

For the timetable period of 2025/2026

**Charging Document (CD)
of
MÁV INFRASTRUCTURE CO. LTD.**

Modification No. 24

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: Institute for Transport Sciences (hereinafter referred to as "KTI").

KTI Hungarian Institute for Transport Sciences and Logistics Nonprofit Ltd. will cease to exist on 30 June 2025 pursuant to Government Decree No. 136/2025 (VI.13.). Its tasks will be taken over by the Institute for Transport Sciences under the supervision of the Ministry of Construction and Transport as of 1 July 2025. (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 MÁV Infrastructure Co. Ltd. and includes data used as a basis of calculations.

2.3 BASIS OF MODIFICATION OF THE CD

2.3.1 Modification No. 1 of the CD

Based on the decision of KÖFÁT with registration number/71074/2024/VHF, the amendment of the Charging Document becomes necessary.

The Railway Authority Department of the Ministry of Transport and Communications has determined that the holder of the railway safety permit issued on 21 December 2020 with registration number VHF/1377-16/2020-ITM will be replaced by the legal successor of MÁV Zrt., MÁV Infrastructure Private Company Limited by Shares (hereinafter: MÁV Infrastructure Co. Ltd.) as of 31 December 2024.

2.3.2 Modification No. 2 of the CD

KTI Hungarian Institute for Transport Sciences and Logistics Nonprofit Ltd. will cease to exist on 30 June 2025 pursuant to Government Decree No. 136/2025 (VI.13.). Its tasks will be taken over by the Institute for Transport Sciences under the supervision of the Ministry of Construction and Transport as of 1 July 2025.

On this basis it became necessary to modify the relevant data of the entire document.

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

Eligible revenues, costs, and expenditures (hereinafter eligible costs) relating 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 2025/2026 timetable period assigned to each service can be seen in Annex 1, furthermore, these values will also be demonstrated in the text of the CD among costs related to the relevant services.

Direct costs to be distributed

Dividable direct costs comprise items that can directly be connected to the provision of services of the Infrastructure Manager but that occur in common interest of several services and for this reason are to be shared to these services 'on an in-kind bases'. Direct costs to be distributed are divided into fixed and variable cost components in case of basic services, access part of supplementary services and access part of complex supplementary services.

Values of direct costs to be distributed of the Infrastructure Manager for the 2025/2026 timetable period divided based on Annex 3/B of CM IV can be seen in Annex 1. Furthermore, they will also be demonstrated in the text of the CD among costs related to certain services.

Summing-up table of 'in-kind performances' used for cost sharing can be seen in Annex 4.

Indirect costs

Indirect costs contain (indirect) items that occur at infrastructure managing organizations, and to be divided among all the services. Regarding indirect costs there is distinction made at the following elements: central and governance costs of the Infrastructure Manager; costs of services provided by other organisations of a non-independent railway company to the non-independent railway company, as well as governance and central revenues, costs and expenditures occurring at a non-independent railway company and burdening the Infrastructure Manager as well.

Values of indirect costs for 2025/2026 timetable period assigned to services of the Infrastructure Manager can be seen in Annex 1; furthermore, they are also demonstrated in the text at costs linked to certain services.

The calculation of indirect costs assigned to certain services happens in proportion of direct costs and distributed direct costs.

Summing-up of costs for the 2025/2026 timetable period can be seen in the following tables.

Table 1 :Distribution of costs of MÁV Infrastructure Co. Ltd. to direct, direct distributable and indirect cost groups

	thousand HUF	%
Direct costs	158 203 285	42,55%
Direct costs to be distributed	185 508 968	49,90%
Indirect costs	28 071 482	7,55%
Total cost	371 783 736	100,00%

Basic service	thousand HUF	%
Direct costs	33 609 908	17,66%
Direct costs to be distributed	138 646 805	72,86%
Indirect costs	18 033 370	9,48%
Total cost	190 290 083	100,00%

Supplementary services	thousand HUF	%
Variable costs	11 902 902	9,92%
Fixed costs	53 674 032	44,73%
Supply part of costs	44 372 560	36,98%
Indirect costs	10 038 113	8,37%
Total cost	119 987 606	100,00%

Additional services	thousand HUF	%
Direct costs	61 506 046	100,00%
Direct costs to be distributed	0	0,00%
Indirect costs	0	0,00%
Total cost	61 506 046	100,00%

Table 2 :Costs-distribution of MÁV Infrastructure Co. Ltd. according to the types of services

	thousand HUF	%
Basic services	190 290 083	51,18%
Supplementary services	119 987 606	32,27%
Additional services	61 506 046	16,54%
Total cost	371 783 736	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 eligible costs that can be taken into account in charging - and the year of charge. Consequently, in the period between the basis period and the year of charge (partly based on facts, partly predictable) price-level changes and other considerable changes that influence the amount of charges shall be taken into account.

Under point 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. MÁV Infrastructure Co. Ltd. requested that plan figures defined in its business plan for 2026 should be the basis of the fee calculation. Business plan of MÁV Infrastructure Co. Ltd. for 2026 can be found in Annex 2.

3.4 PERFORMANCE INDICATORS

As part of data supply, MÁV Infrastructure Co. Ltd. has made values of performance indicators of 2023 and 2026 timetable year available.

Values of performance indicators of MÁV Infrastructure Co. Ltd. for 2023 and 2026 timetable year see in Annex 3.

3.5 'IN-KIND PERFORMANCES'

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

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

CM IV uses the number of uses of track route as projection equivalent in case of access part of services. Specification of projection equivalents for MÁV Infrastructure Co. Ltd. can be found in Annex 3/B to CM IV.

Determination of values of in-kind performances for 2026 timetable year were carried out in line with performance indicators set out in Annex 3/B to 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 2023 and 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 the Paragraph 5 of the Charging Decree costs directly incurred as a result of operating the train service which are the basis of the charges to be paid for basic services and access to service facilities (access part of supplementary services and complex services containing such elements) cannot contain such costs which the Infrastructure Manager has to bear even in those cases if the services are not used by the applicants (fixed and indirect costs). In order that network access charges to be paid and to be accounted should cover the eligible costs of the Infrastructure Managers, in compliance with Article 67/E (1) of Railway Act a general mark-up may be determined falling on these services.

In accordance with provisions of Article 9 (1) of the Charging Decree if the network access charges to be expected to be paid by applicants and to be accounted to them and the sum of the provided state subsidy do not cover the entire amount of eligible costs of the Infrastructure Manager to be expected in connection with its activity, charging body shall charge mark-ups defined by Article 67/E (1) of Railway Act.

In accordance with § 9 (2) of the Charging Decree, prior to adding the mark-up to the charge, we have to analyse the market if there is a segment that cannot pay the network access charge increased with the mark-up paid for the basic services and access to service facilities.

In accordance with Article 67/E (2) of the Railway Act the segment analysis is needed because the volume of charges shall not exclude segments from the use of network that are able to pay the costs directly incurred as a result of operating the train service, plus a rate of return which the market can bear. Section 3.9 gives a more information about the segment analysis.

At individual charge items extension of the applied mark-up will be shown.

Values of mark-ups assigned to each service can be seen in Annex 5.

3.7 DISCOUNTS

Point 2.1.2.3 of CM 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 the § 9 Section (4) of the Charging Decree.

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

The basis for the analysis was provided by business and performance data for 2023. The results of the analysis are summarized in the following table:

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

3.10 MODE OF CALCULATION OF CHARGING ELEMENTS

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

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

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 and indirect costs falling on basic services as well as on access part of supplementary services will be demonstrated as mark-ups. Mark-ups will be calculated on the basis of the following formula:

Basic services and access part of supplementary services:

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

Complex supplementary services:

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

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

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

3.11 ETCS FEE

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

As part of the data provision for the 2025/2026 timetable period, the Infrastructure Manager has provided performance data that is expected to change compared to the ETCS fees applied during the 2024/2025 timetable period in order to maintain a bonus / malus balance. Based on this, the following ETCS fees will apply for the 2025/2026 timetable period.

ETCS bonus fee: 24 HUF/train km

ETCS malus fee: 1 HUF/train km

Rules of use of ETCS fees can be found in Chapter 5.6.5 of the Network Statement.

4 Charging elements of services provided to Railway Undertakings by MÁV Infrastructure Co. Ltd.

4.1 BASIC SERVICES

Costs taken into account when determining the charge

- 3 Table: Basic services - Ensuring of train path, Running of trains - Gross ton km proportionate part, Use of catenary - summing-up of costs

Costs in 2026 (thousand HUF)	Ensuring of train path	Running of trains, gross ton km proportionate part				Use of catenary system
		Passenger train, standard freight train, locomotive train	Special freight trains			
			Freight trains of Záhony	Single load wagon	Corridor freight train	
Variable cost component of direct costs	105 308	10 997 856	836 721	47 844	558 190	5 971 842
Variable cost component of direct costs to be distributed	-	4 359 521	42 441	20 963	35 032	-
Fixed cost component of direct costs	1 119 609	11 197 217	851 670	48 712	568 163	5 243 394
Fixed cost component of direct costs to be distributed	41 080	6 249 996	60 845	30 054	50 224	274 887
Indirect costs	132 536	3 434 277	187 569	15 449	126 842	1 202 889
Total cost	1 398 533	36 238 868	1 979 245	163 023	1 338 451	12 693 012

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

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

Costs in 2026 (thousand HUF)	Running of trains, train km proportionate part																	
	Train km proportionate part																	
	Passenger trains			Locomotive trains			Standard freight trains			Freight trains of Záhony			Single load wagon			Corridor freight train		
	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.
Variable cost component of direct costs	922 198	259 694	473 993	53 390	11 718	5 496	250 102	42 549	15 945	39 143	1 938	69	3 201	1 820	4 079	29 798	965	-
Variable cost component of direct costs to be distributed	4 303 562	1 294 594	1 609 887	207 843	48 712	26 295	636 781	118 940	83 390	72 382	8 605	107	13 306	11 919	14 831	64 827	2 111	-
Fixed cost component of direct costs	5 560 813	1 720 107	2 983 154	321 814	77 516	34 198	1 190 225	227 428	84 618	186 282	10 357	366	15 234	9 731	21 644	141 807	5 158	-
Fixed cost component of direct costs to be distributed	50 684 528	15 246 879	18 960 194	2 447 840	573 696	309 684	7 499 588	1 400 803	982 110	852 473	101 341	1 262	156 709	140 374	174 667	763 489	24 866	-
Indirect costs	6 435 343	1 938 972	2 515 385	317 300	74 501	39 329	1 002 574	187 364	122 074	120 422	12 797	189	19 729	17 153	22 531	104 681	3 465	-
Total cost	67 906 444	20 460 247	26 542 613	3 348 187	786 142	415 001	10 579 271	1 977 084	1 288 136	1 270 702	135 038	1 993	208 179	180 997	237 751	1 104 602	36 565	-

Performance indicator relating to the charge

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

Performance in 2026	Ensuring of train path	Running of trains, gross ton km proportionate part				Use of catenary system
		Passenger train, standard freight train, locomotive train	Special freight trains			
			Freight trains of Záhony	Single load wagon	Corridor freight train	
Ensuring of train path performance / train km	120 166 682					
Gross ton km performance / gross ton km		40 778 340 118	2 189 053 369	177 399 880	2 352 123 667	
Use of catenary performance / electric train km						84 347 180

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

Performance in 2026	Running of trains, train km proportionate part																	
	Passenger trains			Locomotive trains			Standard freight trains			Special freight trains								
										Freight trains of Záhony			Single load wagon			Corridor freight train		
	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.
Train km performance / train km	60 857 545	17 841 109	18 974 243	3 484 854	751 876	229 416	11 954 567	2 269 119	493 832	1 235 134	48 060	4 086	153 013	97 087	126 318	1 619 299	27 125	-

Determination of the amount to be paid

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

2025/2026. (HUF)	Ensuring of train path	Running of trains, gross ton km proportionate part				Use of catenary system
		Passenger train, standard freight train, locomotive train	Special freight trains			
			Freight trains of Záhony	Single load wagon	Corridor freight train	
1. Amount of charge of access part	1	0,38	0,40	0,39	0,25	71
2. Amount of mark-up	11	0,51	0,50	0,53	0,32	79
3. Amount of discount	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	12	0,89	0,90	0,92*	0,57	150

*Valid: 01 January 2026

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

2025/2026. (HUF)	Running of trains, train km proportionate part																	
	Passenger trains			Locomotive trains			Standard freight trains			Freight trains of Záhony			Special freight trains			Corridor freight trains		
	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Single load wagon			Corridor freight trains					
										Category I.	Category II.	Category III.	Category I.	Category II.	Category III.			
1. Amount of charge of access part	86	87	110	75	80	139	74	71	201	90	219	43	108	142	150	58	113	
2. Amount of mark-up	1 030	1 060	1 289	886	966	1 670	811	800	2 407	939	2 591	445	1 253	1 722	1 732	624	1 235	
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4. Amount of state contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Amount to be paid (1 + 2 - 3 - 4)	1 116	1 147	1 399	961	1 046	1 809	885	871	2 608	1 029	2 810	488	1 361*	1 864*	1 882*	682	1 348	

*Valid: 01 January 2026

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

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

4.2 SUPPLEMENTARY SERVICES

4.2.1 Use of stations

Costs taken into account when determining the charge

Table 9 : Use of stations by passenger trains for stopping - summing-up of costs

Costs in 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	74 187		78 590		9 653		15 650	
Variable cost component of direct costs to be distributed	3 859 368		3 506 222		620 870		931 332	
Fixed cost component of direct costs	239 479		237 206		29 023		48 159	
Fixed cost component of direct costs to be distributed	19 482 685		17 699 951		3 134 249		4 701 508	
Supply part cost component of direct cost		3 295 995		2 016 640		303 767		309 643
Supply part cost component of direct cost to be distributed		597 491		542 818		96 120		144 185
Indirect costs	2 476 492	407 605	2 253 112	267 947	397 168	41 864	596 376	47 511
Total cost	26 132 211	4 301 090	23 775 082	2 827 405	4 190 964	441 751	6 293 024	501 338

Table 10 : 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	6 523	52 896	29 706
Supply part cost component of direct cost	266 118	2 158 111	1 212 001
Supply part cost component of direct cost to be distributed	-	-	-
Indirect costs	28 543	231 468	129 993
Total cost	301 184	2 442 474	1 371 700

Table 11 : 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	544 433		197 193		6 546		2 373	
Fixed cost component of direct costs	-		-		-		-	
Fixed cost component of direct costs to be distributed	2 130 281		771 586		25 614		9 284	
Supply part cost component of direct cost		292 482		55		-		132
Supply part cost component of direct cost to be distributed		70 017		25 360		842		305
Indirect costs	280 013	37 950	101 420	2 661	3 367	88	1 220	46
Total cost	2 954 727	400 449	1 070 200	28 076	35 527	930	12 878	483

Table 12 : 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	255 259		374		94	
Variable cost component of direct costs to be distributed	666 703		508 367		127 530	
Fixed cost component of direct costs	420 349		273		69	
Fixed cost component of direct costs to be distributed	2 019 131		1 539 606		386 230	
Supply part cost component of direct cost		-		-		-
Supply part cost component of direct cost to be distributed		55 875		42 605		10 688
Indirect costs	351 906	5 849	214 468	4 460	53 802	1 119
Total cost	3 713 347	61 724	2 263 088	47 065	567 725	11 807

Performance indicator relating to the charge

Table 13 : 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	6 409 557	5 823 060	1 031 128	1 546 737
Use of origin/destination stations by passenger trains performance / use of stations	751 109	272 051	9 031	3 274
Use of stations by freight trains performance / use of stations	119 878	91 408	22 931	

Table 14 : 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	14 810 481		
Audio passenger information performance / use of stations		11 815 220	
Dynamic visual passenger information performance / use of stations			7 148 462

Determination of the amount to be paid

Table 15 : 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 of charge of access part	614	616	611	612	725	725	725	725
2. Amount of charge of supply part	671	486	428	324	533	103	103	148
3. Amount of mark-up	3 463	3 466	3 454	3 457	3 209	3 209	3 209	3 208
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	4 748	4 568	4 493	4 393	4 467	4 037	4 037	4 081

Table 16 : 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 of charge of access part	-	-	-
2. Amount of charge of supply part	20	207	192
3. Amount of mark-up	-	-	-
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	20	207	192

Table 17 : 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 of charge of access part	7 691	5 566	5 566
2. Amount of charge of supply part	515	515	515
3. Amount of mark-up	23 285	19 192	19 192
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	31 491	25 273	25 273

4.2.2 Other complex supplementary services

Costs taken into account when determining the charge

Table 18 : 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	-		332 693		31 336		-		18 566	
Variable cost component of direct costs to be distributed	3 750		17 359		5 328		8 960		80 165	
Fixed cost component of direct costs	-		233 654		23 314		-		12 527	
Fixed cost component of direct costs to be distributed	3 235		67 921		20 846		35 058		313 671	
Supply part cost component of direct cost		111 294		105 478		-		419 612		1 991 142
Supply part cost component of direct cost to be distributed				2 232		685		1 152		10 310
Indirect costs	731	11 651	68 218	11 276	8 461	72	4 608	44 049	44 485	209 530
Total cost	7 716	122 945	719 844	118 987	89 285	757	48 625	464 814	469 414	2 210 981

Performance indicator relating to the charge

Table 19 : 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	427 000				
Storage of vehicles performance / vehicle / day		3 592 212			
Long-term track rental performance / track / day			17 885		
Use of wagon weigh bridges performance / weighing operation				37 083	
Use of refuelling facilities performance / litre					36 865 466

Determination of the amount to be paid

Table 20 : 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 of charge of access part	9	97	2 050	242	3
2. Amount of charge of supply part	288	33	42	12 535	60
3. Amount of mark-up	9	104	2 942	1 069	10
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	306	234	5 034	13 846	73

4.2.3 Shunting services

Costs taken into account when determining the charge

Table 21 : Shunting services - summing-up of costs

Costs in 2026 (thousand HUF)	Ensuring of shunting staff			Ensuring of traction unit	
	For passenger trains	For freight and locomotive trains		For passenger trains	For freight and locomotive trains
		ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service		
Supply part cost component of direct cost	5 266 759	1 511 713	4 057 893	276 998	4 048 577
Supply part cost component of direct cost to be distributed	129 089	37 052	99 459	6 789	99 231
Indirect costs	564 885	162 139	435 229	29 709	434 230
Total cost	5 960 733	1 710 903	4 592 581	313 496	4 582 037

Performance indicator relating to the charge

Table 22 : Shunting services - performance

Performance in 2026	Ensuring of shunting staff			Ensuring of traction unit	
	For passenger trains	For freight and locomotive trains		For passenger trains	For freight and locomotive trains
		ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service		
Ensuring of shunting staff performance / person / hour	219 761	54 009	168 897		
Ensuring of traction unit performance / vehicle / hour				3 551	55 530

Determination of the amount to be paid

Table 23 : Shunting services - determination of the amount to be paid

2025/2026. (HUF)	Ensuring of shunting staff			Ensuring of traction unit	
	For passenger trains	For freight and locomotive trains		For passenger trains	For freight and locomotive trains
		ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service		
1. Amount charge of access part	-	-	-	-	-
2. Amount of charge of supply part	27 124	31 678	27 192	88 277	82 515
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	27 124	31 678	27 192	88 277	82 515

4.2.4 Other supply part of supplementary services

Costs taken into account when determining the charge

Table 24 : Other supply part of supplementary services - summing-up of costs

Costs in 2026 (thousand HUF)	Ensuring of fuel for traction	Train preparation	Enshuring staff for weighing	Exchange of axles	Use of bogies
Supply part cost component of direct cost	14 064 346	25 893	47 729	470 351	110 352
Supply part cost component of direct cost to be distributed	-	635	1 170	11 528	2 705
Indirect costs	-	2 777	5 119	50 447	11 836
Total costs	14 064 346	29 305	54 018	532 327	124 893

Table 25 : Occasional provision of infrastructure staff- summing-up of costs

Costs in 2026 (thousand HUF)	Occasional provision of infrastructure staff, bridges and substructures	Occasional provision of infrastructure staff, telecommunications, power and signalling system	Occasional provision of infrastructure staff for the performance of activities related to real estate	Occasional provision of infrastructure traffic staff
Supply part cost component of direct cost	1 724	3 302	232	15 373
Supply part cost component of direct cost to be distributed	42	81	6	377
Indirect costs	185	354	25	1 649
Total costs	1 952	3 737	263	17 399

Performance indicator relating to the charge

Table 26 : Other supply part of supplementary services - performance

Performance in 2026	Ensuring of fuel for traction	Train preparation	Staff ensured for weighing	Exchange of axles	Use of bogies
Ensuring of fuel for traction performance / litre	36 605 668				
Train acceptance performance / person / hour		3 364			
Staff ensured for weighing performance / weighing operation			6 201		
Exchange of axles performance / vehicle				6 848	
Use of bogies performance / hour / bogie					1 306 138

Table 27 : Occasional provision of infrastructure staff - performance

Performance in 2026	Occasional provision of infrastructure staff, bridges and substructures	Occasional provision of infrastructure staff, telecommunications, power and signalling system	Occasional provision of infrastructure staff for the performance of activities related to real estate	Occasional provision of infrastructure traffic staff
Occasional provision of infrastructure staff, bridges and substructures performance person / hour	223			
Occasional provision of infrastructure staff, telecommunications, power and signalling system performance person / hour		427		
Occasional provision of infrastructure staff for the performance of activities related to real estate performance person / hour			30	
Occasional provision of infrastructure traffic staff performance person / hour				2 302

Determination of the amount to be paid

Table 28 : Other supply part of supplementary services - determination of the amount to be paid

2025/2026. (HUF)	Ensuring of fuel for traction	Train preparation	Ensuring staff for weighing	Exchange of axles	Use of bogies
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	384	8 711	8 711	77 731	96
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	384	8 711	8 711	77 731	96

Table 29 : Other supply part of supplementary services - determination of the amount to be paid

2025/2026. (HUF)	Occasional provision of infrastructure staff, bridges and substructures	Occasional provision of infrastructure staff, telecommunications, power and signalling system	Occasional provision of infrastructure staff for the performance of activities related to real estate	Occasional provision of infrastructure traffic staff
1. Amount of charge of access part	-	-	-	-
2. Amount of charge of supply part	8 752	8 752	8 752	7 557
3. Amount of mark-up	-	-	-	-
4. Amount of discount	-	-	-	-
5. Amount of state contribution	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	8 752	8 752	8 752	7 557

4.3 ADDITIONAL SERVICES

Costs taken into account when determining the charge

Table 30 : 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	40 485 437	16 791 282	351 457	2 757 382
Direct costs to be distributed	-	-	-	-
Indirect cost	-	-	-	-
Total cost	40 485 437	16 791 282	351 457	2 757 382

Costs in 2026 (thousand HUF)	Ensuring of electric energy used for other than traction purposes				Ensuring of fuel used for other traction purposes
	Transmitted traction current	System-use	Excise tax	Funds under the Act on Electricity	
Direct cost	693 331	271 238	5 922	40 270	109 727
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	693 331	271 238	5 922	40 270	109 727

Performance indicator relating to the charge

Table 31 : Additional Services - performance

Performance in 2026	Transmitted traction current	System-use	Excise tax	Funds under the Act on Electricity	Ensuring of fuel used for other traction purpose
Ensuring of traction current performance / kWh	969 335 874	969 335 874	969 335 874	969 335 874	
Amount of transmitted electric energy used for other than traction purposes performance / kWh	13 175 753	13 175 753	13 175 753	13 175 753	
Volume of diesel fuel used for other than traction purposes performance / litre					259 798

Determination of the amount to be paid

Table 32 : 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	41,8	17,3	0,4	2,8
2. Amount of mark-up				
3. Amount of discount				
4. Amount of state contribution				
Amount to be paid (1 + 2 - 3 - 4)	41,8	17,3	0,4	2,8

2025/2026. (HUF)	Ensuring of electric energy used for other than traction purposes				Ensuring of fuel used for other than traction purpose
	Transmitted traction current	System-use	Excise tax	Funds under the Act on Electricity	
1. Amount of charge of supply part	52,6	20,6	0,4	3,1	422
2. Amount of mark-up					
3. Amount of discount					
4. Amount of state contribution					
Amount to be paid (1 + 2 - 3 - 4)	52,6	20,6	0,4	3,1	422

5 Annexes

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

Annex 1: All direct costs, direct costs to be distributed and indirect costs of MÁV Infrastructure Co. Ltd. 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	1 224 917	41 080	132 536	1 398 533
Running of trains				
Gross ton km proportionate part				
Passenger trains, standard freight trains, locomotive trains	22 195 073	10 609 518	3 434 277	36 238 868
Freight trains of Záhony	1 688 390	103 286	187 569	1 979 245
Single wagon load	96 556	51 017	15 449	163 023
Corridor freight trains	1 126 353	85 256	126 842	1 338 451
Running of trains				
Train km proportionate part				
Passenger train				
track section category I	6 483 011	54 988 090	6 435 343	67 906 444
track section category II	1 979 801	16 541 473	1 938 972	20 460 247
track section category III	3 457 147	20 570 081	2 515 385	26 542 613
Locomotive train				
track section category I	375 204	2 655 683	317 300	3 348 187
track section category II	89 233	622 408	74 501	786 142
track section category III	39 694	335 978	39 329	415 001
Standard freight train				
track section category I	1 440 327	8 136 369	1 002 574	10 579 271
track section category II	269 977	1 519 743	187 364	1 977 084
track section category III	100 562	1 065 500	122 074	1 288 136
Freight train of Záhony				
track section category I	225 426	924 855	120 422	1 270 702
track section category II	12 295	109 946	12 797	135 038
track section category III	435	1 369	189	1 993
Single wagon load				
track section category I	18 436	170 015	19 729	208 179
track section category II	11 551	152 293	17 153	180 997
track section category III	25 723	189 497	22 531	237 751
Corridor freight train				
track section category I	171 605	828 316	104 681	1 104 602
track section category II	6 123	26 977	3 465	36 565
track section category III	-	-	-	-
Use of catenary system	11 215 236	274 887	1 202 889	12 693 012
Use of stations by passenger trains for stopping				
station category I	3 609 661	23 939 544	2 884 097	30 433 302
station category II	2 332 437	21 748 991	2 521 059	26 602 487
station category III	342 443	3 851 240	439 032	4 632 715
station category IV	373 451	5 777 024	643 887	6 794 362
Static visual passenger information	266 118	6 523	28 543	301 184
Audio passenger information	2 158 111	52 896	231 468	2 442 474
Dynamic visual passenger information	1 212 001	29 706	129 993	1 371 700
Use of origin / destination stations by passenger trains				
station category I	292 482	2 744 731	317 963	3 355 176
station category II	55	994 139	104 081	1 098 275
station category III	-	33 002	3 455	36 457
station category IV	132	11 962	1 266	13 361
Use of stations by freight trains				
station category I	675 608	2 741 708	357 755	3 775 071
station category II	647	2 090 578	218 928	2 310 153
station category III	162	524 448	54 921	579 532
Use of loading area	111 294	6 985	12 382	130 661
Storage of vehicles	671 825	87 512	79 494	838 831
Long-term track rental	54 650	26 859	8 533	90 042
Use of wagon weigh bridges (scales)	419 612	45 169	48 657	513 439
Use of refuelling facilities	2 022 235	404 146	254 015	2 680 395
Ensuring of shunting staff for passenger trains	5 266 759	129 089	564 885	5 960 733
Ensuring of shunting staff for freight and locomotive trains				
ordered within 8 days before the scheduled use of the service	1 511 713	37 052	162 139	1 710 903
ordered more than 8 days before the scheduled use of the service	4 057 893	99 459	435 229	4 592 581
Ensuring of traction unit for passenger trains	276 998	6 789	29 709	313 496
Ensuring of traction unit for freight and locomotive trains	4 048 577	99 231	434 230	4 582 037
Ensuring of fuel for traction	14 064 346	-	-	14 064 346
Train preparation	25 893	635	2 777	29 305
Ensuring staff for weighing	47 729	1 170	5 119	54 018
Occasional provision of infrastructure staff, bridges and substructures	1 724	42	185	1 952
Occasional provision of infrastructure staff, telecommunications, power and signalling system	3 302	81	354	3 737
Occasional provision of infrastructure staff for the performance of activities related to real estate	232	6	25	263
Occasional provision of infrastructure traffic staff	15 373	377	1 649	17 399
Exchange of axles	470 351	11 528	50 447	532 327
Use of bogies	110 352	2 705	11 836	124 893
Ensuring of traction current				
Transmitted traction current	40 485 437	-	-	40 485 437
System-use	16 791 282	-	-	16 791 282
Excise tax	351 457	-	-	351 457
Funds under the Act on Electricity	2 757 382	-	-	2 757 382
Ensuring of electric energy used for other than traction purpose				
Transmitted traction current	693 331	-	-	693 331
System-use	271 238	-	-	271 238
Excise tax	5 922	-	-	5 922
Funds under the Act on Electricity	40 270	-	-	40 270
Ensuring of fuel used for other than traction purposes	109 727	-	-	109 727
Total	158 203 285	185 508 968	28 071 482	371 783 736

Annex 2: Data from the business plan of MÁV Infrastructure Co. Ltd. for 2023 and 2026

Business plan (thousand HUF)	2023	[2023] Cost in charges	2025/2026	[2025/2026] Cost in charges
Net domestic sales	240 393 516		210 142 541	
Net external sales	4 611 344			
I. NET SALES REVENUE	245 004 860	-	210 142 541	-
II. OWN PERFORMANCE CAPITALIZED	8 327 276	- 39 455	6 865 397	- 39 455
III. OTHER INCOME	295 594 612	276 836 223	310 427 465	108 074 430
.....of which State compensation	198 599 594	192 900 934	190 628 849	
Cost of raw materials and consumables	42 711 933	34 804 885	40 349 143	32 894 424
Cost of services	72 809 167	59 330 368	98 216 231	80 070 259
Cost of other service activities	1 285 438	1 047 471	1 161 446	946 863
Cost of goods sold	120 311 351	117 484 031	77 496 345	75 570 392
Cost of services sold (intermediated)	430 428		457 155	
IV. MATERIAL COSTS	237 548 317	212 666 756	217 680 320	189 481 938
Wages and salaries	114 297 358	110 358 172	144 423 999	139 915 176
Other employee benefits	15 428 936	14 897 188	15 824 425	15 330 396
Contributions on wages and salaries	17 152 300	16 561 157	21 530 048	20 857 894
V. STAFF COSTS	146 878 594	141 816 517	181 778 472	176 103 466
VI. DEPRECIATION	92 743 078	86 667 415	116 983 859	110 078 806
OTHER OPERATING CHARGES	70 720 880	62 234 708	10 292 750	5 543 661
A. OPERATING (TRADING) PROFIT	1 035 879	- 226 588 628	700 002	- 373 172 897
INCOME FROM FINANCIAL TRANSACTIONS	11 245 273	11 245 274	1 609 000	1 609 000
.....of which receivable interest and similar income	3 440 922	3 440 922	1 300 000	1 300 000
EXPENSES ON FINANCIAL TRANSACTIONS	7 791 848	7 791 848	309 002	309 002
.....of which payable interest and similar income				
B. PROFIT OR LOSS FROM FINANCIAL TRANSACTIONS	3 453 425	3 453 425	1 299 998	1 299 998
PROFIT BEFORE TAX	4 489 304	- 223 135 203	2 000 000	- 371 872 899
RAY PAYABLE				
PROFIT AFTER TAX	4 489 304	- 223 135 203	2 000 000	- 371 872 899

Annex 3: Performance indicators of MÁV Infrastructure Co. Ltd. for 2023 and 2026

Services				2023	2025/2026	Measure unit
Ensuring of train path				110 959 327	120 166 682	train km
Running of trains	Gross ton km proportionate part	Total		42 498 231 256	45 496 917 034	gross ton km
		Passenger trains, standard freight trains, locomotive trains		37 742 465 245	40 778 340 118	gross ton km
		Special freight trains - Freight trains of Záhony		2 852 689 805	2 189 053 369	gross ton km
		Special freight trains - Single wagon load trains			177 399 880	gross ton km
		Special freight trains - Corridor freight trains		1 903 076 206	2 352 123 667	gross ton km
	Train km proportionate part	Total		110 959 327	120 166 682	train km
		Passenger trains	Total	90 314 554	97 672 896	train km
			I.	57 932 838	60 857 545	train km
			II.	14 322 359	17 841 109	train km
			III.	18 059 357	18 974 243	train km
		Locomotive trains	Total	4 175 303	4 466 146	train km
			I.	3 353 512	3 484 854	train km
			II.	612 400	751 876	train km
			III.	209 391	229 416	train km
		Standard freight trains	Total	13 349 056	14 717 518	train km
			I.	11 049 870	11 954 567	train km
			II.	1 697 340	2 269 119	train km
			III.	601 845	493 832	train km
		Special freight trains Freight trains of Záhony	Total	1 783 682	1 287 280	train km
			I.	1 707 474	1 235 134	train km
			II.	74 133	48 060	train km
			III.	2 076	4 086	train km
		Special freight trains Single wagon load	Total	-	376 418	train km
			I.	-	153 013	train km
			II.	-	97 087	train km
			III.	-	126 318	train km
		Special freight trains Corridor freight trains	Total	1 336 733	1 646 424	train km
			I.	1 299 812	1 619 299	train km
			II.	36 921	27 125	train km
			III.	-	-	train km
Use of catenary system				81 314 162	84 347 180	electric train km
Use of stations by passenger trains for stopping	Total	13 705 417		14 810 481	use of stations	
	station category I	4 903 971		6 409 557	use of stations	
	station category II	5 619 823		5 823 060	use of stations	
	station category III	1 145 399		1 031 128	use of stations	
	station category IV	2 036 224		1 546 737	use of stations	
Static visual passenger information				-	14 810 481	use of stations
Audio passenger information				-	11 815 220	use of stations
Dynamic visual passenger information				-	7 148 462	use of stations
Used of origin / destination stations by passenger trains	Total	1 287 414		1 035 465	use of stations	
	station category I	1 009 217		751 109	use of stations	
	station category II	242 580		272 051	use of stations	
	station category III	23 709		9 031	use of stations	
	station category IV	11 908		3 274	use of stations	
Use of station by freight trains	Total	227 916		234 218	use of stations	
	station category I	116 653		119 878	use of stations	
	station category II	88 949		91 408	use of stations	
	station category III	22 314		22 931	use of stations	
Use of loading area				-	427 000	hour
Storage of vehicles				3 741 887	3 592 212	vehicles/day
Long-term track rental				-	17 885	track/day
Use of wagon weigh bridges (scales)				52 377	37 083	vehicles (pcs)/weighing operation
Use of refuellig facilities				36 385 182	36 865 466	litre
Ensuring of shunting staff for passenger trains				216 850	219 761	person/hour
Ensuring of shunting staff for freight and locomotive trains	Total	229 153		222 906	person/hour	
	ordered within 8 days before the scheduled use of the service	59 619		54 009	person/hour	
	ordered more than 8 days before the scheduled use of the	169 534		168 897	person/hour	
Ensuring of traction unit for passenger trains				3 908	3 551	vehicles/hour
Ensuring of traction unit for freight and locomotive trains				57 112	55 530	vehicles/hour
Ensuring of fuel for traction				36 128 769	36 605 668	litre
Train preparation				2 488	3 364,09	person/hour
Ensuring staff for weighing				21 065	6 201	vehicles (pcs)/weighing operation
Occasional provision of infrastructure staff, bridges and substructures				-	223	person/hour
Occasional provision of infrastructure staff, telecommunications, power and signalling system				-	427	person/hour
Occasional provision of infrastructure staff for the performance of activities related to real estate				-	30	person/hour
Occasional provision of infrastructure traffic staff				-	2 302	person/hour
Exchange of axles				7 312	6 848	vehicle
Use of bogies				1 814 586	1 306 138	hour/bogie
Ensuring of traction current				907 990 980	969 335 874	kWh
Ensuring of electric energy used for other than traction purposes				15 590 453	13 175 753	kWh
Ensuring of fuel used for other than traction purposes				256 413	259 798	litre

Annex 4: In-kind performances of MÁV Infrastructure Co. Ltd. for 2023 and 2026

Denomination of in-kind performances	2023	2025/2026
Number of use of track routes by departing trains	1 486 039	1 553 607
Number of use of track routes by through trains	38 695 337	40 570 108
Passenger trains, Standard freight trains, Locomotive trains	38 017 402	39 674 278
Passenger trains	32 695 795	34 330 584
track section category I	19 521 023	20 497 074
track section category II	5 872 298	6 165 913
track section category III	7 302 473	7 667 597
Locomotive trains	1 295 348	1 347 161
track section category I	951 845	989 918
track section category II	223 082	232 005
track section category III	120 421	125 238
Standard freight trains	4 026 260	3 996 532
track section category I	2 977 158	3 032 871
track section category II	599 288	566 492
track section category III	449 814	397 170
Special freight trains - Freight trains of Záhony	371 382	386 237
track section category I	331 485	344 744
track section category II	39 407	40 983
track section category III	491	510
Special freight trains - Single wagon load	-	190 778
track section category I	-	63 374
track section category II	-	56 768
track section category III	-	70 636
Special freight trains - Corridor freight trains	306 553	318 815
track section category I	296 884	308 759
track section category II	9 669	10 056
track section category III		
Number of use of track routes by passenger trains for stopping	13 705 417	14 810 481
track section category I	4 903 971	6 409 557
track section category II	5 619 823	5 823 060
track section category III	1 145 399	1 031 128
track section category IV	2 036 224	1 546 737
Number of use of track routes by passenger trains for reversing direction	1 287 414	1 035 465
track section category I	1 009 217	751 109
track section category II	242 580	272 051
track section category III	23 709	9 031
track section category IV	11 908	3 274
Number of use of track routes by freight trains	1 139 580	1 171 089
track section category I	583 265	599 392
track section category II	444 745	457 042
track section category III	111 570	114 655
Number of use of track routes for access to refuelling facilities	109 156	110 596
Number of use of track routes for access to wagon weigh bridges	17 459	12 361
Number of use of track routes for storages of vehicles	24 946	23 948
Number of use of track routes for loading area	-	35 583
Number of use of track routes for long-term track rental	-	7 350

Annex 5/a: Summing-up table of network access charges of MÁV Infrastructure Co. Ltd. for 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	-	11	-	-	12
Running of trains						
Gross ton km proportionate part						
Passenger trains, standard freight trains, locomotive trains	0,38	-	0,51	-	-	0,89
Special freight trains - Freight trains of Záhony	0,40	-	0,50	-	-	0,90
Special freight trains - Single wagon train	0,39	-	0,53	-	-	0,92*
Special freight trains - Corridor freight trains	0,25	-	0,32	-	-	0,57
Train km proportionate part						
Passenger trains						
track section category I	86	-	1 030	-	-	1 116
track section category II	87	-	1 060	-	-	1 147
track section category III	110	-	1 289	-	-	1 399
Locomotive trains						
track section category I	75	-	886	-	-	961
track section category II	80	-	966	-	-	1 046
track section category III	139	-	1 670	-	-	1 809
Standard freight trains						
track section category I	74	-	811	-	-	885
track section category II	71	-	800	-	-	871
track section category III	201	-	2 407	-	-	2 608
Special freight trains - Freight trains of Záhony						
track section category I	90	-	939	-	-	1 029
track section category II	219	-	2 591	-	-	2 810
track section category III	43	-	445	-	-	488
Special freight trains - Single wagon train						
track section category I	108	-	1 253	-	-	1361*
track section category II	142	-	1 722	-	-	1864*
track section category III	150	-	1 732	-	-	1882*
Special freight trains - Corridor freight trains						
track section category I	58	-	624	-	-	682
track section category II	113	-	1 235	-	-	1 348
track section category III	-	-	-	-	-	-
Use of catenary system	71	-	79	-	-	150
Use of stations by passenger trains for stopping						
station category I	614	671	3 463	-	-	4 748
station category II	616	486	3 466	-	-	4 568
station category III	611	428	3 454	-	-	4 493
station category IV	612	324	3 457	-	-	4 393
Static visual passenger information	-	20	-	-	-	20
Audio passenger information	-	207	-	-	-	207
Dynamic visual passenger information	-	192	-	-	-	192
Use of origin / destination stations by passenger trains						
station category I	725	533	3 209	-	-	4 467
station category II	725	103	3 209	-	-	4 037
station category III	725	103	3 209	-	-	4 037
station category IV	725	148	3 208	-	-	4 081
Use of stations by freight trains						
station category I	7 691	515	23 285	-	-	31 491
station category II	5 566	515	19 192	-	-	25 273
station category III	5 566	515	19 192	-	-	25 273
Use of loading area	9	288	9	-	-	306
Storage of vehicles	97	33	104	-	-	234
Long-term track rental	2 050	42	2 942	-	-	5 034
Use of wagon weigh bridges (scales)	242	12 535	1 069	-	-	13 846
Use of refuelling facilities	3	60	10	-	-	73
Ensuring of shunting staff for passenger trains	-	27 124	-	-	-	27 124
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	-	31 678	-	-	-	31 678
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	27 192	-	-	-	27 192
Ensuring of traction unit for passenger trains	-	88 277	-	-	-	88 277
Ensuring for traction unit for freight and locomotive trains	-	82 515	-	-	-	82 515
Ensuring of fuel traction	-	384	-	-	-	384
Train preparation	-	8 711	-	-	-	8 711
Ensuring staff for weighing	-	8 711	-	-	-	8 711
Occasional provision of infrastructure staff, bridges and substructures	-	8 752	-	-	-	8 752
Occasional provision of infrastructure staff, telecommunications, power and signalling system	-	8 752	-	-	-	8 752
Occasional provision of infrastructure staff for the performance of activities related to real estate	-	8 752	-	-	-	8 752
Occasional provision of infrastructure traffic staff	-	7 557	-	-	-	7 557
Exchange of axles	-	77 731	-	-	-	77 731
Use of bogies	-	96	-	-	-	96
Ensuring of traction current						
Transmitted traction current	-	41,8	-	-	-	41,8
System-use	-	17,3	-	-	-	17,3
Excise tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	2,8	-	-	-	2,8
Ensuring of electric energy used for other than traction purposes						
Transmitted traction current	-	52,6	-	-	-	52,6
System-use	-	20,6	-	-	-	20,6
Excise tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	3,1	-	-	-	3,1
Ensuring of fuel used for other than traction purposes	-	422	-	-	-	422

*Valid: 01 January 2026

Annex 5/b: Summing-up table of network access charges of MÁV Infrastructure Co. Ltd. for timetable period 2025/2026 (HUF), broken down by Network Statement

Services	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	11	12
Running of trains			
Gross ton km proportionate part			
Passenger trains, standard freight trains, locomotive trains	0,38	0,51	0,89
Special freight trains - Freight trains of Záhony	0,40	0,50	0,90
Special freight trains - Single wagon train	0,39	0,53	0,92*
Special freight trains - Corridor freight trains	0,25	0,32	0,57
Train km proportionate part			
Passenger trains			
track section category I	86	1 030	1 116
track section category II	87	1 060	1 147
track section category III	110	1 289	1 399
Locomotive trains			
track section category I	75	886	961
track section category II	80	966	1 046
track section category III	139	1 670	1 809
Standard freight trains			
track section category I	74	811	885
track section category II	71	800	871
track section category III	201	2 407	2 608
Special freight trains - Freight trains of Záhony			
track section category I	90	939	1 029
track section category II	219	2 591	2 810
track section category III	43	445	488
Special freight trains - Single wagon train			
track section category I	108	1 253	1361*
track section category II	142	1 722	1864*
track section category III	150	1 732	1882*
Special freight trains - Corridor freight trains			
track section category I	58	624	682
track section category II	113	1 235	1 348
track section category III			
Use of catenary system	71	79	150
Use of stations by passenger trains for stopping			
station category I	1 285	3 463	4 748
station category II	1 102	3 466	4 568
station category III	1 039	3 454	4 493
station category IV	936	3 457	4 393
Static visual passenger information	20	-	20
Audio passenger information	207	-	207
Dynamic visual passenger information	192	-	192
Use of origin / destination stations by passenger trains			
station category I	1 258	3 209	4 467
station category II	828	3 209	4 037
station category III	828	3 209	4 037
station category IV	873	3 208	4 081
Use of stations by freight trains			
station category I	8 206	23 285	31 491
station category II	6 081	19 192	25 273
station category III	6 081	19 192	25 273
Use of loading area	297	9	306
Storage of vehicles	130	104	234
Long-term track rental	2 092	2 942	5 034
Use of wagon weigh bridges (scales)	12 777	1 069	13 846
Use of refuelling facilities	63	10	73
Ensuring of shunting staff for passenger trains	27 124	-	27 124
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	31 678	-	31 678
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	27 192	-	27 192
Ensuring of traction unit for passenger trains	88 277	-	88 277
Ensuring for traction unit for freight and locomotive trains	82 515	-	82 515
Ensuring of fuel traction	384	-	384
Train preparation	8 711	-	8 711
Ensuring staff for weighing	8 711	-	8 711
Occasional provision of infrastructure staff, bridges and substructures	8 752	-	8 752
Occasional provision of infrastructure staff, telecommunications, power and signalling system	8 752	-	8 752
Occasional provision of infrastructure staff for the performance of activities related to real estate	8 752	-	8 752
Occasional provision of infrastructure traffic staff	7 557	-	7 557
Exchange of axles	77 731	-	77 731
Use of bogies	96	-	96
Ensuring of traction current			
Transmitted traction current	41,8	-	41,8
System-use	17,3	-	17,3
Excise tax	0,4	-	0,4
Funds under the Act on Electricity	2,8	-	2,8
Ensuring of electric energy used for other than traction purposes			
Transmitted traction current	52,6	-	52,6
System-use	20,6	-	20,6
Excise tax	0,4	-	0,4
Funds under the Act on Electricity	3,1	-	3,1
Ensuring of fuel used for other than traction purposes	422	-	422

***Valid: 01 January 2026**