

Effective: from 28 April 2023  
 Applicable: from 28 April 2023

TEXT

1. 5.5.2.1 Content of the service

The following modification was made:

The Infrastructure Managers **GYSEV Zrt** provide this service in service places and operation hours defined by Annex 5.5.2.1.

**MÁV Zrt does not provide this service.**

2. 5.5.2.2 Charges

The following modification was made:

Amount to be paid in the case of using the service specified in point 5.5.2.1.  
 Measure unit: HUF/ticket. Amounts to be paid in the case of individual Infrastructure Managers **GYSEV Zrt** can be found in tables below.

Charging elements of Ticketing and reckoning activity on the network of MÁV Zrt

Ancillary services	Amount to be paid
Ticketing and reckoning activity Unit: HUF/ticket	116

ANNEXES

3. 5.5.2.1 Ticketing and reckoning activity

The following modification was made:

~~MÁV Zrt.~~

Service place	Code of the service place
Nagyatád	08631
Nagydorog	06684
Szőny	01198

4. 5.2.6 Summing-up table of network access charges of MÁV Zrt for the 2022/2023 timetable period (HUF)

The following modification was made:

Summing-up table of network access charges of MÁV Zrt for the 2022/2023 timetable period (HUF)

Services of MÁV Zrt. 2022/2023	Charge	Mark-up	Amount to be paid
	1	8	9
Ensuring of train path	1	8	9
Running of trains			
Gross ton proportionate part			
Passenger train, Standard freight train, Locomotive train	0,30	-	0,30
Special freight train- Freight train of Záhony	0,26	-	0,26
Special freight train- Corridor freight train	0,28	0,01	0,29
Train km proportionate part			
Passenger trains			
track section category I	63	327	390
track section category II	98	243	341
track section category III	93	35	128
Locomotive trains			
track section category I	64	346	410
track section category II	95	310	405
track section category III	105	285	390
Standard freight trains			
track section category I	64	396	460
track section category II	86	341	427
track section category III	145	83	228
Special freight trains - Freight train of Záhony			
track section category I	60	361	421
track section category II	106	282	388
track section category III	104	107	211
Special freight trains - Corridor freight train			
track section category I	55	404	459
track section category II	89	337	426
track section category III			
Use of catenary	47	19	66
Use of stations by passenger trains for stopping			
I. station category	1 479	1 820	3 299
II. station category	1 089	1 679	2 768
III. station category	1 023	897	1 920
IV. station category	826	892	1 718
Use of origin/destination stations by passenger trains			
I. station category	914	1 376	2 290
II. station category	867	959	1 826
III. station category	854	59	913
IV. station category	913	-	913
Use of stations by freight trains			
I. station category	5 050	-	5 050
II. station category	2 530	-	2 530
III. station category	800	-	800
Storage of vehicles	95	97	192
Use of wagon weigh bridges (scales)	2 700	-	2 700
Use of refuelling facilities	27	-	27
Ensuring of shunting staff for passenger trains	8 660	-	8 660
Ensuring of shunting staff freight and locomotive trains ordered within 8 days before the scheduled use of the service	5 650	-	5 650
Ensuring of shunting staff freight and locomotive trains ordered more than 8 days before the scheduled use of the service	4 500	-	4 500
Ensuring of traction unit for passenger trains	40 623	-	40 623
Ensuring of traction unit for freight and locomotive trains	25 350	-	25 350
Ensuring of fuel for traction	276	-	276
Staff providing train acceptance	4 500	-	4 500
Staff ensured for weighing	4 500	-	4 500
Exchange of axles	27 960	-	27 960
Use of bogies	49	-	49
Ensuring of traction current			
Transmitted traction current	21,8	-	21,8
System-use	4,3	-	4,3
Network loss of transmitted traction current	0,6	-	0,6
Energy tax	0,3	-	0,3
Funds under the Act on Electricity	4,4	-	4,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted electric energy used for other than traction purposes	22,3	-	22,3
System-use	4,7	-	4,7
Network loss of transmitted electric energy used for other than traction purposes	0,3	-	0,3
Energy tax	0,3	-	0,3
Funds under the Act on Electricity	3,9	-	3,9
Ensuring of fuel used for other than traction purposes (preheating, precooling)	278	-	278
Ticketing and reckoning activity	116	-	116

Charge	Mark-up	Amount to be paid
1	8	9
0,30	-	0,30
0,26	-	0,26
0,28	0,01	0,29
63	327	390
98	243	341
93	35	128
64	346	410
95	310	405
105	285	390
64	396	460
86	341	427
145	83	228
60	361	421
106	282	388
104	107	211
55	404	459
89	337	426
47	19	66
1 479	1 820	3 299
1 089	1 679	2 768
1 023	897	1 920
826	892	1 718
914	1 376	2 290
867	959	1 826
854	59	913
913	-	913
5 050	-	5 050
2 530	-	2 530
800	-	800
95	97	192
2 700	-	2 700
27	-	27
8 660	-	8 660
5 650	-	5 650
4 500	-	4 500
40 623	-	40 623
25 350	-	25 350
276	-	276
4 500	-	4 500
4 500	-	4 500
27 960	-	27 960
49	-	49
21,8	-	21,8
4,3	-	4,3
0,6	-	0,6
0,3	-	0,3
4,4	-	4,4
22,3	-	22,3
4,7	-	4,7
0,3	-	0,3
0,3	-	0,3
3,9	-	3,9
278	-	278
-	-	-

5. 5.2-2 Charging Document

The following modification was made:

### Charging Document of MÁV Zrt.

#### 1. 2.3 Basis of modification of the CD

The following modifications were made:

##### 2.3.1 Modification No. 1 of the CD

Until the date of publication Network Statement 2022/2023, the Infrastructure Manager did not send the notification, about the amount and use of state contribution on 2022/2023 timetable period.

On December 23, 2021, MÁV Zrt. sent to VPE Kft. Letter No 41560/2021 / MAV, which contains the amount and use of state contribution on 2022/23 timetable period. Accordingly, the cost base of the related network access charges could be reduced by HUF 98.540 billion. See section 3.8 for more details.

##### 2.3.2 Modification No. 2 of the CD

On 22 March 2023, MÁV sent a letter to VPE with the registration number 10438/2023/MÁV, informing that it no longer intends to provide the services of ticketing and reckoning activity as the performance of these services is not realised. On this basis, the cost items related to the charging condition of the service have been reclassified to costs not included in the charging condition in accordance with point 2.3.4 of the CM and the service will be deleted from the services provided by MÁV. There was no state contribution related to this service.

#### 2. The following tables have been changed

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

The following modifications were made:

	thousand HUF	%
Direct costs	111 259 321	46%
<del>Direct costs to be distributed</del>	<del>117 703 394</del>	<del>48%</del>
Indirect costs	14 810 149	6%
<b>Total costs</b>	<b>243 772 864</b>	<b>100%</b>
	thousand HUF	%
Direct costs	111 250 358	46%
Direct costs to be distributed	117 703 299	48%
Indirect costs	14 809 437	6%
<b>Total costs</b>	<b>243 763 094</b>	<b>100%</b>
Ancillary services	thousand HUF	%
Direct costs	8 963	92%
<del>Direct costs to be distributed</del>	<del>95</del>	<del>1%</del>
Indirect costs	712	7%
<b>Total costs</b>	<b>9 770</b>	<b>100%</b>

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

	thousand HUF	%
Basic services	130 288 210	53,4%
Supplementary services	83 299 043	34,2%
Additional services	30 175 841	12,4%
Ancillary services	9 770	0,004%
Total cost	243 772 864	100%
	thousand HUF	%
Basic services	130 288 210	53,4%
Supplementary services	83 299 043	34,2%
Additional services	30 175 841	12,4%
Total cost	243 763 094	100%

### 3. Section 4.4 has been deleted

#### 4.4 Ancillary services

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

Table 27: Ancillary services – summing-up of costs

Costs in 2023 (thousand HUF)	Ticketing and reckoning activity
Direct cost	8 963
Direct costs to be distributed	95
Indirect cost	712
Total cost	9 770

#### Performance indicator relating to the charge

Table 28: Ancillary services – performance

Performance in 2022	Ticketing and reckoning activity
Ticketing and reckoning activity performance / ticket	84 566

#### Determination of the amount to be paid

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

2022/2023. (HUF)	Ticketing and reckoning activity
1. Amount of charge of supply part	116
2. Amount of mark-up	
3. Amount of discount	
4. Amount of state contribution	
Amount to be paid (1 + 2 - 3 - 4)	116

## 4. The following CD annexes have been changed

## Annex 1: All direct costs, direct costs to be distributed and indirect costs of MÁV Zrt for 2023 broken down to services

The following modifications were made:

Services 2022/23	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total (thousand HUF)
Ensuring of train path	905 329	24 008	73 020	1 002 357
Running of trains				
Gross ton proportionate part				
Passenger train, standard freight train, locomotive train	19 636 507	6 164 841	2 027 268	27 828 616
Special freight train - Freight train of Záhony	1 154 954	58 489	95 343	1 308 786
Special freight train - Corridor freight train	1 206 052	68 375	100 135	1 374 562
Running of trains				
Train km proportionate part				
Passenger train				
track section category I	6 167 096	31 492 726	2 959 014	40 618 836
track section category II	3 186 296	10 374 337	1 065 488	14 626 122
track section category III	4 120 367	12 022 203	1 268 357	17 410 927
Locomotive train				
track section category I	367 032	1 700 988	162 489	2 230 510
track section category II	135 729	462 395	46 996	645 121
track section category III	56 703	154 686	16 609	227 998
Standard freight train				
track section category I	1 966 058	6 335 978	652 309	8 954 345
track section category II	538 272	1 264 945	141 683	1 944 900
track section category III	176 565	853 137	80 906	1 110 607
Special freight train - Freight train of Záhony				
track section category I	206 391	573 809	61 302	841 502
track section category II	13 276	37 523	3 991	54 790
track section category III	1 158	2 145	260	3 563
Special freight train - Corridor freight train				
track section category I	261 446	660 662	72 452	994 560
track section category II	19 593	56 508	5 979	82 080
track section category III	-	-	-	-
Use of catenary	8 282 449	87 904	657 677	9 028 029
Use of stations by passenger trains for stopping				
I. station category	3 502 606	12 297 781	1 241 471	17 041 858
II. station category	2 375 727	15 879 986	1 434 391	19 690 105
III. station category	414 699	3 338 286	294 880	4 047 865
IV. station category	398 737	5 771 014	484 771	6 654 522
Use of origin/destination stations by passenger trains				
I. station category	47 274	2 147 830	172 474	2 367 579
II. station category	3 310	477 118	37 748	518 177
III. station category	46	17 809	1 403	19 259
IV. station category	276	5 307	439	6 022
Use of stations by freight trains				
I. station category	652 383	1 987 863	207 450	2 847 696
II. station category	12 128	2 305 917	182 134	2 500 179
III. station category	3 226	549 849	43 456	596 532
Storage of vehicles	469 695	55 746	41 285	566 725
Use of wagon weigh bridges (scales)	326 356	26 130	27 696	380 182
Use of refuelling facilities	1 969 020	317 500	179 657	2 466 177
Ensuring of shunting staff for passenger trains	3 839 307	40 747	304 864	4 184 919
Ensuring of shunting staff freight and locomotive trains				
within 8 days	1 102 446	11 701	87 541	1 201 688
more than 8 days	3 528 968	37 454	280 222	3 846 644
Ensuring of traction unit for passenger trains	203 772	2 163	16 181	222 115
Ensuring of traction unit for freight and locomotive trains	3 046 954	32 338	241 947	3 321 238
Ensuring of fuel for traction	10 295 864	-	-	10 295 864
Train acceptance	27 405	291	2 176	29 872
Staff ensured for weighing	37 915	402	3 011	41 328
Exchange of axles	294 377	3 124	23 375	320 876
Use of bogies	120 752	1 282	9 588	131 622
Ensuring of traction current				
Transmitted traction current	20 702 526	-	-	20 702 526
System-use	4 103 216	-	-	4 103 216
Network loss of transmitted traction current	585 696	-	-	585 696
Energy tax	294 533	-	-	294 533
Funds under the Act on Electricity	4 194 692	-	-	4 194 692
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
Transmitted traction current	157 874	-	-	157 874
System-use	33 028	-	-	33 028
Network loss of transmitted traction current	2 182	-	-	2 182
Energy tax	2 200	-	-	2 200
Funds under the Act on Electricity	27 405	-	-	27 405
Ensuring of fuel used for other than traction purposes (preheating, precooling)	72 490	-	-	72 490
<del>Ticketing and reckoning activity-</del>	<del>8 963</del>	<del>95</del>	<del>712</del>	<del>9 770</del>
<b>Total</b>	<b>111 259 324</b>	<b>117 703 299</b>	<b>14 809 437</b>	<b>243 772 864</b>
<b>Total</b>	<b>111 250 358</b>	<b>117 703 299</b>	<b>14 809 437</b>	<b>243 763 094</b>

### Annex 3: Performance indicators of MÁV Zrt for 2020 and 2023

The following modifications were made:

Services		2020	2022/2023	Measure unit		
Ensuring of train path		100 225 687	111 142 870	train km		
Running of trains	Gross ton km proportionate part	Total	39 652 161 962	43 005 982 664	gross ton km	
		Passenger trains, Standard freight trains, Locomotive trains	35 263 892 005	38 553 023 866	gross ton km	
		Special freight trains - Freight trains	2 180 112 851	2 173 465 727	gross ton km	
		Special freight trains- Corridor freight	2 208 157 106	2 279 493 071	gross ton km	
	Train km proportionate part	Passenger trains	Total	100 225 687	111 142 870	train km
			Total	79 122 339	89 197 825	train km
			I.	50 030 860	55 317 129	train km
			II.	14 957 434	14 929 161	train km
		Locomotive trains	Total	3 953 134	3 906 823	train km
			I.	3 046 416	3 009 693	train km
			II.	701 350	677 323	train km
			III.	205 367	219 807	train km
		Standard freight trains	Total	14 269 094	15 108 853	train km
			I.	11 511 271	12 111 113	train km
			II.	2 217 263	2 279 090	train km
			III.	540 560	718 649	train km
		Special freight trains Freight trains of Záhony	Total	1 267 962	1 264 096	train km
			I.	1 209 611	1 209 611	train km
			II.	54 801	50 931	train km
		Special freight trains Corridor freight trains	Total	3 550	3 554	train km
I.	1 613 159		1 665 273	train km		
II.	1 532 281		1 574 003	train km		
	III.	80 878	91 270	train km		
	III.	-	-	train km		
Use of catenary		75 034 318	80 080 140	electric train km		
Use of stations by passenger trains for stopping	Total	12 541 841	13 793 583	use of stations		
	Station category I	4 179 342	4 549 311	use of stations		
	Station category II	5 199 474	5 874 474	use of stations		
	Station category III	1 570 045	1 234 930	use of stations		
	Station category IV	1 592 980	2 134 868	use of stations		
Use of origin/destination stations by passenger trains	Total	1 306 266	934 065	use of stations		
	Station category I	1 029 365	757 615	use of stations		
	Station category II	233 891	168 296	use of stations		
	Station category III	26 394	6 282	use of stations		
	Station category IV	16 616	1 872	use of stations		
Use of stations by freight trains	Total	238 909	274 428	use of stations		
	Station category I	105 979	112 627	use of stations		
	Station category II	107 361	130 648	use of stations		
	Station category III	25 569	31 153	use of stations		
Storage of vehicles		3 120 753	2 949 511	vehicle/day		
Use of wagon weigh bridges (scales)		28 222	27 651	vehicle(pcs)		
Use of refuelling facilities		35 589 497	37 331 153	litre		
Ensuring of shunting staff for passenger trains		224 650	245 623	person/hour		
Ensuring of shunting staff freight and locomotive trains	Total	263 260	231 413	person/hour		
	within 8 days	56 969	69 815	person/hour		
	more than 8 days	206 291	161 598	person/hour		
Ensuring of traction unit for passenger trains		4 002	3 842	vehicle/hour		
Ensuring of traction unit for freight and locomotive trains		59 841	57 272	vehicle/hour		
Ensuring of fuel for traction		35 322 720	37 331 153	litre		
Train acceptance		2 826	2 864	person/hour		
Staff ensured for weighing		4 437	6 746	vehicle(pcs)		
Exchange of axles		3 965	4 153	vehicle(pcs)		
Use of bogies		989 720	896 422	hour/bogies		
Ensuring of traction current		862 695 377	948 577 021	kWh		
Ensuring of electric energy used for other than traction purposes (preheating, precooling)		8 146 750	7 084 920	kWh		
Ensuring of fuel used for other than traction purposes (preheating, precooling)		266 776	261 000	litre		
<del>Ticketing and reckoning activity</del>		<del>84 566</del>	<del>84 566</del>	<del>ticket</del>		

**Annex 5/a: Summing-up table of network access charges of MÁV Zrt for the 2022/2023 timetable period (HUF)**

The following modifications were made:

Services - MÁV Zrt. 2022/2023	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	8	-	0	9
Running of trains						
Gross ton proportionate part						
Passenger train, Standard freight train, Locomotive train	0,36	-	0,36	-	0,42	0,30
Special freight train - Freight train of Záhony	0,27	-	0,33	-	0,34	0,26
Special freight train - Corridor freight train	0,28	-	0,32	-	0,31	0,29
Train km proportionate part						
Passenger trains						
track section category I	63	-	671	-	344	390
track section category II	98	-	882	-	639	341
track section category III	93	-	826	-	791	128
Locomotive trains						
track section category I	64	-	677	-	331	410
track section category II	95	-	857	-	547	405
track section category III	105	-	932	-	647	390
Standard freight trains						
track section category I	64	-	675	-	279	460
track section category II	86	-	767	-	426	427
track section category III	145	-	1 400	-	1 317	228
Special freight trains - Freight train of Záhony						
track section category I	60	-	636	-	275	421
track section category II	106	-	970	-	688	388
track section category III	104	-	898	-	791	211
Special freight trains - Corridor freight train						
track section category I	55	-	577	-	173	459
track section category II	89	-	810	-	473	426
track section category III	-	-	-	-	-	-
Use of catenary	47	-	66	-	47	66
Use of stations by passenger trains for stopping						
I. station category	612	867	2 267	-	447	3 299
II. station category	614	475	2 263	-	584	2 768
III. station category	609	414	2 255	-	1 358	1 920
IV. station category	609	217	2 291	-	1 399	1 718
Use of origin/destination stations by passenger trains						
I. station category	762	152	2 211	-	835	2 290
II. station category	762	105	2 212	-	1 253	1 826
III. station category	762	92	2 212	-	2 153	913
IV. station category	762	244	2 211	-	2 304	913
Use of stations by freight trains						
I. station category	6 761	2 257	16 266	-	20 234	5 050
II. station category	5 892	511	12 734	-	16 607	2 530
III. station category	5 933	460	12 755	-	18 348	800
Storage of vehicles	94	1	97	-	0	192
Use of wagon weigh bridges (scales)	254	12 758	737	-	11 049	2 700
Use of refuelling facilities	3	57	6	-	39	27
Ensuring of shunting staff for passenger trains	-	17 038	-	-	8 378	8 660
Ensuring of shunting staff freight and locomotive trains ordered within 8 days before the scheduled use of the service	-	17 212	-	-	11 562	5 650
Ensuring of shunting staff freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	23 804	-	-	19 304	4 500
Ensuring of traction unit for passenger trains	-	57 812	-	-	17 189	40 623
Ensuring of traction unit for freight and locomotive trains	-	57 991	-	-	32 641	25 350
Ensuring of fuel for traction	-	276	-	-	-	276
Train acceptance	-	10 431	-	-	5 931	4 500
Staff ensured for weighing	-	6 126	-	-	1 626	4 500
Exchange of axles	-	77 260	-	-	49 300	27 960
Use of bogies	-	147	-	-	98	49
Ensuring of traction current						
Transmitted traction current	-	21,8	-	-	-	21,8
System-use	-	4,3	-	-	-	4,3
Network loss of transmitted traction current	-	0,6	-	-	-	0,6
Energy tax	-	0,3	-	-	-	0,3
Funds under the Act on Electricity	-	4,4	-	-	-	4,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted electric energy used for other than traction purposes	-	22,3	-	-	-	22,3
System-use	-	4,7	-	-	-	4,7
Network loss of transmitted electric energy used for other than traction purposes	-	0,3	-	-	-	0,3
Energy tax	-	0,3	-	-	-	0,3
Funds under the Act on Electricity	-	3,9	-	-	-	3,9
Ensuring of fuel used for other than traction purposes (preheating, precooling)	-	278	-	-	-	278
<del>Ticketing and reckoning activity</del>		<del>116</del>				<del>116</del>

## Annex 5/b: Summing-up table of network access charges of MÁV Zrt for the 2022/2023 timetable period (HUF) broken down by Network Statement

The following modifications were made:

Services - MÁV Zrt. 2022/2023	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	8	9
Running of trains			
Gross ton proportionate part			
Passenger train, Standard freight train, Locomotive train	0,30	-	0,30
Special freight train - Freight train of Záhony	0,26	-	0,26
Special freight train - Corridor freight train	0,28	0,01	0,29
Train km proportionate part			
Passenger trains			
track section category I	63	327	390
track section category II	98	243	341
track section category III	93	35	128
Locomotive trains			
track section category I	64	346	410
track section category II	95	310	405
track section category III	105	285	390
Standard freight trains			
track section category I	64	396	460
track section category II	86	341	427
track section category III	145	83	228
Special freight trains - Freight train of Záhony			
track section category I	60	361	421
track section category II	106	282	388
track section category III	104	107	211
Special freight trains - Corridor freight train			
track section category I	55	404	459
track section category II	89	337	426
track section category III			
Use of catenary	47	19	66
Use of stations by passenger trains for stopping			
I. station category	1 479	1 820	3 299
II. station category	1 089	1 679	2 768
III. station category	1 023	897	1 920
IV. station category	826	892	1 718
Use of origin/destination stations by passenger trains			
I. station category	914	1 376	2 290
II. station category	867	959	1 826
III. station category	854	59	913
IV. station category	913	-	913
Use of stations by freight trains			
I. station category	5 050	-	5 050
II. station category	2 530	-	2 530
III. station category	800	-	800
Storage of vehicles	95	97	192
Use of wagon weigh bridges (scales)	2 700	-	2 700
Use of refuelling facilities	27	-	27
Ensuring of shunting staff for passenger trains	8 660	-	8 660
Ensuring of shunting staff freight and locomotive trains ordered within 8 days before the scheduled use of the service	5 650	-	5 650
Ensuring of shunting staff freight and locomotive trains ordered more than 8 days before the scheduled use of the service	4 500	-	4 500
Ensuring of traction unit for passenger trains	40 623	-	40 623
Ensuring of traction unit for freight and locomotive trains	25 350	-	25 350
Ensuring of fuel for traction	276	-	276
Train acceptance	4 500	-	4 500
Staff ensured for weighing	4 500	-	4 500
Exchange of axles	27 960	-	27 960
Use of bogies	49	-	49
Ensuring of traction current			
Transmitted traction current	21,8	-	21,8
System-use	4,3	-	4,3
Network loss of transmitted traction current	0,6	-	0,6
Energy tax	0,3	-	0,3
Funds under the Act on Electricity	4,4	-	4,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted electric energy used for other than traction purposes	22,3	-	22,3
System-use	4,7	-	4,7
Network loss of transmitted electric energy used for other than traction purposes	0,3	-	0,3
Energy tax	0,3	-	0,3
Funds under the Act on Electricity	3,9	-	3,9
Ensuring of fuel used for other than traction purposes (preheating, precooling)	278	-	278
<del>Ticketing and reckoning activity</del>	<del>116</del>	<del>-</del>	<del>116</del>



6. 4.5-2 Ranking of train types in train categories from business and traffic point of view

The following modification was made:

Train category in the Network Statement	Classification corresponding to Sec. 17 (3) of Decree No. 55/2015 . NFM	Business train types			Traffic train types in the working timetable		
		Abbreviation	Full name	Code	Abbreviation	Full name	Code
		Trains performing domestic freight transport					
D	d	Bt	Domestic combined traffic freight train	49	Gt	Domestic fast freight train	34