

For the timetable period of 2021/2022

**Charging Document (CD)
of
MÁV ZRT**

EFFECTIVE:

from 24:00 of 11 December 2021 till 24:00 of 10 December 2022

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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 elements¹.

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.²

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.

¹ By CM III at the present CD we mean Version 2 of CM III.

² 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 2021/2022 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 11 December of 2021.

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 2021/2022. 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 2021/2022. timetable year divided based on 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 2021/2022. 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 2021/2022. 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	103 434 548	47%
Direct costs to be distributed	106 832 489	48%
Indirect costs	11 942 912	5%
Total costs	222 209 950	100%

Basic services	thousand HUF	%
Variable costs	24 256 529	21%
Fixed costs	81 512 034	72%
Indirect costs	7 482 158	7%
Total cost	113 250 721	100%

Supplementary services	thousand HUF	%
Variable costs	9 631 595	12%
Fixed costs	32 363 362	41%
Supply part of costs	32 641 647	41%
Indirect costs	4 460 320	6%
Total cost	79 096 924	100%

Additional services	thousand HUF	%
Direct costs	29 855 742	100%
Direct costs to be distributed	0	0%
Indirect costs	0	0%
Total cost	29 855 742	100%

Ancillary services	thousand HUF	%
Direct costs	6 065	92%
Direct costs to be distributed	63	1%
Indirect costs	434	7%
Total cost	6 562	100%

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

	thousand HUF	%
Basic services	113 250 721	51%
Supplementary services	79 096 924	36%
Additional services	29 855 742	13%
Ancillary services	6 562	0%
Total cost	222 209 950	100%

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 2022 should be the basis of the fee calculation. Business plan of MÁV Zrt for 2022 can be found in Annex 2.

3.4 PERFORMANCE INDICATORS

As part of data supply, MÁV Zrt has made values of performance indicators of 2019. and 2022. timetable year available.

Values of performance indicators of MÁV Zrt for 2019. and 2022. 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 2022. 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 2019. and for 2022. 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 Paragraph 5 of the Charging Decree 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 Charging Decree 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 Charging Decree, 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 2021/22 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 Paragraph 9 Section (4) of the Charging Decree.

As part of the charging process related to the 2021/2022 timetable period, according to the Segmentation Analysis Methodology (Annex 9 of the Charging Methodology), VPE Kft. Conducted the segmentation analysis in accordance with the Annex of the Network Statement for relevant segments.

The basis for the analysis was provided by business and performance data for 2019, the results of the analysis are summarized in the following table:

Market segments	Result of the segment analysis
Combined transport	The segment can pay the mark-up, charge reduction did not arise
Direct trains	The segment can pay the mark-up, charge reduction did not arise
Block trains	The segment can pay the mark-up, charge reduction did not arise
Single wagon load trains	There is a need for a charge (mark up) reduction in the segment, however according to point 2 of the methodology ³ , no further mark-up reductions are possible in the framework of the analysis, because the reduction already affects the mass of direct cost.
Public service passenger trains	The analysis could not be carried out, not enough data provision was received.
Other passenger trains	The analysis could not be carried out, not enough data provision was received.

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:

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

³ Based on the results of the segment analysis, it shall not be possible for the amounts to be paid for the basic and access part of supplementary services and also the access part of complex supplementary services used for a given segment, (charge + mark up - state contribution), do not to reach the level of charges which established in the charging process for those services or parts of services.

Complex supplementary services:

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

Supply part of supplementary service, additional and ancillary service:

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

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:

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

Complex supplementary services:

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

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 independently 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.

As part of the data provision for the 2021/2022 timetable period, the Infrastructure Manager has provided performance data that is expected to change compared to the ETCS fee applied in the 2020/2021 timetable period in order to maintain the bonus / malus balance.

ETCS bonus fee: 20 HUF/train km

ETCS malus fee: 2 HUF/train km

Rules of use of ETCS fees can be found in Chapter 5.6.5 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 2022 (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	98 722	7 934 432	487 667	48 612	432 874	3 499 999
Variable cost component of direct costs to be dist	-	4 033 761	41 342	24 828	52 812	-
Fixed cost component of direct costs	889 930	8 487 544	492 026	68 291	450 114	3 660 376
Fixed cost component of direct costs to be distrib	19 284	1 393 532	14 282	8 577	18 245	74 897
Indirect costs	71 302	1 545 636	73 239	10 633	67 490	511 829
Total cost	1 079 238	23 394 906	1 108 556	160 941	1 021 535	7 747 102

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.) 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 2022 (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	976 233	630 842	409 352	38 446	18 710	10 698	187 710	97 606	25 506	18 330	1 102	162	4 599	3 731	6 031	22 555	2 401	-
Variable cost component of direct costs to be dist	2 479 520	847 182	768 820	145 495	39 824	11 829	528 379	119 145	59 791	47 919	3 289	37	9 550	8 968	12 257	59 071	6 391	-
Fixed cost component of direct costs	4 578 063	2 255 102	1 907 948	235 797	90 446	43 186	1 027 502	346 964	103 697	107 850	5 297	658	23 968	18 195	24 620	132 715	11 664	-
Fixed cost component of direct costs to be distrib	26 503 588	9 055 529	8 217 912	1 555 192	425 675	126 440	5 647 843	1 273 537	639 106	512 211	35 159	392	102 077	95 859	131 016	631 414	68 312	-
Indirect costs	2 443 205	904 680	799 657	139 708	40 652	13 593	522 876	129 969	58 580	48 550	3 173	88	9 917	8 967	12 304	59 830	6 280	-
Total cost	36 980 610	13 693 336	12 103 689	2 114 638	615 306	205 746	7 914 310	1 967 220	886 680	734 861	48 020	1 337	150 110	135 719	186 228	905 586	95 048	-

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 2022	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	100 592 943					
Gross ton km performance/gross ton km		36 013 388 809	2 030 170 707	262 945 464	2 322 610 354	
Use of catenary performance / electric train km						75 238 781

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

Performance in 2022	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	49 914 632	14 903 000	13 889 789	2 950 385	668 550	192 642	11 567 417	2 495 909	586 433	1 157 713	51 168	697	217 084	153 854	112 440	1 612 927	118 302	-

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

2021/2022. (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	
1. Amount of charge of access part	1	0,33	0,26	0,28	0,21	47
2. Amount of mark-up	10	0,32	0,29	0,33	0,23	56
3. Amount of discount	-	-	-	-	-	-
4. Amount fo state contribution	-	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	11	0,65	0,55	0,61	0,44	103

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

2021/2022. (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	69	99	85	62	88	117	62	87	145	57	86	285	65	83	163	51	74	-
2. Amount of mark-up	672	820	786	655	832	951	622	701	1 367	578	852	1 633	626	799	1 493	510	729	-
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	741	919	871	717	920	1 068	684	788	1 512	635	938	1 918	691	882	1 656	561	803	-

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 2022 (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	70 037		195 512		2 669		12 802	
Variable cost component of direct costs to be distributed	2 146 494		2 797 012		703 270		793 703	
Fixed cost component of direct costs	242 000		606 367		11 407		41 821	
Fixed cost component of direct costs to be distributed	8 368 254		10 904 344		2 741 748		3 094 306	
Supply part cost component of direct cost		4 062 514		2 119 171		239 296		214 769
Supply part cost component of direct cost to be distributed		281 692		367 061		92 293		104 160
Indirect costs	765 896	307 313	1 025 971	175 878	244 699	23 457	278 905	22 561
Total cost	11 592 681	4 651 519	15 529 206	2 662 111	3 703 793	355 046	4 221 537	341 490

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

Costs in 2022 (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	686 453		162 494		6 946		3 040	
Fixed cost component of direct costs	-		-		-		-	
Fixed cost component of direct costs to be distributed	1 888 278		446 986		19 106		8 363	
Supply part cost component of direct cost		62 978		3 145		11		187
Supply part cost component of direct cost to be distributed		60 934		14 424		617		270
Indirect costs	182 139	8 766	43 115	1 243	1 843	44	807	32
Total cost	2 756 869	132 678	652 595	18 812	27 895	672	12 210	489

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

Costs in 2022 (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	151 896		1 337		4 686	
Variable cost component of direct costs to be distributed	624 404		683 452		173 830	
Fixed cost component of direct costs	291 672		2 165		1 585	
Fixed cost component of direct costs to be distributed	1 335 385		1 461 670		371 762	
Supply part cost component of direct cost		20 363		18 040		288
Supply part cost component of direct cost to be distributed		38 913		42 593		10 833
Indirect costs	170 015	4 193	151 996	4 289	39 039	787
Total cost	2 573 372	63 470	2 300 621	64 922	590 903	11 908

Performance indicator relating to the charge

Table 12: Use of stations - performance

Performance in 2022	Category I.	Category II.	Category III.	Category IV.
Use of stations by passenger trains for stopping performance / use of stations	4 136 654	5 390 312	1 355 320	1 529 599
Use of origin/destination stations by passenger trains performance / use of stations	894 819	211 818	9 054	3 963
Use of stations by freight trains performance / use of stations	114 288	125 096	31 817	

Determination of the amount to be paid

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

2021/2022. (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	536	555	521	527	767	767	767	767
2. Amount of charge of supply part	1 124	494	262	223	148	89	74	123
3. Amount of mark-up	2 267	2 326	2 212	2 233	2 314	2 314	2 314	2 314
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	3 927	3 375	2 995	2 983	3 229	3 170	3 155	3 204

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

2021/2022. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount of charge of access part	6 792	5 474	5 611
2. Amount of charge of supply part	555	519	374
3. Amount of mark-up	15 725	12 917	12 961
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	23 072	18 910	18 946

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 2022 (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	288 830		-		10 746	
Variable cost component of direct costs to be distributed	16 537		8 362		87 085	
Fixed cost component of direct costs	210 541		-		7 557	
Fixed cost component of direct costs to be distributed	45 490		23 002		239 552	
Supply part cost component of direct cost		-		251 355		1 730 487
Supply part cost component of direct cost to be distributed		1 468		742		7 730
Indirect costs	39 714	104	2 219	17 834	24 401	122 963
Total cost	601 112	1 572	33 582	269 930	369 341	1 861 180

Performance indicator relating to the charge

Table 16: Other complex supplementary services - performance

Performance in 2022	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
Storage of vehicles performance / vehicle/day	3 233 501		
Use of wagon weigh bridges performance/vehicle		32 700	
Use of refuelling facilities performance/ litre			37 839 664

Determination of the amount to be paid

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

2021/2022. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount of charge of access part	94	256	3
2. Amount of charge of supply part	0	8 255	49
3. Amount of mark-up	92	771	7
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	186	9 282	59

4.2.3 Shunting services

Costs taken into account when determining the charge

Table 18: Shunting services - summing-up of costs

Costs in 2022 (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 service	ordered more than 8 days before the scheduled use of the service		
Supply part cost component of direct cost	3 126 433	1 299 543	3 257 507	172 111	3 028 352
Supply part cost component of direct cost to be distributed	32 702	13 593	34 073	1 800	31 676
Indirect cost	223 480	92 892	232 849	12 303	216 469
Total cost	3 382 615	1 406 028	3 524 430	186 214	3 276 497

Performance indicator relating to the charge

Table 19: Shunting services - performance

Performance in 2022	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	250 655	64 683	218 878		
Ensuring of traction unit performance/ vehicle/hour				3 584	63 004

Determination of the amount to be paid

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

2021/2022. (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	13 495	21 737	16 102	51 957	52 005
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	13 495	21 737	16 102	51 957	52 005

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 2022 (thousand HUF)	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
Supply part cost component of direct cost	11 585 056	18 890	29 281	198 107	62 953
Supply part cost component of direct cost to be distributed	-	198	306	2 072	658
Indirect cost	-	1 350	2 093	14 161	4 500
Total cost	11 585 056	20 437	31 681	214 340	68 112

Performance indicator relating to the charge

Table 22: Other supply part of supplementary services - performance

Performance in 2022	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
Ensuring of fuel for traction performance/litre	37 773 386				
Train acceptance performance / person/hour		2 940			
Staff ensured for weighing performance / vehicle			6 893		
Exchange of axles performance / vehicle				4 846	
Use of bogies performance / hour/bogie					1 114 495

Determination of the amount to be paid

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

2021/2022. (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	307	6 951	4 596	44 230	61
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	307	6 951	4 596	44 230	61

4.3 Additional Services

Costs taken into account when determining the charge

Table 24: Additional Services - summing-up of costs

Costs in 2022 (thousand HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity
Direct cost	21 790 749	3 121 507	1 107 854	286 651	3 216 879
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	21 790 749	3 121 507	1 107 854	286 651	3 216 879

Costs in 2022 (thousand HUF)	Ensuring of electric energy used for other than traction purposes (preheating, precooling)					Ensuring of fuel used for other than traction purposes (preheating, precooling)
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity	
Direct cost	204 212	22 474	2 900	2 473	22 630	77 414
Direct costs to be distributed	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
Total cost	204 212	22 474	2 900	2 473	22 630	77 414

Performance indicator relating to the charge

Table 25: Additional Services - performance

Performance in 2022	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity	Ensuring of fuel used for other than traction purposes (preheating, precooling)
Ensuring of traction current / kWh	870 000 000	870 000 000	870 000 000	870 000 000	870 000 000	
Amount of transmitted electric energy used for other than traction purposes performance / kWh	6 784 015	6 784 015	6 784 015	6 784 015	6 784 015	
Volume of diesel fuel used for other than traction purposes / litre						261 094

Determination of the amount to be paid

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

2021/2022. (HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity
1. Amount of charge of supply part	25,0	3,6	1,3	0,3	3,7
2. Amount of mark-up					
3. Amount of discount					
4. Amount of state contribution					
Amount to be paid (1 + 2 - 3 - 4)	25,0	3,6	1,3	0,3	3,7

2021/2022. (HUF)	Ensuring of electric energy used for other than traction purposes (preheating, precooling)					Ensuring of fuel used for other than traction purposes (preheating, precooling)
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity	
1. Amount of charge of supply part	30,1	3,3	0,4	0,4	3,3	296
2. Amount of mark-up						
3. Amount of discount						
4. Amount of state contribution						
Amount to be paid (1 + 2 - 3 - 4)	30,1	3,3	0,4	0,4	3,3	296

4.4 Ancillary services

Costs taken into account when determining the charge

Table 27: Ancillary services - summing-up of costs

Costs in 2022 (thousand HUF)	Ticketing and reckoning activity
Direct cost	6 065
Direct costs to be distributed	63
Indirect cost	434
Total cost	6 562

Performance indicator relating to the charge

Table 28: Ancillary services - performance

Performance in 2022	Ticketing and reckoning activity
Ticketing and reckoning activity performance / ticket	73 044

Determination of the amount to be paid

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

2021/2022. (HUF)	Ticketing and reckoning activity
1. Amount of charge of supply part	90
2. Amount of mark-up	
3. Amount of discount	
4. Amount of state contribution	
Amount to be paid (1 + 2 - 3 - 4)	90

5 Annexes

- Annex 1: All direct costs, direct costs to be distributed and indirect costs of MÁV Zrt for 2022 broken down to services
- Annex 2: Data from the updated business plan of MÁV Zrt for 2019 and 2022
- Annex 3: Performance indicators of MÁV Zrt for 2019 and 2022
- Annex 4: In-kind performances of MÁV Zrt for 2019 and 2022
- Annex 5: Summing-up table of network access charges of MÁV Zrt for the 2021/2022 timetable period

Annex 1: All direct costs, direct costs to be distributed and indirect costs of MÁV Zrt for 2022 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	988 652	19 284	71 302	1 079 238
Running of trains				
Gross ton proportionate part				
Passenger train, standard freight train, locomotive train	16 421 976	5 427 293	1 545 636	23 394 906
Special freight train - Freight train of Záhony	979 692	55 625	73 239	1 108 556
Special freight train - Single wagon load	116 903	33 405	10 633	160 941
Special freight train - Corridor freight train	882 988	71 057	67 490	1 021 535
Running of trains				
Train km proportionate part				
Passenger train				
track section category I	5 554 296	28 983 108	2 443 205	36 980 610
track section category II	2 885 944	9 902 711	904 680	13 693 336
track section category III	2 317 300	8 986 731	799 657	12 103 689
Locomotive train				
track section category I	274 243	1 700 687	139 708	2 114 638
track section category II	109 156	465 499	40 652	615 306
track section category III	53 884	138 269	13 593	205 746
Standard freight train				
track section category I	1 215 212	6 176 222	522 876	7 914 310
track section category II	444 570	1 392 682	129 969	1 967 220
track section category III	129 203	698 896	58 580	886 680
Special freight train - Freight train of Záhony				
track section category I	126 180	560 130	48 550	734 861
track section category II	6 399	38 448	3 173	48 020
track section category III	820	429	88	1 337
Special freight train - Single wagon load				
track section category I	28 567	111 626	9 917	150 110
track section category II	21 926	104 827	8 967	135 719
track section category III	30 651	143 273	12 304	186 228
Special freight train - Corridor freight train				
track section category I	155 270	690 486	59 830	905 586
track section category II	14 065	74 703	6 280	95 048
track section category III	-	-	-	-
Use of catenary	7 160 376	74 897	511 829	7 747 102
Use of stations by passenger trains for stopping				
I. station category	4 374 552	10 796 439	1 073 209	16 244 200
II. station category	2 921 050	14 068 418	1 201 849	18 191 317
III. station category	253 372	3 537 311	268 156	4 058 839
IV. station category	269 392	3 992 169	301 466	4 563 028
Use of origin/destination stations by passenger trains				
I. station category	62 978	2 635 664	190 904	2 889 547
II. station category	3 145	623 904	44 358	671 407
III. station category	11	26 668	1 887	28 567
IV. station category	187	11 673	839	12 699
Use of stations by freight trains				
I. station category	463 931	1 998 702	174 209	2 636 841
II. station category	21 543	2 187 715	156 285	2 365 543
III. station category	6 560	556 425	39 826	602 811
Storage of vehicles	499 371	63 496	39 818	602 684
Use of wagon weigh bridges (scales)	251 355	32 106	20 052	303 513
Use of refuelling facilities	1 748 790	334 367	147 364	2 230 521
Ensuring of shunting staff for passenger trains	3 126 433	32 702	223 480	3 382 615
Ensuring of shunting staff freight and locomotive trains				
within 8 days	1 299 543	13 593	92 892	1 406 028
more than 8 days	3 257 507	34 073	232 849	3 524 430
Ensuring of traction unit for passenger trains	172 111	1 800	12 303	186 214
Ensuring of traction unit for freight and locomotive trains	3 028 352	31 676	216 469	3 276 497
Ensuring of fuel for traction	11 585 056	-	-	11 585 056
Train acceptance	18 890	198	1 350	20 437
Staff ensured for weighing	29 281	306	2 093	31 681
Exchange of axles	198 107	2 072	14 161	214 340
Use of bogies	62 953	658	4 500	68 112
Ensuring of traction current				
Transmitted traction current	21 790 749	-	-	21 790 749
System-use	3 121 507	-	-	3 121 507
Network loss of transmitted traction current	1 107 854	-	-	1 107 854
Energy tax	286 651	-	-	286 651
Funds under the Act on Electricity	3 216 879	-	-	3 216 879
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
Transmitted traction current	204 212	-	-	204 212
System-use	22 474	-	-	22 474
Network loss of transmitted traction current	2 900	-	-	2 900
Energy tax	2 473	-	-	2 473
Funds under the Act on Electricity	22 630	-	-	22 630
Ensuring of fuel used for other than traction purposes (preheating, precooling)	77 414	-	-	77 414
Ticketing and reckoning activity	6 065	63	434	6 562
Total	103 434 548	106 832 489	11 942 912	222 209 950

Annex 2: Data from the updated business plan of MÁV Zrt for 2019 and 2022

Business Plan (thousand HUF)	2019	[2019] Cost in charges	2021/2022	[2020/2021] Cost in charges
Net domestic sales	146 392 475	131 488 216	160 505 823	141 685 203
Net external sales	1 872 576			
I. NET SALES REVENUE	148 265 051	131 488 216	160 505 823	141 685 203
II. OWN PERFORMANCE CAPITALIZED	6 254 100	- 35 014	5 476 234	- 34 644
III. OTHER INCOME	145 788 783	132 245 769	156 189 882	145 170 823
.....of which State compensation	74 684 674	73 986 551	81 228 676	80 526 231
Cost of raw materials and consumables	23 625 190	19 612 798	21 497 070	17 899 197
Cost of services	56 759 155	47 125 509	67 631 439	56 318 318
Cost of other service activities	1 250 455	1 038 083	1 370 731	1 141 318
Cost of goods sold	37 585 788	36 452 696	42 684 243	41 440 798
Cost of services sold (intermediated)	264 615		175 852	
IV. MATERIAL COSTS	119 485 203	104 229 086	133 359 336	116 799 631
Wages and salaries	77 284 087	71 044 828	80 043 213	73 341 701
Other employee benefits	10 520 594	9 671 251	10 718 864	9 983 922
Contributions on wages and salaries	17 859 182	16 417 384	18 042 104	16 948 157
V. STAFF COSTS	105 663 863	97 133 462	108 804 181	100 273 779
VI. DEPRECIATION	59 598 736	57 141 268	68 138 015	64 545 346
VII. OTHER OPERATING CHARGES	11 483 664	5 179 517	7 845 492	5 179 519
A. OPERATING (TRADING) PROFIT	4 076 468	15 638	4 024 915	23 106
INCOME FROM FINANCIAL TRANSACTIONS	17 328	9 358	18 036	10 065
.....of which receivable interest and similar income	41	41	50	50
EXPENSES ON FINANCIAL TRANSACTIONS	24 995	24 995	33 172	33 172
.....of which payable interest and similar income	172	172	172	172
B. PROFIT OR LOSS FROM FINANCIAL TRANSACTIONS	- 7 667	- 15 638	- 15 136	- 23 106
PROFIT BEFORE TAX	4 068 801	0	4 009 779	- 0
TAX PAYABLE				
PROFIT AFTER TAX	4 068 801	0	4 009 779	- 0

Annex 3: Performance indicators of MÁV Zrt for 2019 and 2022

Services			2019	2021/2022	Measure unit	
Ensuring of train path			100 185 779	100 592 943	train km	
Running of trains	Gross ton km proportionate part	Total	40 740 338 406	40 629 115 333	gross ton km	
		Passenger trains, Standard freight trains, Locomotive trains	36 120 115 495	36 013 388 809	gross ton km	
		Special freight trains - Freight trains of Záhony	2 135 722 705	2 030 170 707	gross ton km	
		Special freight trains- Single wagon load	267 565 640	262 945 464	gross ton km	
		Special freight trains- Corridor freight trains	2 216 934 566	2 322 610 354	gross ton km	
	Train km proportionate part	Total		100 185 779	100 592 943	train km
		Passenger trains	Total	78 197 935	78 707 421	train km
			I.	48 359 415	49 914 632	train km
			II.	12 820 142	14 903 000	train km
			III.	17 018 378	13 889 789	train km
		Locomotive trains	Total	4 004 503	3 811 577	train km
			I.	3 011 550	2 950 385	train km
			II.	634 341	668 550	train km
			III.	358 612	192 642	train km
		Standard freight trains	Total	14 634 854	14 649 758	train km
			I.	11 457 233	11 567 417	train km
			II.	2 244 732	2 495 909	train km
			III.	932 888	586 433	train km
		Special freight trains - Freight trains of Záhony	Total	1 263 912	1 209 578	train km
			I.	1 220 143	1 157 713	train km
			II.	40 375	51 168	train km
			III.	3 394	697	train km
		Special freight trains - Single wagon load	Total	532 256	483 379	train km
			I.	215 017	217 084	train km
			II.	138 371	153 854	train km
			III.	178 868	112 440	train km
		Special freight trains - Corridor freight trains	Total	1 552 320	1 731 229	train km
			I.	1 480 369	1 612 927	train km
			II.	71 950	118 302	train km
			III.			train km
Use of catenary			73 859 529	75 238 781	electric train km	
Use of stations by passenger trains for stopping	Total		12 546 514	12 411 885	use of stations	
	Station category I		3 787 215	4 136 654	use of stations	
	Station category II		5 554 513	5 390 312	use of stations	
	Station category III		1 472 383	1 355 320	use of stations	
	Station category IV		1 732 403	1 529 599	use of stations	
Use of origin/destination stations by passenger trains	Total		1 305 518	1 119 654	use of stations	
	Station category I		1 014 803	894 819	use of stations	
	Station category II		253 022	211 818	use of stations	
	Station category III		24 730	9 054	use of stations	
	Station category IV		12 963	3 963	use of stations	
Use of stations by freight trains	Total		268 622	271 201	use of stations	
	Station category I		111 470	114 288	use of stations	
	Station category II		127 282	125 096	use of stations	
	Station category III		29 870	31 817	use of stations	
Storage of vehicles			3 182 123	3 233 501	vehicle/day	
Use of wagon weigh bridges (scales)			39 734	32 700	vehicle(pcs)	
Use of refuelling facilities			40 254 962	37 839 664	litre	
Ensuring of shunting staff for passenger trains			262 330	250 655	person/hour	
Ensuring of shunting staff freight and locomotive trains	Total		312 809	283 561	person/hour	
	within 8 days		72 805	64 683	person/hour	
	more than 8 days		240 004	218 878	person/hour	
Ensuring of traction unit for passenger trains			3 677	3 584	vehicle/hour	
Ensuring of traction unit for freight and locomotive trains			66 836	63 004	vehicle/hour	
Ensuring of fuel for traction			39 971 837	37 773 386	litre	
Train acceptance			3 028	2 940	person/hour	
Staff ensured for weighing			6 579	6 893	vehicle(pcs)	
Exchange of axles			5 705	4 846	vehicle(pcs)	
Use of bogies			1 329 156	1 114 495	pcs/hour	
Ensuring of traction current			878 341 915	870 000 000	kWh	
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			6 731 036	6 784 015	kWh	
Ensuring of fuel used for other than traction purposes (preheating, precooling)			276 290	261 094	litre	
Ticketing and reckoning activity			156 480	73 044	ticket	

Annex 4: In-kind performances of MÁV Zrt for 2019 and 2022

Denomination of in-kind performances	2019	2021/2022
Number of use of track routes by departing trains	1 288 930	1 261 963
Number of use of track routes by through trains	30 847 288	30 146 760
Passenger trains, Standard freight trains, Locomotive trains	30 003 773	29 283 011
Passenger trains	24 526 325	23 985 920
track section category I	14 466 313	14 521 610
track section category II	4 543 125	4 961 625
track section category III	5 516 887	4 502 685
Locomotive trains	1 220 035	1 154 617
track section category I	869 772	852 107
track section category II	221 298	233 232
track section category III	128 965	69 278
Standard freight trains	4 257 413	4 142 474
track section category I	3 180 378	3 094 516
track section category II	717 146	697 785
track section category III	359 889	350 173
Special freight trains - Freight trains of Záhony	258 982	300 125
track section category I	245 524	280 646
track section category II	12 570	19 264
track section category III	888	215
Special freight trains - Single wagon road	185 237	180 236
track section category I	57 481	55 929
track section category II	53 979	52 522
track section category III	73 777	71 785
Special freight trains - Corridor freight trains	399 296	383 388
track section category I	376 532	345 959
track section category II	22 764	37 429
track section category III		
Number of use of track routes by passenger trains for stopping	12 546 514	12 411 885
station of category I	3 787 215	4 136 654
station of category II	5 554 513	5 390 312
station of category III	1 472 383	1 355 320
station of category IV	1 732 403	1 529 599
Number of use of track routes by passenger trains for reversing direction	1 305 518	1 119 654
station of category I	1 014 803	894 819
station of category II	253 022	211 818
station of category III	24 730	9 054
station of category IV	12 963	3 963
Number of use of track routes by freight trains	1 343 110	1 356 005
station of category I	557 350	571 440
station of category II	636 410	625 480
station of category III	149 350	159 085
Number of use of track routes for access to refuelling facilities	121 594	113 519
Number of use of track routes for access to wagon weigh bridges	13 245	10 900
Number of use of track routes for storage of vehicles	21 214	21 557

Annex 5/a: Summing-up table of network access charges of MÁV Zrt for the 2021/2022 timetable period (HUF)

Services	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	10	-	-	11
Running of trains						
Gross ton proportionate part						
Passenger train, Standard freight train, Locomotive train	0,33	-	0,32	-	-	0,65
Special freight train - Freight train of Záhony	0,26	-	0,29	-	-	0,55
Special freight train - Single wagon load	0,28	-	0,33	-	-	0,61
Special freight train - Corridor freight train	0,21	-	0,23	-	-	0,44
Train km proportionate part						
Passenger trains						
track section category I	69	-	672	-	-	741
track section category II	99	-	820	-	-	919
track section category III	85	-	786	-	-	871
Locomotive trains						
track section category I	62	-	655	-	-	717
track section category II	88	-	832	-	-	920
track section category III	117	-	951	-	-	1 068
Standard freight trains						
track section category I	62	-	622	-	-	684
track section category II	87	-	701	-	-	788
track section category III	145	-	1 367	-	-	1 512
Special freight trains - Freight train of Záhony						
track section category I	57	-	578	-	-	635
track section category II	86	-	852	-	-	938
track section category III	285	-	1 633	-	-	1 918
Special freight trains - Single wagon load						
track section category I	65	-	626	-	-	691
track section category II	83	-	799	-	-	882
track section category III	163	-	1 493	-	-	1 656
Special freight trains - Corridor freight train						
track section category I	51	-	510	-	-	561
track section category II	74	-	729	-	-	803
track section category III	-	-	-	-	-	-
Use of catenary	47	-	56	-	-	103
Use of stations by passenger trains for stopping						
I. station category	536	1 124	2 267	-	-	3 927
II. station category	555	494	2 326	-	-	3 375
III. station category	521	262	2 212	-	-	2 995
IV. station category	527	223	2 233	-	-	2 983
Use of origin/destination stations by passenger trains						
I. station category	767	148	2 314	-	-	3 229
II. station category	767	89	2 314	-	-	3 170
III. station category	767	74	2 314	-	-	3 155
IV. station category	767	123	2 314	-	-	3 204
Use of stations by freight trains						
I. station category	6 792	555	15 725	-	-	23 072
II. station category	5 474	519	12 917	-	-	18 910
III. station category	5 611	374	12 961	-	-	18 946
Storage of vehicles	94	0	92	-	-	186
Use of wagon weigh bridges (scales)	256	8 255	771	-	-	9 282
Use of refuelling facilities	3	49	7	-	-	59
Ensuring of shunting staff for passenger trains	-	13 495	-	-	-	13 495
Ensuring of shunting staff freight and locomotive trains ordered within 8 days before the scheduled use of the service	-	21 737	-	-	-	21 737
Ensuring of shunting staff freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	16 102	-	-	-	16 102
Ensuring of traction unit for passenger trains	-	51 957	-	-	-	51 957
Ensuring of traction unit for freight and locomotive trains	-	52 005	-	-	-	52 005
Ensuring of fuel for traction	-	307	-	-	-	307
Train acceptance	-	6 951	-	-	-	6 951
Staff ensured for weighing	-	4 596	-	-	-	4 596
Exchange of axles	-	44 230	-	-	-	44 230
Use of bogies	-	61	-	-	-	61
Ensuring of traction current						
Transmitted traction current	-	25,0	-	-	-	25,0
System-use	-	3,6	-	-	-	3,6
Network loss of transmitted traction current	-	1,3	-	-	-	1,3
Energy tax	-	0,3	-	-	-	0,3
Funds under the Act on Electricity	-	3,7	-	-	-	3,7
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted electric energy used for other than traction purposes	-	30,1	-	-	-	30,1
System-use	-	3,3	-	-	-	3,3
Network loss of transmitted electric energy used for other than traction purposes	-	0,4	-	-	-	0,4
Energy tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	3,3	-	-	-	3,3
Ensuring of fuel used for other than traction purposes (preheating, precooling)	-	296	-	-	-	296
Ticketing and reckoning activity	-	90	-	-	-	90

Annex 5/b: Summing-up table of network access charges of MÁV Zrt for the 2021/2022 timetable period (HUF) broken down by Network Statement

Services	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	10	11
Running of trains			
Gross ton proportionate part			
Passenger train, Standard freight train, Locomotive train	0,33	0,32	0,65
Special freight train- Freight train of Záhony	0,26	0,29	0,55
Special freight train- Single wagon load	0,28	0,33	0,61
Special freight train- Corridor freight train	0,21	0,23	0,44
Train km proportionate part			
Passenger trains			
track section category I	69	672	741
track section category II	99	820	919
track section category III	85	786	871
Locomotive trains			
track section category I	62	655	717
track section category II	88	832	920
track section category III	117	951	1 068
Standard freight trains			
track section category I	62	622	684
track section category II	87	701	788
track section category III	145	1 367	1 512
Special freight trains - Freight train of Záhony			
track section category I	57	578	635
track section category II	86	852	938
track section category III	285	1 633	1 918
Special freight trains - Single wagon load			
track section category I	65	626	691
track section category II	83	799	882
track section category III	163	1 493	1 656
Special freight trains - Corridor freight train			
track section category I	51	510	561
track section category II	74	729	803
track section category III			
Use of catenary	47	56	103
Use of stations by passenger trains for stopping			
I. station category	1 660	2 267	3 927
II. station category	1 049	2 326	3 375
III. station category	783	2 212	2 995
IV. station category	750	2 233	2 983
Use of origin/destination stations by passenger trains			
I. station category	915	2 314	3 229
II. station category	856	2 314	3 170
III. station category	841	2 314	3 155
IV. station category	890	2 314	3 204
Use of stations by freight trains			
I. station category	7 347	15 725	23 072
II. station category	5 993	12 917	18 910
III. station category	5 985	12 961	18 946
Storage of vehicles	94	92	186
Use of wagon weigh bridges (scales)	8 511	771	9 282
Use of refuelling facilities	52	7	59
Ensuring of shunting staff for passenger trains	13 495	-	13 495
Ensuring of shunting staff freight and locomotive trains ordered within 8 days before the scheduled use of the service	21 737	-	21 737
Ensuring of shunting staff freight and locomotive trains ordered more than 8 days before the scheduled use of the service	16 102	-	16 102
Ensuring of traction unit for passenger trains	51 957	-	51 957
Ensuring of traction unit for freight and locomotive trains	52 005	-	52 005
Ensuring of fuel for traction	307	-	307
Staff providing train acceptance	6 951	-	6 951
Staff ensured for weighing	4 596	-	4 596
Exchange of axles	44 230	-	44 230
Use of bogies	61	-	61
Ensuring of traction current			
Transmitted traction current	25,0	-	25,0
System-use	3,6	-	3,6
Network loss of transmitted traction current	1,3	-	1,3
Energy tax	0,3	-	0,3
Funds under the Act on Electricity	3,7	-	3,7
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted electric energy used for other than traction purposes	30,1	-	30,1
System-use	3,3	-	3,3
Network loss of transmitted electric energy used for other than traction purposes	0,4	-	0,4
Energy tax	0,4	-	0,4
Funds under the Act on Electricity	3,3	-	3,3
Ensuring of fuel used for other than traction purposes (preheating, precooling)	296	-	296
Ticketing and reckoning activity	90	-	90