

Publishing: 30 May 2024
Effective: from 31 May 2024
Applicable: from 31 May 2024
***Charges effective from 1 September 2024**

TEXT

1. 1.5.1 Validity, publishing and updating of Network Statement

The following modification was made:

This Network Statement is valid from 00:00 of 28 31 May 2024 to 24:00 of 14 December 2024.

2. 5.3.1.2 Ensuring of train path - Charges

The following modification was made:

Charging elements of Ensuring of train path*

<i>Ensuring of train path Unit HUF / train km</i>	Charge	Mark-up	Amount to be paid
MÁV Zrt.	1	9	10
GYSEV Zrt.	1	12	13

*Effective from: 01.09.2024

3. 5.3.2.2 Running of trains - Charges

The following modification was made:

Charging elements of Running of trains- train km proportionate part on the network of MÁV Zrt*

<i>Running of trains- train km proportionate part Unit: HUF / train km</i>	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Passenger trains	64	383	447	99	291	390	101	46	147
Standard freight trains	68	459	527	88	401	489	153	108	261
Locomotive trains	66	403	469	95	369	464	109	338	447
Special freight trains	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Záhony freight trains	62	420	482	107	337	444	109	133	242
Corridor trains	62	464	526	90	398	488	0	0	0

*Effective from: 01.09.2024

Charging elements of Running of trains- train km proportionate part on the network of GYSEV Zrt*

<i>Running of trains- train km proportionate part Unit: HUF / train km</i>	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Passenger trains	52	303	355	58	263	321	45	201	246
Standard freight trains	81	376	457	84	258	342	39	189	228
Locomotive trains	55	300	355	34	287	321	34	212	246
Special freight trains	Line section category I			Line section category II			Line section category III		
Corridor trains	78	292	370	-	-	-	-	-	-

*Effective from: 01.09.2024

Charging elements of Running of trains- gross ton km proportionate part on the network of MÁV Zrt*

<i>Running of trains- gross ton km proportionate part</i> <i>Unit: HUF/gross ton km</i>	Charge	Mark-up	Amount to be paid
Passenger trains	0,34	0	0,34
Standard freight trains			
Locomotive trains			
Special freight trains			
Záhony freight trains	0,27	0,03	0,30
Corridor trains	0,28	0,05	0,33

*Effective from: 01.09.2024

Charging elements of Running of trains- gross ton km proportionate part on the network of GYSEV Zrt*

<i>Running of trains- gross ton km proportionate part</i> <i>Unit: HUF/gross ton km</i>	Charge	Mark-up	Amount to be paid
Passenger trains	0,32	0	0,32
Freight trains*			
Locomotive trains			

*This category Freight trains includes the categories Standard freight trains and Special freight trains.

*Effective from: 01.09.2024

4. 5.3.3.2 Use of catenary system - Charges

The following modification was made:

Charging elements of Use of catenary*

<i>Use of catenary</i> <i>Unit: HUF/electric train km</i>	Charge	Mark-up	Amount to be paid
MÁV Zrt.	68	8	76
GYSEV Zrt.	70	31	101

*Effective from: 01.09.2024

5. 7.3.1.3.1.2 Storage of vehicles - Charges of the service

The following modification was made:

Charging elements of Storage of vehicles on the network of MÁV Zrt.*

<i>Storage of vehicles</i> <i>Unit: HUF/ vehicle/day</i>	Charge	Mark-up	Amount to be paid
	123	97	220

*Effective from: 01.09.2024

Charging elements of Storage of vehicles on the network of GYSEV Zrt.*

<i>Storage of vehicles</i> Unit: HUF/ vehicle/day	Charge	Mark-up	Amount to be paid
	142	66	208

*Effective from: 01.09.2024

6. 7.3.1.3.2.1-2 Shunting - Charges of the service

The following modification was made:

Charging elements of Ensuring shunting staff on the network of MÁV Zrt.*

<i>Ensuring of shunting staff for passenger trains</i> Unit: HUF/person/hour	Amount to be paid
	9 916
<i>Ensuring of shunting staff for freight and locomotive trains - ordered more than 8 days before the scheduled use of the service</i> Unit: HUF/person/hour	Amount to be paid
	6 469
<i>Ensuring of shunting staff for freight and locomotive trains - ordered within 8 days before the scheduled use of the service</i> Unit: HUF/person/hour	Amount to be paid
	5 153

*Effective from: 01.09.2024

Charging elements of Ensuring shunting staff on the network of GYSEV Zrt.*

<i>Ensuring of shunting staff for passenger trains</i> Unit: HUF/person/hour	Amount to be paid
	11 221
<i>Ensuring of shunting staff for freight and locomotive trains</i> Unit: HUF/person/hour	Amount to be paid
	6 069

*Effective from: 01.09.2024

7. 7.3.1.3.2.2-2 Staff available for shunting - Charges of the service

The following modification was made:

Charging elements of Availability of shunting staff on the network of GYSEV Zrt.*

<i>Availability of shunting staff for passenger trains</i> Unit: HUF/person/hour	Amount to be paid
	6 062
<i>Availability of shunting staff for freight and locomotive trains</i> Unit: HUF/person/hour	Amount to be paid
	4 580

*Effective from: 01.09.2024

8. 7.3.1.3.2.3-2 Ensuring traction unit- Charges of the service

The following modification was made:

Charging elements of Ensuring traction unit on the network of MÁV Zrt.*

<i>Ensuring of traction unit for passenger trains</i> Unit: HUF/vehicle/hour	Amount to be paid 46 513
<i>Ensuring of traction unit for freight and locomotive trains</i> Unit: HUF/vehicle/hour	Amount to be paid 29 026

*Effective from: 01.09.2024

Charging elements of Ensuring traction unit on the network of GYSEV Zrt.*

<i>Ensuring of traction unit for passenger trains</i> Unit: HUF/vehicle/hour	Amount to be paid 27 556
<i>Ensuring of traction unit for freight and locomotive trains</i> Unit: HUF/vehicle/hour	Amount to be paid 27 556

*Effective from: 01.09.2024

9. 7.3.1.3.2.4-2 Traction unit available for shunting - Charges of the service

The following modification was made:

Charging elements of Availability of traction unit on the network of GYSEV Zrt.*

<i>Availability of traction unit for passenger trains</i> Unit: HUF/vehicle/hour	Amount to be paid 22 186
<i>Availability of traction unit for freight and locomotive trains</i> Unit: HUF/vehicle/hour	Amount to be paid 20 839

*Effective from: 01.09.2024

10.7.3.1.3.3.2 Charges of the service

The following modification was made:

Charging elements of train acceptance on the network of MÁV Zrt.*

<i>Staff providing train acceptance</i> Unit: HUF/person/hour	Amount to be paid 5 153
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*Effective from: 01.09.2024

11.7.3.1.3.4-2 Train preparation - Charges of the service

The following modification was made:

Charging elements of train preparation on the network of GYSEV Zrt.*

<i>Train preparation</i> Unit: HUF/person/hour	Amount to be paid
	5 427

*Effective from: 01.09.2024

12.7.3.2.4.1 Charges of the service Use of stations for stopping by passenger trains

The following modification was made:

Charging elements of the use of stations for stopping by passenger trains on the network of MÁV Zrt.*

<i>Use of stations by passenger trains for stopping</i> Unit: HUF/ use of stations	Charge	Mark-up	Amount to be paid
Station category I	1 502	2 275	3 777
Station category II	1 176	1 993	3 169
Station category III	1 146	1 052	2 198
Station category IV	907	1 060	1 967

*Effective from: 01.09.2024

Charging elements of the use of stations for stopping by passenger trains on the network of GYSEV Zrt.*

<i>Use of stations by passenger trains for stopping</i> Unit: HUF/ use of stations	Charge	Mark-up	Amount to be paid
Station category I	1 405	954	2 359
Station category II	1 104	897	2 001
Station category III	1 151	621	1 772
Station category IV	1 245	350	1 595

*Effective from: 01.09.2024

13.7.3.2.4.2 Charges of the service Use of the origin/destination stations by passenger trains

The following modification was made:

Charging elements of the use of origin/destination stations by passenger trains on the network of MÁV Zrt.*

<i>Use of origin/destination stations by passenger trains Unit: HUF/ use of stations</i>	Charge	Mark-up	Amount to be paid
Station category I	1 079	1 543	2 622
Station category II	1 003	1 088	2 091
Station category III	981	64	1 045
Station category IV	1 045	0	1 045

*Effective from: 01.09.2024

Charging elements of the use of origin/destination stations by passenger trains on the network of GYSEV Zrt.*

<i>Use of origin/destination stations by passenger trains Unit: HUF/ use of stations</i>	Charge	Mark-up	Amount to be paid
Station category I	2 966	1 030	3 996
Station category II	1 987	1 448	3 435

*Effective from: 01.09.2024

14.7.3.3.4.1 Charges of Use of stations for freight trains service

The following modification was made:

Charging elements of the use of stations by freight trains on the network of MÁV Zrt.*

<i>Use of stations by freight trains Unit: HUF/ use of stations</i>	Charge	Mark-up	Amount to be paid
Station category I	5 782	0	5 782
Station category II	2 897	0	2 897
Station category III	916	0	916

*Effective from: 01.09.2024

Charging elements of the use of stations by freight trains on the network of GYSEV Zrt.*

<i>Use of stations by freight trains Unit: HUF/ use of stations</i>	Charge	Mark-up	Amount to be paid
Station category I	5 725	0	5 725
Station category II	4 580	0	4 580
Station category III	3 435	0	3 435

*Effective from: 01.09.2024

15.7.3.7.4.1 Charges of Exchange of axles service

The following modification was made:

Charging elements of Exchange of axles on the network of MÁV Zrt*

<i>Exchange of axles</i> Unit: HUF/vehicle	Amount to be paid
	32 014

*Effective from: 01.09.2024

16.7.3.7.4. 2 Charges of Use of bogies service

The following modification was made:

Charging elements of Use of bogies on the network of MÁV Zrt*

<i>Use of bogies</i> Unit: HUF/hour/bogie	Amount to be paid
	56

*Effective from: 01.09.2024

17.7.3.7.4.3 Charges of Use of wagon weigh bridges (scales) service

The following modification was made:

Charging elements of use of wagon weigh bridges on the network of MÁV Zrt.*

<i>Use of wagon weigh bridges (scales)</i> Unit: HUF/ vehicle	Charge	Mark-up	Amount to be paid
	3 092	0	3 092

*Effective from: 01.09.2024

Charging elements of use of wagon weigh bridges on the network of GYSEV Zrt.*

<i>Use of wagon weigh bridges (scales)</i> Unit: HUF/ vehicle	Charge	Mark-up	Amount to be paid
	3 509	0	3 509

*Effective from: 01.09.2024

18.7.3.7.4.4 Charges of Ensuring staff for weighing service

The following modification was made:

Charging elements of ensuring staff for weighing on the network of MÁV Zrt.*

<i>Staff ensured for weighing</i> Unit: HUF/vehicle	Amount to be paid
	5 153

*Effective from: 01.09.2024

19.7.3.10.4.1 Charges of Use of refuelling facilities service

The following modification was made:

Charging elements of use of Use of refuelling facilities on the network of MÁV Zrt.*

<i>Use of refuelling facilities</i>	Charge	Mark-up	Amount to be paid
<i>Unit: HUF/ litre</i>	31	0	31

*Effective from: 01.09.2024

Charging elements of use of Use of refuelling facilities on the network of GYSEV Zrt.*

<i>Use of refuelling facilities</i>	Charge	Mark-up	Amount to be paid
<i>Unit: HUF/ litre</i>	44	0	44

*Effective from: 01.09.2024

ANNEXES

20.5.2-6 Summing-up table of network access charges of GYSEV for the 2024/2025 timetable period (HUF)

The following modification was made:

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

Services of MÁV Zrt. 2023/2024	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	8	9	1	9	10*
Running of trains						
Gross ton proportionate part						
Passenger train, Standard freight train, Locomotive train	0,30	0,00	0,30	0,34*	0	0,34*
Special freight train- Freight train of Záhony	0,26	0,00	0,26	0,27	0,03	0,30*
Special freight train- Corridor freight train	0,28	0,01	0,29	0,28	0,05	0,33*
Train km proportionate part						
Passenger trains						
track section category I	64	326	390	64	383	447*
track section category II	99	242	341	99	291	390*
track section category III	101	27	128	101	46	147*
Locomotive trains						
track section category I	66	344	410	66	403	469*
track section category II	95	310	405	95	369	464*
track section category III	109	281	390	109	338	447*
Standard freight trains						
track section category I	68	392	460	68	459	527*
track section category II	88	339	427	88	401	489*
track section category III	153	75	228	153	108	261*
Special freight trains - Freight train of Záhony						
track section category I	62	359	421	62	420	482*
track section category II	107	281	388	107	337	444*
track section category III	109	102	211	109	133	242*
Special freight trains - Corridor freight train						
track section category I	62	397	459	62	464	526*
track section category II	90	336	426	90	398	488*
track section category III			0			0
Use of catenary	66	0	66	68	8	76*
Use of stations by passenger trains for stopping						
I. station category	1 502	1 797	3 299	1 502	2 275	3777*
II. station category	1 176	1 592	2 768	1 176	1 993	3169*
III. station category	1 146	774	1 920	1 146	1 052	2198*
IV. station category	907	811	1 718	907	1 060	1967*
Use of origin/destination stations by passenger trains						
I. station category	1 079	1 241	2 290	1 079	1 543	2622*
II. station category	1 003	823	1 826	1 003	1 088	2091*
III. station category	913	-	913	981	64	1045*
IV. station category	913	-	913	1 045	0	1045*
Use of stations by freight trains						
I. station category	5 050	-	5 050	5 782	0	5782*
II. station category	2 530	-	2 530	2 897	0	2897*
III. station category	800	-	800	916	0	916*
Storage of vehicles	123	69	192	123	97	220*
Use of wagon weigh bridges (scales)	2 700	0	2 700	3 092	0	3092*
Use of refuelling facilities	27	0	27	31	0	31*
Ensuring of shunting staff for passenger trains	8 660		8 660	9 916		9916*
Ensuring of shunting staff freight and locomotive trains ordered within 8 days before the scheduled use of the service	5 650		5 650	6 469		6469*
Ensuring of shunting staff freight and locomotive trains ordered more than 8 days before the scheduled use of the service	4 500		4 500	5 153		5153*
Ensuring of traction unit for passenger trains	40 623		40 623	46 513		46513*
Ensuring of traction unit for freight and locomotive trains	25 350		25 350	29 026		29026*
Ensuring of fuel for traction	377		377	377		377
Staff providing train acceptance	4 500		4 500	5 153		5153*
Staff ensured for weighing	4 500		4 500	5 153		5153*
Exchange of axles	27 960		27 960	32 014		32014*
Use of bogies	49		49	56		56*
Ensuring of traction current						
Transmitted traction current	43,5		43,5	43,5		43,5
System-use	4,1		4,1	4,1		4,1
Network loss of transmitted traction current	0,4		0,4	0,4		0,4
Energy tax	0,3		0,3	0,3		0,3
Funds under the Act on Electricity	2,4		2,4	2,4		2,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted electric energy used for other than traction purposes	43,2		43,2	43,2		43,2
System-use	4,1		4,1	4,1		4,1
Network loss of transmitted electric energy used for other than traction purposes	0,4		0,4	0,4		0,4
Energy tax	0,3		0,3	0,3		0,3
Funds under the Act on Electricity	2,4		2,4	2,4		2,4
Ensuring of fuel used for other than traction purposes (preheating, precooling)	378		378	378		378

*Charges effective from 1 September 2024

Network Statement 2023/2024. Modification No 25 - Modification list

Summing-up table of network access charges of GYSEV Zrt for the 2023/2024 timetable period (HUF)

Services of GYSEV Zrt. 2023/2024	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
	1	10	11	1	12	13*
Ensuring of train path						
Running of trains						
Gross ton proportionate part	0,28	0	0,28	0,32	0	0,32*
Train km proportionate part						
Passenger trains						
track section category I	52	258	310	52	303	355*
track section category II	58	222	280	58	263	321*
track section category III	45	170	215	45	201	246*
Locomotive trains						
track section category I	55	255	310	55	300	355*
track section category II	34	246	280	34	287	321*
track section category III	34	181	215	34	212	246*
Standard freight trains						
track section category I	81	318	399	81	376	457*
track section category II	84	215	299	84	258	342*
track section category III	39	160	199	39	189	228*
Special freight trains - Corridor freight train						
track section category I	78	245	323	78	292	370*
track section category II						
track section category III						
Use of catenary	70	18	88	70	31	101*
Use of stations by passenger trains for stopping						
I. station category	1 405	655	2 060	1 405	954	2 359*
II. station category	1 104	644	1 748	1 104	897	2001*
III. station category	1 151	397	1 548	1 151	621	1772*
IV. station category	1 245	148	1 393	1 245	350	1595*
Use of origin/destination stations by passenger trains						
I. station category	2 966	524	3 490	2 966	1 030	3996*
II. station category	1 987	1 013	3 000	1 987	1 448	3435*
III. station category						
IV. station category						
Use of stations by freight trains						
I. station category	5 000	0	5 000	5 725	-	5725*
II. station category	4 000	0	4 000	4 580	-	4580*
III. station category	3 000	0	3 000	3 435	-	3435*
Storage of vehicles	142	40	182	142	66	208*
Use of wagon weigh bridges (scales)	3 065	0	3 065	3 509	-	3509*
Use of refuelling facilities	38	0	38	44	-	44*
Ensuring of shunting staff for passenger trains	9 800	-	9 800	11 221	-	11221*
Ensuring of shunting staff freight and locomotive trains	5 300	-	5 300	6 069	-	6069*
Availability of shunting staff for passenger trains	5 294	-	5 294	6 062	-	6062*
Availability of shunting staff freight and locomotive trains	4 000	-	4 000	4 580	-	4580*
Ensuring of traction unit for passenger trains	24 066	-	24 066	27 556	-	27556*
Ensuring of traction unit for freight and locomotive trains	24 066	-	24 066	27 556	-	27556*
Availability of traction unit for passenger trains	19 376	-	19 376	22 186	-	22186*
Availability of traction unit for freight and locomotive trains	18 200	-	18 200	20 839	-	20839*
Ensuring of fuel for traction	586	-	586	586	-	586
Ensuring of water for water supply	805	-	805	805	-	805
Train preparation	4 740	-	4 740	5 427	-	5427*
Ensuring of traction current						
Transmitted traction current	170,2		170,2	170,2	-	170,2
System-use	11,6		11,6	11,6	-	11,6
Network loss of transmitted traction current	9,7		9,7	9,7	-	9,7
Energy tax	0,4		0,4	0,4	-	0,4
Funds under the Act on Electricity	1,5		1,5	1,5	-	1,5
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted electric energy used for other than traction purposes	170,2		170,2	170,2	-	170,2
System-use	11,6		11,6	11,6	-	11,6
Network loss of transmitted electric energy used for other than traction purposes	9,7		9,7	10	-	9,7
Energy tax	0,4		0,4	0,4	-	0,4
Funds under the Act on Electricity	1,5		1,5	1,5	-	1,5
Technical inspection of railway vehicles	11 296		11 296	11 296	-	11 296
Ticketing and reckoning activity	199		199	199	-	199

*Charges effective from 1 September 2024

21.5.2-2 Charging Document of MÁV Zrt.

1. 2.1 Temporal scope of CD

Infrastructure Manager of the railway network shall publish charging elements determined in the CD for the 2023/2024 timetable period in the Network Statement relevant to the given timetable year. ~~Provisions of this CD shall be taken into consideration for the timetable period beginning on 00:00 of 10 December of 2023. The provisions of CD modification No. 4 shall be considered as follows:~~

- valid: 31 May 2024
- valid date of changed amounts payable: 31 May 2024
- effective: 01 September 2024

2. 2.3.3 Basis of modification No. 3 of the CD

The following modifications were made:

On 26 April 2024 MAV Zrt. sent to VPE a letter No 14088/2024/MAV, in which it indicated that it became necessary to revise the network access charges for the scheduling year 2023/2024, since the Ministry of Construction and Transport KÖFÁT/1082-4/ 2024/VIF amended the premises to be taken into account in the distribution of state contribution in the network access charges calculation for the scheduling year 2023/2024. See section 3.8 for more details.

On this basis VPE carried out a review of network access charges.

3. 3.8 Amount of state contribution

The following modifications were made:

Based on the letter No. ~~1408/2023/MAV~~ 14088/2024/MAV sent by MAV, the amount of state contribution that can be taken into account in the charging process is as follows:

- regarding basic services: HUF ~~91,735~~ 83,029 bn
- regarding supplementary services: HUF ~~35,195~~ 27,975 bn

Based on the referred letter, the amount to be paid has been established as follows:

- ~~The mass amount of rail network access charges resulting from basic and supplementary services of MÁV Zrt. in timetable period 2023/2024 should be equal to the mass amount to be paid for the passenger and freight sector which determined to timetable period 2022/2023 (the possible decreasing change in performance can be compensated by the change of unit price).~~
- ~~Due to the effect of the state contribution network access charges for timetable period 2023/2024 should not be reduced compared to timetable period 2022/2023 unless this is required by law, ministerial provision or cost conditions.~~
- ~~Ensuring of electric energy and fuel used for traction current should not receive financial support as well as ensuring of electric energy and fuel used for other than traction purposes.~~

~~As in the case of timetable period 2022/2023, in order to meet the transport policy objectives related to competitiveness of railways, the amounts to be paid for the running of concerned freight trains (both train km and gross ton km proportionate part of the service) shall be reduced by the aggregate revenue from basic and supplementary services to be varied according to the indexation of freight transport services:~~

- ~~o freight trains arriving in and departing from the Záhony district running on standard gauge ("Záhony trains");~~
- ~~o those freight trains which run on international corridor route ('corridor freight trains') in accordance with Regulation 913/2010/EU.~~

~~During the data supply the effects of changes of station's category have been taken into account. Railway companies bear the benefits, and disadvantages that result from the change of category due to changes in technical parameters.~~

Taking into account the negative changes occurring in the macroeconomic environment, as well as the rapidly deteriorating track conditions, it becomes necessary to increase the proportion of the renovation reimbursement in 2024, while leaving the amount of the state contribution to MAV Zrt. for the 2023/2024 charging year unchanged, therefore measures are required to reduce the level of state contribution included in the network access charges as follows:

- In the scheduling year 2023/2024, with respect to basic and additional services other than energy-type services, the amount to be paid for all services announced and affected in the Network Statement shall be increased by the same amount as the 2022 HCSO consumer price index, i.e. by 14.5% of the effective amount affected in this point compared to the amounts payable for services.
- To this end, it is necessary to reduce the extent of the state role allocated to the affected service during the fee formation, which - given the magnitude of the amount - should be classified as significant and thus will result in a mandatory fee review.
- The toll revenue from the increase in the toll burden defined in the first premise ensures the compensation of the costs of MÁV Zrt., which it is obliged to account for according to the track operation contract.

4. The following changes have been made to the tables

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

The following modifications were made:

2023/2024. (HUF)	Ensuring of train path	Running of trains, gross ton km proportionate part			Use of catenary
		Passenger train, standard freight train, locomotive train	Special freight trains		
			Freight trains of Záhony	Corridor freight train	
1. Amount of charge of access part	1	0,36	0,27	0,28	68
2. Amount of mark-up	11	0,40	0,30	0,31	71
3. Amount of discount	-	-	-	-	-
4. Amount of state contribution	3	0,46	0,31	0,30	73
Amount to be paid (1 + 2 - 3 - 4)	9	0,30	0,26	0,29	66

2023/2024. (HUF)	Ensuring of train path	Running of trains, gross ton km proportionate part			Use of catenary
		Passenger train, standard freight train, locomotive train	Special freight trains		
			Freight trains of Záhony	Corridor freight train	
1. Amount of charge of access part	1	0,36	0,27	0,28	68
2. Amount of mark-up	11	0,40	0,30	0,31	71
3. Amount of discount	-	-	-	-	-
4. Amount of state contribution	2	0,42	0,27	0,26	63
Amount to be paid (1 + 2 - 3 - 4)	10*	0,34*	0,30*	0,33*	76*

*Effective: 01 September 2024

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

The following modifications were made:

2023/2024. (HUF)	Running of trains, train km proportionate part													
	Passenger trains			Locomotive trains			Standard freight trains			Special freight trains				
	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Freight trains of Záhony	Corridor freight trains	Category I.	Category II.	Category III.
1. Amount of charge of access part	64	99	101	66	95	109	68	88	153	62	107	109	62	90
2. Amount of mark-up	741	1 016	1 006	762	954	1 063	785	913	1 630	715	1 099	1 041	714	908
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	415	774	979	418	644	782	393	574	1 555	356	818	939	317	572
Amount to be paid (1 + 2 - 3 - 4)	390	341	128	410	405	390	460	427	228	421	388	211	469	426

2023/2024. (HUF)	Running of trains, train km proportionate part													
	Passenger trains			Locomotive trains			Standard freight trains			Special freight trains				
	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Freight trains of Záhony	Corridor freight trains	Category I.	Category II.	Category III.
1. Amount of charge of access part	64	99	101	66	95	109	68	88	153	62	107	109	62	90
2. Amount of mark-up	741	1 016	1 006	762	954	1 063	785	913	1 630	715	1 099	1 041	714	908
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	358	725	960	359	585	725	326	512	1 522	295	762	908	250	510
Amount to be paid (1 + 2 - 3 - 4)	447*	390*	147*	469*	464*	447*	527*	489*	261*	482*	444*	242*	526*	488*

*Effective: 01 September 2024

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

The following modifications were made:

2023/2024. (HUF)	Use of stations by passenger trains for stopping				Use of origin/destination stations by passenger trains			
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	Category IV.
1. Amount of charge of access part	661	651	644	650	889	889	889	889
2. Amount of charge of supply part	841	825	802	257	190	114	92	218
3. Amount of mark-up	2 642	2 610	2 582	2 602	2 543	2 542	2 542	2 542
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	845	1 018	1 808	1 791	1 332	1 719	2 610	2 736
Amount to be paid (1 + 2 + 3 - 4 - 5)	3 299	2 768	1 920	1 718	2 290	1 826	913	913

2023/2024. (HUF)	Use of stations by passenger trains for stopping				Use of origin/destination stations by passenger trains			
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	Category IV.
1. Amount of charge of access part	661	651	644	650	889	889	889	889
2. Amount of charge of supply part	841	825	802	257	190	114	92	218
3. Amount of mark-up	2 642	2 610	2 582	2 602	2 543	2 542	2 542	2 542
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	367	617	1 530	1 542	1 000	1 454	2 478	2 604
Amount to be paid (1 + 2 + 3 - 4 - 5)	3777*	3169*	2198*	1967*	2622*	2091*	1045*	1045*

*Effective: 01 September 2024

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

The following modifications were made:

2023/2024. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount of charge of access part	7 901	6 761	6 921
2. Amount of charge of supply part	479	619	610
3. Amount of mark-up	17 978	14 417	14 433
4. Amount of discount	-	-	-
5. Amount of state contribution	21 308	19 267	21 164
Amount to be paid (1 + 2 + 3 - 4 - 5)	5 050	2 530	800

2023/2024. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount of charge of access part	7 901	6 761	6 921
2. Amount of charge of supply part	479	619	610
3. Amount of mark-up	17 978	14 417	14 433
4. Amount of discount	-	-	-
5. Amount of state contribution	20 576	18 900	21 048
Amount to be paid (1 + 2 + 3 - 4 - 5)	5782*	2897*	916*

*Effective: 01 September 2024

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

The following modifications were made:

2023/2024. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount of charge of access part	122	296	3
2. Amount of charge of supply part	1	14 443	70
3. Amount of mark-up	114	848	7
4. Amount of discount	-	-	-
5. Amount of state contribution	45	12 887	53
Amount to be paid (1 + 2 + 3 - 4 - 5)	192	2 700	27

2023/2024. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount of charge of access part	122	296	3
2. Amount of charge of supply part	1	14 443	70
3. Amount of mark-up	114	848	7
4. Amount of discount	-	-	-
5. Amount of state contribution	17	12 495	49
Amount to be paid (1 + 2 + 3 - 4 - 5)	220*	3092*	31*

*Effective: 01 September 2024

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

The following modifications were made:

2023/2024. (HUF)	Ensuring of shunting staff			Ensuring of traction unit	
	For passenger trains	For freight and loco trains		For passenger trains	For freight and loco trains
		ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service		
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	22 256	30 840	22 256	50 318	50 439
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	13 596	25 190	17 756	9 695	25 089
Amount to be paid (1 + 2 + 3 - 4 - 5)	8 660	5 650	4 500	40 623	25 350

2023/2024. (HUF)	Ensuring of shunting staff			Ensuring of traction unit	
	For passenger trains	For freight and loco trains		For passenger trains	For freight and loco trains
		ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service		
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	22 256	30 840	22 256	50 318	50 439
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	12 340	24 371	17 103	3 805	21 413
Amount to be paid (1 + 2 + 3 - 4 - 5)	9916*	6469*	5153*	46513*	29026*

*Effective: 01 September 2024

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

2023/2024. (HUF)	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	377	8 937	8 923	71 446	142
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	4 437	4 423	43 486	93
Amount to be paid (1 + 2 + 3 - 4 - 5)	377	4 500	4 500	27 960	49

2023/2024. (HUF)	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	377	8 937	8 923	71 446	142
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	3 784	3 770	39 432	86
Amount to be paid (1 + 2 + 3 - 4 - 5)	377	5153*	5153*	32014*	56*

*Effective: 01 September 2024

5. The following Annexes have been changed

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

The following modifications were made:

Services - MÁV Zrt. 2023/2024	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	11	-	3	9
Running of trains						
Gross ton km proportionate part						
Passenger trains, Standard freight trains, Locomotive trains	0,36	-	0,40	-	0,46	0,30
Special freight trains - Freight trains of Záhony	0,27	-	0,30	-	0,31	0,26
Special freight trains - Corridor freight trains	0,28	-	0,31	-	0,30	0,29
Train km proportionate part						
Passenger trains						
track section category I	64	-	741	-	415	390
track section category II	99	-	1 016	-	774	341
track section category III	101	-	1 006	-	979	128
Locomotive trains						
track section category I	66	-	762	-	418	410
track section category II	95	-	954	-	644	405
track section category III	109	-	1 063	-	782	390
Standard freight trains						
track section category I	68	-	785	-	393	460
track section category II	88	-	913	-	574	427
track section category III	153	-	1 630	-	1 555	228
Special freight trains - Freight trains of Záhony						
track section category I	62	-	715	-	356	421
track section category II	107	-	1 099	-	818	388
track section category III	109	-	1 041	-	939	211
Special freight trains - Corridor freight trains						
track section category I	62	-	714	-	317	459
track section category II	90	-	908	-	572	426
track section category III	-	-	-	-	-	-
Use of catenary	68	-	71	-	73	66
Use of stations by passenger trains for stopping						
I. station category	661	841	2 642	-	845	3 299
II. station category	651	525	2 610	-	1 018	2 768
III. station category	644	502	2 582	-	1 808	1 920
IV. station category	650	257	2 602	-	1 791	1 718
Use of origin/ destination stations by passenger trains						
I. station category	889	190	2 543	-	1 332	2 290
II. station category	889	114	2 542	-	1 719	1 826
III. station category	889	92	2 542	-	2 610	913
IV. station category	889	218	2 542	-	2 736	913
Use of stations by freight trains						
I. station category	7 901	479	17 978	-	21 308	5 050
II. station category	6 761	619	14 417	-	19 267	2 530
III. station category	6 921	610	14 433	-	21 164	800
Storage of vehicles	122	1	114	-	45	192
Use of wagon weigh bridges (scales)	296	14 443	848	-	12 887	2 700
Use of refuelling facilities	3	70	7	-	53	27
Ensuring of shunting staff for passenger trains	-	22 256	-	-	13 596	8 660
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	-	30 840	-	-	25 190	5 650
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	22 256	-	-	17 756	4 500
Ensuring of traction unit for passenger trains	-	50 318	-	-	9 695	40 623
Ensuring of traction unit for freight and locomotive trains	-	50 439	-	-	25 089	25 350
Ensuring of fuel traction	-	377	-	-	-	377
Train acceptance	-	8 937	-	-	4 437	4 500
Staff ensured for weighing	-	8 923	-	-	4 423	4 500
Exchange of axles	-	71 446	-	-	43 486	27 960
Use of bogies	-	142	-	-	93	49
Ensuring of traction current						
Transmitted traction current	-	43,5	-	-	-	43,5
System-use	-	4,1	-	-	-	4,1
Network loss of transmitted traction current	-	0,4	-	-	-	0,4
Excise tax	-	0,3	-	-	-	0,3
Funds under the Act on Electricity	-	2,4	-	-	-	2,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted traction current	-	43,2	-	-	-	43,2
System-use	-	4,1	-	-	-	4,1
Network loss of transmitted traction current	-	0,4	-	-	-	0,4
Excise tax	-	0,3	-	-	-	0,3
Funds under the Act on Electricity	-	2,4	-	-	-	2,4
Ensuring of fuel used for other than traction purposes (preheating, precooling)	-	378	-	-	-	378

Services - MÁV Zrt. 2023/2024	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	11	-	2	10 ⁶
Running of trains						
Gross ton km proportionate part						
Passenger trains, Standard freight trains, Locomotive trains	0,36	-	0,40	-	0,42	0,34 ⁶
Special freight trains - Freight trains of Záhony	0,27	-	0,30	-	0,27	0,30 ⁶
Special freight trains - Corridor freight trains	0,28	-	0,31	-	0,26	0,33 ⁶
Train km proportionate part						
Passenger trains						
track section category I	64	-	741	-	358	447 ⁶
track section category II	99	-	1 016	-	725	390 ⁶
track section category III	101	-	1 006	-	960	147 ⁶
Locomotive trains						
track section category I	66	-	762	-	359	469 ⁶
track section category II	95	-	954	-	585	464 ⁶
track section category III	109	-	1 063	-	725	447 ⁶
Standard freight trains						
track section category I	68	-	785	-	326	527 ⁶
track section category II	88	-	913	-	512	489 ⁶
track section category III	153	-	1 630	-	1 522	261 ⁶
Special freight trains - Freight trains of Záhony						
track section category I	62	-	715	-	295	482 ⁶
track section category II	107	-	1 099	-	762	444 ⁶
track section category III	109	-	1 041	-	908	242 ⁶
Special freight trains - Corridor freight trains						
track section category I	62	-	714	-	250	526 ⁶
track section category II	90	-	908	-	510	488 ⁶
track section category III	-	-	-	-	-	-
Use of catenary	68	-	71	-	63	76 ⁶
Use of stations by passenger trains for stopping						
I. station category	661	841	2 642	-	367	3777 ⁶
II. station category	651	525	2 610	-	617	3169 ⁶
III. station category	644	502	2 582	-	1 530	2198 ⁶
IV. station category	650	257	2 602	-	1 542	1967 ⁶
Use of origin / destination stations by passenger trains						
I. station category	889	190	2 543	-	1 000	2622 ⁶
II. station category	889	114	2 542	-	1 454	2091 ⁶
III. station category	889	92	2 542	-	2 478	1045 ⁶
IV. station category	889	218	2 542	-	2 604	1045 ⁶
Use of stations by freight trains						
I. station category	7 901	479	17 978	-	20 576	5782 ⁶
II. station category	6 761	619	14 417	-	18 900	2897 ⁶
III. station category	6 921	610	14 433	-	21 048	916 ⁶
Storage of vehicles	122	1	114	-	17	220 ⁶
Use of wagon weigh bridges (scales)	296	14 443	848	-	12 495	3092 ⁶
Use of refuelling facilities	3	70	7	-	49	31 ⁶
Ensuring of shunting staff for passenger trains	-	22 256	-	-	12 340	9916 ⁶
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	-	30 840	-	-	24 371	6469 ⁶
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	22 256	-	-	17 103	5153 ⁶
Ensuring of traction unit for passenger trains	-	50 318	-	-	3 805	46513 ⁶
Ensuring for traction unit for freight and locomotive trains	-	50 439	-	-	21 413	29026 ⁶
Ensuring of fuel traction	-	377	-	-	-	377
Train acceptance	-	8 937	-	-	3 784	5153 ⁶
Staff ensured for weighing	-	8 923	-	-	3 770	5153 ⁶
Exchange of axles	-	71 446	-	-	39 432	32014 ⁶
Use of bogies	-	142	-	-	86	56 ⁶
Ensuring of traction current						
Transmitted traction current	-	43,5	-	-	-	43,5
System-use	-	4,1	-	-	-	4,1
Network loss of transmitted traction current	-	0,4	-	-	-	0,4
Excise tax	-	0,3	-	-	-	0,3
Funds under the Act on Electricity	-	2,4	-	-	-	2,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted traction current	-	43,2	-	-	-	43,2
System-use	-	4,1	-	-	-	4,1
Network loss of transmitted traction current	-	0,4	-	-	-	0,4
Excise tax	-	0,3	-	-	-	0,3
Funds under the Act on Electricity	-	2,4	-	-	-	2,4
Ensuring of fuel used for other than traction purposes (preheating, precooling)	-	378	-	-	-	378

Effective: 01 September 2024

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

The following modifications were made:

Services - MÁV Zrt. 2023/2024	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	8	9
Running of trains			
Gross ton km proportionate part			
Passenger trains, Standard freight trains, Locomotive trains	0,30	-	0,30
Special freight trains - Freight trains of Záhony	0,26	-	0,26
Special freight trains - Corridor freight trains	0,28	0,01	0,29
Train km proportionate part			
Passenger trains			
track section category I	64	326	390
track section category II	99	242	341
track section category III	101	27	128
Locomotive trains			
track section category I	66	344	410
track section category II	95	310	405
track section category III	109	281	390
Standard freight trains			
track section category I	68	392	460
track section category II	88	339	427
track section category III	153	75	228
Special freight trains - Freight trains of Záhony			
track section category I	62	359	421
track section category II	107	281	388
track section category III	109	102	211
Special freight trains - Corridor freight trains			
track section category I	62	397	459
track section category II	90	336	426
track section category III			
Use of catenary	66	-	66
Use of stations by passenger trains for stopping			
I. station category	1 502	1 797	3 299
II. station category	1 176	1 592	2 768
III. station category	1 146	774	1 920
IV. station category	907	811	1 718
Use of origin / destination stations by passenger trains			
I. station category	1 079	1 211	2 290
II. station category	1 003	823	1 826
III. station category	913	-	913
IV. station category	913	-	913
Use of stations by freight trains			
I. station category	5 050	-	5 050
II. station category	2 530	-	2 530
III. station category	800	-	800
Storage of vehicles	123	69	192
Use of wagon weigh bridges (scales)	2 700	-	2 700
Use of refuelling facilities	27	-	27
Ensuring of shunting staff for passenger trains	8 660	-	8 660
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	5 650	-	5 650
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	4 500	-	4 500
Ensuring of traction unit for passenger trains	40 623	-	40 623
Ensuring for traction unit for freight and locomotive trains	25 350	-	25 350
Ensuring of fuel traction	377	-	377
Train acceptance	4 500	-	4 500
Staff ensured for weighing	4 500	-	4 500
Exchange of ayles	27 960	-	27 960
Use of bogies	49	-	49
Ensuring of traction current			
Transmitted traction current	43,5	-	43,5
System-use	4,1	-	4,1
Network loss of transmitted traction current	0,4	-	0,4
Excise tax	0,3	-	0,3
Funds under the Act on Electricity	2,4	-	2,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted traction current	43,2	-	43,2
System-use	4,1	-	4,1
Network loss of transmitted traction current	0,4	-	0,4
Excise tax	0,3	-	0,3
Funds under the Act on Electricity	2,4	-	2,4
Ensuring of fuel used for other than traction purposes (preheating, precooling)	378	-	378

Services - MÁV Zrt. 2023/2024	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	9	10*
Running of trains			
Gross ton km proportionate part			
Passenger trains, Standard freight trains, Locomotive trains	0,34	-	0,34*
Special freight trains - Freight trains of Záhony	0,27	0,03	0,30*
Special freight trains - Corridor freight trains	0,28	0,05	0,33*
Train km proportionate part			
Passenger trains			
track section category I	64	383	447*
track section category II	99	291	390*
track section category III	101	46	147*
Locomotive trains			
track section category I	66	403	469*
track section category II	95	369	464*
track section category III	109	338	447*
Standard freight trains			
track section category I	68	459	527*
track section category II	88	401	489*
track section category III	153	108	261*
Special freight trains - Freight trains of Záhony			
track section category I	62	420	482*
track section category II	107	337	444*
track section category III	109	133	242*
Special freight trains - Corridor freight trains			
track section category I	62	464	526*
track section category II	90	398	488*
track section category III			
Use of catenary	68	8	76*
Use of stations by passenger trains for stopping			
I. station category	1 502	2 275	3777*
II. station category	1 176	1 993	3169*
III. station category	1 146	1 052	2198*
IV. station category	907	1 060	1967*
Use of origin / destination stations by passenger trains			
I. station category	1 079	1 543	2622*
II. station category	1 003	1 088	2091*
III. station category	981	64	1045*
IV. station category	1 045	-	1045*
Use of stations by freight trains			
I. station category	5 782	-	5782*
II. station category	2 897	-	2897*
III. station category	916	-	916*
Storage of vehicles	123	97	220*
Use of wagon weigh bridges (scales)	3 092	-	3092*
Use of refueling facilities	31	-	31*
Ensuring of shunting staff for passenger trains	9 916	-	9916*
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	6 469	-	6469*
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	5 153	-	5153*
Ensuring of traction unit for passenger trains	46 513	-	46513*
Ensuring for traction unit for freight and locomotive trains	29 026	-	29026*
Ensuring of fuel traction	377	-	377
Train acceptance	5 153	-	5153*
Staff ensured for weighing	5 153	-	5153*
Exchange of axles	32 014	-	32014*
Use of bogies	56	-	56*
Ensuring of traction current			
Transmitted traction current	43,5	-	43,5
System -use	4,1	-	4,1
Network loss of transmitted traction current	0,4	-	0,4
Excise tax	0,3	-	0,3
Funds under the Act on Electricity	2,4	-	2,4
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted traction current	43,2	-	43,2
System -use	4,1	-	4,1
Network loss of transmitted traction current	0,4	-	0,4
Excise tax	0,3	-	0,3
Funds under the Act on Electricity	2,4	-	2,4
Ensuring of fuel used for other than traction purposes (preheating, precooling)	378	-	378

Effective: 01 September 2024

Annex 6: Summing-up table of state contribution in services for MAV Zrt

The following modifications were made:

Services			Amount of state contribution (HUF)		
Basic service	Ensuring of train path		336 170 568		
	Running of trains	Gross ton proportionate part	Passenger trains, Standard freight trains, Locomotive trains	18 450 239 322	
			Special - Freight trains of Záhony	691 619 516	
			Special - Corridor freight trains	716 806 327	
			Passenger trains	I.	25 217 294 505
		II.		11 430 420 894	
		III.		18 591 001 100	
		Locomotive trains	I.	1 413 515 610	
			II.	470 000 508	
			III.	171 927 977	
		Train km proportionate part	Standard freight trains	I.	4 805 979 360
				II.	1 371 491 684
				III.	1 082 398 336
			Special freight trains	I.	431 148 386
				II.	41 521 587
				III.	3 335 534
	Special freight trains	I.	493 792 565		
II.		14 909 445			
III.	-				
Use of catenary		6 001 367 306			
Total (basic services)			91 734 940 530		
Complex supplementary service	Use of stations by passenger trains for stopping	Station category I	4 364 844 819		
		Station category II	6 218 986 099		
		Station category III	2 273 825 113		
		Station category IV	3 690 036 366		
	Use of origin/destination stations by passenger trains	Station category I	1 259 533 587		
		Station category II	217 055 545		
		Station category III	47 465 643		
		Station category IV	4 126 414		
	Use of stations by freight trains	Station category I	2 360 084 524		
		Station category II	2 119 995 525		
		Station category III	605 821 043		
Storage of vehicles		126 522 329			
Use of wagon weigh bridges (scales)		362 297 917			
Use of refuelling facilities		2 045 894 332			
Supply part of supplementary service	Ensuring of shunting staff for passenger trains		3 286 666 708		
	Ensuring of shunting staff freight and locomotive trains	ordered more than 8 days	1 542 723 645		
		ordered within 8 days	2 869 252 303		
	Ensuring of traction unit for passenger trains		36 592 337		
	Ensuring of traction unit for freight and locomotive trains		1 393 714 811		
	Ensuring of fuel for traction		-		
	Train acceptance		12 339 400		
	Staff ensured for weighing		21 092 100		
Exchange of axles		243 188 762			
Use of bogies		92 636 461			
Total (supplementary services)			35 194 695 783		
Additional service	Ensuring of traction current	Transmitted traction current	-		
		System-use	-		
		Network loss of transmitted traction current	-		
		Excise tax	-		
		Funds under the Act on Electricity	-		
	Ensuring of electric energy used for other than traction purposes (preheating, precooling)	Transmitted electric energy used for other than	-		
		System-use	-		
		Network loss of transmitted electric energy used	-		
		Excise tax	-		
		Funds under the Act on Electricity	-		
Ensuring of fuel used for other than traction purposes (preheating, precooling)		-			
Ancillary service	Ticketing and reckoning activity		-		
Total (additional services + ancillary services)			-		
TOTAL			126 929 636 313		

Services				Amount of state contribution (HUF)	
Basic service	Ensuring of train path			219 073 019	
	Running of trains	Gross ton proportionate part	Passenger trains, Standard freight trains, Locomotive trains	16 852 004 873	
			Special - Freight trains of Záhony	603 215 437	
			Special - Corridor freight trains	621 816 717	
			Passenger trains	I.	21 749 777 640
		II.		10 706 479 294	
		III.		18 230 017 727	
		Locomotive trains	I.	1 213 840 133	
			II.	426 926 505	
			III.	159 398 978	
		Train km proportionate part	Standard freight trains	I.	3 986 957 745
				II.	1 223 376 281
			Special freight trains - Freight trains of Záhony	III.	1 059 426 597
				I.	357 362 103
				II.	38 680 641
			Special freight trains - Corridor freight trains	III.	3 225 362
		I.		389 472 312	
II.	13 292 404				
III.	-				
Use of catenary			5 174 355 918		
Total (basic services)				83 028 699 685	
Complex supplementary service	Use of stations by passenger trains for stopping	Station category I	1 896 794 589		
		Station category II	3 768 210 038		
		Station category III	1 924 203 139		
		Station category IV	3 176 960 910		
	Use of origin/destination stations by passenger trains	Station category I	945 481 474		
		Station category II	183 596 115		
		Station category III	45 065 091		
		Station category IV	3 927 358		
	Use of stations by freight trains	Station category I	2 279 007 472		
		Station category II	2 079 613 414		
		Station category III	602 500 543		
Storage of vehicles			47 606 859		
Use of wagon weigh bridges (scales)			351 277 287		
Use of refuelling facilities			1 892 669 860		
Supply part of supplementary service	Ensuring of shunting staff for passenger trains		2 983 045 543		
	Ensuring of shunting staff freight and locomotive trains	ordered more than 8 days	1 492 565 262		
		ordered within 8 days	2 763 728 860		
	Ensuring of traction unit for passenger trains		14 362 166		
	Ensuring of traction unit for freight and locomotive trains		1 189 508 641		
	Ensuring of fuel for traction		-		
	Train acceptance		10 523 443		
	Staff ensured for weighing		17 977 943		
	Exchange of axles		220 517 211		
Use of bogies		85 688 490			
Total (supplementary services)				27 974 831 707	
Additional service	Ensuring of traction current	Transmitted traction current	-		
		System-use	-		
		Network loss of transmitted traction current	-		
		Excise tax	-		
		Funds under the Act on Electricity	-		
	Ensuring of electric energy used for other than traction purposes (preheating, precooling)	Transmitted electric energy used for other than	-		
		System-use	-		
		Network loss of transmitted electric energy used for	-		
		Excise tax	-		
Ensuring of fuel used for other than traction purposes (preheating, precooling)		-			
Funds under the Act on Electricity		-			
Total (additional services + ancillary services)				-	
TOTAL				111 003 531 392	

6. No 8 has been added as a new annex to the document as follows

Annex 8: Letters related to the modification, regarding state contribution

The following modifications were made:



VEZÉRIGAZGATÓ

Berente István
ügyvezető úr részére

Iktatószám: 14088/2024/MAV

VPE Vasúti Pályakapacitás-elosztó Nonprofit Kft.
Budapest
Than Károly u. 3-5.
1119

Tárgy: 2023/2024. menetrendi évre vonatkozó díjfelülvizsgálat kezdeményezése

Tisztelt Ügyvezető Úr!

A 2023/2024. menetrendi évre vonatkozóan meghirdetett hálózat-hozzáférési díjak vonatkozásában, az Építési és Közlekedési Minisztérium (továbbiakban: ÉKM) által a csatolt KÖFÁT/1082-4/2024/VIF számú levélben (1. számú melléklet) megfogalmazott premissák alapján, a MÁV Zrt. a hálózat-hozzáférési díjak felülvizsgálatát kezdeményezi a jelenlegi hálózat-hozzáférési díjakban bevonásra került és meghirdetett állami szerepvállalás csökkentése érdekében.

Az érintett szolgáltatások vonatkozásában a díjképzés során ráosztott állami szerepvállalás mértékének csökkentése a MÁV Zrt. esetében jelentős mértékűnek minősül, ezért kérem a kötelező díjfelülvizsgálat elindítását.

Kérem, hogy a 2023/2024. menetrendi évre vonatkozó hálózat-hozzáférési díjak felülvizsgálata során, a módosított fizetendő összegek megállapításakor az állami szerepvállalás tekintetében az 2. számú mellékletben meghatározott értékeket szíveskedjen figyelembe venni.

A teljesítmény és költségadatok megegyeznek a 2023/2024. menetrendi évre a Díjképzési Dokumentum elkészítéséhez 2023. február 14-én kelt 1408/2023/MAV számú adatszolgáltatásunkban foglaltakkal.

MÁV MAGYAR ÁLLAMVASUTAK
ZÁRTKÖRŰEN MŰKÖDŐ RÉSZVÉNYTÁRSASÁG
1087 Budapest, Könyves Kálmán körút 54-60. • Telefon: (1) 351 51 77 • Fax: (1) 342 8535
A Fővárosi Törvényszék, mint cégbíróság CG. 01-10042272

E-mail: paferi.zoltan@mav.hu

A díjképzési rendszer elemeinek meghatározása során felmerülő további kérdések esetén a MÁV Zrt. munkatársai készséggel állnak rendelkezésére.

Budapest, 2024. április ...^{24.}

Üdvözlettel:


Dr. Pafféri Zoltán



Mellékletek:

1. számú melléklet – Az ÉKM KÖFÁT/1082-4/2024/VIF számú levele
2. számú melléklet – A díjfelülvizsgálat során a 2023/2024. menetrendi évre vonatkozóan az egyes szolgáltatásokban figyelembe vehető állami szerepvállalás értéke

Tájékoztatásul kapja:

Nagy Bálint közlekedésért felelős államtitkár, Építési és Közlekedési Minisztérium 1358
Budapest, Pf. 14.

1. sz. melléklet



ÉPÍTÉSI ÉS KÖZLEKEDÉSI MINISZTERIUM
KÖZLEKEDÉSÉRT FELELŐS ÁLLAMTITKÁR

Dr. Pafféri Zoltán vezérigazgató úr
részére

MÁV Magyar Államvasutak Zrt.

Budapest
Könyves Kálmán krt. 54-60.
1087

KÖFÁT/1082-4/2024/VIF

Tisztelt Vezérigazgató Úr!

Tájékoztatom, hogy a 2022. december 21-én kelt VIF/2589/2022-ÉKM számú levélben illetve a 2024. január 11-én kelt KÖFÁT/1082-2/2024/VIF számú levélben foglalt premisszákat az alábbiak szerint módosítom.

A 2024/2025. menetrendi évre vonatkozó hálózat-hozzáférési díjkalkulációs folyamat során a következőket szíveskedjék figyelembe venni:

- A MÁV Zrt. 2024/2025. évi energia típusú szolgáltatások nélkül vett alap- és járulékos szolgáltatásaiból származó hálózat hozzáférési díj bevétel értéke a személyszállítási, illetve az árufuvarozási szegmens vonatkozásában a 2023/2024. menetrendi évre vonatkozó díjképzés során meghatározott teljesítményadatok figyelembe vételével, változatlan teljesítmény esetén a 2023. évi KSH fogyasztóiár-index mértékével, azaz 17,6%-kal növekedjen.
- Az állami költségtérítés hatásából adódóan a 2023/2024-es menetrendi évhez képest a 2024/2025. évi fizetendő összegek egyetlen szolgáltatás esetén se csökkenjenek, kivéve, ha ez jogszabályból vagy egyéb szabályozó dokumentum előírásaiból, illetve a költségviszonyokból következik.
- A vontatási és nem vontatási célú villamos energia, illetve a vontatási és a nem vontatási célú üzemanyag biztosítása szolgáltatások ne részesüljenek támogatásban.

- A 2023/2024. menetrendi évhez hasonlóan a vasút versenyképességével összefüggő közlekedéspolitikai célok érvényesítése érdekében az állami szerepvállalás felosztása során az alábbi érintett tehervonatok közlekedtetéséért (mind vonatkm, mind bruttótonnakm arányos rész) fizetendő összege legyen alacsonyabb, mint az árufuvarozási szektor által fizetett egyéb közlekedtetési díj:
 - a záhonyi körzetbe érkező, illetve onnan induló normál nyomtávon közlekedő tehervonatok („záhonyi vonatok”);
 - a 913/2010/EU rendelet szerinti korridorokon közlekedő, korridor vonatnemben közlekedő tehervonatok („korridor vonatok”).
- Az állomás átkategorizálásból adódó változások várható hatásait is kérem figyelembe venni. A műszaki paraméterek változásából adódó átkategorizálások terheit a vállalkozó vasúti társaságok viseljék.

A 2023/2024. menetrendi évre vonatkozóan meghirdetett hálózat-hozzáférési díjak esetén kérem, hogy kezdeményezze a díjfelülvizsgálatot a hálózat hozzáférési díjakban bevonásra került és meghirdetett állami szerepvállalás átcsoportosítása érdekében, és a hálózat-hozzáférési díjak felülvizsgálatára vonatkozó jogszabályból eredő határidőket, valamint a szükséges díjkalkulációs folyamatot is figyelembe véve, az igénybe vehető szolgáltatások után fizetendő összegeket az alábbiak figyelembe vételével módosítsa:

1. A makrogazdasági környezetben bekövetkező negatív irányú változások, valamint az egyre nagyobb ütemben romló pályaállapotokat is figyelembe véve, a MÁV Zrt. részére a 2023/2024. menetrendi időszak díjképzési évében megállapított állami költségterítés összegének változatlanul hagyása mellett szükségessé válik a 2024. évi felújítási költségterítés arányának növelése, ezért a hálózat hozzáférési díjakra bevonásra került állami szerepvállalás mértékének csökkentéséről intézkedjen az alábbiak szerint:
 - 1.1. A 2023/2024. menetrendi évben az energia típusú szolgáltatásokon kívüli alap- és járulékos szolgáltatások vonatkozásában valamennyi, a Hálózati Üzletszabályzatban meghirdetett és érintett szolgáltatás után fizetendő összeg a 2022. évi KSH fogyasztóiár-index mértékével megegyezően, azaz 14,5%-kal emelkedjen a hatályos, jelen pontban érintett szolgáltatások után fizetendő összegekhez képest.
 - 1.2. Az érintett szolgáltatásra a díjképzés során ráosztott állami szerepvállalás mértékét ennek érdekében csökkenteni szükséges, melyet – az összeg nagyságrendjére is tekintettel - jelentős mértékűnek szükséges minősíteni és így az kötelező díjfelülvizsgálatot fog eredményezni.
 - 1.3. Az 1.1 pontban meghatározott díjteher emelkedésből származó többlet díjbevételek biztosítja a MÁV Zrt. költségeinek ellentételezését, mellyel a pályaműködtetői szerződés szerint köteles elszámolni.

Kérem, hogy a fentieknek megfelelően szíveskedjék a költségterítés felosztását elvégezni és a díjkalkulációt végző vasúti pályakapacitás-elosztó szervezetet tájékoztatni a kalkulációt megalapozó adatszolgáltatás során.

Budapest, 2024. április „16.”

Tisztelettel:

Nagy Balint



Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.

Szolgáltatás megnevezése				Állami szerepvállalás értéke (Ft)	
ALAPSZOLGÁLTATÁS	Menetvonal biztosítás			219 073 019	
	Közlekedtetés	Bruttótonnakm arányos rész	Általános	16 852 004 873	
			Záhonyi tehervonat	603 215 437	
			Korridor tehervonatok	621 816 717	
		Vonatkm arányos rész	Személyvonat	1. kategória	21 749 777 640
				2. kategória	10 706 479 294
				3. kategória	18 230 017 727
			Mozdonyvonat	1. kategória	1 213 840 133
				2. kategória	426 926 505
				3. kategória	159 398 978
			Általános tehervonat	1. kategória	3 986 957 745
				2. kategória	1 223 376 281
				3. kategória	1 059 426 597
		Záhonyi tehervonat	1. kategória	357 362 103	
			2. kategória	38 680 641	
			3. kategória	3 225 362	
	Korridor tehervonat	1. kategória	389 472 312		
2. kategória		13 292 404			
3. kategória		0			
Felsővezetéki rendszerek használata				5 174 355 918	
ALAPSZOLGÁLTATÁSRA FELHASZNÁLT ÖSSZES ÁLLAMI SZEREVPÁLLALÁS				83 028 699 685	
JÁRULÉKOS SZOLGÁLTATÁS	Személyszállító vonatok megállási célú állomáshasználata		1. kategória	1 896 794 589	
			2. kategória	3 768 210 038	
			3. kategória	1 924 203 139	
			4. kategória	3 176 960 910	
	Személyszállító vonatok kiinduló-/végállomás használata		1. kategória	945 481 474	
			2. kategória	183 596 115	
			3. kategória	45 065 091	
			4. kategória	3 927 358	
	Tehervonati állomáshasználat		1. kategória	2 279 007 472	
			2. kategória	2 079 613 414	
			3. kategória	602 500 543	
	Járműtárolás			47 606 859	
	Vasúti járműmérleghez való hozzáférés			351 277 287	
	Üzemanyag vételező helyekhez való hozzáférés			1 892 669 860	
	Tolatószemélyzet biztosítás személyszállító vonatok részére			2 983 045 543	
	Tolatószemélyzet biztosítás tehervonatok részére	8 napon belül megrendelt		1 492 565 262	
		8 napon kívül megrendelt		2 763 728 860	
	Vontatójármű biztosítás személyszállító vonatok számára			14 362 166	
	Vontatójármű biztosítás tehervonatok számára			1 189 508 641	
Vontatási célú üzemanyag biztosítás					
Vonatfelvétel			10 523 443		
Személyzet biztosítása mérlegeléshez			17 977 943		
Tengelyátszerelés			220 517 211		
Forgóváz használata			85 688 490		
JÁRULÉKOS SZOLGÁLTATÁSRA FELHASZNÁLT ÖSSZES ÁLLAMI SZEREVPÁLLALÁS				27 974 831 707	
KIEGÉSZÍTŐ SZOLGÁLTATÁS	Vontatási célú villamos energia biztosítása		0		
	Nem vontatási célú (előfűtésre, előhűtésre felhasznált)villamos energia biztosítása		0		
	Nem vontatási célú (előfűtésre, előhűtésre felhasznált)üzemanyag biztosítása		0		
KIEGÉSZÍTŐ SZOLGÁLTATÁSRA FELHASZNÁLT ÖSSZES ÁLLAMI SZEREVPÁLLALÁS				0	
Mellék szolgáltatás	Menetjegy értékesítés				
MELLÉK SZOLGÁLTATÁSRA FELHASZNÁLT ÖSSZES ÁLLAMI SZEREVPÁLLALÁS				0	
ÁLLAMI SZEREVPÁLLALÁS ÉRTÉKE ÖSSZESEN				111 003 531 392	

22. 5.2-2 Charging Document of GYSEV Zrt.

Annex 5.2-2 Charging Document of GYSEV Zrt.

1. 2.1 Temporal scope of CD

Infrastructure Manager of the railway network shall publish charging elements determined in the CD for the 2023/2024 timetable period in the Network Statement relevant to the given timetable year. ~~Provisions of this CD shall be taken into consideration for the timetable period beginning on 00:00 of 10 December of 2023.~~ The provisions of CD modification No. 3 shall be considered as follows:

- valid: 31 May 2024
- valid date of changed amounts payable: 31 May 2024
- effective: 01 September 2024

2. 2.3.3 Basis of modification No. 3 of the CD

The following modifications were made:

On 24 April 2024 GYSEV Zrt. sent to VPE a letter No G-005518/2024, in which it indicated that it became necessary to revise the network access charges for the scheduling year 2023/2024, since the Ministry of Construction and Transport KÖFÁT/1082-5/ 2024/VIF amended the premises to be taken into account in the distribution of state contribution in the network access charges calculation for the scheduling year 2023/2024. See section 3.8 for more details.

On this basis VPE carried out a review of network access charges.

3. 3.8 Amount of state contribution

The following modifications were made:

Based on the letter No. ~~000062/2023~~G-005518/2024 sent by GYSEV, the amount of state contribution that can be taken into account in the charging process is as follows:

- regarding basic services: HUF 6,1855,654 bn
- regarding supplementary services: HUF 4,0363,570 bn

Based on the referred letter, the amount to be paid has been established as follows:

~~———— The mass amount of rail network access charges resulting from basic and supplementary services of GYSEV Zrt. in timetable period 2023/2024 should be equal to the mass amount to be paid for the passenger and freight sector which determined to timetable period 2022/2023 (the possible decreasing change in performance can be compensated by the change of unit price).~~

~~———— Due to the effect of the state contribution network access charges for timetable period 2023/2024 should not be reduced compared to timetable period 2022/2023 unless this is required by law, ministerial provision or cost conditions.~~

~~———— Ensuring of electric energy and fuel used for traction current should not receive financial support as well as ensuring of electric energy and fuel used for other than traction purposes.~~

~~As in the case of timetable period 2022/2023, in order to meet the transport policy objectives related to competitiveness of railways, the amounts to be paid for the running of concerned freight trains (both train km and gross ton km proportionate part of the service) shall be reduced by the aggregate revenue from basic and supplementary services to be varied according to the indexation of freight transport services:~~

~~o those freight trains which run on international corridor route ('corridor freight trains') in accordance with Regulation 913/2010/EU.~~

~~During the data supply the effects of changes of station's category have been taken into account. Railway companies bear the benefits, and disadvantages that result from the change of category due to changes in technical parameters.~~

Taking into account the negative changes occurring in the macroeconomic environment, as well as the rapidly deteriorating track conditions it becomes necessary to increase the proportion of the renovation reimbursement in 2024, while leaving the amount of the state contribution to GYSEV Zrt. for the 2023/2024 charging year unchanged, therefore measures are required to reduce the level of state contribution included in the network access charges as follows:

- In the scheduling year 2023/2024, with respect to basic and additional services other than energy-type services, the amount to be paid for all services announced and affected in the Network Statement shall be increased by the same amount as the 2022 HCSO consumer price index, i.e. by 14.5% of the effective amount affected in this point compared to the amounts payable for services.

- To this end, it is necessary to reduce the extent of the state contribution allocated to the affected service during the fee formation, which - given the magnitude of the amount - should be classified as significant and thus will result in a mandatory fee review.

- The toll revenue from the increase in the toll charges defined in the first premise ensures the compensation of the costs of GYSEV Zrt., which it is obliged to account for according to the track operation contract.

4. The following changes have been made to the tables

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

The following modifications were made:

2023/2024. (HUF)	Ensuring of train path	Gross ton proportionate part	Running of trains												Use of catenary
			Train km proportionate part												
			Passenger trains			Locomotive trains			Standard freight trains			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.	
1. Amount of charge of access part	1	0,83	52	58	45	35	34	34	81	84	39	78	-	-	70
2. Amount of mark-up	16	0,87	547	477	399	614	415	355	629	555	391	596	-	-	140
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	6	1,42	289	255	229	359	169	174	311	340	231	351	-	-	122
Amount to be paid (1 + 2 - 3 + 4)	11	0,28	310	280	215	310	280	215	399	299	199	323	-	-	88

2023/2024. (HUF)	Ensuring of train path	Gross ton proportionate part	Running of trains												Use of catenary
			Train km proportionate part												
			Passenger trains			Locomotive trains			Standard freight trains			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.	
1. Amount of charge of access part	1	0,83	52	58	45	35	34	34	81	84	39	78	-	-	70
2. Amount of mark-up	16	0,87	547	477	399	614	415	355	629	555	391	596	-	-	140
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	4	1,38	244	214	198	314	128	148	253	297	202	304	-	-	109
Amount to be paid (1 + 2 - 3 + 4)	11*	0,32*	296*	221*	240*	355*	221*	246*	457*	342*	228*	307*	-	-	101*

*Effective: 01 September 2024

Table 10: Use of stations by passenger trains - determination of the amount to be paid

The following modifications were made:

2023/2024. (HUF)	Use of stations by passenger trains for stopping				Use of origin / destination stations by passenger trains		
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.
1. Amount charge of access part	834	765	765	1 008	682	682	-
2. Amount of charge of supply part	571	339	385	237	2 284	1 305	-
3. Amount of mark-up	2 079	1 816	1 820	2 747	3 236	3 236	-
4. Amount of discount	-	-	-	-	-	-	-
5. Amount of state contribution	1 424	1 172	1 423	2 599	2 712	2 223	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	2 060	1 748	1 548	1 393	3 490	3 000	-

2023/2024. (HUF)	Use of stations by passenger trains for stopping				Use of origin / destination stations by passenger trains		
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.
1. Amount charge of access part	834	765	765	1 008	682	682	-
2. Amount of charge of supply part	571	339	385	237	2 284	1 305	-
3. Amount of mark-up	2 079	1 816	1 820	2 747	3 236	3 236	-
4. Amount of discount	-	-	-	-	-	-	-
5. Amount of state contribution	1 125	919	1 199	2 397	2 206	1 788	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	2359*	2001*	1772*	1595*	3996*	3435*	-

*Effective: 01 September 2024

Table 11: Use of stations by freight trains - determination of the amount to be paid

The following modifications were made:

2023/2024. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount charge of access part	25 707	13 314	43 970
2. Amount of charge of supply part	701	701	701
3. Amount of mark-up	45 570	19 937	68 935
4. Amount of discount	-	-	-
5. Amount of state contribution	66 978	29 952	110 606
Amount to be paid (1 + 2 + 3 - 4 - 5)	5 000	4 000	3 000

2023/2024. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount charge of access part	25 707	13 314	43 970
2. Amount of charge of supply part	701	701	701
3. Amount of mark-up	45 570	19 937	68 935
4. Amount of discount	-	-	-
5. Amount of state contribution	66 253	29 372	110 171
Amount to be paid (1 + 2 + 3 - 4 - 5)	5 725*	4 580*	3 435*

*Effective: 01 September 2024

Table 14: Other complex supplementary services - determination of the amount to be paid

The following modifications were made:

2023/2024. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount charge of access part	116	1 640	4
2. Amount of charge of supply part	26	2 328	42
3. Amount of mark-up	123	1 941	6
4. Amount of discount	-	-	-
5. Amount of state contribution	83	2 844	14
Amount to be paid (1 + 2 + 3 - 4 - 5)	182	3 065	38

2023/2024. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount charge of access part	116	1 640	4
2. Amount of charge of supply part	26	2 328	42
3. Amount of mark-up	123	1 941	6
4. Amount of discount	-	-	-
5. Amount of state contribution	57	2 400	8
Amount to be paid (1 + 2 + 3 - 4 - 5)	208*	3 509*	44*

*Effective: 01 September 2024

Table 17: Shunting services - determination of the amount to be paid

The following modifications were made:

2023/2024. (HUF)	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains
1. Amount charge of access part	-	-	-	-	-	-	-	-
2. Amount of charge of supply part	29 383	29 376	15 461	14 887	46 666	46 666	24 561	24 561
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	19 583	24 076	10 167	10 887	22 600	22 600	5 185	6 361
Amount to be paid (1 + 2 + 3 - 4 - 5)	9 800	5 300	5 294	4 000	24 066	24 066	19 376	18 200

2023/2024. (HUF)	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains
1. Amount charge of access part	-	-	-	-	-	-	-	-
2. Amount of charge of supply part	29 383	29 376	15 461	14 887	46 666	46 666	24 561	24 561
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	18 162	23 307	9 399	10 307	19 110	19 110	2 375	3 722
Amount to be paid (1 + 2 + 3 - 4 - 5)	112 21*	6 069*	6 062*	4 580*	275 56*	275 56*	22 186*	2 0839*

*Effective: 01 September 2024

Table 20: Other supply part of supplementary services - determination of the amount to be paid

The following modifications were made:

2023/2024. (HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation
1. Amount charge of access part	-	-	-
2. Amount of charge of supply part	586	805	11 239
3. Amount of mark-up	-	-	-
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	6 499
Amount to be paid (1 + 2 + 3 - 4 - 5)	586	805	4 740

2023/2024. (HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation
1. Amount charge of access part	-	-	-
2. Amount of charge of supply part	586	805	11 239
3. Amount of mark-up	-	-	-
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	5 812
Amount to be paid (1 + 2 + 3 - 4 - 5)	586	805	5 427*

*Effective: 01 September 2024

5. The following Annexes have been changed

Annex 5/a: Summing-up table of network access charges of GYSEV for the 2024/2025 timetable period (HUF)

The following modifications were made:

Services	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	16	-	6	11
Running of trains	-	-	-	-	-	-
Gross ton proportionate part	0,83	-	0,87	-	1,62	0,28
Train length proportionate part	-	-	-	-	-	-
Passenger trains	-	-	-	-	-	-
track section category I	52	-	547	-	289	310
track section category II	58	-	477	-	255	280
track section category III	45	-	399	-	229	215
Locomotive trains	-	-	-	-	-	-
track section category I	55	-	614	-	359	310
track section category II	34	-	415	-	169	280
track section category III	34	-	355	-	174	215
Standard freight trains	-	-	-	-	-	-
track section category I	81	-	629	-	311	399
track section category II	84	-	555	-	340	299
track section category III	39	-	391	-	231	199
Special freight trains - Coal or freight trains	-	-	-	-	-	-
track section category I	78	-	596	-	351	323
track section category II	-	-	-	-	-	-
track section category III	-	-	-	-	-	-
Use of catenary	70	-	140	-	122	88
Use of stations by passenger trains for stopping	-	-	-	-	-	-
I. station category	834	571	2 079	-	1 424	2 060
II. station category	705	339	1 816	-	1 172	1 748
III. station category	766	382	1 820	-	1 423	1 548
IV. station category	1 008	237	2 747	-	2 599	1 393
Use of origin / destination stations by passenger trains	-	-	-	-	-	-
I. station category	682	2 284	3 236	-	2 712	3 490
II. station category	682	1 305	3 236	-	2 223	3 000
III. station category	-	-	-	-	-	-
IV. station category	-	-	-	-	-	-
Use of stations by freight trains	-	-	-	-	-	-
I. station category	25 707	701	45 570	-	66 978	5 000
II. station category	13 314	701	19 937	-	29 952	4 000
III. station category	43 970	701	68 935	-	110 606	3 000
Storage of vehicles	116	26	123	-	83	182
Use of wagon weight bridges (scales)	1 640	2 328	1 941	-	2 844	3 065
Use of refuelling facilities	4	43	6	-	14	38
Ensuring of shunting staff for passenger trains	-	29 383	-	-	19 583	9 800
Ensuring of shunting staff for freight and locomotive trains	-	29 376	-	-	24 076	5 300
Availability of shunting staff for passenger trains	-	15 461	-	-	10 167	5 294
Availability of shunting staff for freight and locomotive trains	-	14 887	-	-	10 887	4 000
Ensuring of traction unit for passenger trains	-	46 666	-	-	22 600	24 066
Ensuring of traction unit for freight and locomotive trains	-	46 666	-	-	22 600	24 066
Availability of traction unit for passenger trains	-	24 561	-	-	5 185	19 376
Availability of traction unit for freight and locomotive trains	-	24 561	-	-	6 361	18 200
Ensuring of fuel for traction	-	588	-	-	-	588
Ensuring of water for water supply	-	807	-	-	-	807
Train preparation	-	11 236	-	-	6 499	4 736
Ensuring of traction current	-	-	-	-	-	-
Train admitted traction current	-	170,2	-	-	-	170,2
System-use	-	11,6	-	-	-	11,6
Network loss of train admitted traction current	-	9,7	-	-	-	9,7
Excise tax	-	0,4	-	-	-	0,4
Fund under the Act on Electricity	-	1,5	-	-	-	1,5
Ensuring of electric energy used for other than traction purposes (preheating, precooling)	-	-	-	-	-	-
Train admitted traction current	-	170,2	-	-	-	170,2
System-use	-	11,6	-	-	-	11,6
Network loss of train admitted traction current	-	9,7	-	-	-	9,7
Excise tax	-	0,4	-	-	-	0,4
Fund under the Act on Electricity	-	1,5	-	-	-	1,5
Technical inspection of railway vehicles	-	11 296	-	-	-	11 296
Ticketing and redeeming activity	-	196	-	-	-	196

Network Statement 2023/2024. Modification No 25 - Modification list

Services	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	16	-	4	13*
Running of trains						
Gross ton proportionate part	0,83	-	0,87	-	1,38	0,32*
Train km proportionate part						
Passenger trains						
track section category I	52	-	547	-	244	355*
track section category II	58	-	477	-	214	321*
track section category III	45	-	399	-	198	246*
Locomotive trains						
track section category I	55	-	614	-	314	355*
track section category II	34	-	415	-	128	321*
track section category III	34	-	355	-	143	246*
Standard freight trains						
track section category I	81	-	629	-	253	457*
track section category II	84	-	555	-	297	342*
track section category III	39	-	391	-	202	228*
Special freight trains - Corridor freight trains						
track section category I	78	-	596	-	304	370*
track section category II	-	-	-	-	-	-
track section category III	-	-	-	-	-	-
Use of catenary	70	-	140	-	109	101*
Use of stations by passenger trains for stopping						
I. station category	834	571	2 079	-	1 125	2359*
II. station category	765	339	1 816	-	919	2001*
III. station category	766	385	1 820	-	1 199	1772*
IV. station category	1 008	237	2 747	-	2 397	1595*
Use of origin / destination stations by passenger trains						
I. station category	682	2 284	3 236	-	2 206	3996*
II. station category	682	1 305	3 236	-	1 788	3435*
III. station category	-	-	-	-	-	-
IV. station category	-	-	-	-	-	-
Use of stations by freight trains						
I. station category	25 707	701	45 570	-	66 253	5725*
II. station category	13 314	701	19 937	-	29 372	4580*
III. station category	43 970	701	68 935	-	110 171	3435*
Storage of vehicles	116	26	123	-	57	208*
Use of wagon weigh bridges (scales)	1 640	2 328	1 941	-	2 400	3509*
Use of refuelling facilities	4	42	6	-	8	44*
Ensuring of shunting staff for passenger trains	-	29 383	-	-	18 162	11221*
Ensuring of shunting staff for freight and locomotive trains	-	29 376	-	-	23 307	6069*
Availability of shunting staff for passenger trains	-	15 461	-	-	9 399	6062*
Availability of shunting staff for freight and locomotive trains	-	14 887	-	-	10 307	4580*
Ensuring of traction unit for passenger trains	-	46 666	-	-	19 110	27556*
Ensuring of traction unit for freight and locomotive trains	-	46 666	-	-	19 110	27556*
Availability of traction unit for passenger trains	-	24 561	-	-	2 375	22186*
Availability of traction unit for freight and locomotive trains	-	24 561	-	-	3 722	20839*
Ensuring of fuel for traction	-	586	-	-	-	586
Ensuring of water for water supply	-	805	-	-	-	805
Train preparation	-	11 239	-	-	5 812	5427*
Ensuring of traction current						
Transmitted traction current	-	170,2	-	-	-	170,2
System-use	-	11,6	-	-	-	11,6
Network loss of transmitted traction current	-	9,7	-	-	-	9,7
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 (preheating, precooling)						
Transmitted traction current	-	170,2	-	-	-	170,2
System-use	-	11,6	-	-	-	11,6
Network loss of transmitted traction current	-	9,7	-	-	-	9,7
Excise tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	1,5	-	-	-	1,5
Technical inspection of railway vehicles	-	11 296	-	-	-	11 296
Ticketing and reckoning activity	-	199	-	-	-	199

*Effective: 01_September 2024

Annex 5/b: Summing-up table of network access charges of GYSEV Zrt for the 2024/2025 timetable period (HUF) broken down by Network Statement

The following modifications were made:

Services	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	10	11
Running of trains			
Gross ton proportionate part	0,28	-	0,28
Train km proportionate part			
Passenger trains			
track section category I	52	25,8	310
track section category II	58	22,2	280
track section category III	45	17,0	215
Locomotive trains			
track section category I	55	25,5	310
track section category II	34	24,6	280
track section category III	34	18,1	215
Standard freight trains			
track section category I	81	31,8	399
track section category II	84	21,5	299
track section category III	39	16,0	199
Special freight trains - Corridor freight trains			
track section category I	78	24,5	323
track section category II	-	-	-
track section category III	-	-	-
Use of catenary	70	18	88
Use of stations by passenger trains for stopping			
I. station category	1 405	65,5	2 060
II. station category	1 104	64,4	1 748
III. station category	1 151	39,7	1 548
IV. station category	1 245	34,8	1 393
Use of origin / destination stations by passenger trains			
I. station category	2 966	52,4	3 490
II. station category	1 987	1 08,3	3 000
III. station category	-	-	-
IV. station category	-	-	-
Use of stations by freight trains			
I. station category	5 000	-	5 000
II. station category	4 000	-	4 000
III. station category	3 000	-	3 000
Storage of vehicles	142	40	182
Use of wagon weigh bridges (scales)	3 065	-	3 065
Use of refuelling facilities	38	-	38
Ensuring of shunting staff for passenger trains	9 800	-	9 800
Ensuring of shunting staff for freight and locomotive trains	5 300	-	5 300
Availability of shunting staff for passenger trains	5 294	-	5 294
Availability of shunting staff for freight and locomotive trains	4 000	-	4 000
Ensuring of traction unit for passenger trains	24 066	-	24 066
Ensuring of traction unit for freight and locomotive trains	24 066	-	24 066
Availability of traction unit for passenger trains	19 376	-	19 376
Availability of traction unit for freight and locomotive trains	18 200	-	18 200
Ensuring of fuel for traction	586	-	586
Ensuring of water for water supply	805	-	805
Train preparation	4 740	-	4 740
Ensuring of traction current			
Transmitted traction current	170,2	-	170,2
System-use	11,6	-	11,6
Network loss of transmitted traction current	9,7	-	9,7
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 (preheating, precooling)			
Transmitted traction current	170,2	-	170,2
System-use	11,6	-	11,6
Network loss of transmitted traction current	9,7	-	9,7
Excise tax	0,4	-	0,4
Funds under the Act on Electricity	1,5	-	1,5
Technical inspection of railway vehicles	11 296	-	11 296
Ticketing and mekoning activity	199	-	199

Services	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	12	13*
Running of trains			
Gross ton proportionate part	0,32	-	0,32*
Train km proportionate part			
Passenger trains			
track section category I	52	303	355*
track section category II	58	263	321*
track section category III	45	201	246*
Locomotive trains			
track section category I	55	300	355*
track section category II	34	287	321*
track section category III	34	212	246*
Standard freight trains			
track section category I	81	376	457*
track section category II	84	258	342*
track section category III	39	189	228*
Special freight trains - Corridor freight trains			
track section category I	78	292	370*
track section category II	-	-	-
track section category III	-	-	-
Use of catenary	70	31	101*
Use of stations by passenger trains for stopping			
I. station category	1 405	954	2359*
II. station category	1 104	897	2001*
III. station category	1 151	621	1772*
IV. station category	1 245	350	1595*
Use of origin / destination stations by passenger trains			
I. station category	2 966	1 030	3996*
II. station category	1 987	1 448	3435*
III. station category	-	-	-
IV. station category	-	-	-
Use of stations by freight trains			
I. station category	5 725	-	5725*
II. station category	4 580	-	4580*
III. station category	3 435	-	3435*
Storage of vehicles	142	66	208*
Use of wagon weigh bridges (scales)	3 509	-	3509*
Use of refuelling facilities	44	-	44*
Ensuring of shunting staff for passenger trains	11 221	-	11221*
Ensuring of shunting staff for freight and locomotive trains	6 069	-	6069*
Availability of shunting staff for passenger trains	6 062	-	6062*
Availability of shunting staff for freight and locomotive trains	4 580	-	4580*
Ensuring of traction unit for passenger trains	27 556	-	27556*
Ensuring of traction unit for freight and locomotive trains	27 556	-	27556*
Availability of traction unit for passenger trains	22 186	-	22186*
Availability of traction unit for freight and locomotive trains	20 839	-	20839*
Ensuring of fuel for traction	586	-	586
Ensuring of water for water supply	805	-	805
Train preparation	5 427	-	5427*
Ensuring of traction current			
Transmitted traction current	170,2	-	170,2
System-use	11,6	-	11,6
Network loss of transmitted traction current	9,7	-	9,7
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 (preheating, precooling)			
Transmitted traction current	170,2	-	170,2
System-use	11,6	-	11,6
Network loss of transmitted traction current	9,7	-	9,7
Excise tax	0,4	-	0,4
Funds under the Act on Electricity	1,5	-	1,5
Technical inspection of railway vehicles	11 296	-	11 296
Ticketing and reckoning activity	199	-	199

*Effective: 01 September 2024

Annex 6: Summing-up table of state contribution in services for GYSEV Zrt

The following modifications were made:


Services			Volume of state subsidy broken down to services (HUF)		
Basic services	Ensuring of train path		43 393 576		
	Running of trains	Train km proportionate part	Gross ton proportionate part	3 262 777 433	
			Passenger trains	Track section I.	1 578 989 004
				Track section II.	51 474 122
				Track section III.	44 277 423
			Locomotive trains	Track section I.	109 308 900
				Track section II.	197 799
				Track section III.	6 090
			Standard freight trains	Track section I.	322 945 797
				Track section III.	304 121
			Special freight trains - Corridor	Track section I.	9 966 656
		Track section II.	0		
		Track section III.	0		
Use of catenary		761 493 303			
Use of stations by passenger trains for stopping	Station category I		373 089 424		
			992 673 368		
			219 529 056		
			43 985 230		
	Station category II		78 146 280		
			71 136		
			0		
	Station category III		0		
			0		
			0		
Use of origin/destination stations by passenger trains	Station category I		929 989 530		
	Station category II		142 214 096		
	Station category III		1 216 666		
Supplementary services	Use of wagon weigh bridges (scales)		8 567 011		
	Use of reloading facilities		6 396 156		
	Storage of vehicles		35 000 000		
	Ensuring of shunting staff for passenger trains		246 899		
	Ensuring of shunting staff freight and locomotive trains		84 352 298		
	Availability of shunting staff for passenger trains		611 606 022		
	Availability of shunting staff freight and locomotive trains		678 717 354		
	Ensuring of traction unit for passenger trains		45 200		
	Ensuring of traction unit for freight and locomotive trains		2 570 229		
	Availability of traction unit for passenger trains		81 378 575		
	Availability of traction unit for freight and locomotive trains		100 996 778		
	Ensuring of fuel for traction		0		
	Ensuring of water for water supply		0		
	Train preparation		45 168 353		
Total (basic services + supplementary services)			10 221 000 000		
Additional services	Ensuring of traction current	Transmitted traction current	0		
		System use	0		
		Network loss of transmitted traction current	0		
		Excise tax	0		
	Ensuring of electric energy used for other than traction purposes (preheating, precooling)	Funds under the Act on Electricity	0		
		Transmitted electric energy used for other than	0		
		System use	0		
		Network loss of transmitted electric energy used	0		
Excise tax		0			
		0			
Funds under the Act on Electricity		0			
		0			
Ancillary services	Technical inspection of railway vehicles		0		
	Ticketing and reckoning activity		0		
Total (additional services + ancillary services)			0		
TOTAL			10 221 000 000		

Network Statement 2023/2024. Modification No 25 - Modification list

Services			Volume of state subsidy broken down to services (HUF)	
Basic services	Ensuring of train path		25 635 377	
	Running of trains	Gross ton proportionate part	3 162 640 537	
		Passenger trains	Track section I.	1 334 011 374
			Track section II.	43 195 917
			Track section III.	38 230 838
		Locomotive trains	Track section I.	95 507 244
			Track section II.	149 437
			Track section III.	5 009
		Standard freight trains	Track section I.	262 746 279
			Track section II.	265 444
		Special freight trains - Corridor	Track section III.	7 081
			Track section I.	8 630 273
	Track section II.	0		
	Track section III.	0		
Use of catenary		682 735 064		
Supplementary services	Use of stations by passenger trains for stopping	Station category I	294 799 267	
		Station category II	464 528 056	
		Station category III	185 020 967	
		Station category IV	40 195 023	
	Use of origin/destination stations by passenger trains	Station category I	63 571 455	
		Station category II	57 220	
		Station category III	0	
		Station category IV	0	
	Use of stations by freight trains	Station category I	919 920 146	
		Station category II	139 459 713	
		Station category III	1 211 886	
	Storage of vehicles		5 884 164	
	Use of wagon weigh bridges (scales)		5 398 266	
	Use of refuelling facilities		20 816 429	
	Ensuring of shunting staff for passenger trains		321 728	
	Ensuring of shunting staff freight and locomotive trains		81 850 047	
	Availability of shunting staff for passenger trains		565 385 625	
	Availability of shunting staff freight and locomotive trains		642 587 437	
	Ensuring of traction unit for passenger trains		38 219	
	Ensuring of traction unit for freight and locomotive trains		2 173 292	
Availability of traction unit for passenger trains		37 274 273		
Availability of traction unit for freight and locomotive trains		59 094 687		
Ensuring of fuel for traction		0		
Ensuring of water for water supply		0		
Train preparation		40 396 072		
Total (basic services + supplementary services)			9 223 743 848	
Additional services	Ensuring of traction current	Transmitted traction current	0	
		System-use	0	
		Network loss of transmitted traction current	0	
		Excise tax	0	
	Ensuring of electric energy used for other than traction purposes (preheating, precooling)	Funds under the Act on Electricity	0	
		Transmitted electric energy used for other than traction purposes	0	
		System-use	0	
		Network loss of transmitted electric energy used	0	
	Excise tax	0		
	Funds under the Act on Electricity	0		
Ancillary services	Technical inspection of railway vehicles	0		
	Ticketing and reckoning activity	0		
Total (additional services + ancillary services)			0	
TOTAL			9 223 743 848	


6. No 8 has been added as a new annex to the document as follows

Annex 8: Letters related to the modification, regarding state contribution



Győr - Sopron - Ebenfurti Vasút
Zártkörűen Működő Részvénytársaság
anno 1872

Elektronikusan aláírta:
Béker Tibor




VPE Kft., VPSZ
Kondász Dóra VPSZ szervezet vezető részére
vpe@vpe.hu
2023/2024 menetrendi időszakra vonatkozó
díjkalkuláció felülvizsgálata

Sopron, elektronikusan aláírás napján
Ügyiratszám: G-005518/2024
Hivatkozási szám:
Ügyintéző: Bencsics József

Tisztelt VPSZ szervezet vezető Úrnő/hölgy!


Az Építési és Közlekedési Minisztérium jelen levélhez csatolt KÖFÁT/1082-5/2024/VIF iktatószámú ügyiratában meghatározottak alapján kérjük a 2023/2024 évi díjkalkuláció felülvizsgálatát. Az állami szerepvállalás mértékéért lehetőség szerint az alábbi összegeket, egyéb adatok (költségek, teljesítmények, naturáliák) tekintetében a mellékelt (a 2023. január 4-i adatszolgáltatásunkkal megegyező tartalmú) adatszolgáltatási táblát szíveskedjenek figyelembe venni.

Szolgáltatás: megnevezése			Állami szerepvállalás: (Ft)
Menszervonal biztonság			25 635 377
Közlekedéss - Bruttótávolság kilométer alapú rész			3 162 640 537
Közlekedéss Vonatkilométer alapú rész	Személyvonat	I. kategória	1 334 011 374
		II. kategória	43 193 917
		III. kategória	38 230 838
	Mondónyvonat	I. kategória	95 507 244
		II. kategória	149 437
		III. kategória	5 009
	Általános tábarvonat	I. kategória	262 746 279
		II. kategória	265 444
		III. kategória	7 081
	Korridor tábarvonat	I. kategória	8 630 273
		II. kategória	0
		III. kategória	0
Felsővezetési rendszerek használata			682 735 064
Személyszállító vonatok megállási célú állomáshasználata	I. kategória	294 799 267	
	II. kategória	464 328 056	
	III. kategória	185 020 967	
	IV. kategória	40 193 023	
Személyszállító vonatok kiinduló-/végállomás használata	I. kategória	63 571 455	
	II. kategória	57 220	
	III. kategória	0	
	IV. kategória	0	



Cg: 08-10-001787
Adószám: 10008676-208
Közlekedési adószám: HU 10008676
KSH szám: 10008676-4910-11408

H9400 Sopron, Mátyás király u. 19.
Postacím: H-9401 Sopron, Pf. 104.





Győr - Sopron - Ebenfurti Vasút

Zártkörűen Működő Részvénytársaság

anno 1872



Tebervonatok állomáshasználata	I. kategória	919 920 146
	II. kategória	139 459 713
	III. kategória	1 211 886
Járműtörles		5 884 164
Vasúti járműmérleg használata		5 398 266
Üzemanyag vételező helyek használata		20 816 429
Tolatószemélyzet biztosítása személyszállító vonatok részére		321 728
Tolatószemélyzet biztosítása teher- és mondoryvonatok számára		81 850 047
Tolatószemélyzet rendelkezésre állása személyszállító vonatok számára		565 385 625
Tolatószemélyzet rendelkezésre állása teher- és mondoryvonatok számára		642 587 437
Vontatójármű biztosítása személyszállító vonatok számára		38 219
Vontatójármű biztosítása teher- és mondoryvonatok számára		2 173 292
Vontatójármű rendelkezésre állása személyszállító vonatok számára		37 274 273
Vontatójármű rendelkezésre állása teher- és mondoryvonatok számára		59 094 687
Vontatási felhasznált üzemanyag biztosítása		0
Vízutóhoz használt víz		0
Vonat-előkészítés		40 396 072
Vasúti jármű műszaki vizsgálata		0
Menszajegykidás és személyszállítási tevékenység		0
Allami szerepvállalás összesen:		9 223 743 848 Ft

Üdvözlettel,

Ecker Tibor
Pályavasúti igazgató

MELLÉKLET:
KÖFAT/1082-5/2024/VTF
GYSEV/2023_24 Adatszolgáltatási tábla és kalkuláció_240423



Cg. 08-10001787
Adószám: 10008676-2-08
Közvetítő adószám: HU 10008676
KSH szám: 10008676-4910-11408

H9400 Sopron, Mátyás király u. 19.
Postacím: H-9401 Sopron, Pf. 104.





ÉPÍTÉSI ÉS KÖZLEKEDÉSI MINISZTERIUM
KÖZLEKEDÉSÉRT FELELŐS ÁLLAMTITKÁR

Kövesdi Szilárd István vezérigazgató úr
részére

GYSEV Győr-Sopron-Ebenfurti Vasút Zrt.

Sopron
Mátyás király utca 19.
9400

KÖFÁT/1082-5/2024/VIF

Tisztelt Vezérigazgató Úr!

Tájékoztatom, hogy a 2022. december 21-én kelt VIF/2589/2022-ÉKM számú levélben illetve a 2024. január 11-én kelt KÖFÁT/1082-1/2024/VIF számú levélben foglalt premisszákat az alábbiak szerint módosítom.

A 2024/2025. menetrendi évre vonatkozó hálózat-hozzáférési díjkalkulációs folyamat során a következőket szíveskedjék figyelembe venni:

- A GYSEV Zrt. 2024/2025. évi energia típusú szolgáltatások nélkül vett alap- és járulékos szolgáltatásaiból származó hálózat hozzáférési díj bevétel értéke a személyszállítási, illetve az áru fuvarozási szegmens vonatkozásában a 2023/2024. menetrendi évre vonatkozó díjképzés során meghatározott teljesítményadatok figyelembe vételével, változatlan teljesítmény esetén a 2023. évi KSH fogyasztóiár-index mértékével, azaz 17,6%-kal növekedjen.
- Az állami költségterítés hatásából adódóan a 2023/2024-es menetrendi évhez képest a 2024/2025. évi fizetendő összegek egyetlen szolgáltatás esetén se csökkenjenek, kivéve, ha ez jogszabályból vagy egyéb szabályozó dokumentum előírásaiból, illetve a költségviszonyokból következik.
- A vontatási és nem vontatási célú villamos energia, illetve a vontatási és a nem vontatási célú üzemanyag biztosítása szolgáltatások ne részesüljenek támogatásban.

- A 2023/2024. menetrendi évhez hasonlóan a vasút versenyképességével összefüggő közlekedéspolitikai célok érvényesítése érdekében az állami szerepvállalás felosztása során az alábbi érintett tehervonatok közlekedtetéséért (mind vonatkm, mind bruttótonnakm arányos rész) fizetendő összege legyen alacsonyabb, mint az áru fuvarozási szektor által fizetett egyéb közlekedtetési díj:
 - a 913/2010/EU rendelet szerinti korridorokon közlekedő, korridor vonatnemben közlekedő tehervonatok („korridor vonatok”).
- Az állomás átkategorizálásból adódó változások várható hatásait is kérem figyelembe venni. A műszaki paraméterek változásából adódó átkategorizálások terheit a vállalkozó vasúti társaságok viseljék.

A 2023/2024. menetrendi évre vonatkozóan meghirdetett hálózat-hozzáférési díjak esetén kérem, hogy kezdeményezze a díjfelülvizsgálatot a hálózat hozzáférési díjakban bevonásra került és meghirdetett állami szerepvállalás átcsoportosítása érdekében, és a hálózat-hozzáférési díjak felülvizsgálatára vonatkozó jogszabályból eredő határidőket, valamint a szükséges díjkalkulációs folyamatot is figyelembe véve, az igénybe vehető szolgáltatások után fizetendő összegeket az alábbiak figyelembe vételével módosítsa:

1. A makrogazdasági környezetben bekövetkező negatív irányú változások, valamint az egyre nagyobb ütemben romló pályaállapotokat is figyelembe véve, a GYSEV Zrt. részére a 2023/2024. menetrendi időszak díjképzési évében megállapított állami költségtérítés összegének változatlanul hagyása mellett szükségessé válik a 2024. évi felújítási költségtérítés arányának növelése, ezért a hálózat hozzáférési díjakba bevonásra került állami szerepvállalás mértékének csökkentéséről intézkedjen az alábbiak szerint:
 - 1.1. A 2023/2024. menetrendi évben az energia típusú szolgáltatásokon kívüli alap- és járulékos szolgáltatások vonatkozásában valamennyi, a Hálózati Üzletszabályzatban meghirdetett és érintett szolgáltatás után fizetendő összeg a 2022. évi KSH fogyasztóiár-index mértékével megegyezően, azaz 14,5%-kal emelkedjen a hatályos, jelen pontban érintett szolgáltatások után fizetendő összegekhez képest.
 - 1.2. Az érintett szolgáltatásra a díjképzés során ráosztott állami szerepvállalás mértékét ennek érdekében csökkenteni szükséges, melyet – az összeg nagyságrendjére is tekintettel – jelentős mértékűnek szükséges minősíteni és így az kötelező díjfelülvizsgálatot fog eredményezni.
 - 1.3. Az 1.1 pontban meghatározott díjteher emelkedésből származó többlet díjbevitel biztosítja a GYSEV Zrt. költségeinek ellentételezését, mellyel a pályaműködtetői szerződés szerint köteles elszámolni.

Kérem, hogy a fentieknek megfelelően szíveskedjék a költségtérítés felosztását elvégezni és a díjkalkulációt végző vasúti pályakapacitás-elosztó szervezetet tájékoztatni a kalkulációt megalapozó adatszolgáltatás során.

Budapest, 2024. április „16. „

Tisztelettel:


Nagy Bálint



Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.