

For the timetable period of 2020/2021

**Charging Document (CD)  
of  
MÁV ZRT**

**EFFECTIVE:**

from 24:00 of 12 December 2020 till 24:00 of 11 December 2021

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## 1 Introduction

Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and Joint Decree No 58/2015 (IX.30.) NFM on frameworks of the network access charging system and basic regulations of determination and implementation of network access charges (hereinafter Charging Decree) has designated the Rail Capacity Allocation Office (hereinafter VPE) as charging body as regards the charging elements to be applied by not independent Infrastructure Managers to the open access railway network.

In accordance with provisions set out in Paragraph 17 (1) of the Charging Decree, the task of the Charging Body is to prepare the Charging Methodology (hereinafter CM III) as a methodological documentation of charging elements<sup>1</sup>.

Charging Body shall determine the concrete charging elements for the given timetable year on the basis of the CM III, the fact data of the last closed business year of the Infrastructure Manager (Profit and loss statement), other data sources set out in the CM III, 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 charging elements and also data used for calculations.

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

For transparency reasons, cost data demonstrated in the CD shall be rounded to thousand HUF without decimals; charging elements shall be given in HUF without decimals, percentages shall be demonstrated up to two decimals, taking into account the rules.<sup>2</sup>

Charging elements 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 the charging elements, after adding up of data contained by tables, a charge deviating in a slight degree from the amount to be paid may result. These differences come from the rounding of individual elements, they are not calculation mistakes.

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<sup>1</sup> By CM III at the present CD we mean Version 1.1 of CM III.

<sup>2</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 charging elements determined in the CD for the 2020/2021 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 on 24:00 of 12 December of 2020.

### **2.2 OBJECTIVE SCOPE OF CD**

Scope of this CD covers detailed calculations for the determination of charging elements that are to be paid for the use of the open access railway network 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 charging elements carried out on the basis of data provided by the Infrastructure Manager in compliance with methodology set out in CM III and in observance of legal rules in force.

#### 3.2 COSTS

Justified revenues, costs and expenditures (hereinafter justified costs) relating to certain services shall be distinguished in compliance with CM III according to the direct, the direct distributable and the 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 2020/2021. timetable year 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 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 the 2020/2021. timetable year divided on the basis of Annex 2/B of CM III 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 as well.

Values of indirect costs for 2020/2021. timetable period 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 distributed direct costs.

Summing-up of costs for the 2020/2021. timetable period 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	99 600 186	46,5%
Direct costs to be distributed	103 928 211	48,5%
Indirect costs	10 585 624	5%
<b>Total costs</b>	<b>214 114 020</b>	<b>100%</b>
<b>Basic services</b>		
	thousand HUF	%
Variable costs	23 695 248	22%
Fixed costs	77 875 966	72%
Indirect costs	6 471 667	6,0%
<b>Total cost</b>	<b>108 042 881</b>	<b>100%</b>
<b>Supplementary services</b>		
	thousand HUF	%
Variable costs	10 713 451	13%
Fixed costs	33 011 265	41%
Supply part of costs	32 801 838	41%
Indirect costs	4 113 568	5%
<b>Total cost</b>	<b>80 640 121</b>	<b>100%</b>
<b>Additional services</b>		
	thousand HUF	%
Direct costs	25 424 517	100%
Direct costs to be distributed	0	0%
Indirect costs	0	0%
<b>Total cost</b>	<b>25 424 517</b>	<b>100%</b>
<b>Ancillary services</b>		
	thousand HUF	%
Direct costs	6 061	93,2%
Direct costs to be distributed	51	0,8%
Indirect costs	389	6,0%
<b>Total cost</b>	<b>6 501</b>	<b>100%</b>

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

	thousand HUF	%
Basic services	108 042 881	50%
Supplementary services	80 640 121	38%
Additional services	25 424 517	12%
Ancillary services	6 501	0%
<b>Total cost</b>	<b>214 114 020</b>	<b>100%</b>

### **3.3 BUSINESS PLAN**

Some three years may go by between the basis period - i.e. the last closed business year which is the basis of justified costs that can be taken into account in charging - and the year of charge. Consequently, in the period between the basis period and the year of charge (partly based on facts, partly predictable) price-level changes and other considerable changes that influence the amount of charges shall be taken into account.

Under point 4.5 of the CM III, determination of values to be expected in the year of charge shall be carried out on the basis of values involved in the business plan of the Infrastructure Manager. MÁV Zrt requested that plan figures defined in its business plan for 2021 should be the basis of the fee calculation. Business plan of MÁV Zrt for 2021 can be found in Annex 2.

### **3.4 PERFORMANCE INDICATORS**

As part of data supply, MÁV Zrt has made values of performance indicators of 2018. and 2021. timetable year available.

Values of performance indicators of MÁV Zrt for 2018. and 2021. timetable year 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 but occur in the common interest of several services of the Infrastructure Manager).

In order to distribute costs 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 III uses the number of use of track route as projection equivalent in case of access part of services. Specification of projection equivalents for MÁV Zrt can be found in Annex 2/B to CM III.

Determination of values of in-kind performances for 2021. timetable year were carried out in line with performance indicators set out in Annex 2/B to CM III.

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 2018. and for 2021. timetable year can be found in Annex 4.

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

In accordance with Article 67/B (2) of the Railway Act, charges to be paid for basic services and access to service facilities can not exceed the costs directly incurred as a result of operating the train service.

In accordance with the Decree on Charging Paragraph 5 costs directly incurred as a result of operating the train service which are the basis of the charges to be paid for basic services and access to service facilities (access part of supplementary services and complex services containing such elements) can not contain such costs which the infrastructure manager has to bear even in those cases if the services are not used by the applicants (fixed and indirect costs). 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 67/E (1) of Railway Act a general mark-up may be determined falling on these services.

In accordance with provisions of Article 9 (1) of the Decree on Charging if the network access charges to be expected to be paid by applicants and to be accounted to them and the sum of the provided state subsidy do not cover the entire amount of justified costs of the Infrastructure Manager to be expected in connection with its activity, charging body shall charge mark-ups defined by Article 67/E (1) of Railway Act.

In accordance with Paragraph 9 (2) of the Decree on Charging, prior to adding the mark-up to the charge, we have to analyse the market if there is a segment that can not pay the network access charge increased with the mark-up paid for the basic services and access to service facilities.

In accordance with Article 67/E (2) of the Railway Act the segment analysis is needed because the volume of charges shall not exclude segments from the use of network that are able to pay the costs directly incurred as a result of operating the train service, plus a rate of return which the market can bear. Section 3.9 gives a more information about the segment analysis.

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

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

### **3.7 DISCOUNTS**

Point 2.1.2.3 of CM III describes the discounts that can be provided by the Infrastructure Managers. Discounts were not applied in the course of preparation of this CD.

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

By the date of publication specified in the decree the notification was not received by VPE Kft. about the amount and use of state contribution on 2020/21 timetable period.

### **3.9 SEGMENT ANALYSIS**

Based on the Article 67/E (2) of the Railway Act, 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, have to be analysed in the Article 67/E (4) and the relevant ones among those included in the Decree on Charging Paragraph 9 Section (4).

As part of the charging process related to the 2020/2021 timetable year, according to the Segmentation Analysis Methodology (Annex 9 of the Charging Methodology), VPE Kft. Conducted the segmentation analysis in accordance with the Annex 6.1-3. of the Network Statement for relevant segments.

The basis for the analysis was provided by business and performance data for 2018, the results of the analysis are summarized in the following table:

<b>Market segments</b>	<b>Result of the segment analysis</b>
<b>Combined transport</b>	The segment can pay the mark-up
<b>Direct trains</b>	The segment can pay the mark-up
<b>Block trains</b>	The segment can pay the mark-up
<b>Single wagon load trains</b>	In this segment further mark up reduction is not available within the framework of segment analysis, because the segment has to pay at least the direct costs of train transport.
<b>Public service passenger trains</b>	The segment can pay the mark-up
<b>Other passenger trains</b>	The segment can pay the mark-up

### 3.10 MODE OF CALCULATION OF CHARGING ELEMENTS

Determination of charges relating to services in accordance with relevant provisions of CM III 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:

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

Determination of the state subsidy decreasing the amount to be paid is based on this formula:

$$\frac{\text{Volume of state subsidy broken down to services}}{\text{performance of services}} = \text{state subsidy}$$

### 3.11 ETCS FEE

ETCS fee shall be determined apart from the other charging elements. Considering that the aim of the ETCS fee is that traction units should be equipped with ETCS devices, so determination of the fee has not been carried out on cost-base. In the context of IMs data for 2020/2021 timetable period, MÁV Zrt. declared that those performance indicators which taken into account ETCS fee considering have not changed compared to the 2019/2020 timetable period.

Following ETCS fees shall be introduced for the 2020/2021 timetable period:

ETCS bonus fee: 13 HUF/train km

ETCS malus fee: 2 Ft/train km

Rules of use of ETCS fees can be found in Chapter 6.4.3 of the Network Statement.

## 4 Charging elements of services provided to Railway Undertakings by MÁV Zrt

### 4.1 BASIC SERVICES

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

3 Table: Basic services - Ensuring train path, Running of trains - Gross ton km proportionate part, Use of catenary - summing-up of costs

Costs in 2021 (thousand HUF)	Ensuring of train path	Running of trains				Use of catenary
		Gross ton proportionate part				
		Passenger train, standard freight train, locomotive train	Freight train of Záhony	Single wagon load	Corridor freight train	
Variable cost component of direct costs	92 728	8 032 050	510 388	61 385	444 410	3 253 862
Variable cost component of direct costs to be distributed	-	3 676 569	48 231	33 510	48 988	-
Fixed cost component of direct costs	835 549	8 584 101	535 355	65 739	478 841	3 721 907
Fixed cost component of direct costs to be distributed	18 279	- 1 767 623	- 23 188	- 16 111	- 23 553	58 393
Indirect costs	60 310	1 180 337	68 226	9 208	60 446	448 186
<b>Total cost</b>	<b>1 006 866</b>	<b>19 705 433</b>	<b>1 139 011</b>	<b>153 732</b>	<b>1 009 133</b>	<b>7 482 347</b>

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 based on the data of the base year in same proportion.

Table 4 : Basic services - Running of trains -Train km proportionate - summing up of costs

Costs in 2021 (thousand HUF)	Running of trains																	
	Train km proportionate part																	
	Passenger trains			Locomotive trains			Standard freight trains			Freight trains of Záhony			Single wagon load			Corridor freight trains		
	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.
Variable cost component of direct costs	595 612	273 828	885 101	38 758	14 897	18 403	170 595	57 620	44 204	19 205	860	77	3 873	4 462	11 763	20 974	1 848	-
Variable cost component of direct costs to be distributed	2 557 814	783 607	817 799	167 654	60 316	18 696	559 034	153 898	29 181	62 425	4 332	777	17 028	16 443	13 450	63 829	4 765	-
Fixed cost component of direct costs	4 274 242	2 065 668	2 485 883	277 507	111 850	51 562	1 493 828	493 862	145 741	168 712	7 367	252	35 159	39 448	38 796	180 363	15 375	-
Fixed cost component of direct costs to be distributed	25 679 945	7 867 256	8 210 543	1 683 209	605 561	187 708	5 612 586	1 545 103	292 974	626 732	43 489	7 803	170 962	165 083	135 036	640 833	47 843	-
Indirect costs	2 109 470	700 257	790 030	138 080	50 503	17 609	499 278	143 391	32 629	55 883	3 571	568	14 465	14 364	12 682	57 726	4 449	-
Total cost	35 217 083	11 690 616	13 189 356	2 305 208	843 127	293 978	8 335 320	2 393 873	544 729	932 956	59 618	9 476	241 486	239 799	211 728	963 726	74 280	-

Performance indicator relating to the charge

Table 5 Table: Basic services - Ensuring train path, Running of trains - Gross ton km proportionate part, Use of catenary- performance

Performance in 2021	Ensuring of train path	Running of trains				Use of catenary
		Gross ton proportionate part				
		Passenger train, standard freight train, locomotive train	Freight train of Záhony	Single wagon load	Corridor freight train	
Ensuring of train path performance / train km	100 452 393					
Gross ton km performance/gross ton km		36 926 496 590	1 976 450 452	325 630 872	2 122 771 287	
Use of catenary performance / electric train km						76 008 337

Table 6 : Basic services - Running of trains -Train km proportionate -performance

Performance in 2021	Running of trains																	
	Train km proportionate part																	
	Passenger trains			Locomotive trains			Standard freight trains			Freight trains of Záhony			Single wagon load			Corridor freight trains		
	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.
Train km performance / train km	48 164 098	14 899 821	14 816 023	3 094 211	808 846	254 888	12 086 057	2 491 851	397 692	1 157 713	51 168	697	260 156	221 661	192 367	1 467 091	88 053	-

## Determination of the amount to be paid

Table 7 Table: Basic services - Ensuring train path, Running of trains - Gross ton km proportionate part, Use of catenary- determination of the amount to be paid

2020/2021. (HUF)	Ensuring of train path	Running of trains				Use of catenary
		Gross ton proportionate part				
		Passenger train, standard freight train, locomotive	Freight train of Záhony	Single wagon load	Corridor freight train	
1. Amount of charge of access part	1	0,32	0,28	0,29	0,23	43
2. Amount of mark-up	9	0,22	0,29	0,18	0,24	56
3. Amount of discount	-	-	-	-	-	-
4. Amount fo state contribution	-	-	-	-	-	-
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>10</b>	<b>0,53</b>	<b>0,58</b>	<b>0,47</b>	<b>0,48</b>	<b>98</b>

Table 8 : Basic services - Running of trains -Train km proportionate - determination of the amount to be paid

2020/2021. (HUF)	Running of trains																	
	Train km proportionate part																	
	Passenger trains			Locomotive trains			Standard freight trains			Freight trains of Záhony			Single wagon load			Corridor freight trains		
Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	
1. Amount of charge of access part	65	71	115	67	93	146	60	85	185	71	101	1 225	80	94	131	58	75	-
2. Amount of mark-up	666	714	775	678	949	1 008	629	876	1 185	735	1 064	12 371	848	988	970	599	768	-
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount fo state contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>731</b>	<b>785</b>	<b>890</b>	<b>745</b>	<b>1 042</b>	<b>1 153</b>	<b>690</b>	<b>961</b>	<b>1 370</b>	<b>806</b>	<b>1 165</b>	<b>13 596</b>	<b>928</b>	<b>1 082</b>	<b>1 101</b>	<b>657</b>	<b>844</b>	<b>-</b>

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

Amount to be paid for running of trains = amount to be paid of train km \* train km + amount to be paid of gross ton km \* gross ton \* train km

## 4.2 Supplementary Services

### 4.2.1 Use of stations

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

Table 9 : Use of stations by passenger trains for stopping - summing-up of costs

Costs in 2021 (thousand HUF)	Use of stations by passenger trains for stopping							
	Category I.		Category II.		Category III.		Category IV.	
	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	61 816		50 502		4 339		2 694	
Variable cost component of direct costs to be distributed	2 415 135		3 499 458		788 864		1 190 983	
Fixed cost component of direct costs	454 403		658 091		62 547		32 215	
Fixed cost component of direct costs to be distributed	7 848 376		11 372 062		2 563 541		3 870 295	
Supply part cost component of direct cost		3 725 359		2 733 738		99 259		231 049
Supply part cost component of direct cost to be distributed		358 792		519 879		117 193		176 932
Indirect costs	686 837	260 224	992 696	207 306	217 862	13 791	324 706	25 995
Total cost	11 466 566	4 344 375	16 572 810	3 460 923	3 637 153	230 244	5 420 894	433 976

Table 10: Use of origin/destination stations by passenger trains - summing-up of costs

Costs in 2021 (thousand HUF)	Use of origin/destination stations by passenger trains							
	Category I.		Category II.		Category III.		Category IV.	
	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	-		-		-		-	
Variable cost component of direct costs to be distributed	564 305		133 580		19 748		4 394	
Fixed cost component of direct costs	-		-		-		13 506	
Fixed cost component of direct costs to be distributed	1 734 668		410 624		60 706		280	
Supply part cost component of direct cost		61 408		2 143		20		630
Supply part cost component of direct cost to be distributed		80 927		19 157		2 832		-
Indirect costs	146 480	9 069	34 674	1 357	5 126	182	1 140	58
Total cost	2 445 452	151 404	578 878	22 656	85 581	3 034	19 321	688

Table 11: Use of stations by freight trains - summing-up of costs

Costs in 2021 (thousand HUF)	Use of stations by freight trains					
	Category I.		Category II.		Category III.	
	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	114 397		6 150		1 861	
Variable cost component of direct costs to be distributed	649 288		655 066		178 380	
Fixed cost component of direct costs	206 972		6 520		2 243	
Fixed cost component of direct costs to be distributed	1 368 832		1 381 015		376 063	
Supply part cost component of direct cost		25 732		260 320		90 027
Supply part cost component of direct cost to be distributed		56 094		56 593		15 411
Indirect costs	149 062	5 214	130 537	20 192	35 588	6 718
Total cost	2 488 551	87 039	2 179 288	337 105	594 136	112 156

#### Performance indicator relating to the charge

Table 12: Use of stations - performance

Performance in 2021	Category I.	Category II.	Category III.	Category IV.
Use of stations by passenger trains for stopping performance / use of stations for stopping	3 967 222	5 748 386	1 295 827	1 956 369
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	894 819	211 818	31 315	6 967
Use of stations by freight trains performance / use of stations	124 048	125 152	34 080	

## Determination of the amount to be paid

**Table 13: Use of stations by passenger trains - determination of the amount to be paid**

2020/2021. (HUF)	Use of stations by passenger trains for stopping				Use of origin/destination stations by passenger trains			
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	Category IV.
1. Amount of charge of access part	624	618	612	610	631	631	631	631
2. Amount of charge of supply part	1 095	602	178	222	169	107	97	139
3. Amount of mark-up	2 266	2 265	2 195	2 161	2 102	2 102	2 102	2 102
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount fo state contribution	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	3 985	3 485	2 985	2 993	2 902	2 840	2 830	2 872

**Table 14: Use of stations by freight trains - determination of the amount to be paid**

2020/2021. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount of charge of access part	6 156	5 283	5 289
2. Amount of charge of supply part	702	2 694	3 291
3. Amount of mark-up	13 905	12 130	12 145
4. Amount of discount	-	-	-
5. Amount fo state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	20 763	20 107	20 725

## 4.2.2 Other complex supplementary services

### Costs taken into account when determining the charge

Table 15: Other complex supplementary services - summing-up of costs

Costs in 2021 (thousand HUF)	Storage of vehicles		Use of wagon weigh bridges (scales)		Use of refuelling facilities	
	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	231 485		-		38 461	
Variable cost component of direct costs to be distributed	14 059		10 184		78 302	
Fixed cost component of direct costs	243 731		-		29 632	
Fixed cost component of direct costs to be distributed	43 219		31 305		240 699	
Supply part cost component of direct cost		-		154 210		1 776 691
Supply part cost component of direct cost to be distributed		2 016		1 460		11 229
Indirect costs	33 928	128	2 644	9 919	24 664	113 918
<b>Total cost</b>	<b>566 422</b>	<b>2 145</b>	<b>44 133</b>	<b>165 589</b>	<b>411 757</b>	<b>1 901 839</b>

### Performance indicator relating to the charge

Table 16: Other complex supplementary services - performance

Performance in 2021	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
Storage of vehicles performance / vehicle/day	3 344 115		
Use of wagon weigh bridges performance/vehicle		48 446	
Use of refuelling facilities performance/ litre			41 387 683

### Determination of the amount to be paid

Table 17: Other complex supplementary services - determination of the amount to be paid

2020/2021. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount of charge of access part	73	210	3
2. Amount of charge of supply part	1	3 418	46
3. Amount of mark-up	96	701	7
4. Amount of discount	-	-	-
5. Amount fo state contribution	-	-	-
<b>Amount to be paid (1 + 2 + 3 - 4 - 5)</b>	<b>170</b>	<b>4 329</b>	<b>56</b>

### 4.2.3 Shunting services

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

Table 18: Shunting services - summing-up of costs

Costs in 2021 (thousand HUF)	Ensuring of shunting staff			Ensuring of traction unit	
	For passenger trains	For freight and loco trains		For passenger trains	For freight and loco trains
		ordered within 8 days before the scheduled use of the	ordered more than 8 days before the scheduled use		
Direct cost	3 079 560	1 088 354	2 770 945	152 690	2 817 449
Direct costs to be distributed	25 779	9 110	23 195	1 278	23 585
Indirect cost	197 858	69 926	178 030	9 810	181 018
<b>Total cost</b>	<b>3 303 197</b>	<b>1 167 390</b>	<b>2 972 170</b>	<b>163 779</b>	<b>3 022 051</b>

#### Performance indicator relating to the charge

Table 19: Shunting services - performance

Performance in 2021	Ensuring of shunting staff			Ensuring of traction unit	
	For passenger trains	For freight and loco trains		For passenger trains	For freight and loco trains
		ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service		
Ensuring of shunting staff performance/ person/hour	266 791	71 562	240 047		
Ensuring of traction unit performance/ vehicle/hour				3 843	70 911

#### Determination of the amount to be paid

Table 20: Shunting services - determination of the amount to be paid

2020/2021. (HUF)	Ensuring of shunting staff			Ensuring of traction unit	
	For passenger trains	For freight and loco trains		For passenger trains	For freight and loco trains
		ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service		
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	12 381	16 313	12 382	42 617	42 618
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount fo state contribution	-	-	-	-	-
<b>Amount to be paid (1 + 2 + 3 - 4 - 5)</b>	<b>12 381</b>	<b>16 313</b>	<b>12 382</b>	<b>42 617</b>	<b>42 618</b>

## 4.2.4 Other supply part of supplementary services

### Costs taken into account when determining the charge

Table 21: Other supply part of supplementary services - summing-up of costs

Costs in 2021 (thousand HUF)	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
Direct cost	11 965 127	15 469	35 722	164 982	47 008
Direct costs to be distributed	-	129	299	1 381	393
Indirect cost	-	994	2 295	10 600	3 020
<b>Total cost</b>	<b>11 965 127</b>	<b>16 593</b>	<b>38 316</b>	<b>176 963</b>	<b>50 421</b>

### Performance indicator relating to the charge

Table 22: Other supply part of supplementary services - performance

Performance in 2021	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
Ensuring of fuel for traction performance/litre	41 387 683				
Train acceptance performance / person/hour		3 299			
Staff ensured for weighing performance / vehicle			7 613		
Exchange of axles performance / vehicle				4 753	
Use of bogies performance / hour/bogie					1 005 344

### Determination of the amount to be paid

Table 23: Other supply part of supplementary services - determination of the amount to be paid

2020/2021. (HUF)	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	289	5 030	5 033	37 232	50
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount fo state contribution	-	-	-	-	-
<b>Amount to be paid (1 + 2 + 3 - 4 - 5)</b>	<b>289</b>	<b>5 030</b>	<b>5 033</b>	<b>37 232</b>	<b>50</b>

## 4.3 Additional Services

### Costs taken into account when determining the charge

Table 24: Additional Services - summing-up of costs

Costs in 2021 (thousand HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.
Direct cost	17 712 680	2 873 753	834 629	279 705	3 385 630
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
<b>Total cost</b>	<b>17 712 680</b>	<b>2 873 753</b>	<b>834 629</b>	<b>279 705</b>	<b>3 385 630</b>

Costs in 2021 (thousand HUF)	Ensuring of electric energy used for other than traction purposes					Ensuring of fuel used for other than traction purposes
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.	
Direct cost	184 804	28 273	7 700	2 752	33 309	81 281
Direct costs to be distributed	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
<b>Total cost</b>	<b>184 804</b>	<b>28 273</b>	<b>7 700</b>	<b>2 752</b>	<b>33 309</b>	<b>81 281</b>

### Performance indicator relating to the charge

Table 25: Additional Services - performance

Performance in 2021	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.	Ensuring of fuel used for other than traction purposes
Ensuring of traction current / kWh	900 821 468	900 821 468	900 821 468	900 821 468	900 821 468	
Amount of transmitted electric energy used for other than traction purposes performance / kWh	7 850 075	7 850 075	7 850 075	7 850 075	7 850 075	
Volume of diesel fuel used for other than traction purposes / litre						286 311

### Determination of the amount to be paid

Table 26: Additional Services - determination of the amount to be paid

2020/2021. (HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.
1. Amount of charge of supply part	19,7	3,2	0,9	0,3	3,8
2. Amount of mark-up					
3. Amount of discount					
4. Amount fo state contribution					
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>19,7</b>	<b>3,2</b>	<b>0,9</b>	<b>0,3</b>	<b>3,8</b>

2020/2021. (HUF)	Ensuring of electric energy used for other than traction purposes					Ensuring of fuel used for other than traction purposes
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.	
1. Amount of charge of supply part	23,5	3,6	1,0	0,4	4,2	284
2. Amount of mark-up						
3. Amount of discount						
4. Amount fo state contribution						
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>23,5</b>	<b>3,6</b>	<b>1,0</b>	<b>0,4</b>	<b>4,2</b>	<b>284</b>

## 4.4 Ancillary services

### Costs taken into account when determining the charge

Table 27: Ancillary services - summing-up of costs

Costs in 2021 (thousand HUF)	Ticketing and reckoning activity
Direct cost	6 061
Direct costs to be distributed	51
Indirect cost	389
<b>Total cost</b>	<b>6 501</b>

### Performance indicator relating to the charge

Table 28: Ancillary services - performance

Performance in 2021	Ticketing and reckoning activity
Ticketing and reckoning activity performance / ticket	74 045

### Determination of the amount to be paid

Table 29: Ancillary services - determination of the amount to be paid

2020/2021. (HUF)	Ticketing and reckoning activity
1. Amount of charge of supply part	88
2. Amount of mark-up	
3. Amount of discount	
4. Amount fo state contribution	
<b>Amount to be paid (1 + 2 - 3 - 4)</b>	<b>88</b>

## 5 Annexes

- Annex 1: All direct costs, direct costs to be distributed and indirect costs of MÁV Zrt for 2021 broken down to services
- Annex 2: Data from the updated business plan of MÁV Zrt for 2018 and 2021
- Annex 3: Performance indicators of MÁV Zrt for 2018 and 2021
- Annex 4: In-kind performances of MÁV Zrt for 2018 and 2021
- Annex 5: Summing-up table of network access charges of MÁV Zrt for the 2020/2021 timetable year

## Annex 1: All direct costs, direct costs to be distributed and indirect costs of MÁV Zrt for 2021 broken down to services

Services	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total (thousand HUF)
Ensuring of train path	928 277	18 279	60 310	1 006 866
Running of trains				
Gross ton proportionate part				
Passenger train, standard freight train, locomotive train	16 616 151	1 908 946	1 180 337	19 705 433
Special freight train - Freight train of Záhony	1 045 743	25 042	68 226	1 139 011
Special freight train - Single wagon road	127 125	17 399	9 208	153 732
Special freight train - Corridor freight train	923 251	25 436	60 446	1 009 133
Running of trains				
Train km proportionate part				
Passenger train				
track section category I	4 869 854	28 237 759	2 109 470	35 217 083
track section category II	2 339 496	8 650 862	700 257	11 690 616
track section category III	3 370 984	9 028 342	790 030	13 189 356
Locomotive train				
track section category I	316 265	1 850 863	138 080	2 305 208
track section category II	126 748	665 877	50 503	843 127
track section category III	69 965	206 404	17 609	293 978
Standard freight train				
track section category I	1 664 422	6 171 619	499 278	8 335 320
track section category II	551 482	1 699 000	143 391	2 393 873
track section category III	189 945	322 155	32 629	544 729
Special freight train - Freight train of Záhony				
track section category I	187 916	689 156	55 883	932 956
track section category II	8 226	47 821	3 571	59 618
track section category III	329	8 580	568	9 476
Special freight train - Single wagon road				
track section category I	39 031	187 990	14 465	241 486
track section category II	43 910	181 526	14 364	239 799
track section category III	50 559	148 486	12 682	211 728
Special freight train - Corridor freight train				
track section category I	201 337	704 663	57 726	963 726
track section category II	17 223	52 608	4 449	74 280
track section category III	-	-	-	-
Use of catenary	6 975 768	58 393	448 186	7 482 347
Use of stations by passenger trains for stopping				
I. station category	4 241 578	10 622 303	947 061	15 810 942
II. station category	3 442 331	15 391 400	1 200 002	20 033 732
III. station category	166 145	3 469 599	231 653	3 867 397
IV. station category	265 958	5 238 211	350 701	5 854 870
Use of origin/destination stations by passenger trains				
I. station category	61 408	2 379 899	155 549	2 596 856
II. station category	2 143	563 360	36 031	601 534
III. station category	20	83 287	5 308	88 614
IV. station category	14 136	4 674	1 198	20 009
Use of stations by freight trains				
I. station category	347 101	2 074 214	154 275	2 575 590
II. station category	272 990	2 092 674	150 730	2 516 394
III. station category	94 131	569 854	42 306	706 291
Storage of vehicles	475 216	59 294	34 057	568 567
Use of wagon weigh bridges (scales)	154 210	42 950	12 562	209 721
Use of refuelling facilities	1 844 784	330 229	138 582	2 313 596
Ensuring of shunting staff for passenger trains	3 079 560	25 779	197 858	3 303 197
Ensuring of shunting staff freight and locomotive trains				
within 8 days	1 088 354	9 110	69 926	1 167 390
more than 8 days	2 770 945	23 195	178 030	2 972 170
Ensuring of traction unit for passenger trains	152 690	1 278	9 810	163 779
Ensuring of traction unit for freight and locomotive trains	2 817 449	23 585	181 018	3 022 051
Ensuring of fuel for traction	11 965 127	-	-	11 965 127
Train acceptance	15 469	129	994	16 593
Staff ensured for weighing	35 722	299	2 295	38 316
Exchange of axles	164 982	1 381	10 600	176 963
Use of bogies	47 008	393	3 020	50 421
Ensuring of traction current				
Transmitted traction current	17 712 680	-	-	17 712 680
System-use	2 873 753	-	-	2 873 753
Network loss of transmitted traction current	834 629	-	-	834 629
Energy tax	279 705	-	-	279 705
Funds under the Act on Electricity	3 385 630	-	-	3 385 630
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
Transmitted traction current	184 804	-	-	184 804
System-use	28 273	-	-	28 273
Network loss of transmitted traction current	7 700	-	-	7 700
Energy tax	2 752	-	-	2 752
Funds under the Act on Electricity	33 309	-	-	33 309
Ensuring of fuel used for other than traction purposes (preheating, precooling)	81 281	-	-	81 281
Ticketing and reckoning activity	6 061	51	389	6 501
<b>Total</b>	<b>99 614 041</b>	<b>103 914 355</b>	<b>10 585 624</b>	<b>214 114 020</b>

Annex 2: Data from the updated business plan of MÁV Zrt for 2018 and 2021

	2018	[2018] Cost in charges	2020/2021	[2020/2021] Cost in charges
Net domestic sales	142 378 169	127 828 330	151 362 933	135 066 681
Net external sales	1 530 772			
I. NET SALES REVENUE	143 908 941	127 828 330	151 362 933	135 066 681
II. OWN PERFORMANCE CAPITALIZED	5 522 102	- 23 618	5 842 019	- 23 618
III. OTHER INCOME	135 632 071	125 316 719	150 954 449	142 005 997
.....of which State compensation	61 644 908	61 016 158	79 672 960	79 047 339
Cost of raw materials and consumables	19 367 699	16 392 721	23 745 969	20 604 867
Cost of services	52 516 589	44 449 773	62 677 989	54 386 985
Cost of other service activities	1 204 553	1 019 528	1 401 046	1 215 717
Cost of goods sold	33 632 996	31 029 757	38 097 332	37 389 643
Cost of services sold (intermediated)	341 200	-	167 466	-
IV. MATERIAL COSTS	107 063 036	92 891 779	126 089 802	113 597 213
Wages and salaries	72 117 906	66 724 693	75 513 685	70 011 555
Other employee benefits	10 123 897	9 366 799	10 593 838	9 821 943
Contributions on wages and salaries	17 011 396	15 739 228	18 551 469	17 199 759
V. STAFF COSTS	99 253 200	91 830 720	104 658 992	97 033 257
VI. DEPRECIATION	59 229 817	56 384 773	66 255 129	63 120 063
VII. OTHER OPERATING CHARGES	15 680 769	12 019 211	7 282 702	3 280 689
A. OPERATING (TRADING) PROFIT	3 836 292	- 5 053	3 872 776	17 838
INCOME FROM FINANCIAL TRANSACTIONS	43 471	43 471	30 162	30 162
EXPENSES ON FINANCIAL TRANSACTIONS	39 449	38 418	48 000	48 000
B. PROFIT OR LOSS FROM FINANCIAL TRANSACTIONS	4 022	5 053	- 17 838	- 17 838
PROFIT BEFORE TAX	3 840 313	0	3 854 938	- 0
TAX PAYABLE				
PROFIT AFTER TAX	3 840 313	0	3 854 938	- 0
0				
Total revenues	285 106 585	253 164 901	308 189 563	277 079 222
Total Costs	281 266 272	253 164 901	304 334 625	277 079 222
A. OPERATING (TRADING) PROFIT	3 840 313	0	3 854 938	- 0
In Total, without state compensation		61 016 158		79 047 339

Annex 3: Performance indicators of MÁV Zrt for 2018 and 2021

Services		2018	2020/2021	Measure unit		
Ensuring of train path		100 681 428	100 452 393	train km		
Running of trains	Gross ton km proportionate part	Total	41 625 120 921	41 351 349 201	gross ton km	
		Passenger trains, Standard freight trains, Locomotive trains	37 276 353 951	36 926 496 590	gross ton km	
		Special freight trains - Freight trains of	2 252 012 829	1 976 450 452	gross ton km	
		Special freight trains- Single wagon road	352 971 098	325 630 872	gross ton km	
		Special freight trains- Corridor freight trains	1743783043	2122771287	gross ton km	
	Train km proportionate part	Total		100 681 428	100 452 393	train km
			Passenger trains	Total	77 753 999	77 879 942
		I.		48 784 570	48 164 098	train km
		II.		14 337 799	14 899 821	train km
		Locomotive trains	III.	14 631 630	14 816 023	train km
			Total	4 254 822	4 157 945	train km
			I.	3 171 764	3 094 211	train km
		Standard freight trains	II.	778 962	808 846	train km
			III.	304 096	254 888	train km
			Total	15 286 182	14 975 600	train km
		Special freight trains	I.	11 869 155	12 086 057	train km
			II.	2 710 031	2 491 851	train km
			III.	706 996	397 692	train km
		Special freight trains Freight trains of Záhony	Total	1 377 857	1 209 578	train km
			I.	1 336 229	1 157 713	train km
II.			40 402	51 168	train km	
Special freight trains Single wagon road		III.	1 225	697	train km	
		Total	730 746	674 184	train km	
		I.	305 420	260 156	train km	
Special freight trains Corridor freight trains		II.	237 218	221 661	train km	
	III.	188 108	192 367	train km		
	Total	1 277 824	1 555 144	train km		
Use of catenary	I.	1 205 994	1 467 091	train km		
	II.	71 830	88 053	train km		
	III.	-	-	train km		
Use of stations by passenger trains for stopping		12 421 288	12 967 804	use of stations		
Use of origin/destination stations by passenger trains	Total	3 800 126	3 967 222	use of stations		
	Station category I	5 209 926	5 748 386	use of stations		
	Station category II	1 680 006	1 295 827	use of stations		
	Station category III	1 731 230	1 956 369	use of stations		
	Station category IV	1 557 540	1 144 919	use of stations		
Use of stations by freight trains	Total	1 174 757	894 819	use of stations		
	Station category I	317 329	211 818	use of stations		
	Station category II	43 215	31 315	use of stations		
	Station category III	22 239	6 967	use of stations		
	Station category IV	293 213	283 280	use of stations		
Storage of vehicles		3 374 055	3 344 115	vehicle/day		
Use of wagon weigh bridges (scales)		38 278	48 446	vehicle(pcs)		
Use of refuelling facilities		44 496 243	41 387 683	litre		
Ensuring of shunting staff for passenger trains		272 517	266 791	person/hour		
Ensuring of shunting staff freight and locomotive trains	Total	356 456	311 609	person/hour		
	within 8 days	83 181	71 562	person/hour		
	more than 8 days	273 275	240 047	person/hour		
Ensuring of traction unit for passenger trains		3 924	3 843	vehicle/hour		
Ensuring of traction unit for freight and locomotive trains		74 729	70 911	vehicle/hour		
Ensuring of fuel for traction		44 209 589	41 387 683	litre		
Train acceptance		3 551	3 299	person/hour		
Staff ensured for weighing		7 029	7 613	vehicle(pcs)		
Exchange of axles		4 753	4 753	vehicle(pcs)		
Use of bogies		1 005 344	1 005 344	pcs/hour		
Ensuring of traction current		878 682 763	900 821 468	kWh		
Ensuring of electric energy used for other than traction purposes (preheating, precooling)		8 605 033	7 850 075	kWh		
Ensuring of fuel used for other than traction purposes (preheating, precooling)		286 653	286 311	litre		
Ticketing and reckoning activity		169 424	74 045	ticket		

Annex 4: In-kind performances of MÁV Zrt for 2018 and 2021

Denomination of in-kind performances	2018	2020/2021
Number of use of track routes by departing trains	1 305 125	1 352 451
Number of use of track routes by through trains	28 080 143	28 332 795
Passenger trains, Standard freight trains, Locomotive trains	27 243 090	27 359 946
Passenger trains	22 197 824	22 104 908
track section category I	13 266 813	13 593 953
track section category II	4 619 039	4 164 616
track section category III	4 311 972	4 346 339
Locomotive trains	1 179 230	1 310 950
track section category I	832 767	891 025
track section category II	247 046	320 560
track section category III	99 418	99 365
Standard freight trains	3 866 035	3 944 088
track section category I	2 941 068	2 971 082
track section category II	727 847	817 917
track section category III	197 120	155 089
Special freight trains - Freight trains of Záhony	308 646	358 919
track section category I	294 474	331 767
track section category II	13 828	23 021
track section category III	344	4 131
Special freight trains - Single wagon road	228 889	249 372
track section category I	74 226	90 500
track section category II	84 127	87 388
track section category III	70 535	71 483
Special freight trains - Corridor freight trains	299 520	364 558
track section category I	278 859	339 232
track section category II	20 660	25 326
track section category III		
Number of use of track routes by passenger trains for stopping	12 421 288	12 967 804
station of category I	3 800 126	3 967 222
station of category II	5 209 926	5 748 386
station of category III	1 680 006	1 295 827
station of category IV	1 731 230	1 956 369
Number of use of track routes by passenger trains for reversing direction	1 557 540	1 144 919
station of category I	1 174 757	894 819
station of category II	317 329	211 818
station of category III	43 215	31 315
station of category IV	22 239	6 967
Number of use of track routes by freight trains	1 466 065	1 416 400
station of category I	571 440	620 240
station of category II	735 540	625 760
station of category III	159 085	170 400
Number of use of track routes for access to refuelling facilities	133 489	124 163
Number of use of track routes for access to wagon weigh bridges	12 759	16 149
Number of use of track routes for storage of vehicles	22 494	22 294

Annex 5/a: Summing-up table of network access charges of MÁV Zrt for the 2020/2021 timetable period (HUF)

Service	Charge of access part	Charge of supply part	Mark-up	Discount	State subsidy	Amount to be paid
Ensuring of train path	1	-	9	-	-	10
Running of trains						
Gross ton proportionate part						
Passenger train, Standard freight train, Locomotive train	0,32	-	0,21	-	-	0,53
Special freight train- Freight train of Záhony	0,28	-	0,30	-	-	0,58
Special freight train- Single wagon road	0,29	-	0,18	-	-	0,47
Special freight train- Corridor freight train	0,23	-	0,25	-	-	0,48
Train km proportionate part						
Passenger trains						
track section category I	65	-	666	-	-	731
track section category II	71	-	714	-	-	785
track section category III	115	-	775	-	-	890
Locomotive trains						
track section category I	67	-	678	-	-	745
track section category II	93	-	949	-	-	1 042
track section category III	146	-	1 007	-	-	1 153
Standard freight trains						
track section category I	60	-	630	-	-	690
track section category II	85	-	876	-	-	961
track section category III	185	-	1 185	-	-	1 370
Special freight trains - Freight train of Záhony						
track section category I	71	-	735	-	-	806
track section category II	101	-	1 064	-	-	1 165
track section category III	1 225	-	12 371	-	-	13 596
Special freight trains - Single wagon road						
track section category I	80	-	848	-	-	928
track section category II	94	-	988	-	-	1 082
track section category III	131	-	970	-	-	1 101
Special freight trains - Corridor freight train						
track section category I	58	-	599	-	-	657
track section category II	75	-	769	-	-	844
track section category III	-	-	-	-	-	-
Use of catenary	43	-	55	-	-	98
Use of stations by passenger trains for stopping						
I. station category	624	1 095	2 266	-	-	3 985
II. station category	618	602	2 265	-	-	3 485
III. station category	612	178	2 195	-	-	2 985
IV. station category	610	222	2 161	-	-	2 993
Use of origin/destination stations by passenger trains						
I. station category	631	169	2 102	-	-	2 902
II. station category	631	107	2 102	-	-	2 840
III. station category	631	97	2 102	-	-	2 830
IV. station category	631	139	2 102	-	-	2 872
Use of stations by freight trains						
I. station category	6 156	702	13 905	-	-	20 763
II. station category	5 283	2 694	12 130	-	-	20 107
III. station category	5 289	3 291	12 145	-	-	20 725
Storage of vehicles	73	1	96	-	-	170
Use of wagon weigh bridges (scales)	210	3 418	701	-	-	4 329
Use of refuelling facilities	3	46	7	-	-	56
Ensuring of shunting staff for passenger trains	-	12 381	-	-	-	12 381
Ensuring of shunting staff freight and locomotive trains ordered within 8 days before the scheduled use of the service	-	16 313	-	-	-	16 313
Ensuring of shunting staff freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	12 382	-	-	-	12 382
Ensuring of traction unit for passenger trains	-	42 617	-	-	-	42 617
Ensuring of traction unit for freight and locomotive trains	-	42 618	-	-	-	42 618
Ensuring of fuel for traction	-	289	-	-	-	289
Staff providing train acceptance	-	5 030	-	-	-	5 030
Staff ensured for weighing	-	5 033	-	-	-	5 033
Exchange of axles	-	37 232	-	-	-	37 232
Use of bogies	-	50	-	-	-	50
Ensuring of traction current						
Transmitted traction current	-	19,7	-	-	-	19,7
System-use	-	3,2	-	-	-	3,2
Network loss of transmitted traction current	-	0,9	-	-	-	0,9
Energy tax	-	0,3	-	-	-	0,3
Funds under the Act on Electricity	-	3,8	-	-	-	3,8
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted electric energy used for other than traction purposes	-	23,5	-	-	-	23,5
System-use	-	3,6	-	-	-	3,6
Network loss of transmitted electric energy used for other than traction purposes	-	1,0	-	-	-	1,0
Energy tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	4,2	-	-	-	4,2
Ensuring of fuel used for other than traction purposes (preheating, precooling)	-	284	-	-	-	284
Ticketing and reckoning activity	-	88	-	-	-	88

Annex 5/b: Summing-up table of network access charges of MÁV Zrt for the 2020/2021 timetable period (HUF) broken down by Network Statement

Service	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	9	10
Running of trains			
Gross ton proportionate part			
Passenger train, Standard freight train, Locomotive train	0,32	0,21	0,53
Special freight train- Freight train of Záhony	0,28	0,30	0,58
Special freight train- Single wagon road	0,29	0,18	0,47
Special freight train- Corridor freight train	0,23	0,25	0,48
Train km proportionate part			
Passenger trains			
track section category I	65	666	731
track section category II	71	714	785
track section category III	115	775	890
Locomotive trains			
track section category I	67	678	745
track section category II	93	949	1 042
track section category III	146	1 007	1 153
Standard freight trains			
track section category I	60	630	690
track section category II	85	876	961
track section category III	185	1 185	1 370
Special freight trains - Freight train of Záhony			
track section category I	71	735	806
track section category II	101	1 064	1 165
track section category III	1 225	12 371	13 596
Special freight trains - Single wagon road			
track section category I	80	848	928
track section category II	94	988	1 082
track section category III	131	970	1 101
Special freight trains - Corridor freight train			
track section category I	58	599	657
track section category II	75	769	844
track section category III			
Use of catenary	43	55	98
Use of stations by passenger trains for stopping			
I. station category	1 719	2 266	3 985
II. station category	1 220	2 265	3 485
III. station category	790	2 195	2 985
IV. station category	832	2 161	2 993
Use of origin/destination stations by passenger trains			
I. station category	800	2 102	2 902
II. station category	738	2 102	2 840
III. station category	728	2 102	2 830
IV. station category	770	2 102	2 872
Use of stations by freight trains			
I. station category	20 763	-	20 763
II. station category	20 107	-	20 107
III. station category	20 725	-	20 725
Storage of vehicles	74	96	170
Use of wagon weigh bridges (scales)	3 628	701	4 329
Use of refuelling facilities	49	7	56
Ensuring of shunting staff for passenger trains	12 381	-	12 381
Ensuring of shunting staff freight and locomotive trains ordered within 8 days before the scheduled use of the service	16 313	-	16 313
Ensuring of shunting staff freight and locomotive trains ordered more than 8 days before the scheduled use of the service	12 382	-	12 382
Ensuring of traction unit for passenger trains	42 617	-	42 617
Ensuring of traction unit for freight and locomotive trains	42 618	-	42 618
Ensuring of fuel for traction	289	-	289
Staff providing train acceptance	5 030	-	5 030
Staff ensured for weighing	5 033	-	5 033
Exchange of axles	37 232	-	37 232
Use of bogies	50	-	50
Ensuring of traction current			
Transmitted traction current	19,7	-	19,7
System-use	3,2	-	3,2
Network loss of transmitted traction current	0,9	-	0,9
Funds under the Act on Electricity	0,3	-	0,3
Energy tax	3,8	-	3,8
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted electric energy used for other than traction purposes	23,5	-	23,5
System-use	3,6	-	3,6
Network loss of transmitted electric energy used for other than traction purposes	1,0	-	1,0
Funds under the Act on Electricity	0,4	-	0,4
Energy tax	4,2	-	4,2
Ensuring of fuel used for other than traction purposes (preheating, precooling)	284	-	284
Ticketing and reckoning activity	88	-	88