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 amount to be paid

<b>Charge for running of trains, train km proportionate part of charge Freight trains / track section category I</b>	<b>HUF</b>
1 Amount of charge	113
2 Amount of mark-up	379
3 Amount of discount	-
4 Amount of state contribution	91
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>401</b>

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

**HUF 401 / train km.**

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

Costs taken into account when determining the charge

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

<b>Charge for running of trains train km proportionate part of charge Freight trains, track section category II</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	138 028
Variable cost component of direct costs to be distributed	160 825
Fixed cost component of direct costs	228 528
Fixed cost component of direct costs to be distributed	419 978
Indirect costs	139 018
<b>Total cost</b>	<b>1 086 378</b>

Performance indicator relating to the charge

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

<b>Charge for running of trains, train km proportionate part of charge, freight trains, track section cat. II</b>	<b>Performance in 2016</b>
Performed train km	2 358 951

Determination of the amount 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 the amount to be paid

<b>Charge for running of trains, train km proportionate part of charge Freight trains / track section category II</b>	<b>HUF</b>
1. Amount of charge	127
2. Amount of mark-up	334
3. Amount of discount	-
4. Amount of state contribution	82
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>379</b>

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

**HUF 379 / train km.**

- Freight trains on track section category III

#### Costs taken into account when determining the charge

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 2016 (thousand HUF)
Variable cost component of direct costs	156 051
Variable cost component of direct costs to be distributed	66 128
Fixed cost component of direct costs	251 871
Fixed cost component of direct costs to be distributed	172 685
Indirect costs	94 904
<b>Total cost</b>	<b>741 639</b>

#### Performance indicator relating to the charge

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

Charge for running of trains, train km proportionate part of charge, freight trains, track section cat. III	Performance in 2016
performed train km	595 641

#### Determination of the amount to be paid

Table 17: Train km proportionate part of the charge for running of trains, freight trains on track section category III - determination of the amount to be paid

Charge for running of trains, train km proportionate part of charge Freight trains / track section category III	HUF
1 Amount of charge	373
2 Amount of mark-up	872
3 Amount of discount	-
4 Amount of state contribution	1 040
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>205</b>

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

**HUF 205 / train km.**

- Passenger trains on track section category I

#### Costs taken into account when determining the charge

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

<b>Charge for running of trains, train km proportionate part of charge Passenger trains / train section category I</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	1 312 845
Variable cost component of direct cost to be distributed	4 443 358
Fixed cost component of direct costs	2 309 909
Fixed cost component of direct costs to be distributed	11 603 349
Indirect costs	2 886 356
<b>Total cost</b>	<b>22 555 818</b>

#### 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

<b>Charge for running of trains, train km proportionate part of charge, passenger trains track section cat. I</b>	<b>Performance in 2016</b>
performed train km	47 869 215

#### Determination of the amount 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 amount to be paid

<b>Charge for running of trains, train km proportionate part of charge Passenger trains / track section category I</b>	<b>HUF</b>
1. Amount of charge	120
2. Amount of mark-up	351
3. Amount of discount	-
4. Amount of state contribution	73
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>398</b>

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

**HUF 398 / train km.**

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

#### Costs taken into account when determining the charge

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

<b>Charge for running of trains, train km proportionate part of charge Passenger trains / track section category II</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	638 820
Variable cost component of direct costs to be distributed	1 432 550
Fixed cost component of direct costs	648 925
Fixed cost component of direct costs to be distributed	3 740 949
Indirect costs	948 142
<b>Total cost</b>	<b>7 409 387</b>

#### 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

<b>Charge for running of trains, train km proportionate part of charge, passenger trains, track section cat. II</b>	<b>Performance in 2016</b>
performed train km	12 090 874

#### Determination of the amount 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 the amount to be paid

<b>Charge for running of trains, train km proportionate part of charge Passenger trains / track section category II</b>	<b>HUF</b>
1 Amount of charge	171
2 Amount of mark-up	441
3 Amount of discount	-
4 Amount of state contribution	263
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>350</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 350 / train km.**

- Passenger trains on track section category III

#### Costs taken into account when determining the charge

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

<b>Charge for running of trains train km proportionate part of charge Passenger trains/ track section category III</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	720 193
Variable cost component of direct costs to be distributed	1 373 099
Fixed cost component of direct costs	901 365
Fixed cost component of direct costs to be distributed	3 585 700
Indirect costs	965 621
<b>Total cost</b>	<b>7 545 978</b>

#### 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

<b>Charge for running of trains, train km proportionate part of charge, passenger trains, track section cat III performed train km</b>	<b>Performance 2016</b>
	17 669 200

#### Determination of the amount 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 the amount to be paid

<b>Charge for running of trains, train km proportionate part of charge Passenger trains / track section category III</b>	<b>HUF</b>
1. Amount of charge	118
2. Amount of mark-up	309
3. Amount of discount	-
4. Amount of state contribution	301
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>126</b>

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

- Loco trains on track section category I

Costs taken into account when determining the charge

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 2016 (thousand HUF)
Variable cost component of direct costs	70 992
Variable cost component of direct costs to be distributed	551 628
Fixed cost component of direct costs	124 914
Fixed cost component of direct costs to be distributed	1 440 517
Indirect costs	321 081
<b>Total cost</b>	<b>2 509 132</b>

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 2016
performed train km	3 144 159

Determination of the amount to be paid

Table 29: Train km proportionate part of the charge for running of trains, loco trains - determination of the amount to be paid

Charge for running of trains, train km proportionate part of charge Loco trains	HUF
1. Amount of charge	198
2. Amount of mark-up	600
3. Amount of discount	-
4. Amount of state contribution	429
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>369</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 369 / train km.**

- Loco trains on track section category II

### Costs taken into account when determining the charge

Table 30: 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 2016 (thousand HUF)
Variable cost component of direct costs	34 530
Variable cost component of direct costs to be distributed	101 648
Fixed cost component of direct costs	35 087
Fixed cost component of direct costs to be distributed	265 443
Indirect costs	64 084
<b>Total cost</b>	<b>500 792</b>

### Performance indicator relating to the charge

Table 31: 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 2016
performed train km	695 474

### Determination of the amount to be paid

Table 32: Train km proportionate part of the charge for running of trains, loco trains - determination of the amount to be paid

Charge for running of trains, train km proportionate part of charge Loco trains	HUF
1. Amount of charge	196
2. Amount of mark-up	524
3. Amount of discount	-
4. Amount of state contribution	354
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>366</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 366 / train km.**

- Loco trains on track section category III

#### Costs taken into account when determining the charge

Table 33: Train km proportionate part of the charge for running of trains, loco trains- summing-up of costs

<b>Charge for running of trains train km proportionate part of charge Loco trains</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	38 855
Variable cost component of direct costs to be distributed	35 102
Fixed cost component of direct costs	48 714
Fixed cost component of direct costs to be distributed	91 666
Indirect costs	31 452
<b>Total cost</b>	<b>245 790</b>

#### Performance indicator relating to the charge

Table 34: Train km proportionate part of the charge for running of trains, loco trains - performance

<b>Charge for running of trains, train km proportionate part of charge, loco trains</b>	<b>Performance in 2016</b>
performed train km	278 638

#### Determination of the amount to be paid

Table 35: Train km proportionate part of the charge for running of trains, loco trains - determination of the amount to be paid

<b>Charge for running of trains, train km proportionate part of charge Loco trains</b>	<b>HUF</b>
1. Amount of charge	265
2. Amount of mark-up	617
3. Amount of discount	-
4. Amount of state contribution	520
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>362</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 362 / train km.**

## 4.2 Supplementary Services

### 4.2.1 Charge for the use of stations by passenger trains for stopping

- Station of category I

#### Costs taken into account when determining the charge

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

<b>Charge for the use of stations for stopping Passenger trains / station category I - access part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	215 667
Variable cost component of direct costs to be distributed	2 258 198
Fixed cost component of direct costs	215 710
Fixed cost component of direct costs to be distributed	3 299 217
Indirect costs	878 813
<b>Total cost</b>	<b>6 867 605</b>

<b>Charge for the use of stations for stopping Passenger trains / station category I - supply part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	1 573 500
Direct costs to be distributed	74 060
Indirect cost	236 485
<b>Total cost</b>	<b>1 848 045</b>

#### Performance indicator relating to the charge

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

<b>Charge of the use of stations category I by passenger trains for stopping</b>	<b>Performance in 2016</b>
performed use of station	2 552 624

## Determination of the amount to be paid

Tabel 38: Charge for the use of stations of category I by passenger trains for stopping - determination of the amount to be paid

<b>Charge for the use of stations for stopping Passenger trains / station category I</b>	<b>HUF</b>
1. Amount of charge	1 693
2. Amount of mark-up	1 721
3. Amount of discount	-
4. Amount of state contribution	37
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>3 377</b>

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

**HUF 3 377 / use of station**

- **Station of category II**

### Costs taken into account when determining the charge

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

<b>Charge for the use of stations for stopping</b>	
<b>Passenger trains / station category II -</b>	
<b>access part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	64 958
Variable cost component of direct costs to be distributed	4 607 554
Fixed cost component of direct costs	65 006
Fixed cost component of direct costs to be distributed	6 731 617
Indirect costs	1 683 015
<b>Total cost</b>	<b>13 152 151</b>

<b>Charge for the use of stations for stopping</b>	
<b>Passenger trains / station category II -</b>	
<b>supply part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	1 252 775
Direct costs to be distributed	151 110
Indirect cost	206 010
<b>Total cost</b>	<b>1 609 895</b>

### Performance indicator relating to the charge

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

<b>Charge for the use of stations category II</b>	<b>Performance in 2016</b>
<b>by passenger trains for stopping</b>	
performed use of station	5 208 291

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## Determination of the amount to be paid

Table 41: Charge for the use of stations of category II by passenger trains for stopping - determination of the amount to be paid

<b>Charge for the use of stations for stopping Passenger trains / station category II</b>	<b>HUF</b>
1. Amount of charge	1 206
2. Amount of mark-up	1 628
3. Amount of discount	-
4. Amount of state contribution	4
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>2 830</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 2 830 / station use.**

- **Station of category III**

### Costs taken into account when determining the charge

Table 42: Charge for the use of stations of category III by passenger trains for stopping - summing-up of costs

<b>Charge for the use of stations for stopping</b>	
<b>Passenger trains / station category III -</b>	
<b>access part fo service</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	3 884
Variable cost component of direct costs to be distributed	1 618 199
Fixed cost component of direct costs	3 889
Fixed cost component of direct costs to be distributed	1 364 181
Indirect costs	585 527
<b>Total cost</b>	<b>4 575 679</b>

<b>Charge for the use of stations for stopping</b>	
<b>Passenger trains / station category III -</b>	
<b>supply part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	197 068
Direct costs to be distributed	53 071
Indirect cost	36 706
<b>Total cost</b>	<b>286 845</b>

### Performance indicator relating to the charge

Table 43: Charge for the use of stations of category III by passenger trains for stopping - performance

<b>Charge for the use of stations category III</b>	
<b>by passenger trains for stopping</b>	<b>Performance in 2016</b>
performed use of station	1 829 181

## Determination of the amount to be paid

Table 44: Charge for the use of stations of category III by passenger trains for stopping - determination of the amount to be paid

<b>Charge for the use of stations for stopping Passenger trains / station category III</b>	<b>HUF</b>
1. Amount of charge	1 044
2. Amount of mark-up	1 615
3. Amount of discount	-
4. Amount of state contribution	759
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>1 899</b>

On the basis of the table above, amount 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

Table 45: Charge for the use of stations of category IV by passenger trains for stopping - summing-up of costs

<b>Charge for the use of stations for stopping</b>	
<b>Passenger trains / station category IV -</b>	
<b>access part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	2 977
Variabel cost component of direct costs to be distributed	1 663 319
Fixed cost component of direct costs	2 983
Fixed cost component of direct costs to be distributed	2 430 102
Indirect costs	601 555
<b>Total cost</b>	<b>4 700 936</b>

<b>Charge for the use of stations for stopping</b>	
<b>Passenger trains / station category IV -</b>	
<b>supply part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	49 151
Direct costs to be distributed	54 550
Indirect cost	15 218
<b>Total cost</b>	<b>118 919</b>

### Performance indicator relating to the charge

Table 46: Charge for the use of stations of category IV by passenger trains for stopping - performance

<b>Charge for the use of stations category IV</b>	<b>Performance in 2016</b>
<b>by passenger trains for stopping</b>	
performed use of station	1 880 184

## Determination of the amount to be paid

Table 47: Charge for the use of stations of category IV by passenger trains for stopping - determination of the amount to be paid

<b>Charge for the use of stations for stopping Passenger trains / station category IV</b>	<b>HUF</b>
1 Amount of charge	949
2 Amount of mark-up	1 614
3 Amount of discount	-
4 Amount of state contribution	864
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>1 700</b>

On the basis of the table above, amount 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

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

Charge for the use of origin/destination stations	
Passenger trains / station category I - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	515 149
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	726 699
Indirect costs	182 233
<b>Total cost</b>	<b>1 424 081</b>

Charge for the use of origin/destination stations	
Passenger trains / station category I - supply part of service	Costs in 2016 (thousand HUF)
Direct costs	69 131
Direct costs to be distributed	17 214
Indirect costs	12 670
<b>Total cost</b>	<b>99 015</b>

### Performance indicator relating to the charge

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

Charge for the use of origin/destination stations category I by passenger trains	Performance in 2016
performed use of station	593 309

### Determination of the amount to be paid

Table 50: Charge for the use of origin/destination stations of category I by passenger trains - determination of the amount to be paid

<b>Charge for the use of origin/destination stations Passenger trains / station category I</b>	<b>HUF</b>
1 Amount of charge	1 035
2. Amount of mark-up	1 532
3. Amount of discount	-
4. Amount of state contribution	297
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>2 270</b>

On the basis of the table above, amount 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

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

<b>Charge for the use of origin/destination stations</b>	
<b>Passenger trains / station category II -</b>	
<b>access part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	178 449
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	251 731
Indirect costs	63 136
<b>Total cost</b>	<b>493 306</b>

<b>Charge for the use of origin/destination stations</b>	
<b>Passenger trains / station category II -</b>	
<b>supply part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	366
Direct costs to be distributed	5 963
Indirect cost	929
<b>Total cost</b>	<b>7 258</b>

Performance indicator relating to the charge

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

<b>Charge for the use of origin/destination</b>	<b>Performance in 2016</b>
<b>stations category II by passenger trains</b>	
performed use of station	205 524

## Determination of the charge to be paid

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

<b>Charge for the use of origin/destination stations Passenger trains / station category II</b>	<b>HUF</b>
1. Amount of charge	904
2. Amount of mark-up	1 532
3. Amount of discount	-
4. Amount of state contribution	626
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>1 810</b>

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

Table 54: Charge for the use of origin/destination stations of category III by passenger trains - summing-up of costs

Charge for the use of origin/destination stations	
Passenger trains / station category III -	
access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	15 721
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	22 177
Indirect costs	5 561
<b>Total cost</b>	<b>43 459</b>

Charge for the use of origin/destination stations	
Passenger trains / station category III -	
supply part of service	Costs in 2016 (thousand HUF)
Direct costs	104
Direct costs to be distributed	525
Indirect costs	92
<b>Total cost</b>	<b>721</b>

Performance indicator relating to the charge

Table 55: Charge for the use of origin/destination stations of category III by passenger trains - performance

Charge for the use of origin/destination	
stations category III by passenger trains	
	Performance in 2016
Performed use of station	18 106

### Determination of the amount to be paid

Table 56: Charge for the use of origin/destination stations of category III by passenger trains - determination of the amount to be paid

<b>Charge for the use of origin/destination stations Passenger trains / station category III</b>	<b>HUF</b>
1. Amount of charge	908
2. Amount of mark-up	1 532
3. Amount of discount	-
4. Amount of state contribution	1 535
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>905</b>

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

- **Station of category IV**

Costs taken into account when determining the charge

Table 57: Charge for the use of origin/destination stations of category IV by passenger trains - summing-up of costs

<b>Charge for the use of origin/destination stations</b>	
<b>Passenger trains / station category IV -</b>	
<b>access part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	7 975
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	11 250
Indirect costs	2 821
<b>Total cost</b>	<b>22 046</b>

<b>Charge for the use of origin/destination stations</b>	
<b>Passenger trains / station category IV -</b>	
<b>supply part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	19
Direct costs to be distributed	266
Indirect cost	42
<b>Total cost</b>	<b>327</b>

Performance indicator relating to the charge

Table 58: Charge for the use of origin/destination stations of category IV by passenger trains - performance

<b>Charge for the use of origin/destination</b>	<b>Performance in 2016</b>
<b>stations category IV by passenger trains</b>	
Performed use of station	9 185

## Determination of the amount to be paid

Table 59: Charge for the use of origin/destination stations of category IV by passenger trains - determination of the amount to be paid

<b>Charge for the use of origin/destination stations Passenger trains / station category IV</b>	<b>HUF</b>
1. Amount of charge	904
2. Amount of mark-up	1 532
3. Amount of discount	-
4. Amount of state contribution	1 531
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>905</b>

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

### 4.2.3 Charge for the use of stations by freight trains

- Station of category I

#### Costs taken into account when determining the charge

Table 60: Charge for the use of stations of category I by freight trains - summing-up of costs

Charge for the use of stations Freight trains / station category I - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	420 755
Variable cost component of direct costs to be distributed	876 077
Fixed cost component of direct costs	470 641
Fixed cost component of direct costs to be distributed	913 034
Indirect costs	393 346
<b>Total cost</b>	<b>3 073 853</b>

Charge for the use of stations Freight trains / station category I - supply part of service	Costs in 2016 (thousand HUF)
Direct cost	185 316
Direct costs to be distributed	19 044
Indirect cost	29 989
<b>Total cost</b>	<b>234 349</b>

#### Performance indicator relating to the charge

Table 61: Charge for the use of stations of category I by freight trains - performance

Charge for the use of stations category I by freight trains	Performance in 2016
performed use of station	131 280

## Determination of the amount to be paid

Table 62: Charge for the use of stations of category I by freight trains - determination of the amount to be paid

<b>Charge for the use of stations Freight trains / station category I</b>	<b>HUF</b>
1. Amount of charge	11 663
2. Amount of mark-up	13 536
3. Amount of discount	-
4. Amount of state contribution	20 917
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>4 283</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 4 283 / station use.**

- **Station category II**

Costs taken into account when determining the charge

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

<b>Charge for the use of stations</b>	
<b>Freight trains / station category II -</b>	
<b>access part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Variabel cost component of direct costs	190 840
Variable cost component of direct costs to be distributed	622 891
Fixed cost component of direct costs	1 074 604
Fixed cost component of direct costs to be distributed	649 168
Indirect costs	372 361
<b>Total cost</b>	<b>2 909 864</b>

<b>Charge for the use of stations</b>	
<b>Freight trains / station category II -</b>	
<b>supply part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	123 311
Direct costs to be distributed	13 541
Indirect cost	20 082
<b>Total cost</b>	<b>156 933</b>

Performance indicator relating to the charge

Table 64: Charge for the use of stations of category II by freight trains - performance

<b>Charge for the use of stations</b>	<b>Performance in 2016</b>
<b>category II by freight trains</b>	
Performed use of station	93 340

## Determination of the charge to be paid

Table 65: Charge for the use of stations of category II by freight trains - determination of the charge

<b>Charge for the use of origin/destination stations Freight trains / station category II</b>	<b>HUF</b>
1. Amount of charge	10 399
2. Amount of mark-up	22 457
3. Amount of discount	-
4. Amount of state contribution	30 689
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>2 167</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
**HUF 2 167 / station use.**

- **Station of category III**

Costs taken into account when determining the charge

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

<b>Charge for the use of stations Freight trains / station category III - access part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	93 366
Variable cost component of direct costs to be distributed	254 242
Fixed cost component of direct costs	221 042
Fixed cost component of direct costs to be distributed	264 967
Indirect costs	122 327
<b>Total cost</b>	<b>955 944</b>

<b>Charge for the use of stations Freight trains / station category III - supply part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	15 147
Direct costs to be distributed	5 527
Indirect cost	3 034
<b>Total cost</b>	<b>23 708</b>

Performance indicator relating to the charge

Table 67: Charge for the use of stations of category III by freight trains - performance

<b>Charge for the use of stations station category III by freight trains</b>	<b>Performance in 2016</b>
Performed use of station	38 098

## Determination of the amount to be paid

Table 68: Charge for the use of stations of category III by freight trains - determination of the amount to be paid

<b>Charge for the use of stations</b>	<b>HUF</b>
<b>Freight trains / station category III</b>	
1. Amount of charge	9 746
2. Amount of mark-up	15 968
3. Amount of discount	-
4. Amount of state contribution	25 027
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>687</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 687 / station use.**

## 4.2.4 Charge for the use of catenary

### Costs taken into account when determining the charge

Table 69: Charge for the use of catenary - summing-up of costs

<b>Charge for the use of catenary</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	2 249 004
Variabel cost component of direct costs to be distributed	-
Fixed cost component of direct costs	3 900 424
Fixed cost component of direct costs to be distributed	59 645
Indirect costs	911 138
<b>Total cost</b>	<b>7 120 211</b>

### Performance indicator relating to the charge

Table 70: Charge for the use of catenary - performance

<b>Charge for use of catenary</b>	<b>Performance in 2016</b>
Electric train kilometer performed by freight, passenger and loco trains	69 174 056

### Determination of the amount to be paid

Table 71: Charge for the use of catenary - determination of the amount to be paid

<b>Charge for the use of catenary</b>	<b>HUF</b>
1. Amount of charge	33
2. Amount of mark-up	70
3. Amount of discount	-
4. Amount of state contribution	45
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>58</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 58 / electric train km.**

## 4.2.5 Charge for the use of refuelling facilities

### Costs taken into account when determining the charge

Table 72: Charge for the use of refuelling facilities - summing up of costs

<b>Charge for the use of refuelling facilities - access part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	2 500
Variable cost component of direct costs to be distributed	115 926
Fixed cost component of direct costs	833
Fixed cost component of direct costs to be distributed	163 532
Indirect costs	41 498
<b>Total cost</b>	<b>324 289</b>

<b>Charge for the use of refuelling facilities - supply part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	980 418
Direct costs to be distributed	3 874
Indirect cost	144 438
<b>Total cost</b>	<b>1 128 729</b>

### Performance indicator relating to the charge

Table 73: Charge for the use of refuelling facilities - performance

<b>Charge for the use of refuelling facilities</b>	<b>Performance in 2016</b>
Number of vehicles taking fuel	44 504 802

### Determination of the amount to be paid

Table 74: Charge for the use of refuelling facilities - determination of amount to be paid

<b>Charge for the access to refuelling facilities</b>	<b>HUF</b>
1. Amount of charge	28
2. Amount of mark-up	5
3. Amount of discount	-
4. Amount of state contribution	10
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>23</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 23 / litre.**

## 4.2.6 Charge for the use of wagon weigh bridges (scales)

### Costs taken into account when determining the charge

Table 75: Charge for the use of wagon weigh bridges- summing-up of costs

<b>Charge for the use of wagon weigh bridges - access part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	20 228
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	28 534
Indirect costs	7 155
<b>Total cost</b>	<b>55 917</b>

<b>Charge for the use of wagon weigh bridges - supply part of service</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	171 247
Direct costs to be distributed	676
Indirect cost	25 228
<b>Total cost</b>	<b>197 151</b>

### Performance indicator relating to the charge

Table 76: Charge for the use of wagon weigh bridges - performance

<b>Charge for the use of wagon weigh bridges</b>	<b>Performance in 2016</b>
Vehicles weighed	69 890

### Determination of the amount to be paid

Table 77: Charge for the use of wagon weigh bridges - determination of the amount to be paid

<b>Charge for the use of wagon weigh bridges</b>	<b>HUF</b>
1. Amount of charge	3 110
2. Amount of mark-up	511
3. Amount of discount	-
4. Amount of state contribution	1 224
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>2 397</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 2 397 / vehicle.**

## 4.2.7 Charge for the storage of vehicles

### Costs taken into account when determining the charge

Table 78: Charge for the storage of vehicles - summing-up of costs

<b>Charge for storage of vehicles</b>	<b>Costs in 2016 (thousand HUF)</b>
Variable cost component of direct costs	81 005
Variable cost component of direct costs to be distributed	11 162
Fixed cost component of direct costs	121 830
Fixed cost component of direct costs to be distributed	16 119
Indirect costs	33 768
<b>Total cost</b>	<b>263 883</b>

### Performance indicator relating to the charge

Table 79: Charge for the storage of vehicles - performance

<b>Charge of storage of vehicles</b>	<b>Performance in 2016</b>
Length of time of storage of vehicles beyond 24 hours	1 928 335

### Determination of the amount to be paid

Table 80: Charge for the storage of vehicles - determination of the amount to be paid

<b>Charge for storage of vehicles</b>	<b>HUF</b>
1. Amount of charge	48
2. Amount of mark-up	89
3. Amount of discount	-
4. Amount of state contribution	15
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>122</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 122 / vehicle / day.**

## 4.2.8 Charge for suspension of service interruption

### Costs taken into account when determining the charge

Table 81: Charge for suspension of service interruption- summing-up of costs

Charge for suspension of service interruption	Costs in 2016 (thousand HUF)
Direct cost	40 641
Direct costs to be distributed	394
Indirect cost	6 022
<b>Total cost</b>	<b>47 057</b>

### Performance indicator relating to the charge

Table 82: Charge for suspension of service interruption - performance

Charge for suspension of service interruption	Performance in 2016
time devoted by service staff	20 955

### Determination of the amount to be paid

Table 83: Charge for suspension of service interruption - determination of the amount to be paid

Charge for suspension of service interruption	HUF
1. Amount of charge	2 246
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	61
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>2 185</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 2 185 / person / hour.**

## 4.2.9 Charge for suspension of service stoppage

### Costs taken into account when determining the charge

Table 84: Charge for suspension of service stoppage- summing-up of costs

<b>Charge for suspension of service stoppage</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	8 935
Direct costs to be distributed	87
Indirect cost	1 324
<b>Total cost</b>	<b>10 345</b>

### Performance indicator relating to the charge

Table 85: Charge for suspension of service stoppage - performance

<b>Charge for suspension of service interruption</b>	<b>Performance in 2016</b>
time devoted by service staff	4 375

### Determination of the amount to be paid

Table 86: Charge for suspension of service stoppage - determination of the amount to be paid

<b>Charge for suspension of service interruption</b>	<b>HUF</b>
1. Amount of charge	2 365
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	180
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>2 185</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 2 185 / person / hour.**

## 4.3 ADDITIONAL SERVICES

### 4.3.1 Charge for staff providing train acceptance

#### Costs taken into account when determining the charge

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

<b>Charge for staff providing train acceptance</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	17 907
Direct costs to be distributed	174
Indirect cost	2 653
<b>Total cost</b>	<b>20 734</b>

#### Performance indicator relating to the charge

Table 88: Charge for staff providing train acceptance - performance

<b>Charge for staff providing train acceptance</b>	<b>Performance in 2016</b>
time devote by staff to train acceptance	5 069

#### Determination of the amount to be paid

Table 89: Charge for staff providing train acceptance - determination of the amount to be paid

<b>Charge for staff providing train acceptance</b>	<b>HUF</b>
1. Amount of charge	4 090
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>4 090</b>

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

**HUF 4 090 / person / hour.**

### 4.3.2 Charge for ensuring of shunting staff for passenger trains

#### Costs taken into account when determining the charge

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

<b>Charge for ensuring of shunting staff for passenger trains</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	2 260 104
Direct costs to be distributed	21 921
Indirect cost	334 871
<b>Total cost</b>	<b>2 616 897</b>

#### Performance indicator relating to the charge

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

<b>Charge for ensuring of shunting staff for passenger trains</b>	<b>Performance in 2016</b>
time devoted by shunting staff	302 226

#### Determination of the amount to be paid

Table 92: Charge for ensuring of shunting staff for passenger trains- determination of the amount to be paid

<b>Charge for ensuring of shunting staff for passenger trains</b>	<b>HUF</b>
1. Amount of charge	8 659
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>8 659</b>

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

**HUF 8 659 / person / hour.**

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

#### Costs taken into account when determining the charge

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

<b>Charge for ensuring of shunting staff for freight and loco trains</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	3 772 388
Direct costs to be distributed	36 589
Indirect cost	558 941
<b>Total cost</b>	<b>4 367 918</b>

#### Performance indicator relating to the charge

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

<b>Charge for ensuring of shunting staff for freight and loco trains</b>	<b>Performance in 2016</b>
time devoted by shunting staff	504 457

#### Determination of the amount to be paid

Table 95: Charge for ensuring of shunting staff for freight and loco trains- determination of the amount to be paid

<b>Charge for ensuring of staff for freight and loco trains</b>	<b>HUF</b>
1. Amount of charge	8 659
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	4 449
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>4 210</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 4 210 / person / hour.**

#### 4.3.4 Charge for ensuring of traction unit for passenger trains

##### Costs taken into account when determining the charge

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

<b>Charge for ensuring of traction unit for passenger trains</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	169 387
Direct costs to be distributed	1 643
Indirect cost	25 098
<b>Total cost</b>	<b>196 128</b>

##### Performance indicator relating to the charge

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

<b>Charge for ensuring of traction unit for passenger trains</b>	<b>Performance in 2016</b>
Length of time of service provided by traction units	4 829

##### Determination of the amount to be paid

Table 98: Charge for ensuring of traction unit for passenger trains - determination of the amount to be paid

<b>Charge for ensuring of traction unit for passenger trains</b>	<b>HUF</b>
1. Amount of charge	40 615
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>40 615</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 40 615 / vehicle / hour.**

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

#### Costs taken into account when determining the charge

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

Charge for ensuring of traction unit for freight and loco trains	Costs in 2016 (thousand HUF)
Direct cost	2 760 784
Direct costs to be shared	26 777
Indirect cost	409 055
<b>Total cost</b>	<b>3 196 617</b>

#### Performance indicator relating to the charge

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

Charge for ensuring of traction unit for freight and loco trains	Performance in 2016
Length of time of service provided by traction units	78 705

#### Determination of the amount to be paid

Table 101: Charge for ensuring of traction unit for freight and loco trains - determination of the amount to be paid

Charge for ensuring of traction unit for freight and loco trains	HUF
1. Amount of charge	40 615
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	17 480
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>23 135</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 23 135 / vehicle / hour.**

### 4.3.6 Charge for staff ensured by the Infrastructure Manager for weighing

#### Costs taken into account when determining the charge

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

<b>Charge for staff ensured by the Infrastructure Manager for weighing</b>	<b>Cost in 2016 (thousand HUF)</b>
Direct cost	-
Direct costs to be shared	410
Indirect cost	6 259
<b>Total cost</b>	<b>6 668</b>

#### Performance indicator relating to the charge

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

<b>Charge for staff ensured by the Infrastructure Manager for weighing</b>	<b>Performance in 2016</b>
Vehicles weighed	7 861

#### Determination of the amount to be paid

Table 104: Charge of staff ensured by the Infrastructure Manager for weighing - determination of the amount to be paid

<b>Charge for staff ensured by the Infrastructure Manager for weighing</b>	<b>HUF</b>
1. Amount of charge	6 222
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>6 222</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 6 222 / vehicle.**

### 4.3.7 Charge for ensuring of fuel for traction

#### Costs taken into account when determining the charge

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

<b>Charge for ensuring of fuel for traction</b>	<b>Costs in 2016 (thousand HUF)</b>
Direct cost	13 269 873
Direct costs to be shared	
Indirect cost	
<b>Total cost</b>	<b>13 269 873</b>

#### Performance indicator relating to the charge

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

<b>Charge for ensuring of fuel for traction</b>	<b>Performance in 2016</b>
Volume of diesel fuel provided for traction	44 108 744

#### Determination of the amount to be paid

Table 107: Charge for ensuring of fuel for traction - determination of the amount to be paid

<b>Charge for ensuring of fuel for traction</b>	<b>HUF</b>
1. Amount of charge	301
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>301</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 301 / litre.**

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

##### Costs taken into account when determining the charge

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

Charge for ensuring of fuel used for other than traction purposes	Costs in 2016 (thousand HUF)
Direct cost	119 152
Direct costs to be shared	-
Indirect cost	-
<b>Total cost</b>	<b>119 152</b>

##### Performance indicator relating to the charge

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

Charge for ensuring of fuel used for other than traction purposes	Performance in 2016
Volume of diesel fuel provided for traction	396 058

##### Determination of the amount to be paid

Table 110: Charge for ensuring of fuel used for other than traction purposes - determination of the amount to be paid

Charge for ensuring of fuel used for other than traction purposes	HUF
1. Amount of charge	301
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>301</b>

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

**HUF 301 / litre.**

### 4.3.9 Charge for ensuring of traction current

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

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

Charge for ensuring of traction current	Charge for transmitted traction current	Charge for system-use	Charge for the network loss of transmitted traction current	Charge for funds in accordance with Vet.	Charge for the energy tax	Other operational charge
Direct cost	16 584 040	3 086 487	1 021 846	259 385	1 374 723	23 916
Direct cost to be shared	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
<b>Total cost</b>	<b>16 584 040</b>	<b>3 086 487</b>	<b>1 021 846</b>	<b>259 385</b>	<b>1 374 723</b>	<b>23 916</b>

#### Performance indicator relating to the charge

Table 112: Charge for ensuring of traction current - performance

Charge for ensuring of traction current	Charge for transmitted traction current	Charge for system-use	Charge for the network loss of transmitted traction current	Charge for funds in accordance with Vet.	Charge for the energy tax	Other operational charge
Amount of traction current transmitted (kWh)	824 706 823	824 706 823	824 706 823	824 706 823	824 706 823	824 706 823

## Determination of the amount to be paid

Table 113: Charge for ensuring of traction current - determination of the amount to be paid

Charge for ensuring of traction current for traction	Charge for transmitted traction current	Charge for system-use	Charge for the network loss of transmitted traction current	Charge for funds in accordance with Vet.	Charge for the energy tax	Other operational charge	TOTAL (HUF)
1. Cost-based charge	20.1	3.7	1.2	1.7	0.3	0.03	27.1
2. Amount of mark-up	-	-	-	-	-	-	-
3. Amount of discount	-	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-	-
<b>Charge to be paid (1+2-3-4)</b>	<b>20.1</b>	<b>3.7</b>	<b>1.2</b>	<b>1.7</b>	<b>0.3</b>	<b>0.03</b>	<b>27.1</b>

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

- Charge for transmitted traction current: HUF 20.1/kWh
- Charge for the use of the system: HUF 3.7/kWh
- Charge for the network loss of the transmitted traction current: HUF 1.2/kWh
- Charge for funds under the Act on Electricity HUF 1.7/kWh
- Charge for energy tax HUF 0.3/kWh
- Other operational charges: HUF 0.03/kWh

**Total: HUF 27.1/kWh.**

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

##### Costs taken into account when determining the charge

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

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

Charge for ensuring of electric energy used for other than traction purposes	Charge for transmitted electric energy used for other than traction purposes	Charge for system-use	Charge for the network loss of transmitted electric energy used for other than traction purposes	Charge for funds in accordance with Vet.	Charge for the energy tax	Other operational charge
Direct cost	201 765	26 779	2 595	2 366	12 839	260
Direct cost to be shared	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
<b>Total cost</b>	<b>201 765</b>	<b>26 779</b>	<b>2 595</b>	<b>2 366</b>	<b>12 839</b>	<b>261</b>

##### Performance indicator relating to the charge

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

Charge for ensuring of electric energy used for other than traction purposes	Charge for transmitted electric energy used for other than traction purposes	Charge for system-use	Charge for the network loss of transmitted electric energy used for other than traction purposes	Charge for funds in accordance with Vet.	Charge for the energy tax	Other operational charge
Amount of transmitted electric energy used for other than traction purposes (kWh)	8 664 556	8 664 556	8 664 556	8 664 556	8 664 556	8 664 556

## Determination of the amount to be paid

Table 116: Charge for ensuring of electric energy used for other than traction purposes - determination of the amount to be paid

Charge for ensuring of electric energy used for other than traction purposes	Charge for transmitted electric energy used for other than traction purposes	Charge for system-use	Charge for the network loss of transmitted electric energy used for other than traction purposes	Charge for funds in accordance with Vet.	Charge for the energy tax	Other operational charge	TOTAL (HUF)
1. Cost-based charge	23.3	3.1	0.3	1.5	0.3	0.03	28.5
2. Amount of mark-up	-	-	-	-	-	-	-
3. Amount of discount	-	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-	-
<b>Charge to be paid (1+2-3-4)</b>	<b>23.3</b>	<b>3.1</b>	<b>0.3</b>	<b>1.5</b>	<b>0.3</b>	<b>0.03</b>	<b>28.5</b>

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

- Charge for the transmitted electric energy used for other than traction purposes: HUF 23.3/kWh
- Charge for the use of the system: HUF 3.1/kWh
- Charge for the network loss of the transmitted electric energy used for other than traction purposes: HUF 0.3/kWh
- Charge for funds under the Act on Electricity: HUF 1.5/kWh
- Charge for energy tax: HUF 0.3/kWh
- Other operational charges: HUF 0.03/kWh

**Total: HUF 28.5 /kWh.**

### 4.3.11 Charge for exchange of axles

#### Costs taken into account when determining the charge

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

<u>Charge for exchange of axles</u>	<u>Costs in 2016 (thousand HUF)</u>
Direct cost	43 141
Direct costs to be shared	418
Indirect cost	6 392
<b>Total cost</b>	<b>49 952</b>

#### Performance indicator relating to the charge

Table 118: Charge for exchange of axles - performance

<u>Charge for exchange of axles</u>	<u>Performance in 2016</u>
Vehicles recipient of service of exchange of axles	850

#### Determination of the amount to be paid

Table 119: Charge for exchange of axles - determination of the amount to be paid

<u>Charge for exchange of axles</u>	<u>HUF</u>
1. Amount of charge	58 767
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>58 767</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 58 767 / vehicle.**

### 4.3.12 Charge for the use of bogies

#### Costs taken into account when determining the charge

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

<b>Charge for the use of bogies</b>	<b>Cost in 2016 (thousand HUF)</b>
Direct cost	24 556
Direct costs to be shared	238
Indirect cost	3 638
<b>Total cost</b>	<b>28 433</b>

#### Performance indicator relating to the charge

Table 121: Charge for the use of bogies - performance

<b>Charge for the use of bogies</b>	<b>Performance in 2016</b>
Duration of the use of bogies	341 556

#### Determination of the amount to be paid

Table 122: Charge for the use of bogies - determination of the amount to be paid

<b>Charge for the use of bogies</b>	<b>HUF</b>
1. Amount of charge	83
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>83</b>

On the basis of the table above, amount to be paid by the user of the service comes to:  
**HUF 83 / 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 experience 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 CM II.

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: All direct costs, direct costs to be distributed and indirect costs of MÁV Zrt for 2016 broken down to services
- Annex 2: Data from the updated business plan of MÁV Zrt for 2016
- Annex 3: Performance indicators of MÁV Zrt for 2013 and 2016
- Annex 4: In-kind performances of MÁV Zrt for 2013 and 2016
- Annex 5: Summing-up table of network access charges of MÁV Zrt for the 2015/2016 timetable year
- Annex 6: Letter of MÁV Zrt of 64344/2014/MÁV
- Annex 7: Summing-up table of network access charges including state subsidy for the 2015/2016 timetable year for MÁV Zrt

## Annex 1: All direct costs, direct costs to be distributed and indirect costs of MÁV Zrt for 2016 broken down to services

Charge item	Variable cost component of direct costs (thousand HUF)	Variable cost components of direct costs to be distributed (thousand HUF)	Fixed cost component of direct costs (thousand HUF)	Fixed cost components of direct costs to be distributed (thousand HUF)	Direct costs related to supply part of service (thousand HUF)	Direct costs to be distributed related to supply part of service (thousand HUF)	Undivided direct costs (thousand HUF)	Undivided direct costs to be distributed (thousand HUF)	Indirect costs	Total
<b>Charge for ensuring of train path</b>	90 886		686 161		9 318				115 394	901 759
<b>Charge for running of trains</b>										
<b>Gross ton proportional part of charge</b>										
Locomotive train	3 834 756	423 863	1 260 015	326 429					857 722	6 702 785
Passenger train	3 886 179	2 120 149	1 278 031	1 632 789					1 308 529	10 225 678
Locomotive train	99 239	201 333	32 676	155 053					71 655	559 955
<b>Train km proportionate part of charge</b>										
<b>Freight train</b>										
track section category I	289 008	1 222 277	1 034 518	3 191 845					841 960	6 579 608
track section category II	138 028	160 825	228 528	419 978					139 018	1 086 378
track section category III	156 051	66 128	251 871	172 685					94 904	741 639
<b>Passenger train</b>										
track section category I	1 312 845	4 443 358	2 309 909	11 603 349					2 886 356	22 555 818
track section category II	638 820	1 432 550	648 925	3 740 949					948 142	7 409 387
track section category III	720 193	1 373 099	901 365	3 585 700					965 621	7 545 978
<b>Locomotive train</b>										
track section category I	70 992	551 628	124 914	1 440 517					321 081	2 509 132
track section category II	34 530	101 648	35 087	265 443					64 084	500 792
track section category III	38 855	35 102	48 714	91 666					31 452	245 790
<b>Charge for the use of stations by passenger trains for stopping</b>										
track section category I	215 667	2 258 198	215 710	3 299 217	1 537 500	74 060			1 115 299	8 715 651
track section category II	64 958	4 607 554	65 006	6 731 617	1 252 775	151 110			1 889 026	14 762 046
track section category III	3 884	1 618 199	3 889	2 364 181	197 068	53 071			622 233	4 862 525
track section category IV	2 977	1 663 319	2 983	2 430 102	49 151	54 550			616 773	4 819 856
<b>Charge for the use of origin/destination stations by passenger trains</b>										
track section category I		515 149		726 699	69 131	17 214			194 903	1 523 096
track section category II		178 449		251 731	366	5 963			64 055	500 563
track section category III		15 721		22 177	104	525			5 653	44 180
track section category IV		7 975		11 250	19	266			2 863	22 373
<b>Charge for the use of stations by freight trains</b>										
track section category I	420 755	876 077	470 641	913 034	185 316	19 044			423 334	3 308 203
track section category II	190 840	622 891	1 074 604	649 168	123 311	13 541			392 443	3 066 797
track section category III	93 366	254 242	221 042	264 967	15 147	5 527			125 361	979 652
<b>Charge for the use of catenary</b>	2 249 004		3 900 424	59 645					911 138	7 120 211
<b>Charge for the use of refuelling facilities</b>	2 500	115 926	833	163 532	980 418	3 874			185 935	1 453 018
<b>Charge for the use of wagon weigh bridges (scales)</b>		20 228		28 534	171 247	676			32 384	253 069
<b>Charge for the storage of vehicles</b>	81 005	11 162	121 830	16 119					33 768	263 883

Charge for suspension of service interruption			394	40 641		6 022			47 057	
Charge for suspension of service stoppage			87	8 935		1 324			10 345	
Charge for staff providing train acceptance					17 907	174	2 653		20 734	
Charge for ensuring of shunting staff										
	Freight train				3 772 388	36 589	558 941		4 367 918	
	Passenger train				2 260 104	21 921	334 871		2 616 897	
Charge for ensuring of traction unit										
	Freight train				2 760 784	26 777	409 055		3 196 617	
	Passenger train				169 387	1 643	25 098		196 128	
Charge for staff ensured by the Infrastructure Manager for weighing					42 241	410	6 259		48 910	
Charge for ensuring of fuel for traction					13 269 873				13 269 873	
Charge for ensuring of fuel used for other than traction purposes (preheating, precooling)					119 152				119 152	
Charge for ensuring of traction current										
	Charge for transmitted traction current				16 584 040				16 584 040	
	Charge for system use				3 086 487				3 086 487	
	Charge for the network loss of transmitted traction current				1 021 846				1 021 846	
	Charge for the energy tax				259 385				259 385	
	Charge for funds in accordance with Vet.				1 374 723				1 374 723	
	Other operational charge				23 916				23 916	
Charge for ensuring of electric energy used for other than traction purposes (preheating, precooling)										
	Charge for transmitted electric energy				201 765				201 765	
	Charge for system-use				26 779				26 779	
	Charge for the network loss of transmitted electric energy				2 595				2 595	
	Charge for the energy tax				2 366				2 366	
	Charge for funds in accordance with Vet.				12 839				12 839	
	Other operational charge				260				260	
Charge for exchange of axles					43 141	418	6 392		49 952	
Charge for the use of bogies					24 556	238	3 638		28 433	
<b>Total</b>		14 635 338	24 897 050	14 917 677	44 568 174	4 631 128	399 421	45 076 537	88 171	16 615 340

## Annex 2: Data from the updated business plan of MÁV Zrt for 2016

	[2013] Összesen	[2013] HH díjba bevont	[2016] Összesen	[2016] HH díjba bevont
Költségek				
Anyag és igénybevett szolgáltatások költsége	42 094 692,35	37 768 331,12	51 048 837,18	47 261 852,15
Eladott áruk beszerzési értéke (gázolaj) (812)	38 059 634,11	37 935 380,03	36 179 832,72	35 961 865,49
Eladott (közvetített) szolgáltatások értéke (villamos energia) (813)	420 351,46		156 549,72	
Anyagjellegű ráfordítások összesen	80 574 677,92	75 703 711,15	87 385 219,63	83 223 717,65
Személyi jellegű ráfordítás (52)	66 180 166,11	59 784 286,03	68 658 031,13	62 330 367,93
Értékcsökkenés (55)	27 096 244,37	26 606 767,60	42 124 664,14	41 527 523,75
Központi belső szolgáltatások és üzletágra osztott irányítási költség (594+596)	15 260 097,28	14 779 688,61	13 327 857,19	12 848 597,99
Áttételezett költség		-940 378,63		-602 491,30
Közvetlen belső szolgáltatások költsége (5931)	503 869,14	437 615,14	383 964,34	383 964,34
Egyéb ráfordítások (861+862+863+864+867+868)	36 006 983,75	7 486 806,21	8 234 421,85	6 152 143,52
Üzemi ráfordítás összesen	225 622 038,58	183 858 496,11	220 114 158,28	205 863 823,88
Aktivált saját teljesítmény (58)	-3 916 122,38	10 713,54	-3 183 821,79	49 911,70
Pályavasúti belső szolgáltatások bevétele (5932)	-1 203 308,06		-1 085 976,97	
Fizetendő kamatok és ráfordítások (871)	3 889 272,45	3 889 272,45	196 091,95	196 091,95
Pénzügyi műveletek egyéb ráfordításai (874,876)	372 917,56	372 917,56	202 508,40	202 508,40
Rendkívüli ráfordítások (88)	92 923,79	92 923,79	104 005,44	104 005,44
Összesen	224 857 721,93	188 224 323,45	216 346 965,31	206 416 341,36
Egyéb bevételek (961+962+963+964+966+967+968)	73 874 634,48	48 532 392,38	4 682 303,25	1 961 669,70
Egyéb kapott kamatok és kamatjellegű bevételek (972)	20 440,79	20 440,79	11 234,10	11 234,10
Pénzügyi műveletek egyéb bevételei (974,976)	5 608,79	5 608,79	601,12	601,12
Rendkívüli bevételek (98)	17 499 427,26	13 721 449,12	39 651 923,06	38 611 751,91
Összesen	91 400 111,32	62 279 891,08	44 346 061,53	40 585 256,83
Mindösszesen	133 457 610,61	125 944 432,37	172 000 903,79	165 831 084,53

### Annex 3: Performance indicators of MÁV Zrt for 2013 and 2016

	CHARGES		PERFORMANCE INDICATORS		MEASURE UNIT	
			2013	2016		
	Charge for running of trains		1 275 526	1 288 281	pcs	
Running of trains	Gross ton km proportionate part of charge	Freight train	19 463 951 930	20 032 259 785	gross ton km	
		Passenger train	18 534 446 601	18 535 373 323	gross ton km	
		Locomotive train	430 190 670	430 194 971	gross ton km	
	Train km proportionate part of charge	Freight train	track section category I	14 094 417	13 383 565	train km
			track section category II	1 202 804	2 358 951	train km
			track section category III	901 753	595 641	train km
		Passenger train	track section category I	46 030 069	47 869 215	train km
			track section category II	11 715 577	12 090 874	train km
			track section category III	18 361 500	17 669 200	train km
		Locomotive train	track section category I	3 424 712	3 144 159	train km
track section category II	335 109		695 474	train km		
		track section category III	355 901	278 638	train km	

CHARGES		PERFORMANCE INDICATORS		MEASURE UNIT
		2013	2016	
Charge for the use of stations by passenger trains for stopping	track section category I	2 683 446	2 552 624	use of stations
	track section category II	4 873 564	5 208 291	use of stations
	track section category III	1 756 358	1 829 181	use of stations
	track section category IV	2 548 945	1 880 184	use of stations
Charge for the use of origin/destination stations by passenger trains	track section category I	849 323	593 309	use of stations
	track section category II	271 528	205 524	use of stations
	track section category III	18 607	18 106	use of stations
	track section category IV	17 772	9 185	use of stations
Charge for the use of stations by freight trains	track section category I	135 976	131 280	use of stations
	track section category II	122 232	93 340	use of stations
	track section category III	4 798	38 098	use of stations

CHARGES	PERFORMANCE INDICATORS		MEASURE UNIT
	2013	2016	
Charge for the use of catenary	68 625 055	69 174 056	electric train km
Charge for the use of refuelling facilities	44 089 084	44 504 802	litre
Charge for the use of wagon weigh bridges (scales)	71 719	69 890	vehicles (pcs)
Charge for the use of vehicles	2 096 016	1 928 335	vehicle/day
Charge for suspension of service interruption	26 194	20 955	person/hour
Charge for suspension of service stoppage	6 250	4 375	person/hour
Charge for staff providing train acceptance	5 271	5 069	person/hour
Charge for ensuring of shunting staff FREIGHT TRAIN	509 552	504 457	person/hour
Charge for ensuring of shunting staff PASSENGER TRAIN	308 394	302 226	person/hour
Charge for ensuring of traction unit FREIGHT TRAIN	81 384	78 705	person/hour
Charge for ensuring of traction unit PASSENGER TRAIN	23 731	4 829	person/hour
Charge for staff ensured by the Infrastructure Manager for weighing	7 861	7 861	person/hour

CHARGES	PERFORMANCE INDICATORS		MEASURE UNIT
	2013	2016	
<b>Charge for ensuring of fuel for traction</b>	43 876 804	44 108 744	litre
<b>Charge for ensuring of fuel used for other than traction purposes (preheating, precooling)</b>	212 280	396 058	litre
<b>Charge for ensuring of traction current</b>			kWh
Charge for transmitted traction current	846 499 864	824 706 823	kWh
Charge for system-use	846 499 864	824 706 823	kWh
Charge for the network loss of transmitted traction current	846 499 864	824 706 823	kWh
Charge for the energy tax	846 499 864	824 706 823	kWh
Charge for funds in accordance with Vet.	846 499 864	824 706 823	kWh
Other operational charge	846 499 864	824 706 823	kWh
<b>Charge for ensuring of electric energy used for other than traction purposes (preheating, precooling)</b>			
Charge for transmitted electric energy used for other than traction purposes (preheating, precooling)	8 022 922	8 664 556	kWh
Charge for system-use	8 022 922	8 664 556	kWh
Charge for the network loss of transmitted electric energy used for other than traction purposes (preheating, precooling)	8 022 922	8 664 556	kWh
Charge for the energy tax	8 022 922	8 664 556	kWh
Charge for funds in accordance with Vet.	8 022 922	8 664 556	kWh
Other operational charge	8 022 922	8 664 556	kWh
<b>Charge for exchange of axles</b>	214	850	vehicles (pcs)
<b>Charge for the use of bogies</b>	113 852	341 556	pcs - hour

#### Annex 4: In-kind performances of MÁV Zrt for 2013 and 2016

Denomination of in-kind performances	Value		Source
	2013	2016	
Number of use of track routes by departing trains	1 275 526	1 288 281	PASS 1, Temporary Accounting Statistics
Number of use of track routes by through trains	21 829 175	23 035 479	
Passenger trains	16 702 714	17 789 623	PASS 1, Temporary Accounting Statistics
track section category I	10 767 864	10 904 344	
track section category II	2 456 133	3 515 588	
track section category III	3 478 717	3 369 691	
Freight trains	3 449 920	3 556 523	
track section category I	2 877 724	2 999 563	
track section category II	417 770	394 678	
track section category III	154 426	162 283	
Locomotive trains	1 676 540	1 689 334	
track section category I	1 343 486	1 353 738	
track section category II	247 563	249 452	
track section category III	85 492	86 144	
Number of use of track routes by passenger trains for stopping	11 862 313	11 470 279	PASS 1, Temporary Accounting Statistics
station of category I	2 683 446	2 552 624	
station of category II	4 873 564	5 208 291	
station of category III	1 756 358	1 829 181	
station of category IV	2 548 945	1 880 184	
Number of use of track routes by passenger trains for reversing direction	1 157 230	826 124	Temporary Accounting Statistics
station of category I	849 323	593 309	
station of category II	271 528	205 524	
station of category III	18 607	18 106	
station of category IV	17 772	9 185	
Number of use of track routes by freight trains	1 356 576	1 313 590	Temporary Accounting Statistics
station of category I	702 669	656 400	
station of category II	626 260	466 700	
station of category III	27 647	190 490	
Number of use of track routes for access to refuelling facilities	132 267	133 514	PASS 1, Temporary Accounting Statistics
Number of use of track routes for access to wagon weigh bridges		23 297	PASS 1, Temporary Accounting Statistics
Number of use of track routes for storage of vehicles		12 856	KUTINFO

## Annex 5: Summing-up table of network access charges of MÁV Zrt for the 2015/2016 timetable year

CHARGE ITEM	CHARGE	MARK-UP	DISCOUNT	STATE SUBSIDY	AMOUNT TO BE PAID
Charge for ensuring of train path	71	629	-	114	586
Charge for running of trains					
Gross ton proportionate part of charge	0,27	0,18	-	0,21	0,24
Train km proportionate part of charge					
Freight train					
track section category I	113	379	-	91	401
track section category II	127	334	-	82	379
track section category III	373	872	-	1 040	205
Passenger train					
track section category I	120	351	-	73	398
track section category II	171	441	-	263	350
track section category III	118	309	-	301	126
Locomotive train					
track section category I	198	600	-	429	369
track section category II	196	524	-	354	366
track section category III	265	617	-	520	362
Charge for the use of stations by passenger trains for stopping					
track section category I	1 693	1 721	-	37	3 377
track section category II	1 206	1 628	-	4	2 830
track section category III	1 044	1 615	-	759	1 899
track section category IV	949	1 614	-	864	1 700
Charge for the use of origin/destination stations by passenger trains					
track section category I	1 035	1 532	-	297	2 270
track section category II	904	1 532	-	626	1 810
track section category III	908	1 532	-	1 535	905
track section category IV	904	1 532	-	1 531	905
Charge for the use of stations by freight trains					
track section category I	9 878	15 321	-	20 917	4 283
track section category II	8 718	24 138	-	30 689	2 167
track section category III	9 124	16 590	-	25 027	687
Charge for the use of catenary	33	70	-	45	58
Charge for the use of refuelling facilities	3	30	-	10	23
Charge for the use of wagon weigh bridges (scales)	289	3 332	-	1 224	2 397
Charge for the storage of vehicles	48	89	-	15	122
Charge for suspension of service interruption	2 246	0	-	61	2 185
Charge for suspension of service stoppage	2 365	0	-	180	2 185
Charge for staff providing train acceptance	0	4 090	-	-	4 090
Charge for ensuring of shunting staff FREIGHT TRAIN	0	8 659	-	4 449	4 210
Charge for ensuring of shunting staff PASSENGER TRAIN	0	8 659	-	0	8 659
Charge for ensuring of traction unit FREIGHT TRAIN	0	40 615	-	17 480	23 135
Charge for ensuring of traction unit PASSENGER TRAIN	0	40 615	-	0	40 615
Charge for staff ensured by the Infrastructure Manager for weighing	0	6 222	-	0	6 222
Charge for ensuring of fuel for traction	0	301	-	0	301
Charge for ensuring of fuel used for other than traction purposes (preheating, precooling)	0	301	-	0	301
Charge for ensuring of traction current					
Charge for transmitted traction current	0	20	-	0	20
Charge for system-use	0	4	-	0	4
Charge for the network loss of transmitted traction current	0	1	-	0	1
Charge for the energy tax	0	0,3	-	0	0,3
Charge for funds in accordance with Vet.	0	2	-	0	2
Other operational charge	0	0,03	-	0	0,03
Charge for ensuring electric energy used for other than traction purposes (preheating, precooling)					
Charge for transmitted electric energy used for other than traction purposes (preheating, precooling)	0	23	-	0	23
Charge for system-use	0	3	-	0	3
Charge for the network loss of transmitted electric energy used for other than traction purposes (preheating, precooling)	0	0,3	-	0	0,3
Charge for the energy tax	0	0,3	-	0	0,3
Charge for funds in accordance with Vet.	0	1,5	-	0	1,5
Other operational charge	0	0,03	-	0	0,03
Charge for exchange of axles	0	58 767	-	0	58 767
Charge for the use of bogies	0	83	-	0	83

## Annex 6: Letter of MÁV Zrt of 64344/2014/MÁV



WE/302-16/21/2014

### ELNÖK-VEZÉRIGAZGATÓ

**Németh Réka úrnő**  
**ügyvezető igazgató**

Iktatószám: 64344/2014/MAV

Vasúti Pályakapacitás-elosztó Kft.

Budapest

Bajcsy Zsilinszky út 48.

1054

**Tárgy:** 2015/2016. menetrendi évre vonatkozó hálózat-hozzáférési díjakban figyelembe vehető állami szerepvállalás mértéke és a DD elkészítéséhez szükséges adatszolgáltatás hitelesítése

#### **Tisztelt Ügyvezető Igazgató Úrnő!**

A 2015/2016. menetrendi évre vonatkozó hálózat-hozzáférési díjak díjszámítási folyamata során szükségessé vált a pályahálózat működtető nyilatkozata a díjakban figyelembe vehető állami szerepvállalás értékének meghatározásáról. A pályahálózat működtető az előző díjszámítási években ezt az értéket a Nemzeti Fejlesztési Minisztérium állami szerepvállalásra vonatkozó levele alapján határozta meg.

Tekintettel arra, hogy a Nemzeti Fejlesztési Minisztérium állami költségtérítésre vonatkozó nyilatkozata jelen időpontig nem érkezett meg a MÁV Zrt-hez, ezért a MÁV Zrt. részéről a 2015/2016. menetrendi évre vonatkozó hálózat-hozzáférési díjak tekintetében az alábbi tájékoztatást adom.

A 2015/2016. menetrendi évre vonatkozó hálózat-hozzáférési díjak meghatározása során kérem, hogy az állami szerepvállalás értékét úgy szíveskedjen meghatározni, hogy változatlan teljesítmény mellett a személyszállítási szektor 2015/2016. évi hálózat-hozzáférési díj terhei összességében ne emelkedjenek a 2014/2015. évi menetrendi évhez képest.

Az áru fuvarozási szektor 2015/2016. évi alap- és járulékos szolgáltatásokra vonatkozó hálózat-hozzáférési díj terhei változatlan teljesítmények mellett a 2014. évi jegybanki alapkamat időben súlyozott átlagával növekedjenek a 2014/2015. menetrendi évhez képest, abban az esetben is, ha ez egyes

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szolgáltatások esetében a felárnál nagyobb, vagy annál kisebb állami szerepvállalási értéket eredményez.

Kérem, hogy a 2015/2016. menetrendi évre vonatkozó hálózat-hozzáférési díj kalkuláció során a következőket is szíveskedjen figyelembe venni.

- Az állami költségtérítés hatásából adódóan a 2014/2015-ös menetrendi évhez képest a 2015/2016 évi díjak ne csökkenjenek, kivéve, ha ez jogszabály (alapszolgáltatások díjképzése a szolgáltatáshoz közvetlenül kapcsolódó költségek alapján) vagy a költségviszonyokból nem következik.
- A kiegészítő szolgáltatások közül a személyszállításra vonatkozó díjtételek, valamint az energia értékesítése ne részesüljön támogatásban.

A kiegészítő szolgáltatásokra osztható állami költségtérítés felosztása tekintetében az állami költségtérítést – a 2014/2015. menetrendi év kiegészítő szolgáltatásokra vonatkozó állami szerepvállalás értékével számolva – az alábbi fontossági sorrendben kérjük figyelembe venni:

1. Tolatószemélyzet biztosítása az árufuvarozást végző vasúti társaságok számára szolgáltatás.
2. Vontatójármű biztosítása tolatás céljából az árufuvarozást végző vasúti társaságok számára szolgáltatás.
3. Külső vonatfelvétel az árufuvarozást végző vasúti társaságok számára szolgáltatás.

A fentiekén kívül kérem, hogy a 2015/2016. menetrendi évre vonatkozó végleges hálózat-hozzáférési díj meghirdetése előtt egy előzetes konzultációs lehetőséget biztosítani szíveskedjen.

Az állami szerepvállalás mértékének meghatározása mellett a díjszámítás jelenlegi fázisa szükségessé teszi a 2015/2016. évi díjszámítás keretében szolgáltatott adatok pályaműködtetői hitelesítését, amelyet a MÁV Zrt. a következőkben teljesít:

A MÁV Zrt. a 83/2007. (X.6.) GKM-PM együttes rendelet 14. § (1) bekezdése értelmében a VPE Kft. által megadott formában elkészítette és a VPE erre szolgáló informatikai rendszerébe betöltötte a pályaműködtetésre vonatkozó adatszolgáltatását, amely az utolsó lezárt üzleti év (2013) tényadatain és a 2016. évi tervadatokon alapul. Ezzel eleget tett a 2016. évi Díjképzési Dokumentum (továbbiakban DD) elkészítéséhez kapcsolódó jogszabályi kötelezettségének.

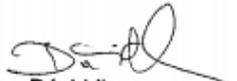
A DD elkészítéséhez szükséges valamennyi adatot és információt – a kért formában és tartalommal – a VPE Kft. számára a levelünkhöz mellékelte elektronikus adathordozón is átadjuk.

A pályaműködtetésre vonatkozó és a fenti adatszolgáltatáshoz figyelembe vett 2016. évi terv a MÁV Zrt. Igazgatósága 223/2013 (12.17) számú határozatával elfogadott, az alapító 3/2014. (II.18.) számú határozatával jóváhagyott üzleti tervének 2016. évi kitekintésében szereplő, a pályaműködtetésre elkülönített tervadatokat tartalmazza.

A hálózat-hozzáférési díjak kalkulálása során felmerülő további kérdések esetén a MÁV Zrt. Pályavasúti Ügyfélkapcsolat és Értékesítés munkatársai készséggel állnak rendelkezésére.

Budapest, 2014. november ...05

Üdvözlettel:

  
Dávid Ilona



## Annex 7: Summing-up table of network access charges including state subsidy for the 2015/2016 timetable year for MÁV Zrt

		CHARGES		STATE SUBSIDY BROKEN DOWN TO SERVICES	
BASIC SERVICES	Running of trains	Charge for ensuring of train path		146 296 153	
		Gross ton proportionate part of charge	Freight train		8 128 948 281
			Passenger train Locomotive train		
		Train km proportionate part of charge	Freight train	tack section category I	1 212 801 971
				track section category II	192 335 861
				track section category III	619 532 506
			Passenger train	tack section category I	3 503 881 926
track section category II	3 177 584 349				
Locomotive train	track section category III	5 319 663 020			
SUPPLEMENTARY SERVICES	Charge for the use of stations by passenger trains for stopping		tack section category I	95 445 207	
			track section category II	22 589 666	
			track section category III	1 388 912 811	
			track section category IV	1 623 545 436	
	Charge for the use of origin/destination stations by passenger trains		train section category I	176 285 012	
			train section category II	128 565 169	
			train section category III	27 793 872	
			track section category IV	14 060 772	
	Charge for the use of stations by freight trains		train section category I	2 745 932 567	
			train section category II	2 864 530 466	
			train section category III	953 478 698	
	Charge for the use of catenary			3 108 120 178	
	Charge for the use of refuelling facilities			429 408 197	
	Charge for the use of wagon weigh bridges (scales)			85 542 011	
Charge for the storage of vehicles			28 626 249		
Charge for suspension of service interruption			1 269 300		
Charge for suspension of service stoppage			785 931		
TOTAL BASIC+SUPPLEMENTARY SERVICES				37 736 046 141	
ADDITIONAL SERVICES	Charge for staff providing train acceptance			-	
	Charge for ensuring of shunting staff FREIGHT TRAIN			2 244 211 851	
	Charge for ensuring of shunting staff PASSENGER TRAIN			-	
	Charge for ensuring of traction unit FREIGHT TRAIN			1 375 788 149	
	Charge for ensuring of traction unit PASSENGER TRAIN			-	
	Charge for staff ensured by the Infrastructure Manager for weighing			-	
	Charge for ensuring of fuel for traction			-	
	Charge for ensuring of fuel used for other than traction purposes (preheating, precooling)			-	
	Charge for ensuring of traction current			-	
	Charge for transmitted traction current			-	
	Charge for system-use			-	
	Charge for the network loss of transmitted traction current			-	
	Charge for the energy tax			-	
	Charge for funds in accordance with Vet.			-	
	Other operational charge			-	
	Charge for ensuring of electric energy used for other than traction purposes (preheating, precooling)			-	
	Charge for transmitted electric energy used for other than traction purposes (preheating, precooling)			-	
	Charge for system-use			-	
	Charge for the network loss of transmitted electric energy used for other than traction purposes (preheating, precooling)			-	
	Charge for the energy tax			-	
	Charge for funds in accordance with Vet.			-	
	Other operational charge			-	
	Charge for exchange of axles			-	
Charge for the use of bogies			-		
ADDITIONAL SERVICES				3 620 000 000	