

For the timetable period of 2025/2026

Charging Document (CD)

of

GYSEV ZRT

EFFECTIVE: FROM 24:00 OF 13 DECEMBER 2025 TILL 24:00 OF 12 DECEMBER 2026

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1 Introduction

Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and Joint Decree of the Minister of Development the Minister of Finance No 58/2015 (IX.30) NFM on frameworks of the network access charging system and basic regulations of determination and implementation of access charges (hereinafter Charging Decree) has designated - as charging body as regards the network access charges to be applied by Infrastructure Managers to the open access railway network - the Rail Capacity Allocation Office: KTI Hungarian Institute for Transport Sciences and Logistics Nonprofit Ltd. (hereinafter referred as: KTI), which is the general legal successor of the VPE Rail Capacity Allocation Nonprofit Ltd. as of 1 October 2024, pursuant to the decision of the Company Registry of Budapest (Company registration number: 01-09-725271/226). The tasks of the rail capacity allocation office shall be performed - in compliance with the requirements of independence - by the Directorate of KTI designated for this purpose, the Rail Capacity Allocation Directorate (hereinafter referred as "VPE").

In accordance with provisions set out in § 17 (1) of the Charging Decree, the task of the Charging Body is to prepare the Charging Methodology (hereinafter CM IV¹) as a methodological documentation of charging elements.

Charging Body shall determine the concrete charging elements for the given timetable year on the basis of the CM IV, the fact data of the last closed business year of the Infrastructure Manager, other data sources set out in the CM IV, 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.

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

²Exceptions 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 2025/2026 timetable period in the Network Statement relevant to the given timetable year. Provisions of this CD shall be taken into consideration for the timetable period beginning on 24:00 of 13 December of 2025.

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 GYSEV Zrt, and also 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 IV and in observance of legal rules in force.

3.2 Costs

Justified revenues, costs and expenditures relating (hereinafter justified costs) to certain services shall be distinguished in compliance with CM IV 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 the 2025/2026. timetable year assigned to each service can be seen in Annex 1, furthermore, these values will also be demonstrated in the text of the CD among costs related to the relevant services.

Direct costs to be distributed

Direct dividable 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 base'. 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 2025/2026. timetable year divided based on Annex 4/B of CM IV can be seen in Annex 1. Furthermore, they will also be demonstrated in the text 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 the 2025/2026. timetable year 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 2025/2026. timetable period can be seen in the following tables.

Table 1 Distribution of costs of GYSEV Zrt to direct, direct distributable and indirect cost groups

	thousand HUF	%
Direct costs	16 634 687	66,71%
Direct costs to be distributed	4 818 829	19,32%
Indirect costs	3 482 790	13,97%
Total cost	24 936 306	100,00%

Basic service	thousand HUF	%
Variable costs	2 741 429	25,75%
Fixed costs	6 133 495	57,62%
Indirect costs	1 769 576	16,62%
Total cost	10 644 499	100,00%

Supplementary services	thousand HUF	%
Variable costs	1 176 796	12,14%
Fixed costs	2 453 611	25,31%
Supply part of costs	4 469 565	46,10%
Indirect costs	1 596 088	16,46%
Total cost	9 696 060	100,00%

Additional services	thousand HUF	%
Direct costs	3 891 194	100,00%
Direct costs to be distributed	0	0,00%
Indirect costs	0	0,00%
Total cost	3 891 194	100,00%

Ancillary services	thousand HUF	%
Direct costs	582 718	82,71%
Direct costs to be distributed	4 707	0,67%
Indirect costs	117 127	16,62%
Total cost	704 553	100,00%

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

	thousand HUF	%
Basic services	10 644 499	42,69%
Supplementary services	9 696 060	38,88%
Additional services	3 891 194	15,60%
Ancillary services	704 553	2,83%
Total cost	24 936 306	100,00%

3.3 BUSINESS PLAN

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

Under point 5.5 of the CM IV, 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. GYSEV Zrt requested that plan figures defined in its business plan for 2026 should be the basis of the fee calculation. Business plan of GYSEV Zrt for 2026 can be found in Annex 2.

3.4 PERFORMANCE INDICATORS

As part of data supply, GYSEV Zrt has made values of performance indicators of the 2023. and the 2026. timetable year available.

Values of performance indicators of GYSEV Zrt for the 2023. and the 2026. timetable period can be seen in Annex 3.

3.5 'IN-KIND PERFORMANCES'

Based on performance indicators provided by the Infrastructure Manager it is necessary to create 'in-kind performances' that serve - when calculating - as a basis of distribution of direct distributable costs (costs which can directly be connected to the provision of services but occur in the common interest of several services of the Infrastructure Manager).

In order to distribute costs assigned to certain services in proportion to the chosen 'in-kind performance' it is required to introduce such a projection equivalent that occur at several services which can be measured in different natural measure units and is proportional to the amount of expenditures linked to the service.

CM IV uses the number of use of track route as projection equivalent in case of access part of services. Specification of projection equivalents for GYSEV Zrt can be found in Annex 4/B of CM IV.

Determination of values of in-kind performances for the 2026. timetable year were carried out in line with performance indicators set out in Annex 4/B of CM IV.

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 the 2023. and for the 2026. 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 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 justified costs of the Infrastructure Managers, in compliance with Article 67/E (1) of Railway Act a general mark-up may be determined falling on these services.

In accordance with provisions of Article 9 (1) of the Charging Decree if the network access charges to be expected to be paid by applicants and to be accounted to them and the sum of the provided state contribution 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 IV 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 2025/26 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 Paragraph 9 Section (4) of the Charging Decree.

As part of the charging process related to the 2025/2026 timetable year, according to the Segmentation Analysis Methodology (Annex 10 of the CM), VPE conducted the segmentation analysis in accordance with the Annex of the Network Statement for relevant segments.

The basis for the analysis was provided by business and performance data for 2023. The result of the analysis is summarized in the following table.

Market segment	Result of the analysis
Combined transport	The segment can pay the mark-up, charge reduction did not arise.
Direct trains	Due to the insufficient data provision the analysis could not to be carried out.
Block trains	The segment can pay the mark-up, charge reduction did not arise.
Single wagon load trains	Due to the insufficient data provision the analysis could not to be carried.
Public service passenger trains	Due to the insufficient data provision the analysis could not to be carried out.
Other passenger trains	Due to the insufficient data provision the analysis could not to be carried out.

3.10 Mode of calculation of charging elements

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

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

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 costs and indirect costs falling on basic services and access part of supplementary service will be demonstrated as general 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:

fixed cost component of direct costs related to access part of
service + fixed cost component of direct costs related to be
distributed related to access part of service + indirect costs of
access part of service

= mark-up

performance relating to the service

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

volume of state contribution broken down to services

= state
contribution

performance of services

3.11 ETCS FEE

ETCS fee shall be determined apart from the other charging elements. Considering that the aim of the ETCS fee is that traction units should be equipped with ETCS devices, so determination of the fee has not been carried out on cost-base.

As part of the data provision for the 2025/2026 timetable period, the Infrastructure Manager has stated that compared to the data for the 2024/2025 timetable period the performance data that was taken into account in the calculation of the ETCS fee has not changed to such an extent that would affect the calculation of the ETCS fee.

The following ETCS fees shall be introduced for the 2025/2026 timetable period:

ETCS bonus fee: 2 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 GYSEV Zrt

4.1 BASIC SERVICES

Costs taken into account when determining the charge

Table 3: Basic services - summing-up of costs

Costs in 2026 (thousand HUF)	Ensuring of train path	Gross ton km proportionate part	Running of trains															Use of catenary system
			Train km proportionate part															
			Passenger trains			Locomotive trains			Standard freight trains			Single wagon load			Corridor freight trains			
			Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	
Variable cost component of direct costs	8 575	1 516 913	248 318	14 800	11 351	13 955	58	2	77 236	146	1	2 534	-	-	1 899	-	-	464 696
Variable cost component of direct costs to be	-	226 227	118 037	410	-	9 718	39	-	25 303	5	-	867	-	-	341	-	-	-
Fixed cost component of direct costs	77 172	1 049 447	1 941 241	98 443	81 145	114 554	496	12	388 355	757	9	12 966	-	-	9 150	-	-	673 249
Fixed cost component of direct costs to be di	6 600	146 048	1 163 170	4 041	-	95 762	385	-	249 345	52	-	8 545	-	-	3 357	-	-	9 193
Indirect costs	18 413	585 936	692 038	23 467	18 443	46 655	195	3	147 597	191	2	4 967	-	-	2 940	-	-	228 729
Total cost	110 760	3 524 572	4 162 803	141 160	110 938	280 644	1 172	17	887 636	1 151	13	29 880	-	-	17 686	-	-	1 375 867

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

Performance indicator relating to the charge

Table 4: Basic services - performance

Performance in 2026	Ensuring of train path	Gross ton km proportionate part	Running of trains															Use of catenary system
			Train km proportionate part															
			Passenger trains			Locomotive trains			Standard freight trains			Single wagon load			Corridor freight trains			
			Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	
Ensuring of train path performance / train km	7 311 435																	
Gross ton km performance / gross ton km		2 118 968 600																
Train km performance / train km			5 602 519	207 166	195 839	302 096	935	18	951 330	922	11	32 521	-	-	18 080	-	-	
Use of catenary performance / electric train km																	5 903 548	

Determination of the amount to be paid

Table 5: Basic services - determination of the amount to be paid

2025/2026. (HUF)	Ensuring of train path	Gross ton km proportionate part	Running of trains															Use of catenary system
			Train km proportionate part															
			Passenger trains			Locomotive trains			Standard freight trains			Single wagon load			Corridor freight trains			
			Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	
1. Amount of charge of access part	1	0,82	65	73	58	78	104	86	108	164	93	105	-	-	124	-	-	79
2. Amount of mark-up	14	0,84	678	608	508	851	1 150	862	825	1 084	1 008	814	-	-	854	-	-	154
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	15	1,66	743	681	566	929	1 254	948	933	1 248	1 101	919	-	-	978	-	-	233

*Valid: 01 January 2026

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

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

4.2 Supplementary Services

4.2.1 Use of stations

Costs taken into account when determining the charge

Table 6 : Use of stations by passenger trains for stopping - summing-up of costs

Costs in 2026 (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	72 660		65 158		17 352		2 529	
Variable cost component of direct costs to be distributed	174 908		377 838		61 604		7 638	
Fixed cost component of direct costs	217 979		195 473		52 055		7 587	
Fixed cost component of direct costs to be distributed	372 793		805 312		131 301		16 279	
Supply part cost component of direct cost		5 644		9 974		3 129		1 441
Supply part cost component of direct cost to be distributed		59 942		129 488		21 112		2 618
Indirect costs	167 157	13 077	287 876	27 808	52 302	4 834	6 786	809
Total cost	1 005 497	78 664	1 731 658	167 270	314 614	29 075	40 820	4 867

Table 7 : Passenger information - summing-up of costs

Costs in 2026 (thousand HUF)	Static visual passenger information	Audio passenger information	Dynamic visual passenger information
Variable cost component of direct costs	-	-	-
Variable cost component of direct costs to be distributed	-	-	-
Fixed cost component of direct costs	-	-	-
Fixed cost component of direct costs to be distributed	4 968	4 968	4 968
Supply part cost component of direct cost	13 996	63 025	44 037
Supply part cost component of direct cost to be distributed	-	-	-
Indirect costs	34 428	123 437	88 966
Total cost	53 392	191 430	137 972

Table 8 : Use of origin/destination stations by passenger trains - summing-up of costs

Costs in 2026 (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	16 624		3		-		-	
Fixed cost component of direct costs	-		-		-		-	
Fixed cost component of direct costs to be distributed	72 629		11		-		-	
Supply part cost component of direct cost		29 018		11		-		-
Supply part cost component of direct cost to be distributed		17 083		3		-		-
Indirect costs	17 796	9 192	3	3	-	-	-	-
Total cost	107 049	55 293	16	17	-	-	-	-

Table 9 : Use of stations by freight trains - summing-up of costs

Costs in 2026 (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	254 051		4 874		295	
Variable cost component of direct costs to be distributed	58 379		25 137		55	
Fixed cost component of direct costs	355 360		3 633		232	
Fixed cost component of direct costs to be distributed	122 224		52 629		115	
Supply part cost component of direct cost		-		-		-
Supply part cost component of direct cost to be distributed		118 507		51 028		111
Indirect costs	177 270	3 881	25 705	1 671	157	4
Total cost	967 284	122 387	111 978	52 699	853	115

Performance indicator relating to the charge

Table 10 : Use of stations - performance

Performance in 2026	Category I.	Category II.	Category III.	Category IV.
Use of stations by passenger trains for stopping performance / use of stations	275 667	595 499	97 092	12 038
Use of origin/destination stations by passenger trains performance / use of stations	26 188	4		
Use of stations by freight trains performance / use of stations	12 787	5 506	12	

Table 11 : Passenger information - performance

Performance in 2026	Static visual passenger information	Audio passenger information	Dynamic visual passenger information
Static visual passenger information performance / use of stations	980 296		
Audio passenger information performance / use of stations		768 236	
Dynamic visual passenger information performance / use of stations			654 356

Determination of the amount to be paid

Table 12 : Use of stations by passenger trains - determination of the amount to be paid

2025/2026. (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 charge of access part	898	744	813	845	635	635		
2. Amount of charge of supply part	285	281	299	404	2 111	4 203		
3. Amount of mark-up	2 750	2 164	2 428	2 546	3 453	3 452		
4. Amount of discount	-	-	-	-	-	-		
5. Amount of state contribution	-	-	-	-	-	-		
Amount to be paid (1 + 2 + 3 - 4 - 5)	3 933	3 189	3 540	3 795	6 199	8 290	-	-

Table 13 : Passenger information - determination of the amount to be paid

2025/2026. (HUF)	Static visual passenger information	Audio passenger information	Dynamic visual passenger information
1. Amount charge of access part	-	-	-
2. Amount of charge of supply part	54	249	211
3. Amount of mark-up	-	-	-
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	54	249	211

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

2025/2026. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount charge of access part	24 433	5 451	29 150
2. Amount of charge of supply part	1 826	1 826	1 826
3. Amount of mark-up	58 958	22 632	49 705
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	85 217	29 909	80 681

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 2026 (thousand HUF)	Use of loading area		Storage of vehicles		Long-term track rental		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	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	-		26 024		420		1 103		7 681	
Variable cost component of direct costs to be distributed	12		356		277		137		1 682	
Fixed cost component of direct costs	-		17 349		-		736		5 121	
Fixed cost component of direct costs to be distributed	23		1 557		364		596		7 349	
Supply part cost component of direct cost		1 100		1 475		-		2 892		69 108
Supply part cost component of direct cost to be distributed		730		366		188		140		1 729
Indirect costs	7	365	9 030	367	3 342	342	513	605	4 353	14 124
Total cost	41	2 196	54 317	2 208	4 403	531	3 085	3 637	26 187	84 960

Performance indicator relating to the charge

Table 16 : Other complex supplementary services - performance

Performance in 2026	Use of loading area	Storage of vehicles	Long-term track rental	Use of wagon weigh bridges (scales)	Use of refuelling facilities
Use of loading area performance / hour	7 920				
Storage of vehicles performance / vehicle / day		252 677			
Long-term track rental performance/ track / day			1 022		
Use of wagon weigh bridges performance / weighing operation				1 936	
Use of refuelling facilities performance / litre					2 650 000

Determination of the amount to be paid

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

2025/2026. (HUF)	Use of loading area	Storage of vehicles	Long-term track rental	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount charge of access part	1	104	682	641	4
2. Amount of charge of supply part	277	9	519	1 879	32
3. Amount of mark-up	4	111	3 626	953	6
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	282	224	4 827	3 473	42

4.2.3 Shunting services

Costs taken into account when determining the charge

Table 18 : Shunting services - summing-up of costs

Costs in 2026 (thousand HUF)	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and locomotive trains	For passenger trains	For freight and locomotive trains	For passenger trains	For freight and locomotive trains	For passenger trains	For freight and locomotive trains
Supply part cost component of direct cost	1 950	152 272	975 181	874 974	67	8 786	169 992	318 189
Supply part cost component of direct cost to be distributed	16	1 230	7 878	7 068	1	71	1 373	2 570
Indirect costs	392	30 607	196 013	175 871	13	1 766	34 169	63 956
Total cost	2 357	184 109	1 179 072	1 057 913	81	10 623	205 533	384 716

Performance indicator relating to the charge

Table 19 : Shunting services - performance

Performance in 2026	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and locomotive trains	For passenger trains	For freight and locomotive trains	For passenger trains	For freight and locomotive trains	For passenger trains	For freight and locomotive trains
Ensuring of shunting staff performance / person / hour	50	3 969						
Availability of shunting staff performance / person / hour			50 142	43 399				
Ensuring of traction unit performance / vehicle / hour					2	135		
Availability of traction unit performance / vehicle / hour							7 100	12 520

Determination of the amount to be paid

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

2025/2026. (HUF)	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and locomotive trains	For passenger trains	For freight and locomotive trains	For passenger trains	For freight and locomotive trains	For passenger trains	For freight and locomotive trains
1. Amount charge of access part	-	-	-	-	-	-	-	-
2. Amount of charge of supply part	47 149	46 386	23 515	24 377	42 369	78 587	28 947	30 729
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	47 149	46 386	23 515	24 377	42 369	78 587	28 947	30 729

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 2026 (thousand HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation	Ensuring staff for weighing
Supply part cost component of direct cost	1 213 435	899	84 889	140
Supply part cost component of direct cost to be distributed	-	-	686	1
Indirect cost	-	-	17 063	27
Total cost	1 213 435	899	102 637	168

Performance indicator relating to the charge

Table 22 : Other supply part of supplementary services - performance

Performance in 2026	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation	Ensuring staff for weighing
Ensuring of fuel for traction performance / litre	2 650 000			
Ensuring of water for water supply performance / m3		1 920		
Train preparation performance / person / hour			6 123	
Staff ensured for weighing performance / weighing operation				45

Determination of the amount to be paid

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

2025/2026. (HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation	Ensuring staff for weighing
1. Amount charge of access part	-	-	-	-
2. Amount of charge of supply part	458	468	16 762	3 743
3. Amount of mark-up	-	-	-	-
4. Amount of discount	-	-	-	-
5. Amount of state contribution	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	458	468	16 762	3 743

4.3 ADDITIONAL SERVICES

Costs taken into account when determining the charge

Table 24 : Additional services - summing-up of costs

Costs in 2026 (thousand HUF)	Ensuring of traction current			
	Transmitted traction current	System-use	Excise tax	Funds under the Act on Electricity
Direct cost	2 538 753	1 113 819	23 409	99 677
Direct costs to be distributed	-	-	-	-
Indirect cost	-	-	-	-
Total cost	2 538 753	1 113 819	23 409	99 677

Costs in 2026 (thousand HUF)	Ensuring of electric energy used for other than traction purposes			
	Transmitted traction current	System-use	Excise tax	Funds under the Act on Electricity
Direct cost	77 686	34 083	716	3 050
Direct costs to be distributed	-	-	-	-
Indirect cost	-	-	-	-
Total cost	77 686	34 083	716	3 050

Performance indicator relating to the charge

Table 25 : Additional services - performance

Performance in 2026	Ensuring of traction current	Ensuring of electric energy used for other the traction purposes
Ensuring of traction current performance / kWh	65 198 734	
Amount of transmitted electric energy used for other than traction purposes performance / kWh		1 995 082

Determination of the amount to be paid

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

2025/2026. (HUF)	Ensuring of traction current			
	Transmitted traction current	System-use	Excise tax	Funds under the Act on Electricity
1. Amount of charge of supply part	38,9	17,1	0,4	1,5
2. Amount of mark-up				
3. Amount of discount				
4. Amount of state contribution				
Amount to be paid (1 + 2 - 3 - 4)	38,9	17,1	0,4	1,5

2025/2026. (HUF)	Ensuring of electric energy used for other than traction purposes			
	Transmitted traction current	System-use	Excise tax	Funds under the Act on Electricity
1. Amount of charge of supply part	38,9	17,1	0,4	1,5
2. Amount of mark-up				
3. Amount of discount				
4. Amount of state contribution				
Amount to be paid (1 + 2 - 3 - 4)	38,9	17,1	0,4	1,5

4.4 ANCILLARY SERVICES

Costs taken into account when determining the charge

Table 27 : Ancillary services - summing-up of costs

Costs in 2026 (thousand HUF)	Technical inspection of railway vehicles
Direct cost	582 718
Direct costs to be distributed	4 707
Indirect cost	117 127
Total cost	704 553

Performance indicator relating to the charge

Table 28 : Ancillary services - performance

Performance in 2026	Technical inspection of railway vehicles
Technical inspection of railway vehicles performance / train	34 509

Determination of the amount to be paid

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

2025/2026. (HUF)	Technical inspection of railway vehicles
1. Amount of charge of supply part	20 416
2. Amount of mark-up	
3. Amount of discount	
4. Amount of state contribution	
Amount to be paid (1 + 2 - 3 - 4)	20 416

5 Annexes

- Annex 1: All direct costs, direct costs to be distributed and indirect costs of GYSEV Zrt for 2026 broken down to services
- Annex 2: Data from the updated business plan of GYSEV Zrt for 2023 and 2026
- Annex 3: Performance indicators of GYSEV Zrt for 2023 and 2026
- Annex 4: In-kind performances of GYSEV Zrt for 2023 and 2026
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for timetable period 2025/2026

Annex 1: All direct costs, direct costs to be distributed and indirect costs of GYSEV Zrt for 2026 broken down to services

Services 2025/2026	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total costs (thousand HUF)
Ensuring of train path	85 747	6 600	18 413	110 760
Running of trains				
Gross ton km proportionate part	2 566 360	372 276	585 936	3 524 572
Train km proportionate part				
Passenger train				
track section category I	2 189 558	1 281 207	692 038	4 162 803
track section category II	113 243	4 451	23 467	141 160
track section category III	92 496	-	18 443	110 938
Locomotive train				
track section category I	128 510	105 480	46 655	280 644
track section category II	553	424	195	1 172
track section category III	14	-	3	17
Standard freight train				
track section category I	465 591	274 648	147 597	887 836
track section category II	902	57	191	1 151
track section category III	10	-	2	13
Special freight train - Single wagon load				
track section category I	15 500	9 412	4 967	29 880
track section category II	-	-	-	-
track section category III	-	-	-	-
Special freight train - Corridor freight train				
track section category I	11 048	3 698	2 940	17 686
track section category II	-	-	-	-
track section category III	-	-	-	-
Use of catenary system	1 137 946	9 193	228 729	1 375 867
Use of stations by passenger trains for stopping				
station category I	296 282	607 644	180 234	1 084 160
station category II	270 606	1 312 639	315 684	1 898 929
station category III	72 536	214 017	57 136	343 689
station category IV	11 557	26 535	7 595	45 688
Static visual passenger information	13 996	4 968	34 428	53 392
Audio passenger information	63 025	4 968	123 437	191 430
Dynamic visual passenger information	44 037	4 968	88 966	137 972
Use of origin / destination stations by passenger trains				
station category I	29 018	106 336	26 988	162 342
station category II	11	16	6	33
Use of stations by freight trains				
station category I	609 411	299 109	181 150	1 089 671
station category II	8 506	128 795	27 377	164 678
station category III	527	281	161	968
Use of loading area	1 100	765	372	2 237
Storage of vehicles	44 848	2 280	9 397	56 525
Long-term track rental	420	829	3 684	4 933
Use of wagon weigh bridges (scales)	4 731	873	1 117	6 722
Use of refuelling facilities	81 910	10 760	18 478	111 147
Ensuring of shunting staff for passenger trains	1 950	16	392	2 357
Ensuring of shunting staff for freight and locomotive trains	152 272	1 230	30 607	184 109
Availability of shunting staff for passenger trains	975 181	7 878	196 013	1 179 072
Availability of shunting staff for freight and locomotive trains	874 974	7 068	175 871	1 057 913
Ensuring of traction unit for passenger trains	67	1	13	81
Ensuring of traction unit for freight and locomotive trains	8 786	71	1 766	10 623
Availability of traction unit for passenger trains	169 992	1 373	34 169	205 533
Availability of traction unit for freight and locomotive trains	318 189	2 570	63 956	384 716
Ensuring of fuel for traction	1 213 435	-	-	1 213 435
Ensuring of water for water supply	899	-	-	899
Train preparation	84 889	686	17 063	102 637
Ensuring staff for weighing	140	1	27	168
Ensuring of traction current				
Transmitted traction current	2 538 753	-	-	2 538 753
System-use	1 113 819	-	-	1 113 819
Excise tax	23 409	-	-	23 409
Funds under the Act on Electricity	99 677	-	-	99 677
Ensuring of electric energy used for other than traction purposes				
Transmitted traction current	77 686	-	-	77 686
System-use	34 083	-	-	34 083
Excise tax	716	-	-	716
Funds under the Act on Electricity	3 050	-	-	3 050
Technical inspection of railway vehicles	582 718	4 707	117 127	704 553
Total	16 634 687	4 818 829	3 482 790	24 936 306

Annex 2: Data from the business plan of GYSEV Zrt for 2023 and 2026

Business plan (thousand HUF)	2023	[2023] Cost in charges	2025/2026	[2025/2026] Cost in charges
Net domestic sales	15 124 602	15 407 416	13 687 689	62 465
Net external sales	1 404 963	0	0	0
I. NET SALES REVENUE	16 529 565	15 407 416	13 687 689	62 465
II. OWN PERFORMANCE CAPITALIZED	690 637	622 288	430 000	430 000
III. OTHER INCOME	15 775 233	-	13 932 429	-
.....of which State compensation	11 809 428	11 809 428	11 275 352	-
Cost of raw materials and consumables	9 340 585	15 350 030	5 572 074	12 799 934
Cost of services	6 288 873	-	7 398 048	-
Cost of other service activities	92 994	-	101 983	-
Cost of goods sold	600 175	473 348	641 060	634 748
Cost of services sold (intermediated)	2 328 704	2 328 704	1 706 413	1 706 413
IV. MATERIAL COSTS	18 651 331	18 152 082	15 419 577	15 141 095
Wages and salaries	5 434 608	5 116 062	7 695 642	7 603 332
Other employee benefits	965 572	941 310	899 791	896 745
Contributions on wages and salaries	855 512	810 973	1 175 992	1 171 416
V. STAFF COSTS	7 255 692	6 868 345	9 771 426	9 671 493
VI. DEPRECIATION	3 076 111	223 061	2 842 758	194 921
OTHER OPERATING CHARGES	3 802 910	3 802 910	16 358	16 358
A. OPERATING (TRADING) PROFIT	209 391	- 13 016 695	0	- 24 531 401
INCOME FROM FINANCIAL TRANSACTIONS	20 166	20 166	6 000	6 000
.....of which receivable interest and similar income	-	-	-	-
EXPENSES ON FINANCIAL TRANSACTIONS	28 555	28 555	6 000	6 000
.....of which payable interest and similar income	-	-	-	-
B. PROFIT OR LOSS FROM FINANCIAL TRANSACTIONS	- 8 389	- 8 389	-	-
PROFIT BEFORE TAX	201 002	- 13 025 083	0	- 24 531 401
TAX PAYABLE	-	-	-	-
PROFIT AFTER TAX	201 002	- 13 025 083	0	- 24 531 401

Annex 3: Performance indicators of GYSEV Zrt for 2023 and 2026

Services				2023	2025/2026	Measure unit	
Ensuring of train path				6 857 282	7 311 435	train km	
Running of trains	Gross ton km proportionate part			1 996 031 483	2 118 968 600	gross ton km	
	Train km proportionate part	Total		6 857 282	7 311 435	train km	
		Passenger trains	Total		5 678 008	6 005 523	train km
			I.		5 297 294	5 602 519	train km
			II.		205 833	207 166	train km
			III.		174 881	195 839	train km
		Locomotive trains	Total		296 330	303 048	train km
			I.		295 011	302 096	train km
			II.		1 285	935	train km
			III.		35	18	train km
		Standard freight trains	Total		860 031	952 263	train km
			I.		858 769	951 330	train km
			II.		1 260	922	train km
			III.		1	11	train km
		Single wagon load	Total		0	32 521	train km
			I.		0	32 521	train km
			II.		0	0	train km
			III.		0	0	train km
		Corridor freight trains	Total		22 913	18 080	train km
			I.		22 913	18 080	train km
			II.		0	0	train km
	III.			0	0	train km	
Use of catenary sytem				5 851 475	5 903 548	electric train km	
Use of stations by passenger trains for stopping	Total		914 011	980 296	use of stations		
	station category I		265 050	275 667	use of stations		
	station category II		456 239	595 499	use of stations		
	station category III		104 225	97 092	use of stations		
	station category IV		88 497	12 038	use of stations		
Static visual passenger information				0	980 296	use of stations	
Audio passenger information				0	768 236	use of stations	
Dynamic visual passenger information				0	654 356	use of stations	
Use of origin / destination stations by passenger trains	Total		29 221	26 192	use of stations		
	station category I		28 915	26 188	use of stations		
	station category II		306	4	use of stations		
	station category III		0	0	use of stations		
	station category IV		0	0	use of stations		
Use of stations by freight trains	Total		17 107	18 305	use of stations		
	station category I		12 262	12 787	use of stations		
	station category II		4 817	5 506	use of stations		
	station category III		28	12	use of stations		
Use of loading area				0	7 920	hour	
Storage of vehicles				72 315	252 677	vehicles/day	
Long-term track rental				0	1 022	track/day	
Use of wagon weigh bridges (scales)				1 738	1 936	vehicles (pcs)/weighing operation	
Use of refuellig facilities				2 242 576	2 650 000	litre	
Ensuring of shunting staff for passenger trains				385	50	person/hour	
Ensuring of shunting staff for freight and locomotive trains				3 793	3 969	person/hour	
Availability of shunting staff for passenger trains				58 290	50 142	person/hour	
Availability of shunting staff for freight and locomotive trains				55 401	43 399	person/hour	
Ensuring of traction unit for passenger trains				3	2	vehicles/hour	
Ensuring of traction unit for freight and locomotive trains				255	135	vehicles/hour	
Availability of traction unit for passenger trains				14 192	7 100	vehicles/hour	
Availability of traction unit for freight and locomotive trains				14 125	12 520	vehicles/hour	
Ensuring of fuel for traction				2 242 576	2 650 000	litre	
Ensuring of water for water supply				1 840	1 920	m3	
Train preparation				6 164	6 123	person/hour	
Ensuring staff for weighing					45	weighing operation	
Ensuring of traction current				59 750 159	65 198 734	kWh	
Ensuring of electric energy used for other than traction purposes				2 012 058	1 995 082	kWh	
Technical inspection of railway vehicles				39 735	34 509	train	

Annex 4: In-kind performances of GYSEV Zrt for 2023 and 2026

Denomination of in-kind performances	2023	2025/2026
Number of use of track routes by departing trains	195 783	207 740
Number of use of track routes by through trains	1 715 718	1 832 049
Number of use of track routes by passenger trains, locomotive trains, standard freight trains	1 710 606	1 817 747
Passenger trains	1 326 360	1 402 537
track section category I	1 321 536	1 397 681
track section category II	4 824	4 855
track section category III	-	-
Locomotive trains	113 006	115 531
track section category I	112 370	115 069
track section category II	636	462
track section category III	-	-
Standard freight trains	271 240	299 679
track section category I	271 144	299 617
track section category II	96	63
track section category III	-	-
Special freight trains - Single wagon load	-	10 268
track section category I	-	10 268
track section category II	-	-
track section category III	-	-
Special freight trains - Corridor freight trains	5 112	4 034
track section category I	5 112	4 034
track section category II	-	-
track section category III	-	-
Number of use of track routes by passenger trains for stopping	914 011	980 296
track section category I	265 050	275 667
track section category II	456 239	595 499
track section category III	104 225	97 092
track section category IV	88 497	12 038
Number of use of track routes by passenger trains for reversing direction	87 663	78 576
track section category I	86 745	78 564
track section category II	918	12
track section category III	-	-
track section category IV	-	-
Number of use of track routes by freight trains	119 749	128 135
track section category I	85 834	89 509
track section category II	33 719	38 542
track section category III	196	84
Number of use of track routes for access to refuelling facilities	6 728	7 950
Number of use of track routes for access to wagon weigh bridges	579	645
Number of use of track routes for storages of vehicles	482	1 685
Number of use of track routes for long-term track rental	-	170
Number of use of track routes for loading area	-	660

Annex 5/a: Summing-up table of network access charges of GYSEV for the timetable period 2025/2026 (HUF)

Services	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	14	-	-	15
Running of trains						
Gross ton km proportionate part	0,82	-	0,84	-	-	1,66
Train km proportionate part						
Passenger trains						
track section category I	65	-	678	-	-	743
track section category II	73	-	608	-	-	681
track section category III	58	-	508	-	-	566
Locomotive trains						
track section category I	78	-	851	-	-	929
track section category II	104	-	1 150	-	-	1 254
track section category III	86	-	862	-	-	948
Standard freight trains						
track section category I	108	-	825	-	-	933
track section category II	164	-	1 084	-	-	1 248
track section category III	93	-	1 008	-	-	1 101
Single wagon load						
track section category I	105	-	814	-	-	919*
track section category II	-	-	-	-	-	-
track section category III	-	-	-	-	-	-
Corridor freight trains						
track section category I	124	-	854	-	-	978
track section category II	-	-	-	-	-	-
track section category III	-	-	-	-	-	-
Use of catenary system	79	-	154	-	-	233
Use of stations by passenger trains for stopping						
station category I	898	285	2 750	-	-	3 933
station category II	744	281	2 164	-	-	3 189
station category III	813	299	2 428	-	-	3 540
station category IV	845	404	2 546	-	-	3 795
Static visual passenger information	-	54	-	-	-	54
Audio passenger information	-	249	-	-	-	249
Dynamic visual passenger information	-	211	-	-	-	211
Use of origin / destination stations by passenger trains						
station category I	635	2 111	3 453	-	-	6 199
station category II	635	4 203	3 452	-	-	8 290
station category III	-	-	-	-	-	-
station category IV	-	-	-	-	-	-
Use of stations by freight trains						
station category I	24 433	1 826	58 958	-	-	85 217
station category II	5 451	1 826	22 632	-	-	29 909
station category III	29 150	1 826	49 705	-	-	80 681
Use of loading area	1	277	4	-	-	282
Storage of vehicles	104	9	111	-	-	224
Long-term track rental	682	519	3 626	-	-	4 827
Use of wagon weigh bridges (scales)	641	1 879	953	-	-	3 473
Use of refuelling facilities	4	32	6	-	-	42
Ensuring of shunting staff for passenger trains	-	47 149	-	-	-	47 149
Ensuring of shunting staff for freight and locomotive trains	-	46 386	-	-	-	46 386
Availability of shunting staff for passenger trains	-	23 515	-	-	-	23 515
Availability of shunting staff for freight and locomotive trains	-	24 377	-	-	-	24 377
Ensuring of traction unit for passenger trains	-	42 369	-	-	-	42 369
Ensuring of traction unit for freight and locomotive trains	-	78 587	-	-	-	78 587
Availability of traction unit for passenger trains	-	28 947	-	-	-	28 947
Availability of traction unit for freight and locomotive trains	-	30 729	-	-	-	30 729
Ensuring of fuel for traction	-	458	-	-	-	458
Ensuring of water for water supply	-	468	-	-	-	468
Train preparation	-	16 762	-	-	-	16 762
Ensuring staff for weighing	-	3 743	-	-	-	3 743
Ensuring of traction current						
Transmitted traction current	-	38,9	-	-	-	38,9
System-use	-	17,1	-	-	-	17,1
Excise tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	1,5	-	-	-	1,5
Ensuring of electric energy used for other than traction purposes						
Transmitted traction current	-	38,9	-	-	-	38,9
System-use	-	17,1	-	-	-	17,1
Excise tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	1,5	-	-	-	1,5
Technical inspection of railway vehicles	-	20 416	-	-	-	20 416

*Valid: 01 January 2026

Annex 5/b: Summing-up table of network access charges of GYSEV Zrt for the timetable period 2025/2026 timetable period (HUF) broken down by Network Statement

Services	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	14	15
Running of trains			
Gross ton km proportionate part	0,82	0,84	1,66
Train km proportionate part			
Passenger trains			
track section category I	65	678	743
track section category II	73	608	681
track section category III	58	508	566
Locomotive trains			
track section category I	78	851	929
track section category II	104	1 150	1 254
track section category III	86	862	948
Standard freight trains			
track section category I	108	825	933
track section category II	164	1 084	1 248
track section category III	93	1 008	1 101
Single wagon load			
track section category I	105	814	919*
track section category II	-	-	-
track section category III	-	-	-
Corridor freight trains			
track section category I	124	854	978
track section category II	-	-	-
track section category III	-	-	-
Use of catenary system	79	154	233
Use of stations by passenger trains for stopping			
station category I	1 183	2 750	3 933
station category II	1 025	2 164	3 189
station category III	1 112	2 428	3 540
station category IV	1 249	2 546	3 795
Static visual passenger information	54	-	54
Audio passenger information	249	-	249
Dynamic visual passenger information	211	-	211
Use of origin / destination stations by passenger trains			
station category I	2 746	3 453	6 199
station category II	4 838	3 452	8 290
station category III	-	-	-
station category IV	-	-	-
Use of stations by freight trains			
station category I	26 259	58 958	85 217
station category II	7 277	22 632	29 909
station category III	30 976	49 705	80 681
Use of loading area	278	4	282
Storage of vehicles	113	111	224
Long-term track rental	1 201	3 626	4 827
Use of wagon weigh bridges (scales)	2 520	953	3 473
Use of refuelling facilities	36	6	42
Ensuring of shunting staff for passenger trains	47 149	-	47 149
Ensuring of shunting staff for freight and locomotive trains	46 386	-	46 386
Availability of shunting staff for passenger trains	23 515	-	23 515
Availability of shunting staff for freight and locomotive trains	24 377	-	24 377
Ensuring of traction unit for passenger trains	42 369	-	42 369
Ensuring of traction unit for freight and locomotive trains	78 587	-	78 587
Availability of traction unit for passenger trains	28 947	-	28 947
Availability of traction unit for freight and locomotive trains	30 729	-	30 729
Ensuring of fuel for traction	458	-	458
Ensuring of water for water supply	468	-	468
Train preparation	16 762	-	16 762
Ensuring staff for weighing	3 743	-	3 743
Ensuring of traction current			
Transmitted traction current	38,9	-	38,9
System-use	17,1	-	17,1
Excise tax	0,4	-	0,4
Funds under the Act on Electricity	1,5	-	1,5
Ensuring of electric energy used for other than traction purposes			
Transmitted traction current	38,9	-	38,9
System-use	17,1	-	17,1
Excise tax	0,4	-	0,4
Funds under the Act on Electricity	1,5	-	1,5
Technical inspection of railway vehicles	20 416	-	20 416

*Valid: 01 January 2026