

Effective: from 28 April 2023
 Applicable: from 10 December 2023

TEXT

1. 5.5.2.1 Ticketing and reckoning activity Content of the service

GYSEV Zrt. ~~The Infrastructure Managers~~ provides 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

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 **GYSEV Zrt.** ~~individual Infrastructure Managers~~ 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	148

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

Ancillary services	Amount to be paid
Ticketing and reckoning activity Unit: HUF/ticket	199

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

4. 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	Bk	Domestic combined traffic freight train	49	Gt	Domestic fast freight train	34

5. 5.2.6 List of services and charges

The following modification was made

Modification: 3, 6 Network Statement 2023/2024			Annex 5.2-6			
Summing-up table of network access charges of MÁV Zrt for the 2023/2024 timetable period (HUF)						
Services of MÁV Zrt. 2023/2024	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	8	9	1	8	9
Running of trains						
Gross ton proportionate part						
Passenger train, Standard freight train, Locomotive train	0,30	0,00	0,30	0,30	0,00	0,30
Special freight train- Freight train of Záhony	0,26	0,00	0,26	0,26	0,00	0,26
Special freight train- Corridor freight train	0,28	0,01	0,29	0,28	0,01	0,29
Train km proportionate part						
Passenger trains						
track section category I	64	326	390	64	326	390
track section category II	99	242	341	99	242	341
track section category III	101	27	128	101	27	128
Locomotive trains						
track section category I	66	344	410	66	344	410
track section category II	95	310	405	95	310	405
track section category III	109	281	390	109	281	390
Standard freight trains						
track section category I	68	392	460	68	392	460
track section category II	88	339	427	88	339	427
track section category III	153	75	228	153	75	228
Special freight trains - Freight train of Záhony						
track section category I	62	359	421	62	359	421
track section category II	107	281	388	107	281	388
track section category III	109	102	211	109	102	211
Special freight trains - Corridor freight train						
track section category I	62	397	459	62	397	459
track section category II	90	336	426	90	336	426
track section category III			0			0
Use of catenary	66	0	66	66	0	66
Use of stations by passenger trains for stopping						
I. station category	1 502	1 797	3 299	1 502	1 797	3 299
II. station category	1 176	1 592	2 768	1 176	1 592	2 768
III. station category	1 146	774	1 920	1 146	774	1 920
IV. station category	907	811	1 718	907	811	1 718
Use of origin/destination stations by passenger trains						
I. station category	1 079	1 211	2 290	1 079	1 211	2 290
II. station category	1 003	823	1 826	1 003	823	1 826
III. station category	913	-	913	913	-	913
IV. station category	913	-	913	913	-	913
Use of stations by freight trains						
I. station category	5 050	-	5 050	5 050	-	5 050
II. station category	2 530	-	2 530	2 530	-	2 530
III. station category	800	-	800	800	-	800
Storage of vehicles	123	69	192	123	69	192
Use of wagon weigh bridges (scales)	2 700	0	2 700	2 700	0	2 700
Use of refuelling facilities	27	0	27	27	0	27
Ensuring of shunting staff for passenger trains	8 660		8 660	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	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	4 500		4 500
Ensuring of traction unit for passenger trains	40 623		40 623	40 623		40 623
Ensuring of traction unit for freight and locomotive trains	25 350		25 350	25 350		25 350
Ensuring of fuel for traction	377		377	377		377
Staff providing train acceptance	4 500		4 500	4 500		4 500
Staff ensured for weighing	4 500		4 500	4 500		4 500
Exchange of axles	27 960		27 960	27 960		27 960
Use of bogies	49		49	49		49
Ensuring of traction current						
Transmitted traction current	43,5		43,5	43,5		43,5
System-use	4,1		4,1	4,1		4,1
Network loss of transmitted traction current	0,4		0,4	0,4		0,4
Energy tax	0,3		0,3	0,3		0,3
Funds under the Act on Electricity	2,4		2,4	2,4		2,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted electric energy used for other than traction purposes	43,2		43,2	43,2		43,2
System-use	4,1		4,1	4,1		4,1
Network loss of transmitted electric energy used for other than traction purposes	0,4		0,4	0,4		0,4
Energy tax	0,3		0,3	0,3		0,3
Funds under the Act on Electricity	2,4		2,4	2,4		2,4
Ensuring of fuel used for other than traction purposes (preheating, precooling)	378		378	378		378
Ticketing and reckoning activity	448		448	-		-

Annex 5.2-2 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 2023/2024, the Infrastructure Manager did not send the notification, about the amount and use of state contribution. On February 15, 2023, MÁV Zrt. sent to VPE Kft. letter No. 1408/2023/MAV, which contains the amount of state contribution of 2023/2024 timetable period. Accordingly, the cost base of the related network access charges could be reduced by HUF 126,930 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	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%

	thousand HUF	%
Direct costs	140 777 093	47%
Direct costs to be distributed	144 224 746	48%
Indirect costs	15 644 766	5%
Total cost	300 646 605	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

The following modifications were made:

	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%
	thousand HUF	%
Basic services	152 518 571	51%
Supplementary services	99 356 457	33%
Additional services	48 771 577	16%
Total cost	300 646 606	100%

3. Section 4.4 has been deleted

~~4.4 ANCILLARY SERVICES~~

~~Cost 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

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 2024 broken down to services

The following modifications were made:

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 parth	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	140 784 590	144 224 838	15 645 304	300 654 731
Total	140 777 093	144 224 746	15 644 766	300 646 606

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

The following modifications were made:

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	Total	105 293 827	117 097 548	train km
			Total	83 665 186	94 607 073	train km
		Passenger trains	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
		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
		Special freight trains - Freight trains of Záhony	Total	596 298	696 113	train km
I.	1 237 770		1 263 896	train km		
II.	1 187 629		1 209 611	train km		
Special freight trains - Corridor freight trains	Total	46 212	50 731	train km		
	I.	3 929	3 554	train km		
	II.	1 583 100	1 583 100	train km		
Special freight trains - Corridor freight trains	Total	1 557 019	1 557 019	train km		
	I.	26 081	26 081	train km		
	II.			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 5/a: Summing-up table of network access charges of MÁV Zrt for timetable period 2023/2024 (HUF)

The following modifications were made:

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	-	3	9
Running of trains						
Gross ton km proportionate part						
Passenger trains, Standard freight trains, Locomotive trains	0,36	-	0,40	-	0,46	0,30
Special freight trains - Freight trains of Záhony	0,27	-	0,30	-	0,31	0,26
Special freight trains - Corridor freight trains	0,28	-	0,31	-	0,30	0,29
Train km proportionate part						
Passenger trains						
track section category I	64	-	741	-	415	390
track section category II	99	-	1 016	-	774	341
track section category III	101	-	1 006	-	979	128
Locomotive trains						
track section category I	66	-	762	-	418	410
track section category II	95	-	954	-	644	405
track section category III	109	-	1 063	-	782	390
Standard freight trains						
track section category I	68	-	785	-	393	460
track section category II	88	-	913	-	574	427
track section category III	153	-	1 630	-	1 555	228
Special freight trains - Freight trains of Záhony						
track section category I	62	-	715	-	356	421
track section category II	107	-	1 099	-	818	388
track section category III	109	-	1 041	-	939	211
Special freight trains - Corridor freight trains						
track section category I	62	-	714	-	317	459
track section category II	90	-	908	-	572	426
track section category III	-	-	-	-	-	-
Use of catenary	68	-	71	-	73	66
Use of stations by passenger trains for stopping						
I. station category	661	841	2 642	-	845	3 299
II. station category	651	525	2 610	-	1 018	2 768
III. station category	644	502	2 582	-	1 808	1 920
IV. station category	650	257	2 602	-	1 791	1 718
Use of origin / destination stations by passenger trains						
I. station category	889	190	2 543	-	1 332	2 290
II. station category	889	114	2 542	-	1 719	1 826
III. station category	889	92	2 542	-	2 610	913
IV. station category	889	218	2 542	-	2 736	913
Use of stations by freight trains						
I. station category	7 901	479	17 978	-	21 308	5 050
II. station category	6 761	619	14 417	-	19 267	2 530
III. station category	6 921	610	14 433	-	21 164	800
Storage of vehicles	122	1	114	-	45	192
Use of wagon weigh bridges (scales)	296	14 443	848	-	12 887	2 700
Use of refuelling facilities	3	70	7	-	53	27
Ensuring of shunting staff for passenger trains	-	22 256	-	-	13 596	8 660
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	-	30 840	-	-	25 190	5 650
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	22 256	-	-	17 756	4 500
Ensuring of traction unit for passenger trains	-	50 318	-	-	9 695	40 623
Ensuring for traction unit for freight and locomotive trains	-	50 439	-	-	25 089	25 350
Ensuring of fuel traction	-	377	-	-	-	377
Train acceptance	-	8 937	-	-	4 437	4 500
Staff ensured for weighing	-	8 923	-	-	4 423	4 500
Exchange of ayles	-	71 446	-	-	43 486	27 960
Use of bogies	-	142	-	-	93	49
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 timetable period 2023/2024 (HUF), broken down by Network Statement

The following modifications were made:

Services - MÁV Zrt. 2023/2024	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	8	9
Running of trains			
Gross ton km proportionate part			
Passenger trains, Standard freight trains, Locomotive trains	0,30	-	0,30
Special freight trains - Freight trains of Záhony	0,26	-	0,26
Special freight trains - Corridor freight trains	0,28	0,01	0,29
Train km proportionate part			
Passenger trains			
track section category I	64	326	390
track section category II	99	242	341
track section category III	101	27	128
Locomotive trains			
track section category I	66	344	410
track section category II	95	310	405
track section category III	109	281	390
Standard freight trains			
track section category I	68	392	460
track section category II	88	339	427
track section category III	153	75	228
Special freight trains - Freight trains of Záhony			
track section category I	62	359	421
track section category II	107	281	388
track section category III	109	102	211
Special freight trains - Corridor freight trains			
track section category I	62	397	459
track section category II	90	336	426
track section category III			
Use of catenary	66	-	66
Use of stations by passenger trains for stopping			
I. station category	1 502	1 797	3 299
II. station category	1 176	1 592	2 768
III. station category	1 146	774	1 920
IV. station category	907	811	1 718
Use of origin / destination stations by passenger trains			
I. station category	1 079	1 211	2 290
II. station category	1 003	823	1 826
III. station category	913	-	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	123	69	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 for freight and locomotive trains ordered within 8 days before the scheduled use of the service	5 650	-	5 650
Ensuring of shunting staff for 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 for traction unit for freight and locomotive trains	25 350	-	25 350
Ensuring of fuel traction	377	-	377
Train acceptance	4 500	-	4 500
Staff ensured for weighing	4 500	-	4 500
Exchange of ayles	27 960	-	27 960
Use of bogies	49	-	49
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