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

## <u>TEXT</u>

## 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\*

Ensuring of train path Unit HUF/train km	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\*

Running of trains- train km proportionate part	L	ine section	category I	L	ine section.	category II	L	ine section	category III
Unit: HUF/train km	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	L	ine section	category I	L	ine section	category II	L	ine section	category III
special freight trains	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

Running of trains- train km proportionate part	Ŀ	ine section	category I	L	ine section.	category II	L	ine section	category III
Unit: HUF/train km	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									
Corridor trains	78	292	370	-	-	-	-	-	-
*Effective frame 04 00 2024									

\*Effective from: 01.09.2024

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

Running of trains- gross ton km proportionate part Unit: HUF/gross ton km	Charge	Mark-up	Amount to be paid
Passenger trains			
Standard freight trains	0,34	0	0,34
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\*

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

Use of catenary Unit: HUF/electric train km	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.\*

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

\*Effective from: 01.09.2024

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

Storage of vehicles	Charge	Mark-up	Amount to be paid
Unit: HUF/ vehicle/day	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.\*

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

\*Effective from: 01.09.2024

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

Ensuring of shunting staff for passenger trains Unit: HUF/person/hour	Amount to be paid 11 221
Ensuring of shunting staff for freight and locomotive trains	Amount to be paid
Unit: HUF/person/hour	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\*

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

## 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.\*

Ensuring of traction unit for passanger trains Unit: HUF/vehicle/hour	Amount to be paid
Ensuring of traction unit for freight and locomotive trains	Amount to be paid
Unit: HUF/vehicle/hour	29 026

\*Effective from: 01.09.2024

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

Ensuring of traction unit for passanger trains	Amount to be paid
Unit: HUF/vehicle/hour	27 556
Ensuring of traction unit for freight and locomotive trains	Amount to be paid
Unit: HUF/vehicle/hour	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\*

Availability of traction unit for passenger trains	Amount to be paid
Unit: HUF/vehicle/hour	22 186
Availability of traction unit for freight and locomotive trains	Amount to be paid
Unit: HUF/vehicle/hour	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.\*

Staff providing train acceptance	Amount to be paid
Unit: HUF/person/hour	5 153
*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\*

Train preparation	Amount to be paid
Unit: HUF/person/hour	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.\*

Use of stations by passenger trains for stopping 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.\*

Use of stations by passenger trains for stopping 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

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

Use of origin/destination stations by passenger trains Unit: HUF/ use of stations	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\*

Use of origin/destination stations by passenger trains Unit: HUF/ use of stations	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.\*

Use of stations by freight trains Unit: HUF/ use of stations	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.\*

Charge	Mark-up	Amount to be paid
5 725	0	5 725
4 580	0	4 580
3 435	0	3 435
	5 725 4 580	5 725         0           4 580         0

\*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\*

Exchange of axles	Amount to be paid
Unit: HUF/vehicle	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\*

Use of bogies	Amount to be paid
Unit: HUF/hour/bogie	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.\*

	. J .		Amount to be paid
Unit: HUF/ vehicle 3	3 092	0	3 092

\*Effective from: 01.09.2024

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

Use of wagon weigh bridges (scales)	Charge	Mark-up	Amount to be paid
Unit: HUF/ vehicle	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.\*

Staff ensured for weighing	Amount to be paid
Unit: HUF/vehicle	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.\*

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

\*Effective from: 01.09.2024

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

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

\*Effective from: 01.09.2024

Amount to be paid

169

247

0

3169 2198

1967

5782

31\* 9916\* 6469 5153\* 46513<sup>.</sup> 377

> 43,5 4,1 0,4 0,3 2,4

43,2 4,1 0,4 0,3 2,4 378

## **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
Ensuring of train path	1	8	9	1	9
Running of trains					
Gross ton proportionate part Passenger train, Standard freight train, Locomotive train	0,30	0,00	0,30	0,34	(
Special freight train- Freight train of Záhony	0,30	0,00	0,30	0,34	0,03
Special freight train- Corridor freight train	0,28	0,00	0,20	0,28	0,0
Train km proportionate part		-,	•,		.,
Passenger trains					
track section category I	64	326	390	64	383
track section category II	99	242	341	99	29
track section category III	101	27	128	101	40
Locomotive trains					
track section category I	66		410	66	40:
track section category II	109	310	405	109	369
track section category III Standard freight trains	109	281	390	109	338
track section category I	68	392	460	68	459
track section category II	88	339	400	88	40
track section category III	153	75	228	153	108
Special freight trains - Freight train of Záhony					
track section category I	62	359	421	62	420
track section category II	107	281	388	107	337
track section category III	109	102	211	109	133
Special freight trains - Corridor freight train					
track section category I	62	397	459	62	46-
track section category II	90	336	426	90	39
track section category III			0		
Use of catenary	66	0	66	68	1
Use of stations by passenger trains for stopping	4 500	4 707	2 200	4 500	2.27
I. station category II. station category	1 502	1 797	3 299 2 768	1 502	2 275
II. station category	1 1/6	774	1 920	1 176	1 99.
IV. station category	907	811	1 718	907	1 05
Use of origin/destination stations by passenger trains	907	011	1710	,07	1 000
I. station category	1 079	1 211	2 290	1 079	1 543
II. station category	1 003	823	1 826	1 003	1 088
III. station category	913	-	913	981	6.
IV. station category	913	-	913	1 045	(
Use of stations by freight trains					
I. station category	5 050	-	5 050	5 782	
II. station category	2 530	-	2 530	2 897	(
III. station category	800	-	800	916	(
Storage of vehicles	123 2 700	69 0	192	123	91
Use of wagon weigh bridges (scales) Use of refuelling facilities	2 700	0	2 700	<u> </u>	
Ensuring of shunting staff for passanger trains	8 660	0	8 660	9 916	
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	
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	
Ensuring of traction unit for passanger trains	40 623		40 623	46 513	
Ensuring of traction unit for freight and locomotive trains	25 350		25 350	29 026	
Ensuring of fuel for traction	377		377	377	
Staff providing train acceptance	4 500		4 500	5 153	
Staff ensured for weighing	4 500		4 500	5 153	
Exchange of axles	27 960		27 960	32 014	
Use of bogies	49		49	56	
Ensuring of traction current	42.5		42.5	43,5	
Transmitted traction current System-use	43,5		43,5	43,5	
Network loss of transmitted traction current	0,4		0,4	4,1	
Energy tax	0,4		0,4	0,4	
Funds under the Act on Electricity	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	
System-use	4,1		4,1	4,1	
Network loss of transmitted electric energy used for other than traction purposes	0,4		0,4	0,4	
Energy tax	0,3		0,3	0,3	
Funds under the Act on Electricity	2,4		2,4	2,4	
Ensuring of fuel used for other than traction purposes (preheating, precooling)	378		378	378	
- · · · · · · · · · · · · · · · · · · ·	5.0		510	510	

\*Charges effective from 1 September 2024

Charge

52 58

45

55 34

34

81 84 39

78

70

2 966

1 987

3 435 142

6.06

0 83

586

805

47

170,2

11,6 9,7

0,∡ 1,5

170,2

11,6

10

0,4

199

1,5

Mark-up Amount to be paid

30

25

18

29

95

6

1 44

355<sup>°</sup> 321<sup>°</sup>

246'

355<sup>°</sup> 321°

246'

342\* 228\*

370

101

3996

3435

5725

4580 3435 208

3509 44

11221

6069<sup>°</sup> 6062<sup>°</sup>

4580<sup>°</sup> 7556<sup>°</sup>

27556 22186

20839

586

805

170,2

11,6 9,7

0,4 1,5

170,2

9,7 0,4

199

1,5 11 296

Services of GYSEV Zrt. 2023/2024 Amount to be paid Charge Mark-up Ensuring of train path Running of trains 10 11 Gross ton proportionate part Train km proportionate part Passenger trains 0,28 0 0,28 258 track section category I 310 52 58 track section category II track section category II track section category III 280 45 170 215 Locomotive trains track section category I track section category II 55 34 255 246 310 280 track section category III 34 181 215 Standard freight trains track section category I 318 215 399 81 track section category II 299 84 track section category III Special freight trains - Corridor freight train track section category I 39 199 160 78 245 323 track section category II track section category III Use of catenary Use of stations by passenger trains for stopping 70 18 88 1 405 1 104 1 151 1 245 655 644 397 148 2 060 1 748 1 548 1 393 I. station category II. station category III. station category IV. station category Use of origin/destination stations by passenger trains I. station category 2 966 524 3 490 II. station category 1 987 1 013 3 000 III. station category IV. station category Use of stations by freight trains 5 000 I. station category 5 000 0 II. station category 4 000 3 000 142 4 000 3 000 182 III. station category Storage of vehicles 40 Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passenger trains 3 065 3 065 38 0 9 800 9 800 Ensuring of shunting staff freight and locomotive trains Availability of shunting staff for passenger trains Availability of shunting staff freight and locomotive trains Ensuring of traction unit for passenger trains 5 300 5 294 4 000 24 066 5 300 5 294 4 000 24 066 Ensuring of traction unit for freight and locomotive trains Availability of traction unit for passenger trains 24 066 19 376 24 066 19 376 Availability of traction unit for freight and locomotive trains 18 200 18 200 Ensuring of water for water supply Train preparation 586 586 805 4 740 805 4 740 Ensuring of traction current 170,2 170,2 Transmitted traction current System-use 11,6 9,7 11,6 9,7 Network loss of transmitted traction current 0,4 1,5 0,4 1,5 Energy tax Funds under the Act on Electricity Ensuring of electric energy used for other than traction purposes (preheating, precooling) 170,2 Transmitted electric energy used for other than traction purposes 170,2 System-use 11,6 Network loss of transmitted electric energy used for other than traction purposes 9,7 0,4 9,7 Energy tax 0,4 Funds under the Act on Electricity 1,5 11 296 1,5 11 296 Technical inspection of railway vehicles Ticketing and reckoning activity 199 199

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

\*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/MÁV-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:

		-	f trains, gross portionate par		
2023/2024. (HUF)	Ensuring of train	Passenger train, standard	Special frei	ght trains	Use of catenary
	path	freight train, locomotive	Freight trains of Zábony	Corridor freight train	
		train		-	
1. Amount of charge of access part	1	0,36	0,27	0,28	68
<ol><li>Amount of mark-up</li></ol>	11	0,40	0,30	0,31	71
<ol><li>Amount of discount</li></ol>	-	-	-	-	-
<ol><li>Amount of state contribution</li></ol>	3	0,46	0,31	0,30	73
Amount to be paid (1 + 2 - 3 - 4)	9	0,30	0,26	0,29	66
		-	f trains, gross portionate par		
	Ensuring	Passenger	Special freight trains		like of catenany
2023/2024 (HUE)	oftrain		Special free	ght trains	lise of catenary
2023/2024.(HUF)	of train path	train, standard freight train, locomotive train	Special free Freight trains of Záhony	ght trains Corridor freight train	Use of catenary
2023/2024. (HUF) 1. Amount of charge of access part		freight train, locomotive	Freight trains	Corridor	Use of catenary 68
	path	freight train, locomotive train	Freight trains of Záhony	Corridor freight train	
1. Amount of charge of access part	path 1	freight train, locomotive train 0,36	Freight trains of Záhony 0,27	Corridor freight train 0,28	68
<ol> <li>Amount of charge of access part</li> <li>Amount of mark-up</li> </ol>	path 1	freight train, locomotive train 0,36	Freight trains of Záhony 0,27	Corridor freight train 0,28	68

\*Effective: 01 September 2024

# <u>Table 8: Basic services - Running of trains - Train km proportionate part - determination of the amount to be paid</u>

## The following modifications were made:

						Runnin	g of trains, t	rain km prop	ortionate par	t .					
		-										Special fre	ight trains		
2023/2024. (HUF)		Passenger tra	ns		Locomotive train	s	Stan	dard freight	trains	Freig	ht trains of Z	ähony	Corr	idor freight t	rains
	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.
1. Amount of charge of access part	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	459	426	
						Runnin	g of trains, t	rain km prop	ortionate part						
												Special fre	eight trains		
2023/2024. (HUF)		Passenger tra	ins		Locomotive trai	ns	Sta	Standard freight trains Freight trains of Záhony			Záhony	Corridor freight trains			
	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.
1. Amount of charge of access part	64	99	101	66	95	109	68	88	153	62	107	109	62	90	-
	741	1 016	1.006	762	954	1 063	785	913	1 630	715	1 099	1 041	714	908	
2. Amount of mark-up	/41	1 010	1 000	/ 02											
2. Amount of mark-up 3. Amount of discount	/41	-		-	-			-					-	-	
	- 358	- 725	- 960	. 359	585	725	326	512	1 522	295	- 762	- 908	250	510	-

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

## The following modifications were made:

2023/2024. (HUF)	Use o	f stations by pass	enger trains for s	topping	Use of ori	gin/destination s	tations by passen	ger trains
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	Category IV.
<ol> <li>Amount of charge of access part</li> </ol>	661	651	644	650	889	889	889	889
. Amount of charge of supply part	841	525	503	257	100	114	92	218
. Amount of mark-up	2 642	2 610	2 582	2 602	2 543	2 542	2 542	2 542
. Amount of discount	-	-		-	-		-	-
. Amount of state contribution	845	1018	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 d	f stations by pass	enger trains for s	topping	Use of or	gin/destination s	tations by passen	ger trains
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	Category IV.
. Amount of charge of access part	661	651	644	650	889	889	889	889
. Amount of charge of supply part	841	525	502	257	190	114	92	218
. Amount of mark-up	2 642	2 610	2 582	2 602	2 543	2 542	2 542	2 542
. Amount of discount	-	-	-	-	-	-		-
. Amount of state contribution	367	617	1 530	1 542	1 000	1 454	2 478	2 604
mount 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 (HUE)	Use of stations by freight trains						
2023/2024. (HUF)	Category I.	Category II.	Category III.				
1. Amount of charge of access part	7 901	6 7 6 1	6 92 1				
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						
2023/2024. (101)	Category I.	Category II.	Category III.				
1. Amount of charge of access part	7 901	6 761	6 921				
<ol><li>Amount of charge of supply part</li></ol>	479	619	610				
3. Amount of mark-up	17 978	14 417	14 433				
4. Amount of discount	-	-	-				
			21.049				
5. Amount of state contribution	20 576	18 900	21 048				
	20 576 5782*	18 900 2897*	21 048 916				

### 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
2023/2024. (HUF) 1. Amount of charge of access part	-	weigh bridges	-
	vehicles	weigh bridges (scales)	facilities
1. Amount of charge of access part	vehicles	weigh bridges (scales) 296	facilities 3
<ol> <li>Amount of charge of access part</li> <li>Amount of charge of supply part</li> </ol>	<b>vehicles</b> 122 1	weigh bridges (scales) 296 14 443	facilities 3
<ol> <li>Amount of charge of access part</li> <li>Amount of charge of supply part</li> <li>Amount of mark-up</li> </ol>	<b>vehicles</b> 122 1	weigh bridges (scales) 296 14 443	facilities 3

\*Effective: 01 September 2024

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

The following modifications were made:

	Ensi	uring of shunting s	staff	Ensuring of traction unit		
		For freight an	d loco trains			
2023/2024. (HUF)	For passenger trains	ordered within 8 days before the scheduled use of	ordered more than 8 days before the scheduled use of	For passenger trains	For freight and loco trains	
		the service	the service			
1. Amount of charge of access part	-	-	-	-	-	
<ol><li>Amount of charge of supply part</li></ol>	22 256	30 840	22 256	50 318	50 439	
3. Amount of mark-up	-	-	-	-	-	
<ol><li>Amount of discount</li></ol>	-	-	-	-	-	
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	
	Ens	Ensuring of shunting staff Ensuring of traction For freight and loco trains			traction unit	
		ronneightai	iu ioco ciairis			
2023/2024. (HUF)	For passenger trains	ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service	For passenger trains	For freight and loco trains	
		days before the scheduled use of	than 8 days before the scheduled use of			
1. Amount of charge of access part	trains	days before the scheduled use of	than 8 days before the scheduled use of	trains	loco trains	
<ol> <li>Amount of charge of access part</li> <li>Amount of charge of supply part</li> </ol>	trains	days before the scheduled use of the service	than 8 days before the scheduled use of the service	trains	loco trains	
<ol> <li>Amount of charge of access part</li> <li>Amount of charge of supply part</li> <li>Amount of mark-up</li> </ol>	trains	days before the scheduled use of the service	than 8 days before the scheduled use of the service	trains	loco trains	
2023/2024. (HUF) 1. Amount of charge of access part 2. Amount of dharge of supply part 3. Amount of mark-up 4. Amount of discount 5. Amount of state contribution	trains	days before the scheduled use of the service	than 8 days before the scheduled use of the service	trains	loco trains	

Table 23: Other	<sup>-</sup> supply part of	supplementary	services -	determination o	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
<ol> <li>Amount of charge of access part</li> </ol>			-	-	-
2. Amount of charge of supply part	377	8 937	8 923	71 446	142
3. Amount of mark-up	-	-	-	-	-
<ol><li>Amount of discount</li></ol>	-	-	-	-	-
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
2023/2024. (HUF) 1. Amount of charge of access part	· · ·				Use of bogies
	for traction	acceptance	for weighing		Use of bogies
1. Amount of charge of access part	for traction	acceptance	for weighing	axles -	-
<ol> <li>Amount of charge of access part</li> <li>Amount of charge of supply part</li> </ol>	for traction	acceptance - 8 937	for weighing	axles -	-
<ol> <li>Amount of charge of access part</li> <li>Amount of charge of supply part</li> <li>Amount of mark-up</li> </ol>	for traction	acceptance - 8 937	for weighing	axles -	-

### 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)

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	-	30 840			25 190	5 650
ordered within 8 days before the scheduled use of the service	-	30 640	-	-	23 190	5 650
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	22 256	-	-	17 756	4 500
Ensuring of traction unit for passenger trains	-	50 318	-	-	9 695	40 623
Ensuring for traction unit for freight and locomotive trains		50 439	-	-	25 089	25 350
Ensuring of fuel traction	-	377	-	-		377
Train acceptance	-	8 937	-	-	4 437	4 500
Staff ensured for weighing	-	8 923	-	-	4 423	4 500
Exchange of ayles	-	71 446	-	-	43 486	27 960
Use of bogies	-	142	-	-	93	49
Ensuring of traction current						
Transmitted traction current		43,5	-	· .	-	43,5
System-use		4,1	-	· .	-	4,1
Network loss of transmitted traction current	· .	0,4	-	1 -	-	0,4
Excise tax	I .	0,3	-	1 -	-	0,3
		5,0		· .	-	2,4
Funds under the Act on Electricity	_	2.4	-			
Funds under the Act on Electricity Ensuring of electric energy used for other than traction purposes	-	2,4				
Ensuring of electric energy used for other than traction purposes	-	2,4	-			
	-	2,4		. <u>.</u>	-	43,2
Ensuring of electric energy used for other than traction purposes (preheating, precooling)	-	43,2				-
Ensuring of electric energy used for other than traction purposes (preheating, precooling) Transmitted traction current System-use	-	43,2 4,1		- - - - -		4,1
Ensuring of electric energy used for other than traction purposes (preheating, precooling) Transmitted traction current	-	43,2 4,1 0,4		- - - - -	-	4,1 0,4
Ensuring of electric energy used for other than traction purposes (preheating, precoding) Transmitted traction current System-use Network loss of transmitted traction current Excise tax	-	43,2 4,1 0,4 0,3			-	4,1 0,4 0,3
Ensuring of electric energy used for other than traction purposes (preheating, precoding) Transmitted traction current System-use Network loss of transmitted traction current	-	43,2 4,1 0,4			-	4,1 0,4

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	1
Running of trains						
Gross ton km proportionate part						
Passenger trains, Standard freight trains, Locomotive trains	0,36	-	0,40	-	0,42	0,3
Special freight trains - Freight trains of Záhony	0,27	-	0,30	-	0,27	0,3
Special freight trains - Corridor freight trains	0,28	-	0,31	-	0,26	0,3
Train km proportionate part						
Passenger trains						
track section category I	64	-	741	-	358	44
track section category II	99	-	1 016	-	725	39
track section category III	101	-	1 006	-	960	14
Locomotive trains						
track section category I	66	-	762	-	359	46
track section category II	95	-	954	-	585	4
track section category III	109	-	1 063	-	725	4
Standard freight trains						
track section category I	68	-	785	-	326	52
track section category II	88	-	913	-	512	48
track section category III	153	-	1 630	-	1 522	2
Special freight trains - Freight trains of Záhony						
track section category I	62	-	715	-	295	48
track section category II	107	-	1 099	-	762	4
track section category III	109	-	1 041	-	908	24
Special freight trains - Corridor freight trains	,					-
track section category I	62	-	714		250	52
track section category II	90		908		510	48
track section category III	-	_	-		510	- T
	68		- 71		63	
Use of catenary Use of stations by passenger trains for stopping	08	-	/1		0.5	
I. station category	661	841	2 642		367	37
2 1	651	525	2 642	-	617	31
II. station category	644	525				219
III. station category			2 582	-	1 530	
IV. station category	650	257	2 602	-	1 542	196
Use of origin / destination stations by passenger trains		100	0.540		4 000	
I. station category	889	190	2 543	-	1 000	26
II. station category	889	114	2 542	-	1 454	209
III. station category	889	92	2 542	-	2 478	104
IV. station category	889	218	2 542	-	2 604	104
Use of stations by freight trains	7.004		17.070		00.57/	
I. station category	7 901	479	17 978	-	20 576	578
II. station category	6 761	619	14 417	-	18 900	28
III. station category	6 921	610	14 433	-	21 048	91
Storage of vehicles	122	1	114	-	17	22
Use of wagon weigh bridges (scales)	296	14 443	848	-	12 495	309
Use of refuelling facilities	3	70	7	-	49	3
Ensuring of shunting staff for passenger trains	-	22 256	-	-	12 340	991
Ensuring of shunting staff for freight and locom otive trains	-	30 840	-	-	24 371	646
ordered within 8 days before the scheduled use of the service						
Ensuring of shunting staff for freight and locom otive trains		00.057			17.100	
ordered more than 8 days before the scheduled use of the service	-	22 256	-	-	17 103	515
Encuring of traction unit for parameter trains		E0.249			2 0.05	465
Ensuring of traction unit for passenger trains	-	50 318	-	-	3 805	4651
Ensuring for traction unit for freight and locomotive trains	-	50 439	-	-	21 413	2902
Ensuring of fuel traction	-	377	-	-	-	3
Train acceptance	-	8 937	-	-	3 784	515
Staff ensured for weighing	-	8 923	-	-	3 770	515
Exchange of axles	-	71 446	-	-	39 432	3201
Use of bogies	-	142	-	-	86	5
Ensuring of traction current						
Transmitted traction current	-	43,5	-	-	-	4
System -use	-	4,1	-	-	-	
Network loss of transmitted traction current	-	0,4	-	-	-	
Excise tax	-	0,3	-	-	-	
Funds under the Act on Electricity	-	2,4	-	-	-	
Ensuring of electric energy used for other than traction purposes						
(preheating, precooling)						ļ
Transmitted traction current	-	43,2	-	-	-	4
System -use	-	4,1	-	-	-	
Network loss of transmitted traction current	-	0,4	-	-	-	
Excise tax	-	0,3	-	-	-	] (
Funds under the Act on Electricity	-	2,4	-	-	-	

# 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 I paid
Ensuring of train path	1	8	Paid
Running of trains			
Gross ton km proportionate part			
Passenger trains, Standard freight trains, Locomotive trains	0,30	-	0,3
Special freight trains - Freight trains of Záhony	0,26	-	0,2
Special freight trains - Corridor freight trains	0,28	0,01	0,2
Train km proportionate part			
Passenger trains			
track section category I	64	326	39
track section category II	99	242	34
track section category III	101	27	12
Locomotive trains			
track section category I	66	344	41
track section category II	95	310	40
track section category III	109	281	39
Standard freight trains			
track section category I	68	392	46
track section category II	88	339	42
track section category III	153	75	22
Special freight trains - Freight trains of Záhony			
track section category I	62	359	42
track section category II	107	281	38
track section category III	109	102	21
Special freight trains - Corridor freight trains			
track section category I	62	397	45
track section category II	90	336	42
track section category III			
Use of catenary	66	-	6
Use of stations by passenger trains for stopping			
I. station category	1 502	1 797	3 29
II. station category	1 176	1 592	2 76
III. station category	1 146	774	1 92
IV. station category	907	811	1 71
Use of origin / destination stations by passenger trains			
I. station category	1 079	1 211	2 29
II. station category	1 003	823	1 82
III. station category	913	-	91
IV. station category	913	-	91
Use of stations by freight trains			
I. station category	5 050	-	5 05
II. station category	2 530	-	2 53
III. station category	800	-	80
Storage of vehicles	123	69	19
Use of wagon weigh bridges (scales)	2 700	-	2 70
Use of refuelling facilities	27	-	2
Ensuring of shunting staff for passenger trains	8 660	-	8 66
Ensuring of shunting staff for freight and locomotive trains ordered	5 650	_	5 65
within 8 days before the scheduled use of the service	5 050		505
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	4 500	-	4 50
Ensuring of traction unit for passenger trains	40 623	-	40 62
Ensuring for traction unit for freight and locomotive trains	25 350		25 35
Ensuring of fuel traction	377		37
Train acceptance	4 500		4 50
Staff ensured for weighing	4 500		4 50
Exchange of ayles	27 960	-	27 96
Use of bogies	49		27 70
Ensuring of traction current			
Transmitted traction current	43,5		43,
System-use	4,1		4,
Network loss of transmitted traction current	0,4	-	0,
Excise tax	0,4		0,
Funds under the Act on Electricity	2,4	-	2,
Ensuring of electric energy used for other than traction purposes	2,7	-	<u>,</u>
(preheating, precooling)			
Transmitted traction current	43,2		43,
System-use	4,1	-	4,
Network loss of transmitted traction current	0,4	-	0,
Excise tax	0,4		0,
Enclose card	1		2,
Funds under the Act on Electricity			
Funds under the Act on Electricity Ensuring of fuel used for other than traction purposes (preheating,	2,4		-

Services - MÁV Zrt. 2023/2024	Charge	Mark-up	Amount to b paid
Ensuring of train path	1	9	1
Running of trains			
Gross ton km proportionate part			
Passenger trains, Standard freight trains, Locom otive trains	0,34	-	0,3
Special freight trains - Freight trains of Záhony	0,27	0,03	0,3
Special freight trains - Corridor freight trains	0,28	0,05	0,3
Train km proportionate part			
Passenger trains			
track section category I	64	383	44
track section category II	99	291	39
track section category III	101	46	14
Locom otive trains			
track section category I	66	403	46
track section category II	95	369	46
track section category III	109	338	44
Standard freight trains			
track section category I	68	459	52
track section category II	88	401	48
track section category III	153	108	26
Special freight trains - Freight trains of Záhony			
track section category I	62	420	48
track section category II	107	337	44
track section category III	109	133	24
Special freight trains - Corridor freight trains			
track section category I	62	464	52
track section category II	90	398	48
track section category III	(0		-
Use of catenary	68	8	7
Use of stations by passenger trains for stopping	4.500	0.075	
I. station category	1 502	2 275	377
II. station category	1 176	1 993	316
III. station category	1 146	1 052	219
IV. station category	907	1 060	196
Use of origin / destination stations by passenger trains	4.070	4 542	26
I. station category	1 079	1 543	262
II. station category	1 003	1 088	209
III. station category	981 1 045	64	104
IV. station category Use of stations by freight trains	1 045	-	104
I. station category	5 782		578
II. station category	2 897		289
III. station category	916		91
Storage of vehicles	123	97	22
Use of wagon weigh bridges (scales)	3 092	27	309
Use of refuelling facilities	3 0 72	-	30
Ensuring of shunting staff for passenger trains	9 916		991
Ensuring of shunting staff for freight and locom otive trains ordered	7 710	-	77
within 8 days before the scheduled use of the service	6 469	-	646
Ensuring of shunting staff for freight and locom otive trains ordered	5 1 5 3	-	515
more than 8 days before the scheduled use of the service			
Ensuring of traction unit for passenger trains	46 513	-	4651
Ensuring for traction unit for freight and locomotive trains	29 026	-	2902
Ensuring of fuel traction	377	-	3
Train acceptance	5 153	-	515
Staff ensured for weighing	5 1 5 3	-	515
Exchange of axles	32 014	-	3201
Use of bogies	56	-	Ę
Ensuring of traction current			
Transmitted traction current	43,5	-	43,
System - use	4,1	-	4,
Network loss of transmitted traction current	0,4	-	0,-
Excise tax	0,3	-	0,
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,
System - use	4,1	-	4,
Network loss of transmitted traction current	0,4	-	0,4
Excise tax	0,3	-	0,:
Funds under the Act on Electricity	2,4	-	2,4
Ensuring of fuel used for other than traction purposes (preheating,			

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

	Services				Amount of state contribution (HU
	Ensuring of train path				336 170 568
			Passenger trains, Star	adard froight	330 170 300
		Gross ton	trains, Locomotive tr	-	18 450 239 322
		proportionate	Special - Freight train		401 410 E14
		part	1 5		691 619 516
			Special - Corridor frei	ght trarins	716 806 327
				۱.	25 217 294 505
			Passenger trains	П.	11 430 420 894
				III.	18 591 001 100
				1.	1 413 515 610
	Running of trains		Locomotive trains		470 000 508
Basic service			-	III.	171 927 977
		Train km	Standard freight	۱.	4 805 979 360
		proportionate	trains	11.	1 371 491 684
		part	crains	III.	1 082 398 336
			Special freight trains	1.	431 148 386
			Freight trains of	11.	41 521 587
			Záhony	 III.	3 335 534
			Special freight trains	1.	493 792 565
			Corridor freight	11.	14 909 445
			trains	III <b>.</b>	
	Use of catenary				6 001 367 306
otal (basic ser					91 734 940 530
		Station categor	vl		4 364 844 819
	Use of stations by passenger trains for	Station categor			6 218 986 099
	stopping	Station categor			2 273 825 113
		Station categor	3 690 036 366		
		Station category I			1 259 533 587
	Use of origin/destination stations by	Station category II			217 055 545
Complex	passenger trains	Station category III			47 465 643
polomontary	passenger trains	Station categor			4 126 414
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Station category I			2 360 084 524
service	Use of stations by freight trains	Station categor			2 119 995 525
	Station category III				
		Station categor	y 111		605 821 043
	Storage of vehicles	Station categor	y 111		
	Storage of vehicles Use of wagon weigh bridges (scales)	Station categor	y 111		126 522 329
	Storage of vehicles Use of wagon weigh bridges (scales)	station categor	y III		126 522 329 362 297 917
	Use of wagon weigh bridges (scales) Use of refuelling facilities		y m		126 522 329 362 297 917 2 045 894 332
	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train				126 522 329 362 297 917 2 045 894 332 3 286 666 708
	Use of wagon weigh bridges (scales) Use of refuelling facilities		ordered more	e than 8 days	126 522 329 362 297 917 2 045 894 332
	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train		ordered more	e than 8 days within 8 days	126 522 329 362 297 917 2 045 894 332 3 286 666 708
	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains	s	ordered more	,	126 522 329 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645
upply part of	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains	s	ordered more	,	126 522 329 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303
upply part of upplementary	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains	s	ordered more	,	126 522 329 362 297 917 2 045 894 332 3 286 666 708 1 542 723 649 2 869 252 303 36 592 337
upply part of	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor	s	ordered more	,	126 522 329 362 297 917 2 045 894 332 3 286 666 708 1 542 723 649 2 869 252 303 36 592 337
upply part of upplementary	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance	s	ordered more	,	126 522 325 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 811 - 12 339 400
upply part of Ipplementary	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing	s	ordered more	,	126 522 325 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 811 - 12 339 400 21 092 100
upply part of Ipplementary	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles	s	ordered more	,	126 522 329 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 81 - 12 339 400 21 092 100 243 188 762
upply part of Ipplementary service	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies	s	ordered more	,	126 522 329 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 - 12 339 400 21 092 100 243 188 762 92 636 461
upply part of Ipplementary service	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles	s notive trains	ordered more	,	126 522 329 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 81 - 12 339 400 21 092 100 243 188 762
upply part of Ipplementary service	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies	s notive trains	ordered more	,	126 522 329 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 811 - 12 339 400 21 092 100 243 188 762 92 636 461 <b>35 194 695 783</b>
upply part of Ipplementary service	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services)	s notive trains	ordered more ordered	within 8 days	126 522 329 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 - 12 339 400 21 092 100 243 188 762 92 636 461
upply part of Ipplementary service	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies	s notive trains Transmitted tra System-use Network loss of	ordered more	within 8 days	126 522 325 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 3 6 592 333 1 393 714 811 - - 12 339 400 21 092 100 243 188 762 92 636 461 <b>35 194 695 783</b>
upply part of Ipplementary service	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services)	s notive trains Transmitted tra System-use Network loss of Excise tax	ordered more ordered t action current transmitted traction o	within 8 days	126 522 325 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 - 12 339 400 21 092 100 243 188 762 92 636 461 <b>35 194 695 783</b> -
upply part of Ipplementary service	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services)	s Inotive trains Transmitted tra System-use Network loss of Excise tax Funds under the	ordered more ordered f action current transmitted traction of e Act on Electricity	within 8 days	126 522 325 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 3 6 592 333 1 393 714 811 - - 12 339 400 21 092 100 243 188 762 92 636 461 <b>35 194 695 783</b>
upply part of pplementary service tal (suppleme Additional	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services) Ensuring of traction current	s Inotive trains Transmitted tra System-use Network loss of Excise tax Funds under the Transmitted ele	ordered more ordered t action current transmitted traction o	within 8 days	126 522 325 362 297 917 2 045 894 337 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 
upply part of ipplementary service otal (suppleme	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services) Ensuring of traction current Ensuring of electric energy used for other	s ITransmitted tra System-use Network loss of Excise tax Funds under the Transmitted ele System-use	ordered more ordered action current transmitted traction of e Act on Electricity actric energy used for o	current	126 522 325 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 - 12 339 400 21 092 100 243 188 762 92 636 461 <b>35 194 695 783</b> -
upply part of pplementary service tal (suppleme Additional	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services) Ensuring of traction current	s ITransmitted tra System-use Network loss of Excise tax Funds under the Transmitted ele System-use	ordered more ordered f action current transmitted traction of e Act on Electricity	current	126 522 325 362 297 917 2 045 894 337 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 
upply part of upplementary service otal (suppleme Additional	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff freight and locomotive trains Ensuring of traction unit for passanger trains Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services) Ensuring of traction current Ensuring of electric energy used for other	Transmitted tra System-use Network loss of Excise tax Funds under the Transmitted ele System-use Network loss of Excise tax	ordered more ordered s action current transmitted traction of e Act on Electricity ectric energy used for of transmitted electric e	current	126 522 325 362 297 917 2 045 894 337 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 
upply part of upplementary service otal (suppleme Additional	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff for passanger trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services) Ensuring of traction current Ensuring of electric energy used for other than traction purposes (preheating,	Transmitted tra System-use Network loss of Excise tax Funds under the Transmitted ele System-use Network loss of Excise tax	ordered more ordered action current transmitted traction of e Act on Electricity actric energy used for o	current	126 522 325 362 297 917 2 045 894 337 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 
upply part of upplementary service otal (suppleme Additional	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff for passanger trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services) Ensuring of traction current Ensuring of electric energy used for other than traction purposes (preheating,	Transmitted tra System-use Network loss of Excise tax Funds under the Transmitted elle System-use Network loss of Excise tax Funds under the Excise tax	ordered more ordered f action current transmitted traction of e Act on Electricity cctric energy used for of transmitted electric e e Act on Electricity	current	126 522 325 362 297 917 2 045 894 337 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 
upply part of pplementary service otal (supplement Additional service	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff for passanger trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services) Ensuring of traction current Ensuring of electric energy used for other than traction purposes (preheating, precooling)	Transmitted tra System-use Network loss of Excise tax Funds under the Transmitted elle System-use Network loss of Excise tax Funds under the Excise tax	ordered more ordered f action current transmitted traction of e Act on Electricity cctric energy used for of transmitted electric e e Act on Electricity	current	126 522 325 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 12 339 400 21 092 100 243 188 762 92 636 461 <b>35 194 695 783</b> - - - - - - - -
apply part of pplementary service tal (supplement Additional service	Use of wagon weigh bridges (scales) Use of refuelling facilities Ensuring of shunting staff for passanger train Ensuring of shunting staff for passanger trains Ensuring of traction unit for passanger trains Ensuring of traction unit for freight and locor Ensuring of fuel for traction Train acceptance Staff ensured for weighing Exchange of axles Use of bogies entary services) Ensuring of traction current Ensuring of electric energy used for other than traction purposes (preheating, precooling) Ensuring of fuel used for other than traction	Transmitted tra System-use Network loss of Excise tax Funds under the Transmitted elle System-use Network loss of Excise tax Funds under the Excise tax	ordered more ordered f action current transmitted traction of e Act on Electricity cctric energy used for of transmitted electric e e Act on Electricity	current	126 522 325 362 297 917 2 045 894 332 3 286 666 708 1 542 723 645 2 869 252 303 36 592 337 1 393 714 817 12 339 400 21 092 100 243 188 762 92 636 461 <b>35 194 695 783</b> - - - - - - - -

	Services				Amount of state contribution (HUF)
	Ensuring of train path				219 073 019
		Gross ton	Passenger trains, Standard freight trains, Locomotive trains		16 852 004 873
		proportionate	Special - Freight trains		603 215 437
		part	Special - Corridor freig		621 816 717
				1.	21 749 777 640
			Passenger trains	II.	10 706 479 294
			r assenger a ans	111.	18 230 017 727
				1	1 213 840 133
			Locomotive trains		426 926 505
Basic service	Running of trains		Eccompany dams	111.	159 398 978
Dasie seivice	Numming of trains	Tue in Luna		1	3 986 957 745
		Train km	Standard freight trains		
		proportionate	Standard freight trains	III.	1 223 376 281
		part			1 059 426 597
			Special freight trains -	1.	357 362 103
			Freight trains of	II.	38 680 641
			Záhony	III.	3 225 362
			c	۱.	389 472 312
			Special freight trains -	11.	13 292 404
			Corridor freight trains	111.	
	Use of catenary	•	T		5 174 355 918
otal <mark>(</mark> basic serv	(ices)				83 028 699 685
	Station category I				1 896 794 589
		Station category	3 768 210 038		
-	Use of stations by passenger trains for stopping	Station category III			1 924 203 139
		Station category IV			3 176 960 910
	Station category I				945 481 474
	Use of origin/destination stations by passenger	Station category			183 596 115
Complay	trains	Station category			45 065 091
Complex	u ans	Station category			3 927 358
upplementary		U .			
service	lies of stations by fusight tuning	Station category			2 279 007 472
	Use of stations by freight trains Station category II Station category III				2 079 613 414
	Champer of weblater	602 500 543			
	Storage of vehicles Use of wagon weigh bridges (scales)	47 606 859 351 277 287			
	Use of wagon weigh bridges (scales)	331 2/7 207			
	Use of refuelling facilities				1 892 669 860
	Ensuring of shunting staff for passanger trains				2 983 045 543
			ordered mor	e than 8 days	1 492 565 262
	Ensuring of shunting staff freight and locomotive ordered more than 8 days trains ordered within 8 days				2 763 728 860
	Ensuring of traction unit for passanger trains		ordered	within 0 days	14 362 166
upply part of	Ensuring of traction unit for freight and locomotiv	ve trains			1 189 508 641
upplementary	Ensuring of fuel for traction	c dullis			
service	Train acceptance				10 523 443
	Staff ensured for weighing				17 977 943
	Exchange of axles				220 517 211
	Use of bogies				85 688 490
tal (supplarea					27 974 831 707
rtat (suppleme	ntary services)	Transmitted trac	tion current		2/ 7/ 4 051 /0/
		System-use			-
	Ensuring of traction current		transmitted traction curr	ent	
	Linguing of traction current			ciit	-
		Excise tax	Ast an Elect 1 11		-
Additional			Act on Electricity		-
service			ctric energy used for othe	er than	-
	Ensuring of electric energy used for other than	System-use			-
	traction purposes (preheating, precooling)	Network loss of	transmitted electric ener	gy used for	-
	a decisit parposes (prenedding, precooding)	Excise tax			-
			Act on Electricity		-
	Ensuring of fuel used for other than traction purp	oses (preheating,	, precooling)		
tal (additiona	l services + ancillary services)				
TAL					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 lstván ügyvezető úr részére Iktatószám: 14088/2024/MAV

VPE Vasúti Pályakapacitás-elosztó Nonprofit Kft. <u>Budapest</u> 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 premisszák alapján, a MÁV Zrt. a hálózat-hozzáférési díjak fülvizsgálatát kezdeményezi a jelenlegi hálózathozzáférési 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 fogla takkal.

> MÁV MAGYAR ÁLLAMVASUTAK ZÁRTKÖRÜEN MÜKÖDŐ 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

nail; paferi zoltan@

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

Budapest, 2024. április .... 24.

Üdvözlettel:	
ZA.	MÁV Megyer Államvesutak Zrt.
Dr. Paltéri Zoltán	1087 Burdapest, Konyves Ksimán körüt 54.60
Y	

Mellékletek:

1. számú melléklet – Az ÉKM KÖFÁT/1082-4/2024/VIF számú levele

 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.

1.2. melleklet



## ÉPÍTÉSI ÉS KÖZLEKEDÉSI MINISZTÉRIUM Közlekedésért Felelős Államtitkár

Dr. Pafféri Zoltán vezérigazgató úr részére

MÁV Magyar Államvasutak Zrt.

<u>Budapest</u> 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 fogyasztóiárindex 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 átkategorizálásokból 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 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 díjbevétel biztosítja a MÁV 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 " (6. "

Tisztelettel:



Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.

		Szolgáltatás me	gnevezése		Állami szerepvállalás értéke (Ft)	
	Menetvonal bizto	osítás			219 073 019	
		Bruttótoppolym	Általános		16 852 004 873	
		Bruttótonnakm arányos rész	Záhonyi tehervonat		603 215 437	
		alaliyos tesz	Korridor tehervonatok		621 816 717	
				1. kategória	21 749 777 640	
			Személyvonat	2. kategória	10 706 479 294	
S				<ol><li>kategória</li></ol>	18 230 017 727	
₹T/				1. kategória	1 213 840 133	
Ê Î			Mozdonyvonat	2. kategória	426 926 505	
SÄLAPSZOLGÁLTATÁS Közlekedtel	Közlekodtetée			3. kategória	159 398 978	
5	Közlekedtetés	\/		1. kategória	3 986 957 74	
ZS		Vonatkm arányos rész	Általános tehervonat	2. kategória	1 223 376 28	
Ĕ		1652		3. kategória	1 059 426 597	
4	₹			1. kategória	357 362 103	
			Záhonyi tehervonat	2. kategória	38 680 641	
			3. kategória	3 225 362		
			1. kategória	389 472 312		
			Korridor tehervonat	2. kategória	13 292 404	
				3. kategória	(	
	Felsővezetéki re	endszerek használata	-	5 174 355 918		
ALAPSZOLGÁ	LTATÁSRA FELHA	ASZNÁLT ÖSSZES Á	LLAMI SZEREPVÁLLALÁ	ÁS .	83 028 699 685	
		1. kategória				
	0	Személyszállító vonatok megállási célú állomáshasználata 3. kat			3 768 210 038	
	Szemelyszallíto				1 924 203 139	
		4. kategória				
		1. kategória				
		2 kategória				
	Szemelyszallíto	Személyszállító vonatok kiinduló-/végállomás használata 3. kategória 4. kategória			45 065 091	
ÁS					3 927 358	
RULÉKOS SZOLGÁLTATÁS				1. kategória	2 279 007 472	
¥,	Tehervonati állo	Tehervonati állomáshasználat 2. kateg			2 079 613 414	
Q			3. kategória		602 500 543	
0 Z	Járműtárolás				47 606 859	
0 0	Vasúti járműméi	rleghez való hozzáfére	és	351 277 287		
õ		elező helyekhez való ł			1 892 669 860	
Ū,	Tolatószemélyze	et biztosítás személys		2 983 045 543		
LRU L	Tolatószemélyze		8 napon belül megrendel	t	1 492 565 262	
Ϋ́	tehervonatok rés		8 napon kívül megrendel	t	2 763 728 860	
	Vontatójármű bi	ztosítás személyszállí	tó vonatok számára		14 362 166	
		ztosítás tehervonatok			1 189 508 641	
	Vontatási célú ü	zemanyag biztosítás				
	Vonatfelvétel				10 523 443	
	Személyzet bizt	osítása mérlegeléshe:	Z		17 977 943	
	Tengelyátszerel	és			220 517 211	
		Forgóváz használat				
JÁRULÉKOS	SZOLGÁLTATÁSR	A FELHASZNÁLT ÖS	SZES ÁLLAMI SZEREP	/ÁLLALÁS	27 974 831 707	
KIEGÉS ZÍTŐ SZOLGÁ LTATÁS	Vontatási célú v	illamos energia biztos	ítása		(	
AT OF U	Nem vontatási c	élú (előfűtésre, előhűt	tésre felhasznált)villamos e	energia biztosítása	(	
E S S S S	Nem vontatási c	élú (előfűtésre, előhűt	tésre felhasznált)üzemany	ag biztosítása	(	
			SZES ÁLLAMI SZEREPV		(	
Mellék szolgál tatás	Monations ( 11)	a a ítáa				
	Menetjegy érték			A1 Á0		
VIELLER 320	LGAL IA IASKA FE	LHASZNALI USSZE	S ÁLLAMI SZEREPVÁLL	ALAS	(	

## 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. 000062/2023G-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:

	Ensuring of	97035 1000	1					tunning of tra Train km pr		nart					Use of
2023/2024. (HUF)	train path	proportion ate		Passenger tra	ains		Locomptive			tandard freig	ht trains	1	Corridor freigh	it trains	catenary
		part	Category	Category II.	Cate gory III.	. Category	I. Category I	. Category	I. Category	I. Category	I. Category I	I. Category	1. Category	I. Category II.	1
1. Amount of charge of access part	1	0,83	52	58	45	55	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		1.1	140
<ol> <li>Amount of discount</li> </ol>	-	-		-		-	-	-					-		-
<ol> <li>Amount of state contribution</li> </ol>	6	1,42	2.89	255	2.29	359	169	174	311	340	231	351	-	-	122
Amount to be paid (1 + 2 - 3 - 4)		0,28	310	280	215	310	280	215	30	200	199	373		-	88
								lunning of trai	m						
2023/2024. (HUF)	Ensuring of	Gross ton						Train km pro	portionate p	part					Use of
2023/2024. (Hur)	train path	proportionate	1	Nassenger train	15	L	ocomotive tra	ns	Star	ndard freight t	rains	0	orridor freight	trains	catenary
		part	Category I.	Category IL	Category IIL	Category I.	Category IL	Category III.	<b>Category L</b>	Category II.	<b>Gategory II.</b>	Category I.	Category I.	Category III.	
. Amount of charge of access part	1	0,83	52	58	45	55	34	34	81	84	39	78	-	-	70
2. Amount of mark-up	16	0,87	547	477	399	614	415	310	629	555	391	596	-		140
. Amount of discount	-		-	-	-	-	-	-	-		-	-	-		-
<ol> <li>Amount of state contribution</li> </ol>	4	1,38	244	214	198	314	128	148	253	297	202	304	-	-	109
Amount to be paid (1 + 2 - 3 - 4)	13*	0.32*	357	321*	246*	355*	321*	246*	457*	342*	228	370*			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:

Use of s	tations by passe	nger trains for st	opping	passenger           Category I.         Categor           682         -           7 784         1           3 236         3           -         -		trains	
Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	
834	765	766	1 008	682	682		
571	3 79	385	237	7 784	1 305		
2 079	1 816	1 820	2 747	3 2 3 6	3 2 3 6		
-	-	-	-	-	-		
1 424	1 172	1 423	2 599	2 712	2 223		
2 060	1 748	1 548	1 393	3 490	3 000	-	
Use of	stations by passe	nger trains for sto	Use of origin / destination stations by passenger trains				
Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	
834	765	766	1 008	682	682		
571	339	385	237	2 284	1 305		
2 079	1 815	1 820	2 747	3 2 3 6	3 2 3 6		
-	-	-	-	-	-		
1 125	919	1 199	2 397	2 206	1 788		
	Category I. 834 571 2 079 - 1 424 2 060 Use of Category I. 834 571 2 079 - - - - - - - - - - - - -	Category I.         Category II.           834         765           571         330           2 079         1 816           -         -           1 424         1 172           2 060         1 748           Use of stations by passe           Category I.         Category II.           834         765           571         339           2 079         1 816	Category I.         Category II.         Category III.           834         765         766           571         330         385           2 079         1 816         1 820           -         -         -           1 424         1 172         1 423           2 060         1 748         1 548           Use of stations by passenger trains for stor         Category II.         Category III.           834         765         766           571         339         385           2 079         1 816         1 820	834         765         766         1008           571         339         385         737           2079         1816         1820         2747           -         -         -         -           1424         1172         1423         2599           2060         1748         1548         1393           Use of stations by passenger trains for stopping           Category I.         Category II.         Category IV.           834         765         766         1008           571         339         385         237           2079         1816         1820         2747	Use of stations by passenger trains for stopping         Category II.         Category III.         Category IV.         Category I.           834         765         766         1008         682           571         339         385         237         2384           2079         1815         1820         2747         3 236           -         -         -         -         -           1424         1172         1423         2 599         2 712           2060         1 748         1 548         1 393         3 490           Use of stations by passenger trains for stopping         Use of origin / origin	Category I.         Category II.         Category II.         Category IV.         Category I.         Category II.           834         765         766         1008         682         682           571         339         385         323         3236         3236           2079         1815         1820         2747         3 236         3 236           1424         1172         1423         2 599         2 712         2 2233           2060         1748         1548         1 393         3 490         3 000           Use of stations by passenger trains for stopping         Use of origin / destination statio trains         trains           Category I.         Category III.         Category IV.         Category II.         Category IV.           834         765         766         1008         682         682           571         339         385         237         2 284         1 305           2079         1816         1 820         2 747         3 236         3 236	

\*Effective: 01 September 2024

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

2023/2024, (HUF)	Use of st	tations by freight	t trains		
2023/2024. (101)	Category I.	Category II.	Category III.		
<ol> <li>Am ount charge of access part</li> </ol>	25 707	13 3 14	43 970		
<ol><li>Amount of charge of supply part</li></ol>	701	701	701		
<ol><li>Amount of mark-up</li></ol>	45 5 70	19937	68 93 5		
<ol> <li>Amount of discount</li> </ol>	-	-	-		
<ol><li>Amount of state contribution</li></ol>	66 9 7 8	29 9 52	110606		
Amount to be paid (1 + 2 + 3 - 4 - 5)	5 0 00	4 0 00	3 000		
2022 (2024 (1115)	Use of stations by freight trains				
2023/2024. (HUF)	Category I.	Category II.	Category III.		
. Amount charge of access part	25707	13 314	43970		
. Amount of charge of supply part	701	701	701		
Amount of mark-up	45570	19 937	68935		
. Amount of discount	-	-	-		
. Amount of state contribution	66 2 5 3	29 372	110 171		
mount to be paid (1 + 2 + 3 - 4 - 5)	5725*	4580*	3435*		
Effective: 01 September 2024					

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

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

	Ensuring of st	nunting staff	Availability of	shunting staff	Ensuring of	traction unit	Availability o	f traction unit
2023/2024. (HUF)	For passenger	For freight and	For passenger	For freight and	For passenger	For freight and	For passenger	For freight and
	trains	loco trains	trains	locotrains	trains	loco trains	trains	loco trains
1. Amount charge of access part	-	-	-	-	-	-	-	-
<ol><li>Amount of charge of supply part</li></ol>	29.383	293/6	15 4 6 1	1488/	45 666	46.666	24 561	24 561
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	19583	24076	10167	10887	22 600	22 600	5185	6 361
Amount to be paid (1 + 2 + 3 - 4 - 5)	9 800	5 300	5 2 9 4	4000	24 066	24066	19 3 76	18 200
	Ensuring of st	nuntingstaff	Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
2023/2024. (HUF)	For passenger trains	For freight and	For passenger	For freight and	For passenger	For freight and	For passenger	For freight and
	For passenger trains	loco trains	trains	loco trains	trains	loco trains	trains	loco trains
1. Amount charge of access part	-	-	-	-	-	-	-	-
<ol><li>Amount of charge of supply part</li></ol>	29 383	29376	15 461	14 887	46 66 6	46 6 6 6	24 5 6 1	24 561
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5 Amount of state contribution	18 162	23 307	9 3 9 9	10 307	19110	19110	2 3 7 5	3 722

\*Effective: 01 September 2024

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

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
2023/2024. (HUF)	-	water for water	
	-	water for water	
1. Amount charge of access part	for traction	water for water supply	preparation -
<ol> <li>Amount charge of access part</li> <li>Amount of charge of supply part</li> </ol>	for traction	water for water supply	preparation - 11 239 - -
<ol> <li>Amount charge of access part</li> <li>Amount of charge of supply part</li> <li>Amount of mark-up</li> </ol>	for traction	water for water supply	preparation -
1. Amount charge of access part 2. Amount of charge of supply part 3. Amount of mark-up 4. Amount of discount	for traction	water for water supply	preparation - 11 239 - -

## 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)

nsuaring of trains Gross ton proportionate part Train lem proportionate part Train lem proportionate part Train lem proportionate part Traic section category I track section category I track section category II track section category III track section category III so of category II I. define category II	part 1 0,03 52 53 55 55 55 54 55 54 55 54 55 54 55 54 55 54 55 55	рая <del>т</del> - - - - - - - - - - - - - - - - - - -	16 0,07 547 299 614 415 255 255 290 535 391		contribution     6     1,42     299     255     229     259     169     174     310     340     231	2000 2000 2000 2000 2000 2000 2000 200
unning of trains Gross thon proportionate plant Train lines in proportionate plant Passenger trains track section category II track section category II	52 53 55 54 54 54 54 54 54 54 54 54 54 54 54		0,87 547 399 614 415 325 629 525 391		289 255 229 169 174 311 340	0,28 310 280 215 310 280 215 215 299 299
Gross ton proportionate part Train line proportionate part Passenger trains track section category I track section category II track section track	52 53 55 54 54 54 54 54 54 54 54 54 54 54 54		547 177 299 614 415 255 525 291		289 255 229 169 174 311 340	310 280 215 310 280 215 299 299
Train len proportio nate part Passengee trains Passengee trains track section category I track section category II track s	52 53 55 54 54 54 54 54 54 54 54 54 54 54 54		547 177 299 614 415 255 525 291		289 255 229 169 174 311 340	310 280 215 310 280 215 299 299
Passenger trains track section category I track section category II track section category II trac	의 신신 55 3세 34 11 11 14 14 14 14 14 14 14 14 14 14 14		677 399 614 415 355 629 555 391		255 229 169 174 311 340	200 215 310 200 215 399 299
track section category I track section adegory II track section adegory II Lacomotive train x track section adegory II track section adegory II track section adegory II San dard freight trains track section adegory II track section adegory II	의 신신 55 3세 34 11 11 14 14 14 14 14 14 14 14 14 14 14		677 399 614 415 355 629 555 391	-	255 229 169 174 311 340	200 215 310 200 215 399 299
track section category II track section category II locomotive train a track section category II track section category II track section category II Son dand freight trains track section category II track section category II Sp ed alfreight train - Comid or Height trains track section category II track section track section category II track section track section category II track section category II track section track section track section track section track section category II track section track se	의 신신 55 3세 34 11 11 14 14 14 14 14 14 14 14 14 14 14		677 399 614 415 355 629 555 391	-	255 229 169 174 311 340	200 215 310 200 215 399 299
track section category II Locomotive trains : track section category I track section category I track section category II track section category II track section category II track section category II track section category II Sp ed alfreight trains - Co mid or it eight trains track section category II track section track section category II track section cat	55 34 34 34 38 39 78 - - - 70 70		614 415 355 629 555 391	-	359 169 174 311 340	310 280 215 399 299
Locomotive train s track section category I track section category II track section category III San dard freight trains track section category II track section category II tra	34 38 81 39 78 78 70 70		415 355 529 391	-	169 176 311 340	280 215 399 299
track section category I track section astegory II track section astegory II Skan dand freight trains track section category II track section category II track section category II Spe dalfreight trains - Comid or Height trains track section category II track section category II so of category II so of station is by passenger train sfor stopping	34 38 81 39 78 78 70 70		415 355 529 391	-	169 176 311 340	280 215 399 299
track section category II track section category II San dual finght trains track section category II track section category II track section category II Sp ed alfreight trains - Comid or it eight trains track section category II track section category II so of catenary so of section is by passenger train sfor stopping	34 81 39 78 - 70		125 529 525 391	-	174 311 340	215 399 299
track section category II Sian drad freight trains track section category I track section category I track section category II track section category II Sp ed al freight trains - Correl or theight trains track section category II track section category II track section category II track section category II so of category se of station is by passenger train sfor stopping	81 84 39 78 - - 70		629 525 391	-	311 340	399 299
track section category I track section adegory II track section adegory II Sp ed alfreeight trains - Co mid or it eight trains track section adegory II track section adegory II track section adegory II so of catenary so of catenary so of station is by passenger train sfor stopping	84 29 78 - 70 70		555 391	-	340	299
track section category II track section astegory II Sp edialfneight trains - Comid or it eight trains track section category II track section category II track section category II track section category II so of category se of station is by passenger train sfor stopping	84 29 78 - 70 70		555 391	-	340	299
track section category II Sp ed alfreight train - Comid or theight trains track section category II track section category II track section category II of category II and category II se of category to section the stopping	29 78 - 70	-	391	-		
Sp ed alfreight trains - Co mid or it eight trains track section astegory I track section astegory II track section category II of catenary se of station is by passenger train storstopping	78 - - 70	-		-	231	199
track section category I track section category I track section category II track section category II as of caterony as of station s by passenger train sfor stopping	- 70	-	596	-		
track section category I track section category I track section category II track section category II as of caterony as of station s by passenger train sfor stopping	- 70	-	595	-		
track section category II track section category II so dicatemany as of stations by passenger train sfor stopping	- 70	-	-		151	323
iae of cabenary iae of station s by passaenger train sfor stopping		-		-	-	-
iae of cabenary iae of station s by passaenger train sfor stopping			-		-	-
		-	140	-	122	88
station category	22.1					
· · · · · · · · · · · · · · · · · · ·	8.91	571	2 079	-	1424	2 060
IL station category	765	339	1816	-	1 1 7 2	1748
III. station category	766	385	1 820	-	1423	1548
IV. station category	1 008	237	2 747	-	2 599	1 193
se of origin / destination station s by passenger train s						
1. station category	682	2 294	3 236	-	2 712	3 490
IL station cabegory	682	1 305	3 2 3 6	-	2 2 2 3	3 000
III. station category	-	-	-	-	-	-
IV. station category					-	
ae of stations by freight trains						
1. station category	25 707	701	45 570	-	66978	5 000
IL station category	13 314	701	19937	-	29 952	4 000
18. station category	43 970	701	68 935	-	110 606	3 000
torage of vehicles	115	26	123	-	£3	182
se of wagon weigh bridges (scales)	1 640	2 328	1941	-	2.944	3.065
ise of refuelling facilities	4	42	6	-	14	38
nsuring of shunting staff for passen ger trains	-	29 383	-	-	19 583	9 800
ns uning of shunting staff for fineight and locomo tive trains	-	29 376	-	-	24.075	5 300
vailability of shunting staff for passenger trains	-	15 461	-	-	10167	5 294
vailability of shunting staff for freight and loco motive trains	-	14 887	-	-	10 887	4 000
nsuring of tradion unit for passenger trains	-	45 666	-	-	22 600	24 066
nsuring of tradion unit for # eight and loco motive trains	-	45 555	-	-	22 600	24 066
vailability of traction unit for passen ger trains	-	24 561	-	-	5185	19 376
vailability of traction unit for fineight and locomotive trains	-	24 561	-		6 361	18 200
ncuring of fuel for traction	-	380	-	-	-	585
nsuring of water for water supply	-	11 219	-	-	-	
ral n p reparati on	-	11 2.0	-	-	6 499	4 740
nuuring of tradion current		170.0				1.00.0
Tran unitted traction current	-	170,2	-	-	-	170,2
System-use Network loss of transmitted traction ournent	-		-		-	11,6
Network loss of transmitted traction ou ment Exclue tax	-	9,7	-	-	-	9,7
Exclue tax Fund Lunder the Act on Electricity	-	0,4	-		-	0,4
Fund sunder the Action Lectricity nsuring of electric energy used for other than tradion purposes (preheating, precooling)	-	1/2	-	-	-	<i>د</i> ا
Transmitted traction current	-	170,2	-	-	-	170,2
System-use	-	11,6	-		-	11,6
Network loss of transmitted traction ourrent	-	9,7	-	-	-	9,7
Exclose tax	-	0,4	-	-	-	0,4
Fund cuinder the Action Electricity	-	1,5	-	-	-	1,5
echnical inspection of railway vehicles identing an directioning activity	-	11 296	-	-	-	11 296

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 I	34	_	415	_	128	321
track section category III	34	_	355	_	143	246
Standard freight trains	54		555		145	240
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	4580
			123	-		
Storage of vehicles	116	26		-	57 2 400	208*
Use of wagon weigh bridges (scales)	1 640	2 328	1 941	-		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	-	-	-	58
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	-	-	-	11,0
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,!
	-	1,5	-	-	-	1,:
Ensuring of electric energy used for other than traction purposes ( preheating, precooling)						
Transmitted traction current	-	170,2	-	-	-	170,
System-use	-	11,6	-	-		11,
Network loss of transmitted traction current	-	9,7	-	-	-	9,
Excise tax	-	0,4	-	-	-	0,
Funds under the Act on Electricity	-	1,5	-	-	-	1,
Technical inspection of railway vehicles	-	11 296	-	-	-	11 29
	1	199			1	19

# 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

biounne of train path 1 10 burner of train path 1 10 burner of train path 1 10 burner of trains burner of tr	Services	Charge	Mark-up	Amount to be
Running of talins' Forston proportionate part Forston proportionate part Forston proportionate part Personger talins Tain im proportionate part Tain im proportionate part Personger talins Tain im proportionate part Personger talins Tain im proportionate part Tain im proportion Tain im tain im proportion Tain im tain im tain im tain the part of the par				paid
Geostion proportion at a part     0.28     0.       Tank in proportion at part     223     3       Tank section category II     32     223       tank section category III     34     222       Locendary tains     46     22       Locendary tains     46     22       Locendary tains     46     23       tack section category III     34     34       tack section category III     34     34       tack section category III     34     34       tack section category III     38     325       tack section category III     38     326       tack section category III     70     14       tack section category III     70     14       tack section category III     37     15       tack section category III     37     15       tack section category III     37     15       tack section category III     38     30       tack section category III     38     30       tack section category III     38     30       tack section category IIII     30     30 </td <td></td> <td>1</td> <td>10</td> <td>11</td>		1	10	11
Tain key popersonate part     22     23       Passenger trains     23     23       Tack section category II     24     25       Loconnetive trains     46     170       Loconnetive trains     46     170       Loconnetive trains     46     170       Loconnetive trains     46     170       Standard height trains     31     246       Standard height trains     32     25       Standard height trains     34     26       Standard height trains     34     26       Standard height trains     34     25       Loconcolve trains     34     25       Standard height trains     34     25       Loconcolve trains     34     25       Standard height trains     34     25       Loconcolve trains     34     25       Standard height trains     34     25       Loconcategory II     35     26       Loconcategory II     35     26       Loconcategory II     35     20       Loconcategory II     35     20       Loconcategory II     35     20       Loconcategory II     35     33       Loconcategory II     35     30       Locon category III	*	0.70		
Passequiribility         S2         Z3         3           tack section category I         S2         Z3         3           tack section category II         S2         Z3         3           tack section category II         S3         Z25         3           tack section category II         S3         Z45         3           tack section category II         S4         246         2           tack section category II         S4         245         2           tack section category II         S4         235         3           tack section category II         S4         235         3           tack section category II         S4         245         3           tack section category II         S4         245         3           tack section category III         S4         50         2           tack section category III         S6         50         2         3           tack section category III         S6         605         2         0           tack section category         1106         665         2         0           tack section category         1102         37         13         3           tacd catataty		0,28		0,28
tack sector attegry i         52         2.58         32           tack sector attegry iii         53         2.22         2           tack sector attegry iii         53         2.25         3           tack sector attegry iii         54         2.60         34         34           tack sector attegry iii         34         321         2         2           tack sector attegry iii         34         321         2         2         2         34         34         321         2         35         34         32         3         34         34         32         2         2         34         34         32         3         34         34         32         3         34 <td></td> <td></td> <td></td> <td></td>				
tack section category II58222Locenorive tails453702Locenorive tails552553tack section category II342462222tack section category II342462222tack section category II342412233tack section category II382332333tack section category II382602333tack section category II382602333tack section category II762451066652.011046641710566552.011056652.011066641710666417106106613013910110130139101139101330111456652.01115139101311151391013111513910131115139101311151391013111513910131115130130111513013011151301301115 <t< td=""><td></td><td></td><td></td><td></td></t<>				
tack section category III 55 Z25 33 tack section category II 55 Z25 33 tack section category III 58 Z25 33 tack section category III 58 Z25 33 tack section category III 58 Z25 22 tack section category III 58 Z25 22 L station category III 58 Z25 22 L station category III 58 Z25 20 L station category III 50 Z266 S25 34 L station category III 50 Z260 Z260 Z260 Z260 Z260 Z260 Z260 Z26				310
Loconstive trains         5         Z55         3           track section category II         34         Z46         2           track section category III         34         Z46         2           Standard fright trains         34         Z47         2           track section category III         34         Z47         2           Standard fright trains         38         21         2           track section category III         38         23         2           track section category III         38         24         2           track section category III         38         20         1           track section category III         78         245         3           track section category III         78         245         20           La station category         11425         56         20           IL station category         1151         337         15           V. station category         1151         337         15           V. station category         1151         337         15           V. station category         1197         1013         30           Li station category         1987         1013         30 <td>÷ ,</td> <td></td> <td></td> <td>28</td>	÷ ,			28
track section category I         55         255         3           track section category II         34         246         2           Standard fright trains         138         38         2           track section category II         34         25         2           track section category II         34         25         2           Special fright trains         7         245         3           track section category II         34         25         2           track section category II         34         25         2           track section category II         7         245         3           track section category III         7         245         3           track section category III         7         145         665         2.0           track section category         1101         39         15         7         14           track section category         111         39         103         30         103         30           track section category         124         140         17         30         30         30         30         30         30         30         30         30         30         30         30		45	170	215
track section category II 34 246 2 Standard fright tails 3 track section category II 38 3 track section category II 38 232 2 track section category II 38 232 2 track section category II 38 236 3 track section category II 78 245 3 track section category II 79 18 245 3 Use of category II 70 18 245 3 Use of category II 70 18 245 3 Use of category II 70 25 3 Use of category II 70 30 3 Use of category II 70 3 Use of category II 70 3 Use of vehicles 3 Use of category II 70 3 Use of category II 70 3 Use of vehicles 3 Use of category II 70 3 Use of category II 70 3 Use of vehicles 3 Use of vehicles 3 Use of vehicles 19 30 3 Use of category II 70 3 Use of category II 70 3 Use of vehicles 19 30				
tack section category III343812Standard freight trains3183183tack section category II342152Special freight trains37363tack section category II37383tack section category II70183tack section category II70183tack section category II70183tack section category II70183tack section category II110664417tact section category111539715I. station category11253971013Us of or category11513971013Us of or category1987101330Us of or category1987101330Us of or category1013300050II. station category10133000400II. station category3000300030Us of actegory30003030Us of actegory30003030Us of actegory30003030Us of actegory30003030Us of actegory30003030Us of actegory300040030Us of actegory30003030Us of actegory30003030Us of actegory30003030Us of actegory300040030Us of actegory <td< td=""><td>6 1</td><td></td><td></td><td>310</td></td<>	6 1			310
Standard freight trains track section category II track section category III geclaffing hird trains (Corrifor freight trains track section category III track section category IIII track section category IIII track section category IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	0,			28
track section category I         31.8         33.8         3           track section category II         34         21.5         22.5           gecial freight trains - Corridor freight trains         39         26.0         1           Special freight trains - Corridor freight trains         7         24.5         3           track section category II         -         -         -         -           Use of catanany         7.0         18         -         -           Use of catanany         10.5         65.5         2.0         -         -           Use of catanany         11.5         37.7         15         -         -         -           Use of catanany         11.5         37.7         15         -         -         -           Use of catanany         11.5         37.7         15         -         -         -           Use of catanany         11.5         37.7         15         -         -         -           Use of catanany         11.5         37.7         -         -         -         -           Use of catanany         11.5         37.7         -         -         -         -         -         -         - <td>÷ ,</td> <td>34</td> <td>181</td> <td>212</td>	÷ ,	34	181	212
track section category II 39 360 11 Special freight trains - Certified relight trains track section category II 39 360 1 Track section category II 78 345 3 track section category II 79 10 5 I. station category II 79 10 644 177 II. station category II 79 10 644 17 II. station category II 79 10 73 300 II. station category II 997 10 30 Storage of vehicles II. station category III 90 10 30 Storage of vehicles II. station category III 90 10 30 Storage of vehicles III. station category III 90 10 30 III. station category III 90 10 40 III. station category III 90 10 40 III. station category III 90 10 10 40 III. station category III 90 10 10 10 10 10 10 10 10 10 10 10 10 10	•			
tack section category III383601Special freight trains - Corridor freight trains782453track section category II70181track section category III70181Use of catanary70181Use of catanary11056552.0I. station category1115377155W. station category1125377155W. station category1125377155W. station category1125377155Us of origin / for distinuous stations by passenger trains296652434Li station category199710133030Use of stations by passenger trains296652434Li station category300-5050Us attain category300-5030Us of stations by presher trains300-300-Us of station stations by passenger trains300-300-Us of origin / for presher trains300-300-Us of station station stations by passenger trains300-300-Us of station station stations300-300-300Us of origin of disk station category300-300-300Us of origin of disk station category300-300-300-Us of station				395
Special Freight trains     78     245     3       track section category II     78     245     3       track section category III     70     18       Lee of catemany     70     18       Lee of catemany     70     18       Lee of catemany     70     10       Lee of catemany     1106     644     17       L. station category     1106     644     17       W. station category     11245     148     13       Use of catemany     1245     148     13       Use of catemany     1245     148     13       Use of catemany     1245     148     13       Use of category     1987     103     30       L. station category     1987     103     30       L. station category     1987     103     300       L. station category     3000     50     500     50       L. station category     3000     300     30       L. station category     3000     30     30       L. station category     3000     30     30       L. station category     3000     30     30       L. station category     3000     53     33       Lee of valindities     33				295
track section category II 78 245 3 track section category II 78 245 4 3 track section category II 78 5 5 20 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 10 5 18 5 18	* .	39	160	19
track section category II         -         -           tack section category III         -         -           Use of stations by passenger trains for stopping         -         -           L station category         1104         665         2.0           L station category         1114         664         1.7           III. station category         1124         2.45         2.48         1.3           Use of setimation category         1.957         1.03         3.0         3.0           L station category         2.966         5.24         3.4         3.0	Special freight trains - Corridor freight trains			
track tection category III         -         -           Use of cations by passenger trains for stopping         1405         655         200           L station category         1405         664         177           III. station category         1114         664         177           III. station category         1125         397         155           W. station category         2465         524         34           L station category         2966         524         34           III. station category         1987         1033         30           W. station category         2966         524         34           L station category         2966         500         500           W. station category         1083         300         4000         400           Use of stations by freight tails         142         440         11           Ls station category         3005         300         300         300           W. station category         3000         300         300         300         300         300         300         300         400         400         400         400         400         400         400         400         400         400 </td <td>track section category I</td> <td>78</td> <td>245</td> <td>32</td>	track section category I	78	245	32
Use of stations by passenger trains for stopping     1405       L station category     1405       IL station category     1104       IL station category     1104       IL station category     1104       IL station category     1245       IL station category     1245       IL station category     1245       IL station category     1987       IL station category     1987       IL station category     1987       IL station category     1987       IL station category     5000       IL station category     5000       IL station category     300       Station stating statif for freight an	track section category II			
Use of stations by passenger trains for stopping       1405       665       2.0         IL station category       1104       664       17         IL station category       1151       397       15         IV. station category       1245       148       13         Use of origin / destination stations by passenger trains       2966       524       34         IL station category       1987       1013       30         IL station category       1987       1013       30         IL station category       1003       300       50         IL station category       3000       50       500       500         IL station category       3000       300       300       300       300         IL station category       3000       300       300       30       300       300       30         ILs def stations/stenger stations       3006       300       53       300       53       300       53         Storage of vehicles       142       40       1       4000       4000       400       400       10       400       10       400       10       400       10       400       10       400       10       400       10<	track section category III			
L station category         1405         665         20           IL, station category         1104         664         17           IL, station category         1245         348         13           Use of origin / destination stations by pasenger trains         2966         524         34           L, station category         1987         1013         30           L, station category         2966         524         34           L, station category         1987         1013         30           L, station category         5000         50         50           N. distion category         4000         400         400           L, station category         3000         30         30           L, station category         3000         30         30           L, station category         3000         300         30           Lis station category         3000         30         30           Lis station category         3000         30         30           Lis station category         3000         30         30           Station category         3000         30         30           Station category         3000         30         30	Use of catenary	70	18	8
II. station category     1104     644     17       II. station category     1113     397     15       V. station category     1245     348     13       Use of origin / destinations stations by passenger trains     2966     524     34       II. station category     1997     103     30       II. station category     1996     524     34       II. station category     1997     103     30       II. station category     5000     50     500       II. station category     3000     300     30       II. station category     3000     30     30       III. station category     3000     30     300       III. station category     3000     30       S	Use of stations by passenger trains for stopping			
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Use of origin / destination stations by passenger trains       2.966       52.4       3.4         IL station category       1.987       1.013       3.0         IIL station category	III. station category	1 1 51	397	154
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Storage of vehicles       142       40       1         Use of wagen weigh bridges (scales)       3065       30         Use of refuelling facilities       38       30         Brauring of shunting staff for passenger trains       9800       98         Brauring of shunting staff for passenger trains       5300       53         Availability of shunting staff for freight and locomotive trains       5294       52         Availability of shunting staff for freight and locomotive trains       4000       40         Brauring of traction unit for freight and locomotive trains       24 066       240         Brauring of traction unit for passenger trains       19 376       19 3         Availability of traction unit for freight and locomotive trains       18 200       18 2         Availability of traction unit for relight and locomotive trains       18 200       18 2         Brauring of traction unit for relight and locomotive trains       19 376       19 3         Availability of traction current       170,2       170       18 2         Brauring of traction current       9,7       9       16       11         Network loss of transmitted traction current       9,7       9       17       170,2       170,2       170,2       170,2       170,2       170,2       170,2	• •			
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Ensuring of traction unit for passenger trains       34.066       24.0         Ensuring of traction unit for freight and locomotive trains       24.066       24.0         Availability of traction unit for freight and locomotive trains       19.376       19.3         Availability of traction unit for freight and locomotive trains       18.200       18.2         Availability of traction unit for freight and locomotive trains       18.200       18.2         Bisuring of fuel for traction       5.86       5         Ensuring of water for water supply       805       8         Train preparation       4.740       4.7         Ensuring of traction current       170,2       170         System- use       11,6       11         Network loss of transmitted traction current       9,7       9         Ensuring of electric energy used for other than traction purposes ( preheating, precooling)       170,2       170         Transmitted traction current       9,7       9       9       11         Network loss of transmitted traction current       9,7       9       9       11         Network loss of transmitted traction current       9,7       9       9       11       11         Network loss of transmitted traction current       9,7       9       9       11 <td></td> <td></td> <td></td> <td></td>				
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Ensuring of water for water supply     805     8       Train preparation     4740     47       Ensuring of traction current     170,2     170       System-use     11,6     11       Network loss of transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Act on Electricity     170,2     170,2       Transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Act on Electricity     15     1       Transmitted traction current     9,7     9       System-use     11,6     11       Network loss of transmitted traction current     9,7     170,2       Excise tax     0,4     0       System-use     11,6     11       Network loss of transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Act on Electricity     1,5     11       Excise tax     0,4     0       Funds under the Act on Electricity     1,5     11       Technical inspection of railway vehicles     11.296     11.2				18 2 0
Train preparation     4740     47       Ensuring of traction current     170,2     170       System-use     11,6     11       Network loss of transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Act on Electricity     1,5     1       Transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Act on Electricity     1,5     1       Transmitted traction current     170,2     170,2       System-use     11,6     11       Network loss of transmitted traction current     9,7     9       Excise tax     0,4     0       Network loss of transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Act on Electricity     1,5     1       Textise tax     0,4     0       Funds under the Act on Electricity     1,5     1       Technical inspection of railway vehicles     11.296     11.2	~			58
Ensuring of traction current       170,2       170         Transmitted traction current       11,6       11         System-use       11,6       11         Network loss of transmitted traction current       9,7       9         Excise tax       0,4       00         Funds under the Act on Electricity       1,5       1         Ensuring of electric energy used for other than traction purposes (preheating, precooling)       170,2       170         Transmitted traction current       11,6       11       11         System-use       11,6       11       11         Network loss of transmitted traction current       9,7       9       11,6       11         System-use       11,6       11       11       11       11       11       11         Network loss of transmitted traction current       9,7       9       9       12       170       11         Excise tax       0,4       00       11       11       11       11       11         Funds under the Act on Electricity       1,5       11       11       12       11       11         Technical inspection of railway vehicles       112.26       11.26       11.2       12       12				80
Transmitted traction current170,2170System-use11,611Network loss of transmitted traction current9,79Excise tax0,40Funds under the Act on Electricity1,51Ensuring of electric energy used for other than traction purposes ( preheating, precooling)170,2170Transmitted traction current170,2170170System-use11,61111Network loss of transmitted traction current9,79Excise tax0,40Funds under the Act on Electricity1,51Texnise tax0,40Funds under the Act on Electricity1,51Technical inspection of railway vehicles11.29611.2		4 7 4 0		474
System-use       11,6       11         Network loss of transmitted traction current       9,7       9         Excise tax       0,4       0         Funds under the Act on Electricity       1,5       1         Ensuring of electric energy used for other than traction purposes (preheating, precooling)       170,2       170         Transmitted traction current       11,6       11         System-use       11,6       11         Network loss of transmitted traction current       9,7       9         Excise tax       0,4       00         Funds under the Act on Electricity       1,5       11         Technical inspection of railway vehicles       11296       112	Ensuring of traction current			
Network loss of transmitted traction current     9,7     9       Excise tax     0,4     00       Funds under the Act on Electricity     1,5     1       Ensuring of electric energy used for other than traction purposes (preheating, precooling)     170,2     170       Transmitted traction current     11,6     11       System-use     11,6     11       Network loss of transmitted traction current     9,7     9       Excise tax     0,4     00       Funds under the Act on Electricity     1,5     11       Technical inspection of railway vehicles     11 296     11 2	Transmitted traction current	170,2		170,2
Excise tax     0,4     0       Funds under the Act on Electricity     1,5     1       Ensuring of electric energy used for other than traction purposes (preheating, precooling)     170,2     170       Transmitted traction current     170,2     170       System-use     11,6     11       Network loss of transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Act on Electricity     1,5     1       Technical inspection of railway vehicles     11 296     11 2	System-use	11,6		11,0
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Ensuring of electric energy used for other than traction purposes ( preheating, precooling) Transmitted traction current 170,2 170 System-use 11,6 111 Network loss of transmitted traction current 9,7 9 Excise tax 0,4 00 Funds under the Act on Electricity 1,5 11 Technical inspection of railway vehicles 11296 112	Excise tax	0,4		Q,4
Transmitted traction current     170,2     170       System-use     11,6     11       Network loss of transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Act on Electricity     1,5     11       Technical inspection of railway vehicles     11.296     11.2	Funds under the Act on Electricity	1,5		1,5
System-use     11,6     11       Network loss of transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Action Electricity     1,5     11       Technical inspection of railway vehicles     11.296     11.2	Ensuring of electric energy used for other than traction purposes ( preheating, precooling)			
System-use     11,6     11       Network loss of transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Action Electricity     1,5     11       Technical inspection of railway vehicles     11.296     11.2	Transmitted traction current	170.2		170,
Network loss of transmitted traction current     9,7     9       Excise tax     0,4     0       Funds under the Act on Electricity     1,5     1       Technical inspection of railway vehicles     11 296     11 2		-		11,
Excise tax         0,4         0           Funds under the Action Electricity         1,5         1           Technical inspection of railway vehicles         11.296         11.2	-,			9,1
Funds under the Act on Electricity     1,5     .1       Technical inspection of railway vehicles     11.296     .11.2				3, Q/
Technical inspection of railway vehicles 11 296 11 2				13
	Ticketing and reckening activity	11296		11 29

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		51	
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	1210		1000
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	27 330		27330
Availability of traction unit for freight and locomotive trains	20 839	-	20839
Ensuring of fuel for traction	586		58
Ensuring of water for water supply	805		80
Train preparation	5 427		5427
Ensuring of traction current	5427		J427
Transmitted traction current	170,2	_	170,
		-	
System-use Network loss of transmitted traction current	11,6 9,7	-	11,
Excise tax		-	9,
	0,4	-	0,
Funds under the Act on Electricity	1,5	-	1,
Ensuring of electric energy used for other than traction purposes (preheating, precooling)		-	
Transmitted traction current	170,2	-	170,
System-use	11,6	-	11,
Network loss of transmitted traction current	9,7	-	9,
Excise tax	0,4	-	0,
Funds under the Act on Electricity	1,5	-	1,
Technical inspection of railway vehicles	11 296	-	11 29
Ticketing and reckoning activity	199	-	19

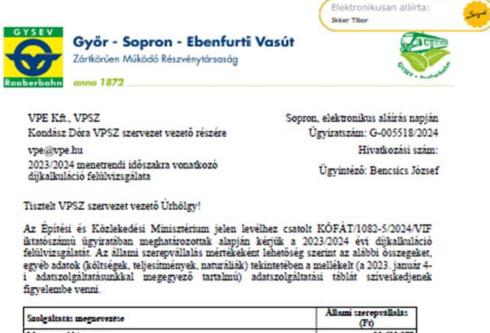
## Annex 6: Summing-up table of state contribution in services for GYSEV Zrt

					Volume of state subsidy broken down to services (HUF)
	Ensuring of train path				43 393 576
	crashing of crain pach	Grass tan propa	tionate part		3 262 777 433
		ar and cost propos	-	Track section I.	1 578 989 004
			Passenger	Track section II.	51 474 122
			trains	Track section III.	44 277 423
				Track section I.	109 308 900
			Locomotive	Track section II.	197 799
Basic services	Running of trains	Train km	trains	Track section III.	6 090
		proportionate	Standard	Track section I.	322 945 797
		part		Track section II.	304 121
			freight trains	Track section III.	8 085
			Special freight	Track section I.	9 %6 656
			trains -	Track section II.	0
			Corridor	Track section III.	0
	Use of caterary				761 493 303
		Station category	d		373 089 424
		Station category			592 673 368
	Use of stations by passenger trains for stopping	Station category			219 529 056
		Station category			43 585 230
		Station category			78 146 280
		Station category			71 136
	Use of origin/destination stations by passenger trains				71.30
		Sation category			0
		Station category			474 484 230
	Use of stations by freight trains	Station category			142 212 096
		Station category	(		1 216 666
	Use of wagon weigh bridges (scales)				8 567 011
Supplementary services	Use of refuelling facilities				6 396 156
	Storage of vehicles				35 000 000
	Ensuring or shunding scatt for passenger trains				346 399
	Ensuring or shunding scatt threight and locomotive trains				84 302 298
	Availability of shunding staff for passenger trains				611 606 052
	Availability of shunting staff freight and locomotive trains				6/8 /1/ .04
	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 + suppl	ementary services)				10 221 000 000
		Transmitted tra	ction current		0
		System-use			0
	Ensuring of traction current	Network loss of	transmitted tra	ction current	0
		Excise tax			0
		Funds under the	Act on Electric	ty	0
Additional condense		Transmitted do	ctric energy use	d for other than	0
Additional services					
Additional services	Description of electric energy method that they be also	system-use			0
Additional services	Ensuring of dectric energy used for other than traction	-	transmitted do	ctric energy used	0
Additional services	Ensuring of dectric energy used for other than traction purposes (preheating, precooling)	-	transmitted do	ctric energy used	0
Additional services		Network loss of			0 0 0
	purposes (preheating, proceeding) Technical inspection of railway vehicles	Network loss of Exclse tax			0 0 0 0
Additional services Ancillary servises	purposes (preheating, proceeding)	Network loss of Exclse tax			0 0 0
	purposes (preheating, proceeding) Technical inspection of railway vehicles Ticketing and reckoning activity	Network loss of Exclse tax			0 0 0 0 0

	Services				Volume of state subsidy broken dowr to services (HUF)
	Ensuring of train path				25 635 37
		Gross ton propo	rtionate part		3 162 640 53
				Track section I.	1 334 011 37
			Passenger	Track section II.	43 195 91
			trains	Track section III.	38 230 83
				Track section I.	95 507 24
			Locomotive	Track section II.	149 43
Basic services	Running of trains	Train km	trains	Track section III.	5 00
	······································	proportionate		Track section I.	262 746 27
		part	Standard	Track section II.	265 44
			freight trains	Track section III.	7 08
			Special freight	Track section I.	8 630 27
			trains -	Track section II.	0 000 2.
			Corridor	Track section III.	
	Use of catenary		corridor	Track Section III.	682 735 06
		Station category	/1		294 799 26
		Station category			464 528 05
	Use of stations by passenger trains for stopping	Station category			185 020 96
			40 195 02		
		Station category			
		Station category			63 571 45
	Use of origin/destination stations by passenger trains	Station category			57 22
		Station category			
		Station category			010 020 11
	lies of stations by fusight trains	Station category Station category			919 920 14 139 459 71
	Use of stations by freight trains	5.			1 211 88
	Station category III Storage of vehicles				5 884 16
Supplementary services	Use of wagon weigh bridges (scales)				5 398 26
supplementary services	Use of refuelling facilities				20 816 42
	Ensuring of shunting staff for passenger trains				321 72
	Ensuring of shunting staff freight and locomotive trains				81 850 04
	Availability of shunting staff for passenger trains				565 385 62
	Availability of shunting staff freight and locomotive trains				642 587 43
	Ensuring of traction unit for passenger trains				38 21
	Ensuring of traction unit for freight and locomotive trains				2 173 29
	Availability of traction unit for passenger trains				37 274 27
	Availability of traction unit for freight and locomotive trains				59 094 68
	Ensuring of fuel for traction				57 67 1 66
	Ensuring of water for water supply				
	Train preparation				40 396 07
Total (basic services + supp					9 223 743 84
. ocar (busic services + supp		Transmitted tra	ction current		, 223 7 - 3 04
		System-use			
	Ensuring of traction current	Network loss of	transmitted tra	ction current	
			transmitteu tra		
		Excise tax	Ant on Electricit		
Additional services		Funds under the		ty d for other than	
Additional SCI VICES			5,	u ior other than	
	Ensuring of electric energy used for other than traction	traction purpose	25		
	Ensuring of electric energy used for other than traction	System-use		-tuto	
	purposes (preheating, precooling)		transmitted ele	ctric energy used	
		Excise tax Funds under the	Act on Electric	itv	
Ancillary servises	Technical inspection of railway vehicles				
Ancial y Sel VISES	Ticketing and reckoning activity				
otal (additional services +	ancillary services)				
OTAL					9 223 743 84

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



Szolgáltatás megnevezése Manetvonal birtosítas Közlekedtetés - Bruttotonna kilométer alapú rész			Allami szerepvállalás (Ft) 25 635 377 3 162 640 537				
				Közlekednetés Vonatkilométer alapú rész	Személyvonat	I kategoria	1 334 011 374
						II. kategoria	43 195 917
III. kategoria	38 230 838						
Mondouryvonat	I kategoria	95 507 244					
	II. kategoria	149 437					
	III. kategoria	5 009					
Altalanos tehervonat	I kategoria	262 746 279					
	II. kategoria	265 444					
	III. kategoria	7 081					
Komidor tabarvonat	I kategoria	8 630 273					
	II. kategoria	0					
	III. kategoria	0					
Felsővezeteki rendszerek használata			682 735 064				
Szemelyuzallitö vonatok megallási celti allomásha uználata		I kategoria	294 799 267				
		II. kategoria	464 528 056				
		III. kategoria	185 020 967				
		IV. kategoria	40 195 023				
Szemelyuzallito vonatok kiindulo-/vegallomas hasmalata		I kategoria	63 571 455				
		II. kategoria	57 220				
		III. kategoria	0				
		IV. kategoria	0				

Cg. 08-10-001787 Addazón: 10008676-2-08 Közösségi addszder: HU 10008676 KSH szén: 10008676-4910-114-08

H-9400 Sepron, Mdryds király v. 19. Postacime H-9401 Sopron, Pf. 104.



Györ - Sopron - Ebenfurti Vasút



anno 1872



2882

I kategoria 919 920 146 Tehervonatok allomashasmalata II. kategoria 139 459 713 III. kategoria 1 211 886 Jarmitterolas 5 884 164 Vasuti jämnumärleg haumalata 5 398 266 Cremanyag vételező helyek haumálata 20 816 429 Tolatouzemelyzet biztositžua szemelyszállító vozatok részére 321 728 Tolatouzemelyzet biztositäsa teher- és mozdouyvonatok uzamára \$1 \$50 047 Tolatóuzemélyzet rendelkezésre allása uzemélyuzállító vonatok uzámára 565 385 625 Tolatoszemélyzet rendelkezésre állása teher- és mozdonyvonatok számára 642 587 437 38 219 Vontatojärnnä biztositäsa személyszállító vonatok számára Vomatojarmi biztozitasa teher- és mozdonyvonatok szamára 2 173 292 37 274 273 Vontatojarniti rendelkezétre allasa személyszallító vonatok számara 59 094 687 Vontatöjärnni rendelkezésre allasa teher- és mondonyvonatok számára Vontatasi felhasmalasu uzemanyag biztositasa 0 Virtöltéshez haumált viz 0 Vomat-elckeszites 40 396 072 Vasuti jammi muszaki vizogalata 0 Menetjegykiadas és uzamadopanztari tevakenység 0 Allami szerepvállalás összesen: 9 223 743 848 Ft

Üdvözlettel,

**B**ker Tibor Palyavasuti igazgato

MELLEKLET: KOFAT/1082-5/2024/VIF GYSEV 2023\_24 Adatuzolgaltatasi tabla 4s kalkulacio\_240423



Cg. 08-10-001787 Adsazên: 10008676-2:08 Kozbusêji adsazên: HU 10008676 K3H szên: 10008676-4910-114:08

H-9400 Sopron, Mdryds király v. 19. Postocim: H-9401 Sopron, Pf. 104.



## ÉPÍTÉSI ÉS KÖZLEKEDÉSI MINISZTÉRIUM Közlekedésért Felelős Államtitkár

Kövesdi Szilárd István vezérigazgató úr részére

GYSEV Győr-Sopron-Ebenfurti Vasút Zrt.

<u>Sopron</u> Mátyás király utca 19. 9400

KŎFÁT/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 árufuvarozási szegmens vonatkozásában a 2023/2024. menetrendi évre vonatkozó díjképzés során meghatározott teljesítményadatok figyelembe vételével, változatlan teljesítmény esetén a 2023. évi KSH fogyasztóiárindex 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.

1054 Budapest, Alkotmány u. 5.

- 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 913/2010/EU rendelet szerinti korridorokon közlekedő, korridor vonatnemben közlekedő tehervonatok ("korridor vonatok").
- Az állomás átkategorizálásokból 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:

- 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 díjbevétel biztosítja a GYSEV Zrt. költségeinek ellentételezését, mellyel a pályaműködtetői szerződés szerint köteles elszámolni.

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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:



Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.

1054 Budapest, Alkotmány u. 5.