

For the timetable period of 2023/2024

**Charging Document (CD)
of
MÁV ZRT**

EFFECTIVE:

from 00:00 of 10 December 2023 till 24:00 of 14 December 2024

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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 Infrastructure Managers to the open access railway network.

In accordance with § 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 4 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 2023/2024 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 00:00 of 10 December of 2023.

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 includes data used as a basis of calculations.

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

Eligible revenues, costs, and expenditures (hereinafter eligible 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 2023/2024 timetable period 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 bases'. 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 2023/2024 timetable period 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 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 2023/2024 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 2023/2024 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	140 784 591	47%
Direct costs to be distributed	144 224 838	48%
Indirect costs	15 645 302	5%
Total cost	300 654 730	100%

Basic service	thousand HUF	%
Variable costs	30 324 708	19,9%
Fixed costs	112 147 584	73,5%
Indirect costs	10 046 280	6,6%
Total cost	152 518 571	100%

Supplementary services	thousand HUF	%
Variable costs	12 797 721	13%
Fixed costs	41 756 421	42%
Supply part of costs	39 203 828	39%
Indirect costs	5 598 486	6%
Total cost	99 356 457	100%

Additional services	thousand HUF	%
Direct costs	48 771 577	100%
Direct costs to be distributed	0	0%
Indirect costs	0	0%
Total cost	48 771 577	100%

Ancillary services	thousand HUF	%
Direct costs	7 497	92%
Direct costs to be distributed	92	1%
Indirect costs	535	7%
Total cost	8 125	100%

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

	thousand HUF	%
Basic services	152 518 571	51%
Supplementary services	99 356 457	33%
Additional services	48 771 577	16%
Ancillary services	8 125	0%
Total cost	300 654 730	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 eligible 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 2024 should be the basis of the fee calculation. Business plan of MÁV Zrt for 2024 can be found in Annex 2.

3.4 PERFORMANCE INDICATORS

As part of data supply, MÁV Zrt has made values of performance indicators of 2021 and 2024 timetable year available.

Values of performance indicators of MÁV Zrt for 2021 and 2024 timetable year see 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 uses 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 2024 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 2021 and 2024 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 cannot 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) cannot 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 eligible 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 eligible 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 § 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 cannot 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 about the amount and use of state contribution on 2023/24 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 § 9 Section (4) of the Charging Decree.

As part of the charging process related to the 2023/2024 timetable period, according to the Segmentation Analysis Methodology (Annex 9 of the Charging Methodology), VPE conducted the segment 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 2021, the results of the analysis are summarized in the following table:

Market segments	Result of the segment analysis
Combined transport	Due to the insufficient data provision the analysis could not be carried out.
Direct trains	The segment can pay the mark-up, charge reduction did not arise
Block trains	There is a need for a charge (mark up) reduction in the segment, however according to point 2 of the methodology, no further mark-up reductions are possible in the framework of the analysis, because the reduction already affects the mass of direct cost.
Single wagon load trains ³	The single wagon load trains segment receives targeted state contribution during the period of the support program (2021-2025), as specified in Government Decision No. 1414/2020 (VII.16). During the period of the support program, it is not considered a relevant segment to be investigated.
Public service passenger trains	The segment can pay the mark-up, charge reduction did not arise.
Other passenger trains	The segment can pay the mark-up, charge reduction did not arise.

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:

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

Complex supplementary services:

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

Supply part of supplementary service, additional and ancillary service:

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

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:

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

Complex supplementary services:

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

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

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

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 2023/2024 timetable period, the Infrastructure Manager has provided performance data that is expected to change compared to the ETCS fees applied during the 2022/2023 timetable period in order to maintain a bonus / malus balance. Based on this, the following ETCS fees will apply for the 2023/2024 timetable period.

ETCS bonus fee: 13 HUF/train km

ETCS malus fee: 1 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 of train path, Running of trains - Gross ton km proportionate part, Use of catenary - summing-up of costs

Costs in 2024 (thousand HUF)	Ensuring of train path	Running of trains, gross ton km proportionate part		Use of catenary	
		Passenger train, standard freight train, locomotive train	Special freight trains		
			Freight trains of Záhony		Corridor freight train
Variable cost component of direct costs	127 330	9 425 888	547 030	605 793	5 646 472
Variable cost component of direct costs to be distributed	-	4 960 469	44 255	53 864	-
Fixed cost component of direct costs	1 146 825	9 632 548	552 182	605 324	4 928 651
Fixed cost component of direct costs to be distributed	24 332	4 413 230	39 373	47 922	129 682
Indirect costs	91 561	2 004 861	83 407	92 578	754 838
Total cost	1 390 049	30 436 998	1 266 246	1 405 481	11 459 642

Among the direct costs of ensuring of train path, the cost of VPE was determined individually. The cost of VPE is shared between the two infrastructure managers in proportion to their direct costs, without taking into account the costs of energy-type services.

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

Costs in 2024 (thousand HUF)	Running of trains, train km proportionate part														
	Passenger trains			Locomotive trains			Standard freight trains			Special freight trains					
										Freight trains of Záhony			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.
Variable cost component of direct costs	672 793	478 828	694 043	42 569	25 050	9 344	199 807	76 283	27 800	20 383	1 852	184	26 722	990	-
Variable cost component of direct costs to be distributed	3 215 370	983 653	1 231 784	180 647	44 215	14 640	625 951	133 029	78 934	54 309	3 551	203	69 310	1 361	-
Fixed cost component of direct costs	6 241 634	3 033 805	4 078 494	393 906	156 587	54 653	1 988 155	552 323	178 964	202 655	12 462	1 182	265 687	6 888	-
Fixed cost component of direct costs to be distributed	35 588 814	10 887 411	13 633 807	1 999 464	489 391	162 044	6 928 242	1 472 411	873 663	601 106	39 308	2 247	767 145	15 067	-
Indirect costs	3 223 799	1 084 765	1 384 761	184 506	50 435	16 971	686 958	157 531	81 751	61 943	4 032	269	79 601	1 714	-
Total cost	48 942 410	16 468 463	21 022 889	2 801 091	765 678	257 653	10 429 113	2 391 577	1 241 112	940 395	61 205	4 085	1 208 464	26 020	-

Performance indicator relating to the charge

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

Performance in 2024	Ensuring of train path	Running of trains, gross ton km proportionate part			Use of catenary
		Passenger train, standard freight train, locomotive train	Special freight trains		
			Freight trains of Záhony	Corridor freight train	
Ensuring of train path performance / train km	117 097 548				
Gross ton km performance / gross ton km		39 955 861 226	2 210 101 959	2 374 740 241	
Use of catenary performance / electric train km					82 701 139

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

Performance in 2024	Running of trains, train km proportionate part														
	Passenger trains			Locomotive trains			Standard freight trains			Special freight trains					
										Freight trains of Záhony			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.
Train km performance / train km	60 833 629	14 774 318	18 999 125	3 384 330	730 068	219 807	12 224 203	2 388 958	696 113	1 209 611	50 731	3 554	1 557 019	26 081	-

Determination of the amount to be paid

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

2023/2024. (HUF)	Ensuring of train path	Running of trains, gross ton km proportionate part			Use of catenary
		Passenger train, standard freight train, locomotive train	Special freight trains		
			Freight trains of Záhony	Corridor freight train	
1. Amount of charge of access part	1	0,36	0,27	0,28	68
2. Amount of mark-up	11	0,40	0,30	0,31	71
3. Amount of discount	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	12	0,76	0,57	0,59	139

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

2023/2024. (HUF)	Running of trains, train km proportionate part														
	Passenger trains			Locomotive trains			Standard freight trains			Special freight trains					
	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Freight trains of Záhony			Corridor freight trains		
1. Amount of charge of access part	64	99	101	66	95	109	68	88	153	62	107	109	62	90	-
2. Amount of mark-up	741	1 016	1 006	762	954	1 063	785	913	1 630	715	1 099	1 041	714	908	-
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	805	1 115	1 107	828	1 049	1 172	853	1 001	1 783	777	1 206	1 150	776	998	-

Amount to be paid for running of trains consists two components: gross ton km proportionate part 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 2024 (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	96 952		53 904		1 305		14 448	
Variable cost component of direct costs to be distributed	3 318 118		3 927 579		808 201		1 324 182	
Fixed cost component of direct costs	297 156		166 553		3 940		43 488	
Fixed cost component of direct costs to be distributed	12 219 513		14 463 955		2 976 334		4 876 516	
Supply part cost component of direct cost		3 616 530		2 478 413		482 519		319 287
Supply part cost component of direct cost to be distributed		440 749		521 705		107 354		175 893
Indirect costs	1 123 409	286 095	1 312 404	211 550	267 232	41 594	441 321	34 917
Total cost	17 055 148	4 343 374	19 924 396	3 211 668	4 057 013	631 467	6 699 955	530 096

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

Costs in 2024 (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	841 099		112 268		16 170		1 341	
Fixed cost component of direct costs	-		-		-		-	
Fixed cost component of direct costs to be distributed	2 190 708		292 411		42 117		3 492	
Supply part cost component of direct cost		87 531		2 669		9		179
Supply part cost component of direct cost to be distributed		80 748		10 778		1 552		129
Indirect costs	213 785	11 866	28 535	948	4 110	110	341	22
Total cost	3 245 592	180 145	433 214	14 396	62 398	1 672	5 174	329

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

Costs in 2024 (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	131 367		5 027		5 893	
Variable cost component of direct costs to be distributed	743 765		738 876		192 218	
Fixed cost component of direct costs	361 002		980		373	
Fixed cost component of direct costs to be distributed	1 441 393		1 431 919		372 513	
Supply part cost component of direct cost		2 326		16 634		4 093
Supply part cost component of direct cost to be distributed		47 274		46 963		12 217
Indirect costs	188 803	3 498	153 495	4 485	40 263	1 150
Total cost	2 866 330	53 098	2 330 297	68 082	611 260	17 461

Performance indicator relating to the charge

Table 12: Use of stations - performance

Performance in 2024	Category I.	Category II.	Category III.	Category IV.
Use of stations by passenger trains for stopping performance / use of station	5 163 285	6 111 661	1 257 633	2 060 544
Use of origin/destination stations by passenger trains performance / use of station	945 940	126 262	18 186	1 508
Use of stations by freight trains performance / use of station	110 761	110 033	28 625	

Determination of the amount to be paid

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

2023/2024. (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	661	651	644	650	889	889	889	889
2. Amount of charge of supply part	841	525	502	257	190	114	92	218
3. Amount of mark-up	2 642	2 610	2 582	2 602	2 543	2 542	2 542	2 542
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	4 144	3 786	3 728	3 509	3 622	3 545	3 523	3 649

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

2023/2024. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount of charge of access part	7 901	6 761	6 921
2. Amount of charge of supply part	479	619	610
3. Amount of mark-up	17 978	14 417	14 433
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	26 358	21 797	21 964

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 2024 (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	328 081		-		9 704	
Variable cost component of direct costs to be distributed	16 707		8 333		102 182	
Fixed cost component of direct costs	233 772		-		6 929	
Fixed cost component of direct costs to be distributed	43 514		21 703		266 140	
Supply part cost component of direct cost		-		378 505		2 482 508
Supply part cost component of direct cost to be distributed		1 604		800		9 810
Indirect costs	43 865	113	2 118	26 746	27 145	175 743
Total cost	665 940	1 717	32 154	406 052	412 099	2 668 061

Performance indicator relating to the charge

Table 16: Other complex supplementary services - performance

Performance in 2024	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
Storage of vehicles performance / vehicle / day	2 818 410		
Use of wagon weigh bridges performance / vehicle		28 114	
Use of refuelling facilities performance / litre			38 306 118

Determination of the amount to be paid

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

2023/2024. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount of charge of access part	122	296	3
2. Amount of charge of supply part	1	14 443	70
3. Amount of mark-up	114	848	7
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	237	15 587	80

4.2.3 Shunting services

Costs taken into account when determining the charge

Table 18: Shunting services - summing-up of costs

Costs in 2024 (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	4 964 839	1 742 965	3 318 849	175 254	2 585 668
Supply part cost component of direct cost to be distributed	60 884	21 374	40 699	2 149	31 708
Indirect costs	354 383	124 410	236 895	12 509	184 561
Total costs	5 380 106	1 888 749	3 596 443	189 913	2 801 937

Performance indicator relating to the charge

Table 19: Shunting services - performance

Performance in 2024	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	241 737	61 243	161 598		
Ensuring of traction unit performance / vehicle / hour				3 774	55 551

Determination of the amount to be paid

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

2023/2024. (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	22 256	30 840	22 256	50 318	50 439
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	22 256	30 840	22 256	50 318	50 439

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 2024 (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	14 362 493	22 935	39 268	368 712	130 368
Supply part cost component of direct cost to be distributed	-	281	482	4 521	1 599
Indirect costs	-	1 637	2 803	26 318	9 305
Total costs	14 362 493	24 854	42 553	399 552	141 272

Performance indicator relating to the charge

Table 22: Other supply part of supplementary services - performance

Performance in 2024	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
Ensuring of fuel for traction performance / litre	38 048 818				
Train acceptance performance / person / hour		2 781			
Staff ensured for weighing performance / vehicle			4 769		
Exchange of axles performance / vehicle				5 592	
Use of bogies performance / hour / bogie					992 567

Determination of the amount to be paid

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

2023/2024. (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	377	8 937	8 923	71 446	142
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	377	8 937	8 923	71 446	142

4.3 ADDITIONAL SERVICES

Costs taken into account when determining the charge

Table 24: Additional Services - summing-up of costs

Costs in 2024 (thousand HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Excise tax	Funds under the Act on Electricity
Direct cost	41 342 694	3 945 110	413 427	297 804	2 317 764
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	41 342 694	3 945 110	413 427	297 804	2 317 764

Costs in 2024 (thousand HUF)	Ensuring of electric energy used for other than traction purposes					Ensuring of fuel used for other traction purposes (preheating, precooling)
	Transmitted traction current	System-use	Network loss of transmitted traction current	Excise tax	Funds under the Act on Electricity	
Direct cost	305 842	29 185	3 058	2 203	17 146	97 344
Direct costs to be distributed	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
Total cost	305 842	29 185	3 058	2 203	17 146	97 344

Performance indicator relating to the charge

Table 25: Additional Services - performance

Performance in 2024	Ensuring of traction current	Ensuring of electric energy used for other than traction purposes (preheating, precooling)	Ensuring of fuel used for other than traction purposes (preheating, precooling)
Ensuring of traction current / kWh	951 038 238		
Amount of transmitted electric energy used for other than traction purposes performance / kWh		7 084 920	
Volume of diesel fuel used for other than traction purposes / litre			257 300

Determination of the amount to be paid

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

2023/2024. (HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Excise tax	Funds under the Act on Electricity
1. Amount of charge of supply part	43,5	4,1	0,4	0,3	2,4
2. Amount of mark-up					
3. Amount of discount					
4. Amount of state contribution					
Amount to be paid (1 + 2 - 3 - 4)	43,5	4,1	0,4	0,3	2,4

2023/2024. (HUF)	Ensuring of electric energy used for other than traction purposes					Ensuring of fuel used for other traction purposes (preheating, precooling)
	Transmitted traction current	System-use	Network loss of transmitted traction current	Excise tax	Funds under the Act on Electricity	
1. Amount of charge of supply part	43,2	4,1	0,4	0,3	2,4	378
2. Amount of mark-up						
3. Amount of discount						
4. Amount of state contribution						
Amount to be paid (1 + 2 - 3 - 4)	43,2	4,1	0,4	0,3	2,4	378

4.4 ANCILLARY SERVICES

Costs taken into account when determining the charge

Table 27: Ancillary services - summing-up of costs

Costs in 2024 (thousand HUF)	Ticketing and reckoning activity
Direct cost	7 497
Direct cost to be distributed	92
Indirect cost	535
Total cost	8 125

Performance indicator relating to the charge

Table 28: Ancillary services - performance

Performance in 2024	Ticketing and reckoning activity
Ticketing and reckoning activity performance / ticket	54 938

Determination of the amount to be paid

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

2023/2024. (HUF)	Ticketing and reckoning activity
1. Amount of charge of supply part	148
2. Amount of mark-up	
3. Amount of discount	
4. Amount of state contribution	
Amount to be paid (1 + 2 - 3 - 4)	148

5 Annexes

- Annex 1: All direct costs, direct costs to be distributed and indirect costs of MÁV Zrt for 2024 broken down to services
- Annex 2: Data from the updated business plan of MÁV Zrt for 2021 and 2024
- Annex 3: Performance indicators of MÁV Zrt for 2021 and 2024
- Annex 4: In-kind performances of MÁV Zrt for 2021 and 2024
- Annex 5: Summing-up table of network access charges of MÁV Zrt for the 2023/2024 timetable period

Annex 1: Costs of MÁV Zrt for the timetable year 2024, broken down to services

Services 2023/2024	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total costs (thousand HUF)
Ensuring of train path	1 274 155	24 332	91 561	1 390 049
Running of trains				
Gross ton km proportionate part				
Passenger trains, standard freight trains, locomotive trains	19 058 437	9 373 700	2 004 861	30 436 998
Freight trains of Záhony	1 099 212	83 627	83 407	1 266 246
Corridor freight trains	1 211 117	101 786	92 578	1 405 481
Running of trains				
Train km proportionate part				
Passenger train				
track section category I	6 914 427	38 804 184	3 223 799	48 942 410
track section category II	3 512 634	11 871 065	1 084 765	16 468 463
track section category III	4 772 537	14 865 591	1 384 761	21 022 889
Locomotive train				
track section category I	436 474	2 180 111	184 506	2 801 091
track section category II	181 637	533 607	50 435	765 678
track section category III	63 997	176 684	16 971	257 653
Standard freight train				
track section category I	2 187 962	7 554 193	686 958	10 429 113
track section category II	628 605	1 605 440	157 531	2 391 577
track section category III	206 764	952 597	81 751	1 241 112
Freight train of Záhony				
track section category I	223 037	655 414	61 943	940 395
track section category II	14 315	42 859	4 032	61 205
track section category III	1 366	2 450	269	4 085
Corridor freight train				
track section category I	292 409	836 454	79 601	1 208 464
track section category II	7 878	16 428	1 714	26 020
track section category III	-	-	-	-
Use of catenary	10 575 123	129 682	754 838	11 459 642
Use of stations by passenger trains for stopping				
I. station category	4 010 638	15 978 380	1 409 504	21 398 522
II. station category	2 698 871	18 913 239	1 523 955	23 136 064
III. station category	487 764	3 891 890	308 827	4 688 480
IV. station category	377 222	6 376 591	476 238	7 230 051
Use of origin / destination stations by passenger trains				
I. station category	87 531	3 112 555	225 651	3 425 736
II. station category	2 669	415 457	29 484	447 610
III. station category	9	59 840	4 220	64 069
IV. station category	179	4 962	362	5 503
Use of stations by freight trains				
I. station category	494 695	2 232 432	192 300	2 919 428
II. station category	22 641	2 217 759	157 979	2 398 379
III. station category	10 359	576 948	41 413	628 721
Storage of vehicles	561 854	61 825	43 978	667 657
Use of wagon weigh bridges (scales)	378 505	30 836	28 864	438 205
Use of refuelling facilities	2 499 140	378 131	202 888	3 080 160
Ensuring of shunting staff for passenger trains	4 964 839	60 884	354 383	5 380 106
Ensuring of shunting staff for freight and locomotive trains				
within 8 days	1 742 965	21 374	124 410	1 888 749
more than 8 days	3 318 849	40 699	236 895	3 596 443
Ensuring of traction unit for passenger trains	175 254	2 149	12 509	189 913
Ensuring of traction unit for freight and locomotive trains	2 585 668	31 708	184 561	2 801 937
Ensuring of fuel for traction	14 362 493	-	-	14 362 493
Train acceptance	22 935	281	1 637	24 854
Staff ensured for weighing	39 268	482	2 803	42 553
Exchange of axles	368 712	4 521	26 318	399 552
Use of bogies	130 368	1 599	9 305	141 272
Ensuring of traction current				
Transmitted traction current	41 342 694	-	-	41 342 694
System-use	3 945 110	-	-	3 945 110
Network loss of transmitted traction current	413 427	-	-	413 427
Excise tax	297 804	-	-	297 804
Funds under the Act on Electricity	2 317 764	-	-	2 317 764
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
Transmitted traction current	305 842	-	-	305 842
System-use	29 185	-	-	29 185
Network loss of transmitted traction current	3 058	-	-	3 058
Excise tax	2 203	-	-	2 203
Funds under the Act on Electricity	17 146	-	-	17 146
Ensuring of fuel used for other than traction purposes (preheating, precooling)	97 344	-	-	97 344
Ticketing and reckoning activity	7 497	92	535	8 125
Total	140 784 591	144 224 838	15 645 302	300 654 730

Annex 2: Data from the business plan of MÁV Zrt for 2021 and 2024

Business plan (thousand HUF)	2021	[2021] Cost in charges	2023/2024	[2023/2024] Cost in charges
Net domestic sales	159 025 777		188 265 890	
Net external sales	2 842 943		3 365 676	
I. NET SALES REVENUE	161 868 720	-	191 631 566	-
II. OWN PERFORMANCE CAPITALIZED	9 739 337	- 77 928	5 104 662	- 77 928
III. OTHER INCOME	187 977 338	166 899 738	222 493 597	81 401 099
.....of which State compensation	100 997 160	96 439 064	128 745 800	
Cost of raw materials and consumables	28 341 337	21 874 516	30 145 838	25 850 332
Cost of services	65 950 019	50 901 787	85 401 194	73 232 304
Cost of other service activities	1 118 873	863 573	1 161 351	995 869
Cost of goods sold	45 752 948	44 679 118	64 443 966	63 134 071
Cost of services sold (intermediated)	234 955		287 608	
IV. MATERIAL COSTS	141 398 133	118 318 994	181 439 957	163 212 576
Wages and salaries	91 670 457	85 968 888	112 340 933	107 855 879
Other employee benefits	15 474 344	14 511 896	8 575 789	8 233 413
Contributions on wages and salaries	16 625 030	15 591 013	16 894 348	16 219 865
V. STAFF COSTS	123 769 831	116 071 797	137 811 071	132 309 157
VI. DEPRECIATION	78 524 929	70 198 658	85 615 082	80 232 394
OTHER OPERATING CHARGES	12 052 170	6 465 470	10 098 299	5 901 894
A. OPERATING (TRADING) PROFIT	3 840 332	- 144 233 108	4 265 415	- 300 332 849
INCOME FROM FINANCIAL TRANSACTIONS	366 406	366 406	129 866	129 866
.....of which receivable interest and similar income	176	176		
EXPENSES ON FINANCIAL TRANSACTIONS	388 951	388 951	130 701	130 701
.....of which payable interest and similar income	-			
B. PROFIT OR LOSS FROM FINANCIAL TRANSACTIONS	- 22 545	- 22 545	- 835	- 835
PROFIT BEFORE TAX	3 817 787	- 144 255 653	4 264 580	- 300 333 684
RAY PAYABLE				
PROFIT AFTER TAX	3 817 787	- 144 255 653	4 264 580	- 300 333 684

Annex 3: Performance indicators of MÁV Zrt for 2021 and 2024

Services				2021	2023/2024	Measure unit
Ensuring of train path				105 293 827	117 097 548	train km
Running of trains	Gross ton km proportionate part	Total		41 952 998 971	44 540 703 426	gross ton km
		Passenger trains, Standard freight trains, Locomotive trains		37 586 482 590	39 955 861 226	gross ton km
		Special freight trains - Freight trains of Záhony		2 104 859 009	2 210 101 959	gross ton km
		Special freight trains - Corridor freight trains		2 261 657 372	2 374 740 241	gross ton km
	Train km proportionate part	Total		105 293 827	117 097 548	train km
		Passenger trains	Total	83 665 186	94 607 073	train km
			I.	52 959 399	60 833 629	train km
			II.	14 290 772	14 774 318	train km
			III.	16 415 015	18 999 125	train km
		Locomotive trains	Total	4 294 371	4 334 205	train km
			I.	3 350 821	3 384 330	train km
			II.	722 957	730 068	train km
			III.	220 592	219 807	train km
		Standard freight trains	Total	14 513 400	15 309 275	train km
			I.	11 641 904	12 224 203	train km
			II.	2 275 198	2 388 958	train km
			III.	596 298	696 113	train km
		Special freight trains - Freight trains of Záhony	Total	1 237 770	1 263 896	train km
			I.	1 187 629	1 209 611	train km
			II.	46 212	50 731	train km
	III.		3 929	3 554	train km	
	Special freight trains - Corridor freight trains		Total	1 583 100	1 583 100	train km
			I.	1 557 019	1 557 019	train km
			II.	26 081	26 081	train km
			III.			train km
Use of catenary				78 762 989	82 701 139	electric train km
Use of stations by passenger trains for stopping	Total		12 949 669	14 593 123	use of station	
	Station category I		4 386 380	5 163 285	use of station	
	Station category II		5 609 537	6 111 661	use of station	
	Station category III		1 142 367	1 257 633	use of station	
	Station category IV		1 811 385	2 060 544	use of station	
Used of origin / destination stations by passenger trains	Total		1 336 001	1 091 896	use of station	
	Station category I		1 021 613	945 940	use of station	
	Station category II		282 787	126 262	use of station	
	Station category III		22 729	18 186	use of station	
	Station category IV		8 872	1 508	use of station	
Use of station by freight trains	Total		241 500	249 419	use of station	
	Station category I		107 015	110 761	use of station	
	Station category II		106 828	110 033	use of station	
	Station category III		27 657	28 625	use of station	
Storage of vehicles				2 982 040	2 818 410	vehicle/day
Use of wagon weigh bridges (scales)				27 295	28 114	vehicle (pcs)
Use of refuelling facilities				36 350 327	38 306 118	litre
Ensuring of shunting staff for passenger trains				228 262	241 737	person/hour
Ensuring of shunting staff for freight and locomotive trains	Total		258 374	222 841	person/hour	
	within 8 days		56 254	61 243	person/hour	
	more than 8 days		202 120	161 598	person/hour	
Ensuring of traction unit for passenger trains				3 932	3 774	vehicle/hour
Ensuring of traction unit for freight and locomotive trains				58 015	55 551	vehicle/hour
Ensuring of fuel for traction				36 242 055	38 048 818	litre
Train acceptance				2 743	2 780,94	person/hour
Staff ensured for weighing				2 376	4 769	vehicle (pcs)
Exchange of axles				5 339	5 592	vehicle (pcs)
Use of bogies				1 095 872	992 567	hour /bogies
Ensuring of traction current				905 540 548	951 038 238	kWh
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				12 239 144	7 084 920	kWh
Ensuring of fuel used for other than traction purposes (preheating, precooling)				260 661	257 300	litre
Ticketing and reckoning activity				63 604	54 938	ticket

Annex 4: In-kind performances of MÁV Zrt for 2021 and 2024

Denomination of in-kind performances	2021	2023/2024
Number of use of track routes by departing trains	1 391 513	1 461 089
Number of use of track routes by through trains	32 563 744	35 834 767
Passenger trains, Standard freight trains, Locomotive trains	31 949 775	35 139 697
Passenger trains	26 399 796	29 322 427
track section category I	15 507 781	17 360 670
track section category II	5 150 170	5 311 016
track section category III	5 741 846	6 650 742
Locomotive trains	1 294 690	1 293 142
track section category I	956 214	975 364
track section category II	216 708	238 731
track section category III	121 768	79 047
Standard freight trains	4 255 289	4 524 128
track section category I	3 190 490	3 379 683
track section category II	665 032	718 261
track section category III	399 766	426 184
Special freight trains - Freight trains of Záhony	232 396	313 498
track section category I	217 679	293 227
track section category II	13 649	19 175
track section category III	1 068	1 096
Special freight trains - Corridor freight trains	381 573	381 573
track section category I	374 223	374 223
track section category II	7 350	7 350
track section category III		
Number of use of track routes by passenger trains for stopping	12 949 669	14 593 123
track section category I	4 386 380	5 163 285
track section category II	5 609 537	6 111 661
track section category III	1 142 367	1 257 633
track section category IV	1 811 385	2 060 544
Number of use of track routes by passenger trains for reversing direction	1 336 001	1 091 896
track section category I	1 021 613	945 940
track section category II	282 787	126 262
track section category III	22 729	18 186
track section category IV	8 872	1 508
Number of use of track routes by freight trains	1 207 500	1 247 095
track section category I	535 075	553 805
track section category II	534 140	550 165
track section category III	138 285	143 125
Number of use of track routes for access to refuelling facilities	109 051	114 918
Number of use of track routes for access to wagon weigh bridges	9 098	9 371
Number of use of track routes for storages of vehicles	19 880	18 789

Annex 5/a: Summing-up table of network access charges of MÁV Zrt for the 2023/2024 timetable period (HUF)

Services - MÁV Zrt. 2023/2024	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	11	-	-	12
Running of trains						
Gross ton km proportionate part						
Passenger trains, Standard freight trains, Locomotive trains	0,36	-	0,40	-	-	0,76
Special freight trains - Freight trains of Záhony	0,27	-	0,30	-	-	0,57
Special freight trains - Corridor freight trains	0,28	-	0,31	-	-	0,59
Train km proportionate part						
Passenger trains						
track section category I	64	-	741	-	-	805
track section category II	99	-	1 016	-	-	1 115
track section category III	101	-	1 006	-	-	1 107
Locomotive trains						
track section category I	66	-	762	-	-	828
track section category II	95	-	954	-	-	1 049
track section category III	109	-	1 063	-	-	1 172
Standard freight trains						
track section category I	68	-	785	-	-	853
track section category II	88	-	913	-	-	1 001
track section category III	153	-	1 630	-	-	1 783
Special freight trains - Freight trains of Záhony						
track section category I	62	-	715	-	-	777
track section category II	107	-	1 099	-	-	1 206
track section category III	109	-	1 041	-	-	1 150
Special freight trains - Corridor freight trains						
track section category I	62	-	714	-	-	776
track section category II	90	-	908	-	-	998
track section category III	-	-	-	-	-	-
Use of category	68	-	71	-	-	139
Use of stations by passenger trains for stopping						
I. station category	661	841	2 642	-	-	4 144
II. station category	651	525	2 610	-	-	3 786
III. station category	644	502	2 582	-	-	3 728
IV. station category	650	257	2 602	-	-	3 509
Use of origin / destination stations by passenger trains						
I. station category	889	190	2 543	-	-	3 622
II. station category	889	114	2 542	-	-	3 545
III. station category	889	92	2 542	-	-	3 523
IV. station category	889	218	2 542	-	-	3 649
Use of stations by freight trains						
I. station category	7 901	479	17 978	-	-	26 358
II. station category	6 761	619	14 417	-	-	21 797
III. station category	6 921	610	14 433	-	-	21 964
Storage of vehicles	122	1	114	-	-	237
Use of wagon weigh bridges (scales)	296	14 443	848	-	-	15 587
Use of refuelling facilities	3	70	7	-	-	80
Ensuring of shunting staff for passenger trains	-	22 256	-	-	-	22 256
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	-	30 840	-	-	-	30 840
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	22 256	-	-	-	22 256
Ensuring of traction unit for passenger trains	-	50 318	-	-	-	50 318
Ensuring for traction unit for freight and locomotive trains	-	50 439	-	-	-	50 439
Ensuring of fuel traction	-	377	-	-	-	377
Train acceptance	-	8 937	-	-	-	8 937
Staff ensured for weighing	-	8 923	-	-	-	8 923
Exchange of axles	-	71 446	-	-	-	71 446
Use of bogies	-	142	-	-	-	142
Ensuring of traction current						
Transmitted traction current	-	43,5	-	-	-	43,5
System-use	-	4,1	-	-	-	4,1
Network loss of transmitted traction current	-	0,4	-	-	-	0,4
Excise tax	-	0,3	-	-	-	0,3
Funds under the Act on Electricity	-	2,4	-	-	-	2,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted traction current	-	43,2	-	-	-	43,2
System-use	-	4,1	-	-	-	4,1
Network loss of transmitted traction current	-	0,4	-	-	-	0,4
Excise tax	-	0,3	-	-	-	0,3
Funds under the Act on Electricity	-	2,4	-	-	-	2,4
Ensuring of fuel used for other than traction purposes (preheating, precooling)	-	378	-	-	-	378
Ticketing and reckoning activity	-	148	-	-	-	148

Annex 5/b: Summing-up table of network access charges of MÁV Zrt for the 2023/2024 timetable period (HUF), broken down by Network Statement

Services - MÁV Zrt. 2023/2024	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	11	12
Running of trains			
Gross ton km proportionate part			
Passenger trains, Standard freight trains, Locomotive trains	0,36	0,40	0,76
Special freight trains - Freight trains of Záhony	0,27	0,30	0,57
Special freight trains - Corridor freight trains	0,28	0,31	0,59
Train km proportionate part			
Passenger trains			
track section category I	64	741	805
track section category II	99	1 016	1 115
track section category III	101	1 006	1 107
Locomotive trains			
track section category I	66	762	828
track section category II	95	954	1 049
track section category III	109	1 063	1 172
Standard freight trains			
track section category I	68	785	853
track section category II	88	913	1 001
track section category III	153	1 630	1 783
Special freight trains - Freight trains of Záhony			
track section category I	62	715	777
track section category II	107	1 099	1 206
track section category III	109	1 041	1 150
Special freight trains - Corridor freight trains			
track section category I	62	714	776
track section category II	90	908	998
track section category III			
Use of catenary	68	71	139
Use of stations by passenger trains for stopping			
I. station category	1 502	2 642	4 144
II. station category	1 176	2 610	3 786
III. station category	1 146	2 582	3 728
IV. station category	907	2 602	3 509
Use of origin / destination stations by passenger trains			
I. station category	1 079	2 543	3 622
II. station category	1 003	2 542	3 545
III. station category	981	2 542	3 523
IV. station category	1 107	2 542	3 649
Use of stations by freight trains			
I. station category	8 380	17 978	26 358
II. station category	7 380	14 417	21 797
III. station category	7 531	14 433	21 964
Storage of vehicles	123	114	237
Use of wagon weigh bridges (scales)	14 739	848	15 587
Use of refuelling facilities	73	7	80
Ensuring of shunting staff for passenger trains	22 256	-	22 256
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	30 840	-	30 840
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	22 256	-	22 256
Ensuring of traction unit for passenger trains	50 318	-	50 318
Ensuring for traction unit for freight and locomotive trains	50 439	-	50 439
Ensuring of fuel traction	377	-	377
Train acceptance	8 937	-	8 937
Staff ensured for weighing	8 923	-	8 923
Exchange of axles	71 446	-	71 446
Use of bogies	142	-	142
Ensuring of traction current			
Transmitted traction current	43,5	-	43,5
System-use	4,1	-	4,1
Network loss of transmitted traction current	0,4	-	0,4
Excise tax	0,3	-	0,3
Funds under the Act on Electricity	2,4	-	2,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted traction current	43,2	-	43,2
System-use	4,1	-	4,1
Network loss of transmitted traction current	0,4	-	0,4
Excise tax	0,3	-	0,3
Funds under the Act on Electricity	2,4	-	2,4
Ensuring of fuel used for other than traction purposes (preheating, precooling)	378	-	378
Ticketing and reckoning activity	148	-	148