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TEXT

1. 5.3.1.2 Ensuring of train path - Charges

The following modification was made:

Charging elements of Ensuring of train path

<i>Ensuring of train path Unit</i> <i>HUF/train km</i>	Charge	Mark-up	Amount to be paid
MÁV Zrt.	1	10 9	11 10
GYSEV Zrt.	1	10 12*	11 13*

2. 5.3.2.2 Running of trains - Charges

The following modification was made:

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

<i>Running of trains- train km proportionate part</i> <i>Unit: HUF/train km</i>	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Passenger trains	67	834 391	901 458	97	1-104 304	1-201 401	108	1-121 42	1-229 150
Standard freight trains	69	841 471	940 540	85	949 417	1-034 502	166	1-953 102	2-119 268
Locomotive trains	68	828 414	896 482	85	946 391	1-031 476	149	1-652 309	1-801 458
Special freight trains	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Záhony freight trains	60	691 435	751 495	92	991 364	1-083 456	106	981 142	1-087 248
Corridor trains	60	749 479	779 539	105	1-079 395	1-184 500	0	0	0

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

<i>Running of trains- gross ton km proportionate part</i> <i>Unit: HUF/gross ton km</i>	Charge	Mark-up	Amount to be paid
Passenger trains	0,41	0,48	0,89
Standard freight trains	0,35	0	0,35
Locomotive trains			
Special freight trains			
Záhony freight trains	0,32 0,31	0,34 0	0,66 0,31
Corridor trains	0,30	0,31 0,04	0,64 0,34

3. 5.3.3.2 Use of catenary system - Charges

The following modification was made:

Charging elements of Use of catenary

<i>Use of catenary</i> <i>Unit: HUF/electric train km</i>	Charge	Mark-up	Amount to be paid
MÁV Zrt.	68	117 9	185 77
GYSEV Zrt.	70	18 33*	88 103*

4. 7.3.1.3.1.2 Storage of vehicles - Charges of the service

The following modification was made:

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

<i>Storage of vehicles</i> <i>Unit: HUF/ vehicle/day</i>	Charge	Mark-up	Amount to be paid
	182	114 43	296 225

5. 7.3.1.3.2.1-2 Shunting - Charges of the service

The following modification was made:

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

<i>Ensuring of shunting staff for passenger trains</i>	Amount to be paid
Unit: HUF/person/hour	19 751 10 184
<i>Ensuring of shunting staff for freight and locomotive trains - ordered more than 8 days before the scheduled use of the service</i>	Amount to be paid
Unit: HUF/person/hour	22 707 5 292
<i>Ensuring of shunting staff for freight and locomotive trains - ordered within 8 days before the scheduled use of the service</i>	Amount to be paid
Unit: HUF/person/hour	37 215 6 644

6. 7.3.1.3.2.3-2 Ensuring traction unit- Charges of the service

The following modification was made:

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

<i>Ensuring of traction unit for passenger trains</i>	Amount to be paid
	69 174
Unit: HUF/vehicle/hour	47 772
<i>Ensuring of traction unit for freight and locomotive trains</i>	Amount to be paid
	69 663
Unit: HUF/vehicle/hour	29 811

7. 7.3.1.3.3-2 Train acceptance - Charges of the service

The following modification was made:

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

<i>Staff providing train acceptance</i>	Amount to be paid
	9 948
Unit: HUF/person/hour	5 292

8. 7.3.2.4.1 Charges of the service Use of stations for stopping by passenger trains

The following modification was made:

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

<i>Use of stations by passenger trains for stopping</i>	Charge	Mark-up	Amount to be paid
<i>Unit: HUF/ use of stations</i>			
Station category I	1 597	3 288 2 282	4 885 3 879
Station category II	1 198	3 272 2 057	4 470 3 255
Station category III	1 039	3 258 1 218	4 297 2 257
Station category IV	906	3 266 1 114	4 172 2 020

9. 7.3.2.4.2 Charges of the service Use of the origin/destination stations by passenger trains

The following modification was made:

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

<i>Use of origin/destination stations by passenger trains</i> <i>Unit: HUF/ use of stations</i>	Charge	Mark-up	Amount to be paid
Station category I	1 645	3 046 1 048	4 691 2 693
Station category II	994	3 046 1 153	4 040 2 147
Station category III	993	3 047 80	4 040 1 073
Station category IV	1 178 1 073	3 046 0	4 224 1 073

10. 7.3.3.4.1 Charges of Use of stations for freight trains service

The following modification was made:

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

<i>Use of stations by freight trains</i> <i>Unit: HUF/ use of stations</i>	Charge	Mark-up	Amount to be paid
Station category I	9 490 5 938	23 658 0	33 148 5 938
Station category II	7 317 2 975	18 772 0	26 089 2 975
Station category III	7 565 940	18 742 0	26 307 940

11. 7.3.7.4.1 Charges of Exchange of axles service

The following modification was made:

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

<i>Exchange of axles</i>	Amount to be paid
Unit: HUF/vehicle	70 597 32 880

12.7.3.7.4.2 Charges of Use of bogies service

The following modification was made:

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

<i>Use of bogies</i>	Amount to be paid
	176
Unit: HUF/hour/bogie	57

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

The following modification was made:

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

<i>Use of wagon weigh bridges (scales)</i>	Charge	Mark-up	Amount to be paid
	15-676	1-016	16-692
Unit: HUF/ vehicle	3 175	0	3 175

14.7.3.7.4.4 Charges of Ensuring staff for weighing service

The following modification was made:

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

<i>Staff ensured for weighing</i>	Amount to be paid
	14-004
Unit: HUF/vehicle	5 292

15.7.3.10.4.1 Charges of Use of refuelling facilities service

The following modification was made:

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

<i>Use of refuelling facilities</i>	Charge	Mark-up	Amount to be paid
	76	9	85
Unit: HUF/ litre	31	0	31

ANNEXES**16.5.2-6 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 for the 2024/2025 timetable period (HUF)								
Services of MÁV 2024/2025	Charge	Mark-up	Amount to be paid			Charge	Mark-up	Amount to be paid
Ensuring of train path	1	40	41			1	9	10
Running of trains								
Gross ton km proportionate part								
Passenger trains, Standard freight trains, Locomotive trains	0,41	0,48	0,89			0,35	0	0,35
Special freight trains - Freight trains of Záhony	0,32	0,34	0,66			0,31	0	0,31
Special freight trains - Corridor freight trains	0,30	0,31	0,61			0,30	0,04	0,34
Train km proportionate part								
Passenger trains								
track section category I	67	834	901			67	391	458
track section category II	97	1-104	1-201			97	304	401
track section category III	108	1-121	1-229			108	42	150
Locomotive trains								
track section category I	68	828	896			68	414	482
track section category II	85	946	1-031			85	391	476
track section category III	149	1-652	1-801			149	309	458
Standard freight trains								
track section category I	69	841	910			69	471	540
track section category II	85	949	1-034			85	417	502
track section category III	166	1-953	2-119			166	102	268
Special freight trains - Freight trains of Záhony								
track section category I	60	691	751			60	435	495
track section category II	92	991	1-083			92	364	456
track section category III	106	981	1-087			106	142	248
Special freight trains - Corridor freight trains								
track section category I	60	719	779			60	479	539
track section category II	105	1-079	1-184			105	395	500
track section category III								
Use of catenary	68	117	185			68	9	77
Use of stations by passenger trains for stopping								
I. station category	1 597	3-288	4-885			1 597	2 282	3 879
II. station category	1 198	3-272	4-470			1 198	2 057	3 255
III. station category	1 039	3-258	4-297			1 039	1 218	2 257
IV. station category	906	3-266	4-172			906	1 114	2 020
Use of origin / destination stations by passenger trains								
I. station category	1 645	3-046	4-691			1 645	1 048	2 693
II. station category	994	3-046	4-040			994	1 153	2 147
III. station category	993	3-047	4-040			993	80	1 073
IV. station category	1-178	3-046	4-224			1 073		1 073
Use of stations by freight trains								
I. station category	9 490	23-658	33-148			5 938		5 938
II. station category	7-317	18-772	26-089			2 975		2 975
III. station category	7-565	18-742	26-307			940		940
Storage of vehicles	182	114	296			182	43	225
Use of wagon weigh bridges (scales)	15-676	1-016	16-692			3 175		3 175
Use of refuelling facilities	76	9	85			31		31
Ensuring of shunting staff for passenger trains	19-751		19-751			10 184		10 184
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	37-215		37-215			6 644		6 644
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	22-707		22-707			5 292		5 292
Ensuring of traction unit for passenger trains	69-174		69-174			47 772		47 772
Ensuring for traction unit for freight and locomotive trains	69-663		69-663			29 811		29 811
Ensuring of fuel traction	366		366			366		366
Train acceptance	9-948		9-948			5 292		5 292
Staff ensured for weighing	14-004		14-004			5 292		5 292
Exchange of axles	70-597		70-597			32 880		32 880
Use of bogies	176		176			57		57
Ensuring of traction current								
Transmitted traction current	62,5		62,5			62,5		62,5
System-use	18,4		18,4			18,4		18,4
Network loss of transmitted traction current	0,4		0,4			0,4		0,4
Excise tax	0,4		0,4			0,4		0,4
Funds under the Act on Electricity	4,1		4,1			4,1		4,1
Ensuring of electric energy used for other than traction purposes (preheating, precooling)								
Transmitted traction current	26,6		26,6			26,6		26,6
System-use	7,9		7,9			7,9		7,9
Network loss of transmitted traction current	0,5		0,5			0,5		0,5
Excise tax	0,2		0,2			0,2		0,2
Funds under the Act on Electricity	1,8		1,8			1,8		1,8
Ensuring of fuel used for other than traction purposes (preheating, precooling)	401		401			401		401

17.5.2-2 Charging Document of MÁV Zrt.

1. 2.3 Basis of modification No. 1 of the CD

The following modifications were made:

Until the date of publication Network Statement 2024/2025, the Infrastructure Manager did not send the notification, about the amount and use of state contribution.

On 15 May 2024 MAV Zrt. sent to VPE letter No 14090/2024/MAV, which contains the amount of state contribution of 2024/2025 timetable period. Accordingly, the cost base of the related network access charges could be reduced by HUF 140,850 billion. See section 3.8 for more details.

2. 3.8 Amount of state contribution

The following modifications were made:

~~By the date of publication specified in the decree the notification was not received by VPE about the amount and use of state contribution on 2024/25 timetable period.~~

Based on the letter No. 14090/2024/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 100,808 bn
- regarding supplementary services: HUF 40,041 bn

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

- The mass amount of network access charges resulting from basic and supplementary services, taken without energy-type services of MAV Zrt. in timetable period 2024/2025 to be paid for the passenger and freight transport sector which determined to timetable period 2023/2024 which performance data in mind, if performance remains unchanged, the 2023 HCSO consumer price index should increase by 17.6%.
- Due to the effect of the state contribution network access charges for timetable period 2024/2025 should not be reduced for any service to timetable period 2023/2024 unless this is required by law, other regulatory documents 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 2023/2024, in order to meet the transport policy objectives related to competitiveness of railways, the state contribution in 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 lower than the amount paid by the freight sector other transport charges:
 - 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.

- The effects of changes of station's category have been taken into account. Railway companies bear the benefits that result from the change of category due to changes in technical parameters.

3. 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:

2024/2025. (HUF)	Ensuring of train path	Running of trains, gross ton km proportionate part			Use of catenary
		Passenger train, standard freight train, locomotive	Special freight trains		
			Freight trains of Záhony	Corridor freight train	
1. Amount of charge of access part	1	0,41	0,32	0,30	68
2. Amount of mark-up	10	0,48	0,34	0,31	117
3. Amount of discount	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	11	0,89	0,66	0,61	185

2024/2025. (HUF)	Ensuring of train path	Running of trains, gross ton km proportionate part			Use of catenary
		Passenger train, standard freight train, locomotive	Special freight trains		
			Freight trains of Záhony	Corridor freight train	
1. Amount of charge of access part	1	0,41	0,32	0,30	68
2. Amount of mark-up	10	0,48	0,34	0,31	117
3. Amount of discount	-	-	-	-	-
4. Amount of state contribution	1	0,54	0,35	0,27	108
Amount to be paid (1 + 2 - 3 - 4)	10	0,35	0,31	0,34	77

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

The following modifications were made:

2024/2025. (HUF)	Running of trains, train km proportionate part														
	Passenger trains			Locomotive trains			Standard freight trains			Special freight trains					
	Category I	Category II	Category III	Category I	Category II	Category III	Category I	Category II	Category III	Freight trains of Záhony			Corridor freight trains		
1. Amount of charge of access part	67	97	108	68	85	149	69	85	166	60	92	106	60	105	-
2. Amount of mark-up	834	1 104	1 121	828	946	1 652	841	949	1 953	691	991	981	719	1 079	-
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	901	1 201	1 229	896	1 031	1 801	910	1 034	2 119	751	1 083	1 087	779	1 184	-

2024/2025. (HUF)	Running of trains, train km proportionate part														
	Passenger trains			Locomotive trains			Standard freight trains			Special freight trains					
	Category I	Category II	Category III	Category I	Category II	Category III	Category I	Category II	Category III	Freight trains of Záhony			Corridor freight trains		
1. Amount of charge of access part	67	97	108	68	85	149	69	85	166	60	92	106	60	105	-
2. Amount of mark-up	834	1 104	1 121	828	946	1 652	841	949	1 953	691	991	981	719	1 079	-
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	443	800	1 079	414	555	1 343	370	532	1 851	256	627	839	240	684	-
Amount to be paid (1 + 2 - 3 - 4)	458	401	150	482	476	458	540	502	268	495	456	248	539	500	-

5. Table 13: Use of stations by passenger trains - determination of the amount to be paid
The following modifications were made:

2024/2025. (HUF)	Use of stations by passenger trains for stopping				Use of origin/destination stations by passenger trains			
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	Category IV.
1. Amount of charge of access part	620	616	611	614	894	894	894	894
2. Amount of charge of supply part	977	582	428	292	751	100	99	284
3. Amount of mark-up	3 288	3 272	3 258	3 266	3 046	3 046	3 047	3 046
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	4 885	4 470	4 297	4 172	4 691	4 040	4 040	4 224

2024/2025. (HUF)	Use of stations by passenger trains for stopping				Use of origin/destination stations by passenger trains			
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	Category IV.
1. Amount of charge of access part	620	616	611	614	894	894	894	894
2. Amount of charge of supply part	977	582	428	292	751	100	99	284
3. Amount of mark-up	3 288	3 272	3 258	3 266	3 046	3 046	3 047	3 046
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	1 006	1 215	2 040	2 152	1 998	1 893	2 967	3 151
Amount to be paid (1 + 2 + 3 - 4 - 5)	3 879	3 255	2 257	2 020	2 693	2 147	1 073	1 073

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

The following modifications were made:

2024/2025. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount of charge of access part	8 935	6 589	6 549
2. Amount of charge of supply part	555	728	1 016
3. Amount of mark-up	23 658	18 772	18 742
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	33 148	26 089	26 307

2024/2025. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount of charge of access part	8 935	6 589	6 549
2. Amount of charge of supply part	555	728	1 016
3. Amount of mark-up	23 658	18 772	18 742
4. Amount of discount	-	-	-
5. Amount of state contribution	27 210	23 114	25 367
Amount to be paid (1 + 2 + 3 - 4 - 5)	5 938	2 975	940

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

The following modifications were made:

2024/2025. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount of charge of access part	121	298	4
2. Amount of charge of supply part	61	15 378	72
3. Amount of mark-up	114	1 016	9
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	296	16 692	85

2024/2025. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount of charge of access part	121	298	4
2. Amount of charge of supply part	61	15 378	72
3. Amount of mark-up	114	1 016	9
4. Amount of discount	-	-	-
5. Amount of state contribution	71	13 517	54
Amount to be paid (1 + 2 + 3 - 4 - 5)	225	3 175	31

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

The following modifications were made:

2024/2025. (HUF)	Ensuring of shunting staff			Ensuring of traction unit	
	For passenger trains	For freight and loco trains		For passenger trains	For freight and loco trains
		ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service		
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	19 751	37 215	22 707	69 174	69 663
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	19 751	37 215	22 707	69 174	69 663

2024/2025. (HUF)	Ensuring of shunting staff			Ensuring of traction unit	
	For passenger trains	For freight and loco trains		For passenger trains	For freight and loco trains
		ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service		
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	19 751	37 215	22 707	69 174	69 663
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	9 567	30 571	17 415	21 402	39 852
Amount to be paid (1 + 2 + 3 - 4 - 5)	10 184	6 644	5 292	47 772	29 811

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

The following modifications were made:

2024/2025. (HUF)	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	366	9 948	14 004	70 597	176
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	366	9 948	14 004	70 597	176

2024/2025. (HUF)	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	366	9 948	14 004	70 597	176
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	4 656	8 712	37 717	119
Amount to be paid (1 + 2 + 3 - 4 - 5)	366	5 292	5 292	32 880	57

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

The following modifications were made:

Services - MÁV Zrt. 2024/2025	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	10	-	-	11
Running of trains						
Gross ton km proportionate part						
Passenger trains, Standard freight trains, Locomotive trains	0,41	-	0,48	-	-	0,89
Special freight trains - Freight trains of Záhony	0,32	-	0,34	-	-	0,66
Special freight trains - Corridor freight trains	0,30	-	0,31	-	-	0,61
Train km proportionate part						
Passenger trains						
track section category I	67	-	834	-	-	901
track section category II	97	-	1 104	-	-	1 201
track section category III	108	-	1 121	-	-	1 229
Locomotive trains						
track section category I	68	-	828	-	-	896
track section category II	85	-	946	-	-	1 031
track section category III	149	-	1 652	-	-	1 801
Standard freight trains						
track section category I	69	-	841	-	-	910
track section category II	85	-	949	-	-	1 034
track section category III	166	-	1 953	-	-	2 119
Special freight trains - Freight trains of Záhony						
track section category I	60	-	691	-	-	751
track section category II	92	-	991	-	-	1 083
track section category III	106	-	981	-	-	1 087
Special freight trains - Corridor freight trains						
track section category I	60	-	719	-	-	779
track section category II	105	-	1 079	-	-	1 184
track section category III	-	-	-	-	-	-
Use of catenary	68	-	117	-	-	185
Use of stations by passenger trains for stopping						
I. station category	620	977	3 288	-	-	4 885
II. station category	616	582	3 272	-	-	4 470
III. station category	611	428	3 258	-	-	4 297
IV. station category	614	292	3 266	-	-	4 172
Use of origin / destination stations by passenger trains						
I. station category	894	751	3 046	-	-	4 691
II. station category	894	100	3 046	-	-	4 040
III. station category	894	99	3 047	-	-	4 040
IV. station category	894	284	3 046	-	-	4 224
Use of stations by freight trains						
I. station category	8 935	555	23 658	-	-	33 148
II. station category	6 589	728	18 772	-	-	26 089
III. station category	6 549	1 016	18 742	-	-	26 307
Storage of vehicles	121	61	114	-	-	296
Use of wagon weigh bridges (scales)	298	15 378	1 016	-	-	16 692
Use of refuelling facilities	4	72	9	-	-	85
Ensuring of shunting staff for passenger trains	-	19 751	-	-	-	19 751
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	-	37 215	-	-	-	37 215
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	22 707	-	-	-	22 707
Ensuring of traction unit for passenger trains	-	69 174	-	-	-	69 174
Ensuring for traction unit for freight and locomotive trains	-	69 663	-	-	-	69 663
Ensuring of fuel traction	-	366	-	-	-	366
Train acceptance	-	9 948	-	-	-	9 948
Staff ensured for weighing	-	14 004	-	-	-	14 004
Exchange of axles	-	70 597	-	-	-	70 597
Use of bogies	-	176	-	-	-	176
Ensuring of traction current						
Transmitted traction current	-	62,5	-	-	-	62,5
System-use	-	18,4	-	-	-	18,4
Network loss of transmitted traction current	-	0,4	-	-	-	0,4
Excise tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	4,1	-	-	-	4,1
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted traction current	-	26,6	-	-	-	26,6
System-use	-	7,9	-	-	-	7,9
Network loss of transmitted traction current	-	0,5	-	-	-	0,5
Excise tax	-	0,2	-	-	-	0,2
Funds under the Act on Electricity	-	1,8	-	-	-	1,8
Ensuring of fuel used for other than traction purposes (preheating, precooling)	-	401	-	-	-	401

Network Statement 2024/2025. Modification No 8 - Modification list

Services - MÁV Zrt. 2024/2025	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	10	-	1	10
Running of trains						
Gross ton km proportionate part						
Passenger trains, Standard freight trains, Locomotive trains	0,41	-	0,48	-	0,54	0,35
Special freight trains - Freight trains of Záhony	0,32	-	0,34	-	0,35	0,31
Special freight trains - Corridor freight trains	0,30	-	0,31	-	0,27	0,34
Train km proportionate part						
Passenger trains						
track section category I	67	-	834	-	443	458
track section category II	97	-	1 104	-	800	401
track section category III	108	-	1 121	-	1 079	150
Locomotive trains						
track section category I	68	-	828	-	414	482
track section category II	85	-	946	-	555	476
track section category III	149	-	1 652	-	1 343	458
Standard freight trains						
track section category I	69	-	841	-	370	540
track section category II	85	-	949	-	532	502
track section category III	166	-	1 953	-	1 851	268
Special freight trains - Freight trains of Záhony						
track section category I	60	-	691	-	256	495
track section category II	92	-	991	-	627	456
track section category III	106	-	981	-	839	248
Special freight trains - Corridor freight trains						
track section category I	60	-	719	-	240	539
track section category II	105	-	1 079	-	684	500
track section category III	-	-	-	-	-	-
Use of catenary	68	-	117	-	108	77
Use of stations by passenger trains for stopping						
I. station category	620	977	3 288	-	1 006	3 879
II. station category	616	582	3 272	-	1 215	3 255
III. station category	611	428	3 258	-	2 040	2 257
IV. station category	614	292	3 266	-	2 152	2 020
Use of origin / destination stations by passenger trains						
I. station category	894	751	3 046	-	1 998	2 693
II. station category	894	100	3 046	-	1 893	2 147
III. station category	894	99	3 047	-	2 967	1 073
IV. station category	894	284	3 046	-	3 151	1 073
Use of stations by freight trains						
I. station category	8 935	555	23 658	-	27 210	5 938
II. station category	6 589	728	18 772	-	23 114	2 975
III. station category	6 549	1 016	18 742	-	25 367	940
Storage of vehicles	121	61	114	-	71	225
Use of wagon weigh bridges (scales)	298	15 378	1 016	-	13 517	3 175
Use of refuelling facilities	4	72	9	-	54	31
Ensuring of shunting staff for passenger trains	-	19 751	-	-	9 567	10 184
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	-	37 215	-	-	30 571	6 644
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	-	22 707	-	-	17 415	5 292
Ensuring of traction unit for passenger trains	-	69 174	-	-	21 402	47 772
Ensuring for traction unit for freight and locomotive trains	-	69 663	-	-	39 852	29 811
Ensuring of fuel traction	-	366	-	-	-	366
Train acceptance	-	9 948	-	-	4 656	5 292
Staff ensured for weighing	-	14 004	-	-	8 712	5 292
Exchange of axles	-	70 597	-	-	37 717	32 880
Use of bogies	-	176	-	-	119	57
Ensuring of traction current						
Transmitted traction current	-	62,5	-	-	-	62,5
System-use	-	18,4	-	-	-	18,4
Network loss of transmitted traction current	-	0,4	-	-	-	0,4
Excise tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	4,1	-	-	-	4,1
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted traction current	-	26,6	-	-	-	26,6
System-use	-	7,9	-	-	-	7,9
Network loss of transmitted traction current	-	0,5	-	-	-	0,5
Excise tax	-	0,2	-	-	-	0,2
Funds under the Act on Electricity	-	1,8	-	-	-	1,8
Ensuring of fuel used for other than traction purposes (preheating, precooling)	-	401	-	-	-	401

11. Annex 5/b: Summing-up table of network access charges of MAV Zrt for the 2024/2025 timetable period (HUF) broken down by Network Statement
 The following modifications were made:

Services - MAV Zrt. 2024/2025	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	10	11
Running of trains			
Gross ton km proportionate part			
Passenger trains, Standard freight trains, Locomotive trains	0,41	0,48	0,89
Special freight trains - Freight trains of Záhony	0,32	0,34	0,66
Special freight trains - Corridor freight trains	0,30	0,31	0,61
Train km proportionate part			
Passenger trains			
track section category I	67	834	901
track section category II	97	1 104	1 201
track section category III	108	1 121	1 229
Locomotive trains			
track section category I	68	828	896
track section category II	85	946	1 031
track section category III	149	1 652	1 801
Standard freight trains			
track section category I	69	841	910
track section category II	85	949	1 034
track section category III	166	1 953	2 119
Special freight trains - Freight trains of Záhony			
track section category I	60	691	751
track section category II	92	991	1 083
track section category III	106	981	1 087
Special freight trains - Corridor freight trains			
track section category I	60	719	779
track section category II	105	1 079	1 184
track section category III			
Use of catenary	68	117	185
Use of stations by passenger trains for stopping			
I. station category	1 597	3 288	4 885
II. station category	1 198	3 272	4 470
III. station category	1 039	3 258	4 297
IV. station category	906	3 266	4 172
Use of origin / destination stations by passenger trains			
I. station category	1 645	3 046	4 691
II. station category	994	3 046	4 040
III. station category	993	3 047	4 040
IV. station category	1 178	3 046	4 224
Use of stations by freight trains			
I. station category	9 490	23 658	33 148
II. station category	7 317	18 772	26 089
III. station category	7 565	18 742	26 307
Storage of vehicles	182	114	296
Use of wagon weigh bridges (scales)	15 676	1 016	16 692
Use of refuelling facilities	76	9	85
Ensuring of shunting staff for passenger trains	19 751	-	19 751
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	37 215	-	37 215
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	22 707	-	22 707
Ensuring of traction unit for passenger trains	69 174	-	69 174
Ensuring for traction unit for freight and locomotive trains	69 663	-	69 663
Ensuring of fuel traction	366	-	366
Train acceptance	9 948	-	9 948
Staff ensured for weighing	14 004	-	14 004
Exchange of ayles	70 597	-	70 597
Use of bogies	176	-	176
Ensuring of traction current			
Transmitted traction current	62,5	-	62,5
System-use	18,4	-	18,4
Network loss of transmitted traction current	0,4	-	0,4
Excise tax	0,4	-	0,4
Funds under the Act on Electricity	4,1	-	4,1
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted traction current	26,6	-	26,6
System-use	7,9	-	7,9
Network loss of transmitted traction current	0,5	-	0,5
Excise tax	0,2	-	0,2
Funds under the Act on Electricity	1,8	-	1,8
Ensuring of fuel used for other than traction purposes (preheating, precooling)	401	-	401

Services - MÁV Zrt. 2024/2025	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	9	10
Running of trains			
Gross ton km proportionate part			
Passenger trains, Standard freight trains, Locomotive trains	0,35	-	0,35
Special freight trains - Freight trains of Záhony	0,31	-	0,31
Special freight trains - Corridor freight trains	0,30	0,04	0,34
Train km proportionate part			
Passenger trains			
track section category I	67	391	458
track section category II	97	304	401
track section category III	108	42	150
Locomotive trains			
track section category I	68	414	482
track section category II	85	391	476
track section category III	149	309	458
Standard freight trains			
track section category I	69	471	540
track section category II	85	417	502
track section category III	166	102	268
Special freight trains - Freight trains of Záhony			
track section category I	60	435	495
track section category II	92	364	456
track section category III	106	142	248
Special freight trains - Corridor freight trains			
track section category I	60	479	539
track section category II	105	395	500
track section category III			
Use of catenary	68	9	77
Use of stations by passenger trains for stopping			
I. station category	1 597	2 282	3 879
II. station category	1 198	2 057	3 255
III. station category	1 039	1 218	2 257
IV. station category	906	1 114	2 020
Use of origin / destination stations by passenger trains			
I. station category	1 645	1 048	2 693
II. station category	994	1 153	2 147
III. station category	993	80	1 073
IV. station category	1 073	-	1 073
Use of stations by freight trains			
I. station category	5 938	-	5 938
II. station category	2 975	-	2 975
III. station category	940	-	940
Storage of vehicles	182	43	225
Use of wagon weigh bridges (scales)	3 175	-	3 175
Use of refuelling facilities	31	-	31
Ensuring of shunting staff for passenger trains	10 184	-	10 184
Ensuring of shunting staff for freight and locomotive trains ordered within 8 days before the scheduled use of the service	6 644	-	6 644
Ensuring of shunting staff for freight and locomotive trains ordered more than 8 days before the scheduled use of the service	5 292	-	5 292
Ensuring of traction unit for passenger trains	47 772	-	47 772
Ensuring for traction unit for freight and locomotive trains	29 811	-	29 811
Ensuring of fuel traction	366	-	366
Train acceptance	5 292	-	5 292
Staff ensured for weighing	5 292	-	5 292
Exchange of axles	32 880	-	32 880
Use of bogies	57	-	57
Ensuring of traction current			
Transmitted traction current	62,5	-	62,5
System-use	18,4	-	18,4
Network loss of transmitted traction current	0,4	-	0,4
Excise tax	0,4	-	0,4
Funds under the Act on Electricity	4,1	-	4,1
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted traction current	26,6	-	26,6
System-use	7,9	-	7,9
Network loss of transmitted traction current	0,5	-	0,5
Excise tax	0,2	-	0,2
Funds under the Act on Electricity	1,8	-	1,8
Ensuring of fuel used for other than traction purposes (preheating, precooling)	401	-	401

12. Annex 6: Summing-up table of state contribution in services for the timetable period 2024/2025 for MAV Zrt

The following modifications were made:

Services			Amount of state contribution (HUF)			
Basic service	Ensuring of train path		63 494 692			
	Running of trains	Gross ton proportionate part	Passenger trains, Standard freight trains, Locomotive trains	21 672 013 171		
			Special - Freight trains of Záhony	969 547 862		
			Special - Corridor freight trains	648 891 125		
		Train km proportionate part	Passenger trains	I.	26 978 689 845	
				II.	11 950 747 278	
				III.	19 398 938 326	
			Locomotive trains	I.	1 401 490 326	
				II.	405 083 383	
				III.	295 217 420	
			Standard freight trains	I.	4 522 631 520	
				II.	1 201 326 921	
				III.	1 288 542 181	
				Special freight trains - Freight trains of Záhony	I.	371 742 532
					II.	32 148 313
	Special freight trains - Corridor freight trains	III.	2 453 164			
I.		374 194 818				
II.		17 839 859				
III.	-					
Use of catenary		9 213 316 211				
Total (basic services)			100 808 308 944			
Complex supplementary service	Use of stations by passenger trains for stopping	Station category I	5 248 349 012			
		Station category II	6 831 246 495			
		Station category III	2 583 721 002			
		Station category IV	4 419 488 804			
	Use of origin/destination stations by passenger trains	Station category I	1 844 725 587			
		Station category II	266 080 456			
		Station category III	57 115 143			
		Station category IV	2 294 070			
	Use of stations by freight trains	Station category I	3 013 853 629			
		Station category II	2 543 356 774			
Station category III		726 140 410				
Storage of vehicles		200 732 709				
Use of wagon weigh bridges (scales)		386 374 458				
Use of refuelling facilities		2 133 366 660				
Supply part of supplementary service	Ensuring of shunting staff for passenger trains		2 225 534 372			
	Ensuring of shunting staff freight and locomotive trains	ordered more than 8 days	1 909 736 545			
		ordered within 8 days	2 983 157 663			
	Ensuring of traction unit for passenger trains		80 924 973			
	Ensuring of traction unit for freight and locomotive trains		2 213 810 742			
	Ensuring of fuel for traction		-			
	Train acceptance		12 819 494			
	Staff ensured for weighing		29 369 465			
	Exchange of axles		210 930 021			
	Use of bogies		118 330 184			
Total (supplementary services)			40 041 458 670			
Additional service	Ensuring of traction current	Transmitted traction current	-			
		System-use	-			
		Network loss of transmitted traction current	-			
		Excise tax	-			
		Funds under the Act on Electricity	-			
	Ensuring of electric energy used for other than traction purposes (preheating, precooling)	Transmitted electric energy used for other than	-			
		System-use	-			
		Network loss of transmitted electric energy used for	-			
		Excise tax	-			
		Funds under the Act on Electricity	-			
Ensuring of fuel used for other than traction purposes (preheating, precooling)		-				
Total (additional services + ancillary services)			-			
TOTAL			140 849 767 614			

13. Annex 7: Letters, regarding state contribution in timetable period 2024/2025

The following modifications were made:



VEZÉRIGAZGATÓ

Berente István
ügyvezető úr részére

Iktatószám: 14090/2024/MAV

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

Tárgy: 2024/2025. menetrendi évre vonatkozó hálózat-hozzáférési díjakban figyelembe vehető állami szerepvállalás mértéke

Tisztelt Ügyvezető Úr!

A 2024/2025. menetrendi évre vonatkozó fizetendő egységár kalkulációja során az Építési és Közlekedési Minisztérium (továbbiakban: ÉKM) a csatolt KÖFÁT/1082-4/2024/VIF számú levélben szereplő kitételeket fogalmazta meg (1. számú melléklet).

Kérem, hogy a 2024/2025. menetrendi évre vonatkozó díjképzési rendszer elemeinek, a hálózat-hozzáférési díjak meghatározása során kérem, hogy a korábbi adatszolgáltatásunkban megadott teljesítmény és költségadatok változatlansága mellett az állami szerepvállalás tekintetében a 2. számú mellékletben meghatározott értékeket szíveskedjen figyelembe venni.

A MÁV Zrt. a vasúti hálózat-hozzáférési díjrendszer kereteiről, valamint a hálózat-hozzáférési díjak képzésének és alkalmazásának alapvető szabályairól szóló 58/2015. (IX. 30.) NFM rendelet 19. § (1) bekezdése értelmében a VPE Vasúti Pályakapacitás-elosztó Nonprofit Kft. által megadott formában elkészítette a pályaműködtetésre vonatkozó adatszolgáltatását, amely az utolsó lezárt üzleti év (2022.) tényadatain és a 2025. évi tervadatokon alapul. Az adatszolgáltatást levelünkkel egyidejűleg, elektronikus úton küldjük meg a VPE Vasúti Pályakapacitás-elosztó Nonprofit Kft. számára, ezzel eleget téve a 2025. évi Díjképzési Dokumentum elkészítéséhez kapcsolódó jogszabályi kötelezettségünknek.

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

E-mail: paffen.zoltan@mav.hu

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

Budapest, 2024. május

Üdvözlettel:

Elektronikusan aláírta:

Dr. Pafféri Zoltán Lajos



Dr. Pafféri Zoltán

Mellékletek:

1. számú melléklet – Az ÉKM KÖFÁT/1082-4/2024/VIF számú levele
2. számú melléklet – 2024/2025. 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.



ÉPÍTÉSI ÉS KÖZLEKEDÉSI MINISZTERIUM
KÖZLEKEDÉSÉRT FELELŐS ÁLLAMTITKÁR

Dr. Pafféri Zoltán vezérigazgató úr
részére

MÁV Magyar Államvasutak Zrt.

Budapest
Könyves Kálmán krt. 54-60.
1087

KÖFÁT/1082-4/2024/VIF

Tisztelt Vezérigazgató Úr!

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

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

- A MÁV Zrt. 2024/2025. évi energia típusú szolgáltatások nélkül vett alap- és járulékos szolgáltatásaiból származó hálózat hozzáférési díj bevétel értéke a személyszállítási, illetve az áru fuvarozási szegmens vonatkozásában a 2023/2024. menetrendi évre vonatkozó díjképzés során meghatározott teljesítményadatok figyelembe vételével, változatlan teljesítmény esetén a 2023. évi KSH fogyasztóiár-index mértékével, azaz 17,6%-kal növekedjen.
- Az állami 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 vonatk_m, mind bruttótonnak_m arányos rész) fizetendő összege legyen alacsonyabb, mint az áru fuvarozási szektor által fizetett egyéb közlekedtetési díj:
 - a záhonyi körzetbe érkező, illetve onnan induló normál nyomtávon közlekedő tehervonatok („záhonyi vonatok”);
 - a 913/2010/EU rendelet szerinti korridorokon közlekedő, korridor vonatnemben közlekedő tehervonatok („korridor vonatok”).
- Az állomás átkategorizálásból adódó változások várható hatásait is kérem figyelembe venni. A műszaki paraméterek változásából adódó átkategorizálások terheit a vállalkozó vasúti társaságok viseljék.

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

1. A makrogazdasági környezetben bekövetkező negatív irányú változások, valamint az egyre nagyobb ütemben romló pályaállapotokat is figyelembe véve, a MÁV Zrt. részére a 2023/2024. menetrendi időszak díjképzési évében megállapított állami költségtérítés összegének változatlanul hagyása mellett szükségessé válik a 2024. évi felújítási költségtérítés arányának növelése, ezért a hálózat hozzáférési díjakba bevonásra került állami szerepvállalás mértékének csökkentéséről intézkedjen az alábbiak szerint:
 - 1.1. A 2023/2024. menetrendi évben az energia típusú szolgáltatásokon kívüli alap- és járulékos szolgáltatások vonatkozásában valamennyi, a Hálózati Üzletszabályzatban meghirdetett és érintett szolgáltatás után fizetendő összeg a 2022. évi KSH fogyasztóiár-index mértékével megegyezően, azaz 14,5%-kal emelkedjen a hatályos, jelen pontban érintett szolgáltatások után fizetendő összegekhez képest.
 - 1.2. Az érintett szolgáltatásra a díjképzés során ráosztott állami szerepvállalás mértékét ennek érdekében csökkenteni szükséges, melyet - az összeg nagyságrendjére is tekintettel - jelentős mértékűnek szükséges minősíteni és így az kötelező díjfelülvizsgálatot fog eredményezni.
 - 1.3. Az 1.1 pontban meghatározott díjteher emelkedésből származó többlet díjbevitel biztosítja a 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 „ 16. „

Tisztelettel:



Nagy Balint

Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.