For the timetable period of 2016/2017

Charging Document (CD)

of

MÁV ZRT

EFFECTIVE:

from 00:00 of 11 December 2016 till 24:00 of 09 December 2017

CONTENTS

1 Introduction

Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and Joint Decree No 58/2015 (IX.30.) NFM on frameworks of the network access charging system and basic regulations of determination and implementation of network access charges (hereinafter Charging Decree) has designated the Rail Capacity Allocation Office (hereinafter VPE) as charging body as regards the charging elements to be applied by not independent Infrastructure Managers to the open access railway network.

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

Charging Body shall determine the concrete charging elements for the given timetable year on the basis of the CM II, the fact data of the last closed business year of the Infrastructure Manager, other data sources set out in the CM II, as well as on the basis of the expected amount of contribution from the State, and shall lay down in the Charging Document (hereinafter CD) the detailed calculations for the determination of the charging elements and also data used for calculations.

We pointedly call your attention to the fact that in the course of calculating charges mentioned in the CD we do not use rounding at all in order to achieve the possible most accurate calculations.

For transparency reasons, cost data demonstrated in the CD shall be rounded to thousand HUF without decimals; charging elements shall be given in HUF without decimals, percentages shall be demonstrated up to two decimals, taking into account the rules.[2]

Charging elements to be paid for the use of the open access railway network in Hungary shall be determined in integers, taking into account the rules of rounding and shall be published as it is stipulated in legal rules in force.

As a consequence of the above, when outlining the charging elements, after adding up of data contained by tables, a charge deviating in a slight degree from the amount to be paid may result. These differences come from the rounding of individual elements, they are not calculation mistakes.

[1] By CM II at the present CD we mean CM II.

[2] Exceptions from this are data demonstrated at the correction index and resulting from other data sources (one decimal)

2 General provisions

2.1 TEMPORAL SCOPE OF CD

Infrastructure Manager of the railway network shall publish charging elements determined in the CD for the 2016/2017 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 11 December of 2016.

2.2 OBJECTIVE SCOPE OF CD

Scope of this CD covers detailed calculations for the determination of charging elements that are to be paid for the use of the open access railway network in Hungary operated by MÁV Zrt, and also includes data used as a basis of calculations.

2.3 BASIS OF MODIFICATION OF THE CD

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3 Description of data used as a basis of CD

3.1 RESPONSIBILITY FOR PROVIDING DATA

The Infrastructure Manager is fully responsible for the accuracy of provided data and for the compliance of their content. VPE is responsible for the calculation of charging elements carried out on the basis of data provided by the Infrastructure Manager in compliance with methodology set out in CM II and in observance of legal rules in force.

3.2 COSTS

Justified revenues, costs and expenditures (hereinafter justified costs) relating to certain services shall be distinguished in compliance with CM II according to the direct, the direct distributable and the indirect cost units. In case of direct costs and direct costs to be distributed, there is now a more specific subdivision as you can see below.

Direct cots

Items that can unambiguously and directly be assigned to certain services can be labelled as direct costs, which have been divided into fixed and variable cost components in case of basic services, access part of supplementary services and access part of complex supplementary services.

Values of direct costs of the Infrastructure Manager for 2017. timetable year assigned to each service can be seen in Annex 1, furthermore, these values will also be demonstrated in the text of the CD among costs related to the relevant services.

Direct costs to be distributed

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

Values of direct costs to be distributed of the Infrastructure Manager for the 2017. timetable year divided on the basis of Annex 3 of CM II can be seen in Annex 1. Furthermore, they will also be demonstrated in the text of the CD among costs related to certain services.

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

Indirect costs

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

Values of indirect costs for 2017. timetable year assigned to services of the Infrastructure Manager can be seen in Annex 1; furthermore, they are also demonstrated in the text at costs linked to certain services.

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

Summing-up of costs for the 2017. timetable year can be seen in the following tables.

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

	thousand HUF	%
Direct costs	77 991 238	45.93%
Direct costs to be distributed	75 037 757	44.19%
Indirect costs	16 763 986	9.87%
Total cost	169 792 982	100.00%

Basic services	**thousand HUF**	**%**
Variable costs	25 995 062	33.39%
Fixed costs	42 241 144	54.25%
Indirect costs	9 620 566	12.36%
Total cost	77 856 772	100%

Supplementary services	**thousand HUF**	**%**
Variable costs	14 489 158	20.82%
Fixed costs	20 432 956	29.36%
Supply part of costs	27 532 716	39.56%
Indirect costs	7 138 644	10.26%
Total cost	69 593 475	100%

Additional services	**thousand HUF**	**%**
Direct costs	22 304 089	100%
Direct costs to be distributed	0	0
Indirect costs	0	0
Total cost	22 304 089	100%

Ancillary services	thousand HUF	%
Direct costs	33 070	85.57%
Direct costs to be distributed	800	2.07%
Indirect costs	4 775	12.36%
Total cost	38 645	100%

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

	thousand HUF	%
Basic services	77 856 772	45.85%
Supplementary services	69 593 475	40.99%
Additional services	22 304 089	13.14%
Ancillary servises	38 645	0.02%
Total cost	169 792 982	100%

3.3 BUSINESS PLAN

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

Under point 4.5 of the CM II, determination of values to be expected in the year of charge shall be carried out on the basis of values involved in the business plan of the Infrastructure Manager. MÁV Zrt requested that plan figures defined in its business plan for 2017 should be the basis of the fee calculation. Business plan of MÁV for 2017 can be found in Annex 2.

3.4 PERFORMANCE INDICATORS

As part of data supply, MÁV Zrt has made values of performance indicators of 2014. and 2017. timetable year available.

Values of performance indicators of MÁV Zrt for 2014. and 2017. timetable year can be seen in Annex 3.

3.5 'IN-KIND PERFORMANCES'

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

In order to distribute costs assigned to certain services in proportion to the chosen 'in-kind performance'. it is required to introduce such a projection equivalent that occur at several

services which can be measured in different natural measure units, and is proportional to the amount of expenditures linked to the service.

CM II uses the number of use of track route as projection equivalent in case of access part of services. Specification of projection equivalents for MÁV Zrt can be found in Annex 2/B to CM II.

Determination of values of in-kind performances for 2017. timetable year were carried out in line with performance indicators set out in Annex 2/B to CM II.

Tables of in-kind performances contain the number of the use of track route related to distinct services. Values of in-kind performances of the Infrastructure Manager for 2014. and for 2017. timetable year, can be found in Annex 4.

3.6 APPLIED MARK-UPS

In accordance with Article 67/B (2) of the Railway Act, charges to be paid for basic services and acces to service facilities can not exceed the costs directly incurred as a result of operating the train service.

In accordance with the Decree on Charging Paragraph 5 costs directly incurred as a result of operating the train service which are the basis of the charges to be paid for basic services and acces to service facilities (access part of supplementary services and complex services containing such elements) can not contain such costs which the infrastructure manager has to bear even in those cases if the services are not used by the applicants (fixed and indirect costs).In order that network access charges to be paid and to be accounted should cover the justified costs of the Infrastructure Managers, in compliance with Article 67/E (1) of Railway Act a general mark-up may be determined falling on these services.

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

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

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

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

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

3.7 DISCOUNTS

Point 2.1.2.3 of CM II describes the discounts that can be provided by the Infrastructure Managers. Discounts were not applied in the course of preparation of this CD.

3.8 AMOUNT OF STATE CONTRIBUTION

Based on the letter of No. 53741/2015/MÁV sent by MÁV, the amount of state subsidy that can be taken into account in the charging process is as follows:

- regarding basic services: 28,699 Mrd Ft
- regarding supplementary services: 15,476 Mrd Ft.

Based on the referred letter in case of the freight sector, to conduce a more effective utilization of shunting staff, the amount to be paid for requests submitted previously have been fixed on a lower price.

Due to the development of Záhony area in the course of state contribution's distribution, the arriving and departing freight trains to/from Záhony area, which run on normal gauge have higher contribution. Freight trains that do not exceed 80 chargeable km and 1000 gross ton weight (segment trains of single vagon load system as well) also received significant financial support from an environmentally friendly point of view to encourage their impressment. The charging elements of the mentioned two freight categories hereinafter demonstrated in the CD as special freight trains.

The letter on the distribution of state contribution is listed in Annex 6.

The distribution of the amount of state subsidy between different services can be seen in Annex 7 and the charges created after the distribution are included in Annex 5.

3.9 SEGMENT ANALYSIS

Based on the Article 67/E (2) of the Railway Act, no market segment can be excluded from the railway infrastructure because of the volume of the network access charge set in the Network Statement as long as they can pay at least the direct costs incurred directly from providing the service and the rate of return that the market can bear.
The rate of return can be presented in the form of mark-up in the amount to be paid if the market segments can pay it based on the segment analysis.
In the segment analysis, have to be analysed in the Article 67/E (4) and the relevant ones among those included in the Decree on Charging Paragraph 9 Section (4). Segment analysis for timetable period of 2016/2017 timetable period concluded that all the segments are able to pay the mark-up related to basic services, access part of supplementary services and complex supplementary services.
List of examined segments is included in Annex 6.1.3 of the Network Statement. In compliance with paragraph 67/E (5) of the Railway Act, this segment list is valid for 5 years.

Trains of the single wagon load segment received priority support from state contribution determined for the 2016/2017 timetable period. State contribution that has been assigned to the train kilometer-based part of the service "Running of trains" used by these special freight trains is higher than that of any other freight trains, thus lower fees and surcharges have been determined. Values of imposed charges and surcharges shall be described with the relevant service.

3.10 MODE OF CALCULATION OF CHARGING ELEMENTS

Determination of charges relating to services in accordance with relevant provisions of CM II is as follows (based on this formula):

Basic services and access part of supplementary services:

$$\frac{\text{Variable cost component of direct costs + variable cost component of direct costs to be distributed}}{\text{performance relating to the service}} = \text{charge}$$

Complex supplementary services:

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

Supply part of supplementary service, additional and ancillary service:

$$\frac{\text{direct costs + direct costs to be distributed + indirect costs}}{\text{performance relating to the service}} = \text{charge}$$

In accordance with provisions of point 3.6, fixed and indirect costs falling on basic services as well as on access part of supplementary services will be demonstrated as mark-ups. Mark-ups will be calculated on the basis of the following formula:

Alapszolgáltatások és hozzáférés jellegű járulékos szolgáltatások:

$$\frac{\text{közvetlen költségek állandó költségrésze + megosztandó költségek állandó költségrésze + közvetett költségek}}{\text{szolgáltatáshoz kapcsolódó teljesítmény}} = \text{felár}$$

Basic services and access part of supplementary services:

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

Complex supplementary services:

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

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

$$\frac{\text{Volume of state subsidy broken down to services}}{\text{performance of services}} = \text{state subsidy}$$

3.11 ETCS FEE

ETCS fee shall be determined apart from the other charging elements. Considering that the aim of the ETCS fee is that traction units should be equipped with ETCS devices, so determination of the fee has not been carried out on cost-base. For the determination of ETCS fee, VPE has sent a questionnaire to the Railway Undertakings, and also, under paragraph 15 of the Decree on charging, with the cooperation of Infrastructure Managers, VPE has harmonised ETCS fee with RUs within a personal consultation. Taking account of the answers to the questionnaire and remarks in the personal consultation, the following ETCS fees shall be introduced for the 2016/2017 timetable year:

ETCS bonus fee: 13 HUF/train km
ETCS malus fee: 1 Ft/train km
Rules of use of ETCS fees can be found in Chapter 6.4.4 of the Network Statement.

4 Charging elements of services provided to Railway Undertakings by MÁV Zrt

4.1 BASIC SERVICES

4.1.1 Ensuring of train path

Costs taken into account when determining the charge

Invoiced costs of VPE from direct costs of the service „ensuring of train path" have been determined individually. In compliance with Article 5 paragraph (1) of the governmental decree No 268/2009 (XII.1.)Korm on legal relationship between the rail capacity allocation body and non-independent rail Infrastructure Managers, as of 1 January 2011, the fee to be paid to VPE may not exceed the amount of HUF 650 million that has been divided to MÁV Zrt and GYSEV Zrt in proportion of total cost (without taking energy into consideration) involved in the calculation of charging elements.

Table 3 : Ensuring of train path – summing-up of costs

Ensuring of train path	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	126 931
Variable cost component of direct costs to be distributed	0
Fixed cost component of direct costs	668 138
Fixed cost component of direct costs to be distributed	37 866
Indirect costs	117 435
Total cost	950 369

Performance indicator relating to the charge

Table 4 **: Ensuring of train path – performance**

Ensuring of train path	**Performance in 2017**
Ensuring of train path performance / train km	101 992 698

Determination of amount to be paid

Table 5 **: Ensuring of train path – determination of the amount to be paid**

Ensuring of train path	**HUF**
1. Amount of charge	1
2. Amount of mark-up	8
3. Amount of discount	0
4. Amount fo state contribution	1
Amount to be paid (1 + 2 - 3 - 4)	8

On the basis of the table above, amount to be paid by the user of the service comes to **HUF 8 HUF / train km.**

4.1.2 Running of trains

Costs taken into account when determining the charge

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

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

Gross ton km proportionate part for running of trains

Gross ton km proportionate part for running of trains is the same in any track section categories (I-III) for freight, passenger and loco trains carrying out gross ton km performance.

Table 6 **: Gross ton km proportionate part of running of trains - summing-up of costs**

Running of trains - Gross ton km proportionate part	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	10 274 411
Variable cost component of direct costs to be distributed	3 105 993
Fixed cost component of direct costs	3 387 863
Fixed cost component of direct costs to be distributed	1 981 149
Indirect costs	2 643 465
Total cost	21 392 881

Performance indicator relating to the charge

Table 7 **: Gross ton km proportionate part of running of trains - performance**

Running of trains – Gross ton proportionate part	**Performance in 2017**
Gross ton km performance/gross ton	38 483 175 451

Determination of the amount to be paid

Table 8 **: Gross ton km proportionate part of running of trains - determination of the amount to be paid - standard trains**

Running of trains – Gross ton proportionate part – standard trains	**HUF**
1. Amount of charge	0,35
2. Amount of mark-up	0,21
3. Amount of discount	0,00
4. Amount fo state contribution	0,32
Amount to be paid (1 + 2 - 3 - 4)	0,24

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 0.24 / gross ton km.

Determination of the amount to be paid – special freight trains

Table 9 **: Gross ton km proportionate part of running of trains - determination of the amount to be paid - special freight trains**

Running of trains – Gross ton proportionate part – special freight trains	**HUF**
1. Amount of charge	0,35
2. Amount of mark-up	0,21
3. Amount of discount	0,00
4. Amount fo state contribution	0,35
Amount to be paid (1 + 2 - 3 - 4)	0,21

For special freight trains, on the basis of the table above, amount to be paid by the user of the service comes to:

HUF 0.21 / gross ton km.

Train km proportionate part of running of trains

- **Freight trains on track section category I**

Costs taken into account when determining the charge

Table 10: **Train km proportionate part of running of trains, freight trains on track section category I - summing-up of costs**

Running of trains, train km proportionate part, Freight trains, track section category I	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	227 684
Variable cost component of direct costs to be distributed	1 037 173
Fixed cost component of direct costs	1 082 502
Fixed cost component of direct costs to be distributed	3 486 498
Indirect costs	822 511
Total cost	6 656 367

Performance indicator relating to the charge

Table 11: **Train km proportionate part of running of trains, freight trains on track section category I - performance**

Running of trains, train km proportionate part, Freight trains, track section category I	**Performance in 2017**
Train km performance / train km	13 861 356

Determination of the amount to be paid – standard freight trains

Table 12: **Train km proportionate part of running of trains, freight trains on track section category I - determination of the amount to be paid - standard freight trains**

Running of trains, train km proportionate part, Freight trains, track section category I - Standard freight trains	**HUF**
1. Amount of charge	91
2. Amount of mark-up	389
3. Amount of discount	0
4. Amount fo state contribution	68
Amount to be paid (1 + 2 - 3 - 4)	412

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 412 / train km.

Determination of the amount to be paid – special freight trains

Table 13: **Train km proportionate part of running of trains, freight trains on track section category I - determination of the amount to be paid - special freight trains**

Running of trains, train km proportionate part, Freight trains, track section category I - Special freight trains	**HUF**
1. Amount of charge	91
2. Amount of mark-up	389
3. Amount of discount	0
4. Amount fo state contribution	109
Amount to be paid (1 + 2 - 3 - 4)	371

For special freight trains, on the basis of the table above, amount to be paid by the user of the service comes to:

HUF 371 / train km.

- **Freight trains on track section category II**

Costs taken into account when determining the charge

Table 14: **Train km proportionate part of running of trains, freight trains on track section category II - summing up of costs**

Running of trains, train km proportionate part, Freight trains, track section category II	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	118 380
Variable cost component of direct costs to be distributed	147 704
Fixed cost component of direct costs	257 957
Fixed cost component of direct costs to be distributed	496 512
Indirect costs	143 887
Total cost	1 164 439

Performance indicator relating to the charge

Table 15: **Train km proportionate part of running of trains, freight trains on track section category II - performance**

Running of trains, train km proportionate part, Freight trains, track section category II	**Performance in 2017**
Train km performance / train km	2 644 285

Determination of the amount to be paid – standard freight trains

Table 16: **Train km proportionate part of running of trains, freight trains on track section category II - determination of the amount to be paid - Standard freight trains**

Running of trains - train km proportionate part, Freight trains, track section category II - standard freight trains	**HUF**
1. Amount of charge	101
2. Amount of mark-up	340
3. Amount of discount	0
4. Amount fo state contribution	60
Amount to be paid (1 + 2 - 3 - 4)	381

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 381 / train km.

Determination of the amount to be paid – special freight trains

Table 17: **Train km proportionate part of running of trains, freight trains on track section category II - determination of the amount to be paid - special freight trains**

Running of trains - train km proportionate part, Freight trains, track section category II - special freight trains	**HUF**
1. Amount of charge	101
2. Amount of mark-up	340
3. Amount of discount	0
4. Amount fo state contribution	98
Amount to be paid (1 + 2 - 3 - 4)	343

For special freight trains, on the basis of the table above, amount to be paid by the user of the service comes to:

HUF 343 / train km.

- **Freight trains on track section category III**

Costs taken into account when determining the charge

Table 18: **Train km proportionate part of running of trains, freight trains on track section category III - summing-up of costs**

Running of trains, train km proportionate part, Freight trains, track section category III	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	140 408
Variable cost component of direct costs to be distributed	62 397
Fixed cost component of direct costs	345 523
Fixed cost component of direct costs to be distributed	209 750
Indirect costs	106 881
Total cost	864 960

Performance indicator relating to the charge

Table 19: **Train km proportionate part of running of trains, freight trains on track section category III -performance**

Running of trains, train km proprotionate part, freight trains, track section cat. III	**Performance in 2017**
Train km performance / train km	685 988

Determination of the amount to be paid

Table 20: **Train km proportionate part of running of trains, freight trains on track section category III -determination of the amount to be paid - standard freight trains**

Running of trains - train km proportionate part, Freight trains, track section category III - standard freight trains	**HUF**
1. Amount of charge	296
2. Amount of mark-up	965
3. Amount of discount	0
4. Amount fo state contribution	1 056
Amount to be paid (1 + 2 - 3 - 4)	205

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 205 / train km.

Determination of the amount to be paid

Table 21: **Train km proportionate part of running of trains, freight trains on track section category III -determination of the amount to be paid – special freight trains**

Running of trains – train km proportionate part, Freight trains, track section category III – special freight trains	**HUF**
1. Amount of charge	296
2. Amount of mark-up	965
3. Amount of discount	0
4. Amount fo state contribution	1 076
Amount to be paid (1 + 2 - 3 - 4)	185

For special freight trains, on the basis of the table above, amount to be paid by the user of the service comes to: **HUF 185 / train km**.

- **Passenger trains on track section category I**

Costs taken into account when determining the charge

Table 22: **Train km proportionate part of running of trains, passenger trains on track section category I - summing-up of costs**

Running of trains, train km proportionate part, passenger trains / train section category I	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	997 225
Variable cost component of direct costs to be distributed	3 860 880
Fixed cost component of direct costs	2 506 671
Fixed cost component of direct costs to be distributed	12 978 499
Indirect costs	2 868 181
Total cost	23 211 455

Performance indicator relating to the charge

Table 23: **Train km proportionate part of running of trains, passenger trains on track section category I - performance**

Running of trains, traind km proportionate part, passenger trains track section category I	**Performance in 2017**
Train km performance / train km	50 767 255

Determination of the amount to be paid

Table 24: **Train km proportionate part of running of trains, passenger trains on track section category I - determintion of the amount to be paid**

Running of trains, train km proportionate part, passenger trains/ track section category I	**HUF**
1. Amount of charge	96
2. Amount of mark-up	362
3. Amount of discount	0
4. Amount fo state contribution	72
Amount to be paid (1 + 2 - 3 - 4)	386

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 386 / train km.

- **Passenger trains on track section category II**

Costs taken into account when determining the charge

Table 25: **Train km proportionate part of running of trains, passenger trains on track section category II – summing -up of costs**

Running of trains, train km proportionate part, passenger trains / train section category II	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	
	576 547
Variable cost component of direct costs to be distributed	1 494 551
Fixed cost component of direct costs	669 195
Fixed cost component of direct costs to be distributed	5 023 990
Indirect costs	1 094 680
Total cost	8 858 963

Performance indicator relating to the charge

Table 26: **Train km proportionate part of running of trains, passenger trains on track section category II – performance**

Running of trains, train km proportionate part, passenger trains / train section category II	**Performance in 2017**
Train km performance / train km	15 396 109

Determination of the amount to be paid

Table 27: **Train km proportionate part of running of trains, passenger trains on track section category II – determination of the amount to be paid**

Running of trains, train km proportionate part, passenger trains / train section category II	**HUF**
1. Amount of charge	135
2. Amount of mark-up	441
3. Amount of discount	0
4. Amount fo state contribution	238
Amount to be paid (1 + 2 - 3 - 4)	338

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 338 / train km.

- **Passenger trains on track section category III**

Costs taken into account when determining the charge

Table 28: **Train km proportionate part of running of trains, passenger trains on track section category III - summing-up of costs**

Running of trains, train km proportionate part, passenger trains / train section category III	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	694 127
Variable cost component of direct costs to be distributed	907 905
Fixed cost component of direct costs	1 033 000
Fixed cost component of direct costs to be distributed	3 051 958
Indirect costs	801 804
Total cost	6 488 793

Performance indicator relating to the charge

Table 29: **Train km proportionate part of running of trains, passenger trains on track section category III - performance**

Running of trains, train km proportionate part, passenger trains / train section category III	**Performance in 2017**
Train km performance / train km	14 259 615

Determination of the amount to be paid

Table 30: **Train km proportionate part of running of trains, passenger trains on track section category III - determination of the amount to be paid**

Running of trains - train km proportionate part, passenger trains/ track section category III	**HUF**
1. Amount of charge	112
2. Amount of mark-up	343
3. Amount of discount	0
4. Amount fo state contribution	328
Amount to be paid (1 + 2 - 3 - 4)	127

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 127 / train km**.

- **Loco trains on track section category I**

Costs taken into account when determining the charge

Table 31: **Train km proportionate part of running of trains, loco trains, on track section category I - summing-up of costs**

Running of trains, train km proportionate part, Loco trains, track section category I	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	54 114
Variable cost component of direct costs to be distributed	473 430
Fixed cost component of direct costs	133 522
Fixed cost component of direct costs to be distributed	1 591 453
Indirect costs	317 581
Total cost	2 570 101

Performance indicator relating to the charge

Table 32: **Train km proportionate part of running of trains, loco trains, on track section category I - performance**

Running of trains, train km proportionate part, Loco trains, track section category I	**Performance in 2017**
Train km performance / train km	3 342 521

Determination of the amount to be paid

Table 33: **Train km proportionate part of running of trains, loco trains, on track section category I - determination of the amount to be paid**

Running of trains, train km proportionate part, Loco trains, track section category I	**HUF**
1. Amount of charge	158
2. Amount of mark-up	611
3. Amount of discount	0
4. Amount fo state contribution	393
Amount to be paid (1 + 2 - 3 - 4)	376

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 376 / train km**.

- **Loco trains on track section category II**

Costs taken into account when determining the charge

Table 34: **Train km proportionate part of running of trains, loco trains, on track section category II - summing-up of costs**

Running of trains, train km proportionate part, Loco trains, track section category II	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	32 074
Variable cost component of direct costs to be distributed	95 050
Fixed cost component of direct costs	37 982
Fixed cost component of direct costs to be distributed	319 514
Indirect costs	68 326
Total cost	552 946

Performance indicator relating to the charge

Table 35: **Train km proportionate part of running of trains, loco trains, on track section category II - performance**

Running of trains, train km proportionate part, Loco trains, track section category II	**Performance in 2017**
Train km performance / train km	739 351

Determination of the amount to be paid

Table 36: **Train km proportionate part of running of trains, loco trains, on track section category II - determination of the amount to be paid**

Running of trains, train km proportionate part, Loco trains, track section category II	**HUF**
1. Amount of charge	172
2. Amount of mark-up	576
3. Amount of discount	0
4. Amount fo state contribution	376
Amount to be paid (1 + 2 - 3 - 4)	372

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 372 / train km.

- **Loco trains on track section category III**

Costs taken into account when determining the charge

Table 37: **Train km proportionate part of running of trains, loco trains, on track section category III - summing-up of costs**

Running of trains, train km proportionate part, Loco trains, track section category III	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	35 341
Variable cost component of direct costs to be distributed	30 012
Fixed cost component of direct costs	49 279
Fixed cost component of direct costs to be distributed	100 886
Indirect costs	30 386
Total cost	245 903

Performance indicator relating to the charge

Table 38: **Train km proportionate part of running of trains, loco trains, on track section category III - performance**

Running of trains, train km proportionate part, Loco trains, track section category III	**Performance in 2017**
Train km performance / train km	296 217

Determination of the amount to be paid

Table 39: **Train km proportionate part of running of trains, loco trains, on track section category III - determination of the amount to be paid**

Running of trains, train km proportionate part, Loco trains, track section category III	**HUF**
1. Amount of charge	221
2. Amount of mark-up	610
3. Amount of discount	0
4. Amount fo state contribution	463
Amount to be paid (1 + 2 - 3 - 4)	368

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 368 / train km.

4.1.3 Use of catenary

Costs taken into account when determining the charge

Table 40: **Use of catenary – summing-up of costs**

Use of catenary	Costs in 2017 (thousand HUF)
Variable cost component of direct costs	1 502 728
Variable cost component of direct costs to be distributed	0
Fixed cost component of direct costs	2 689 956
Fixed cost component of direct costs to be distributed	101 480
Indirect costs	605 431
Total cost	4 899 595

Performance indicator relating to the charge

Table 41: **Use of catenary – performance**

Use of catenary	Performance in 2017
Use of catenary performance / electic train km	71 318 993

Determination of the amount to be paid

Table 42: **Use of catenary – determination of the amount to be paid**

Use of catenary	HUF
1. Amount of charge	21
2. Amount of mark-up	48
3. Amount of discount	0
4. Amount fo state contribution	11
Amount to be paid (1 + 2 - 3 - 4)	58

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 58 / electric train km.**

4.2 Supplementary Services

4.2.1 Use of stations by passenger trains for stopping

- **Station of category I**

Costs taken into account when determining the charge

Table 43: **Use of stations by passenger trains for stopping, Station category I – summing-up of costs**

Use of stations by passenger trains for stopping, station category I - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	155 613
Variable cost component of direct costs to be distributed	2 759 091
Fixed cost component of direct costs	155 309
Fixed cost component of direct costs to be distributed	4 084 354
Indirect costs	1 008 688
Total cost	8 163 055

Use of stations by passenger trains for stopping, station category I - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	2 441 739
Direct costs to be distributed	150 684
Indirect cost	365 504
Total cost	2 957 927

Performance indicator relating to the charge

Table 44: **Use of stations by passenger trains for stopping, station category I - performance**

Use of stations by passenger trains for stopping, station category I	**Performance in 2017**
Use of stations by passenger trains for stopping performance / use of stations for stopping	3 099 744

Determination of the amount to be paid

Table 45: **Use of stations by passenger trains for stopping, station category I – determination of the amount to be paid**

Use of stations by passenger trains for stopping, station category I	**HUF**
1. Amount of charge	1 895
2. Amount of mark-up	1 693
3. Amount of discount	0
4. Amount fo state contribution	319
Amount to be paid (1 + 2 - 3 - 4)	3 269

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 3 269 / station use.

- **Station of category II**

Costs taken into account when determining the charge

Table 46: **Use of stations by passenger trains for stopping, Station category II – summing-up of costs**

Use of stations by passenger trains for stopping, station category II - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	135 153
Variable cost component of direct costs to be distributed	5 201 751
Fixed cost component of direct costs	134 933
Fixed cost component of direct costs to be distributed	7 700 287
Indirect costs	1 857 127
Total cost	15 029 251

Use of stations by passenger trains for stopping, station category II - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	1 660 717
Direct costs to be distributed	284 087
Indirect cost	274 196
Total cost	2 219 000

Performance indicator relating to the charge

Table 47: **Use of stations by passenger trains for stopping, Station category II – performance**

Use of stations by passenger trains for stopping, station category II	**Performance in 2017**
Use of stations by passenger trains for stopping performance / use of stations for stopping	5 843 988

Determination of the amount to be paid

Table 48: **Use of stations by passenger trains for stopping, Station category II – determintation of the amount to be paid**

Use of stations by passenger trains for stopping, station category II	**HUF**
1. Amount of charge	1 293
2. Amount of mark-up	1 659
3. Amount of discount	0
4. Amount fo state contribution	211
Amount to be paid (1 + 2 - 3 - 4)	2 740

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 2 740 / station use**.

- **Station of category III**

Costs taken into account when determining the charge

Table 49: **Use of stations by passenger trains for stopping, Station category III – summing-up of costs**

Use of stations by passenger trains for stopping, station category III - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	6 091
Variable cost component of direct costs to be distributed	1 719 684
Fixed cost component of direct costs	6 012
Fixed cost component of direct costs to be distributed	2 545 692
Indirect costs	603 078
Total cost	4 880 557

Use of stations by passenger trains for stopping, station category III - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	186 459
Direct costs to be distributed	93 918
Indirect cost	39 530
Total cost	319 907

Performance indicator relating to the charge

Table 50: **Use of stations by passenger trains for stopping, Station category III – performance**

Use of stations by passenger trains for stopping, station category III	**Performance in 2017**
Use of stations by passenger trains for stopping performance / use of stations for stopping	1 932 005

Determination of the amount to be paid

Table 51: **Use of stations by passenger trains for stopping, Station category III – determintation of the amount to be paid**

Use of stations by passenger trains for stopping, station category III	**HUF**
1. Amount of charge	1 059
2. Amount of mark-up	1 633
3. Amount of discount	0
4. Amount fo state contribution	793
Amount to be paid (1 + 2 - 3 - 4)	1 899

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 1 899 / station use.

- **Station of category IV**

Costs taken into account when determining the charge

Table 52: **Use of stations by passenger trains for stopping, Station category IV – summing-up of costs**

Use of stations by passenger trains for stopping, station category IV - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	1 633
Variable cost component of direct costs to be distributed	1 637 835
Fixed cost component of direct costs	1 590
Fixed cost component of direct costs to be distributed	2 424 530
Indirect costs	573 204
Total cost	4 638 792

Use of stations by passenger trains for stopping, station category IV - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	112 910
Direct costs to be distributed	89 448
Indirect cost	28 530
Total cost	230 889

Performance indicator relating to the charge

Table 53: **Use of stations by passenger trains for stopping, Station category IV – performance**

Use of stations by passenger trains for stopping, station category IV	**Performance in 2017**
Use of stations by passenger trains for stopping performance / use of stations for stopping	1 840 051

Determination of the amount to be paid

Table 54: **Use of stations by passenger trains for stopping, Station category IV – determintation of the amount to be paid**

Use of stations by passenger trains for stopping, station category IV	**HUF**
1. Amount of charge	1 016
2. Amount of mark-up	1 630
3. Amount of discount	0
4. Amount fo state contribution	946
Amount to be paid (1 + 2 - 3 - 4)	1 700

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 1 700 / station use**.

4.2.2 Use of origin/destination stations by passenger trains

- **Station of category I**

Costs taken into account when determining the charge

Table 55: **Use of origin/destination stations by passenger trains, Station category I – summing-up of costs**

Use of origin/destination stations by passenger trains, Station category I - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	420 062
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	685 105
Indirect costs	155 817
Total cost	1 260 983

Use of origin/destination stations by passenger trains, Station category I - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	74 660
Direct costs to be distributed	27 705
Indirect cost	14 432
Total cost	116 796

Performance indicator relating to the charge

Table 56: **Use of origin/destination stations by passenger trains, Station category I – performance**

Use of origin/destination stations by passenger trains, Station category I	**Performance in 2017**
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	569 915

Determination of the amount to be paid

Table 57: **Use of origin/destination stations by passenger trains, Station category I – determination of the amount to be paid**

Use of origin/destination stations by passenger trains, Station category I	**HUF**
1. Amount of charge	942
2. Amount of mark-up	1 476
3. Amount of discount	0
4. Amount fo state contribution	148
Amount to be paid (1 + 2 - 3 - 4)	2 270

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 2 270 / station use**.

- **Station of category II**

Costs taken into account when determining the charge

Table 58: **Use of origin/destination stations by passenger trains, Station category II – summing-up of costs**

Use of origin/destination stations by passenger trains, Station category II - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	133 491
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	217 718
Indirect costs	49 517
Total cost	400 725

Use of origin/destination stations by passenger trains, Station category II - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	32 528
Direct costs to be distributed	8 804
Indirect cost	5 827
Total cost	47 159

Performance indicator relating to the charge

Table 59: **Use of origin/destination stations by passenger trains, Station category II – performance**

Use of origin/destination stations by passenger trains, Station category II	**Performance in 2017**
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	181 112

Determination of the amount to be paid

Table 60: **Use of origin/destination stations by passenger trains, Station category II - determination of the amount to be paid**

Use of origin/destination stations by passenger trains, Station category II	HUF
1. Amount of charge	997
2. Amount of mark-up	1 476
3. Amount of discount	0
4. Amount fo state contribution	663
Amount to be paid (1 + 2 - 3 - 4)	1 810

On the basis of the table above, charge to be paid by the user of the service comes to:

HUF 1 810 / station use.

- **Station of category III**

Costs taken into account when determining the charge

Table 61: **Use of origin/destination stations by passenger trains, Station category III - summing-up of costs**

Use of origin/destination stations by passenger trains, Station category III - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	8 291
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	13 522
Indirect costs	3 075
Total cost	24 889

Use of origin/destination stations by passenger trains, Station category III - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	2 413
Direct costs to be distributed	547
Indirect cost	417
Total cost	3 377

Performance indicator relating to the charge

Table 62: **Use of origin/destination stations by passenger trains, Station category III - performance**

Use of origin/destination stations by passenger trains, Station category III	**Performance in 2017**
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	11 249

Determination of the amount to be paid

Table 63: **Use of origin/destination stations by passenger trains, Station category III - determination of the amount to be paid**

Use of origin/destination stations by passenger trains, Station category III	**HUF**
1. Amount of charge	1 037
2. Amount of mark-up	1 476
3. Amount of discount	0
4. Amount fo state contribution	1 608
Amount to be paid (1 + 2 - 3 - 4)	905

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 905/ station use**.

- **Station of category IV**

Costs taken into account when determining the charge

Table 64: **Use of origin/destination stations by passenger trains, Station category IV – summing-up of costs**

Use of origin/destination stations by passenger trains, Station category IV - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	1 017
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	1 658
Indirect costs	377
Total cost	3 052

Use of origin/destination stations by passenger trains, Station category IV - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	3 346
Direct costs to be distributed	67
Indirect cost	481
Total cost	3 894

Performance indicator relating to the charge

Table 65: **Use of origin/destination stations by passenger trains, Station category IV – performance**

Use of origin/destination stations by passenger trains, Station category IV	**Performance in 2017**
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	1 380

Determination of the amount to be paid

Table 66: **Use of origin/destination stations by passenger trains, Station category IV – determination of the amount to be paid**

Use of origin/destination stations by passenger trains, Station category IV	**HUF**
1. Amount of charge	3 560
2. Amount of mark-up	1 476
3. Amount of discount	0
4. Amount fo state contribution	4131
Amount to be paid (1 + 2 - 3 - 4)	905

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 905 / station use**.

4.2.3 Use of stations by freight trains

- **Station of category I**

Costs taken into account when determining the charge

Table 67: **Use of stations by freight trains, Station category I – summing-up of costs**

Use of stations by freight trains, Station category I - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	181 405
Variable cost component of direct costs to be distributed	787 582
Fixed cost component of direct costs	142 225
Fixed cost component of direct costs to be distributed	842 365
Indirect costs	275 433
Total cost	2 229 011

Use of stations by freight trains, Station category I - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	241 318
Direct costs to be distributed	30 008
Indirect cost	38 254
Total cost	309 580

Performance indicator relating to the charge

Table 68: **Use of stations by freight trains, Station category I – performance**

Use of stations by freight trains, Station category I	**Performance in 2017**
Use of stations by freight trains performance / use of stations	123 458

Determination of the amount to be paid

Table 69: **Use of stations by freight trains, Station category I – determintion of the amount to be paid**

Use of stations by freight trains, Station category I	**HUF**
1. Amount of charge	10 356
2. Amount of mark-up	10 206
3. Amount of discount	0
4. Amount fo state contribution	16 059
Amount to be paid (1 + 2 - 3 - 4)	4 503

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 4 503 / station use.

- **Station category II**

Costs taken into account when determining the charge

Table 70: **Use of stations by freight trains, Station category II – summing-up of costs összefoglalása**

Use of stations by freight trains, Station category II - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	74 525
Variable cost component of direct costs to be distributed	759 669
Fixed cost component of direct costs	72 950
Fixed cost component of direct costs to be distributed	812 510
Indirect costs	242 452
Total cost	1 962 105

Use of stations by freight trains, Station category II - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	604 600
Direct costs to be distributed	28 944
Indirect cost	89 323
Total cost	722 867

Performance indicator relating to the charge

Table 71: **Use of stations by freight trains, Station category II – performance**

Use of stations by freight trains, Station category II	**Performance in 2017**
Use of stations by freight trains performance / use of stations	119 083

Determination of the charge to be paid

Table 72: **Use of stations by freight trains, Station category II – determination of the charge**

Use of stations by freight trains, Station category II	**HUF**
1. Amount of charge	13 075
2. Amount of mark-up	9 472
3. Amount of discount	0
4. Amount fo state contribution	20 294
Amount to be paid (1 + 2 - 3 - 4)	2 253

On the basis of the table above, charge to be paid by the user of the service comes to:

HUF 2 253 / station use.

- **Station of category III**

Costs taken into account when determining the charge

Table 73: **Use of stations by freight trains, Station category III – summing-up of costs**

Use of stations by freight trains, Station category III - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	73 614
Variable cost component of direct costs to be distributed	217 439
Fixed cost component of direct costs	26 479
Fixed cost component of direct costs to be distributed	232 564
Indirect costs	77 558
Total cost	627 654

Use of stations by freight trains, Station category III - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	252 122
Direct costs to be distributed	8 285
Indirect cost	36 715
Total cost	297 121

Performance indicator relating to the charge

Table 74: **Use of stations by freight trains, Station category III – performance**

Use of stations by freight trains, Station category III	**Performance in 2017**
Use of stations by freight trains performance / use of stations	34 085

Determination of the amount to be paid

Table 75: **Use of stations by freight trains, Station category III – determination of the amount to be paid**

Use of stations by freight trains, Station category III	**HUF**
1. Amount of charge	17 256
2. Amount of mark-up	9 875
3. Amount of discount	0
4. Amount fo state contribution	26 433
Amount to be paid (1 + 2 - 3 - 4)	698

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 698 / station use**.

4.2.4 Storage of vehicles

Costs taken into account when determining the charge

Table 76: **Storage of vehicles – summing-up of costs**

Storage of vehicles	Costs in 2017 (thousand HUF)
Variable cost component of direct costs	94 225
Variable cost component of direct costs to be distributed	11 953
Fixed cost component of direct costs	135 876
Fixed cost component of direct costs to be distributed	20 283
Indirect costs	36 987
Total cost	299 324

Performance indicator relating to the charge

Table 77: **Storage of vehicles – performance**

Storage of vehicles	Performance in 2017
Storage of vehicles performance / vehicle/day	2 432 489

Determination of the amount to be paid

Table 78: **Storage of vehicles – determination of the amount to be paid**

Storage of vehicles	HUF
1. Amount of charge	44
2. Amount of mark-up	79
3. Amount of discount	0
4. Amount fo state contribution	0
Amount to be paid (1 + 2 - 3 - 4)	123

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 123 / vehicle / day**.

4.2.5 Use of wagon weigh bridges (scales)

Costs taken into account when determining the charge

Table 79: **Use of wagon weigh bridges (scales) – summing-up of costs**

Use of wagon weigh bridges (scales) - access part of service	**Costs in 2017 (thousand HUF)**
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	14 886
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	24 279
Indirect costs	5 522
Total cost	44 688

Use of wagon weigh bridges (scales) - supply part of service	**Costs in 2017 (thousand HUF)**
Direct cost	183 187
Direct costs to be distributed	982
Indirect cost	25 966
Total cost	210 135

Performance indicator relating to the charge

Table 80: **Use of wagon weigh bridges (scales) – performance**

Use of wagon weigh bridges (scales)	**Performance in 2017**
Use of wagon weigh bridges performance/vehicle	60 592

Determination of the amount to be paid

Table 81: **Use of wagon weigh bridges (scales) – determination of the amount to be paid**

Use of wagon weigh bridges (scales)	**HUF**
1. Amount of charge	3 714
2. Amount of mark-up	492
3. Amount of discount	0
4. Amount fo state contribution	1 770
Amount to be paid (1 + 2 - 3 - 4)	2 436

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 2 436 / vehicle**.

4.2.6 Use of refuelling facilities

Costs taken into account when determining the charge

Table 82: **Use of refuelling facilities – summing up of costs**

Use of refuelling facilities - access part of service	Costs in 2017 (thousand HUF)
Variable cost component of direct costs	641
Variable cost component of direct costs to be distributed	93 505
Fixed cost component of direct costs	214
Fixed cost component of direct costs to be distributed	152 503
Indirect costs	34 805
Total cost	281 668

Use of refuelling facilities - supply part of service	Costs in 2017 (thousand HUF)
Direct cost	1 185 665
Direct costs to be distributed	6 167
Indirect cost	168 035
Total cost	1 359 868

Performance indicator relating to the charge

Table 83: **Use of refuelling facilities – performance**

Use of refuelling facilities	Performance in 2017
Use of refuelling facilities performance/ litre	42 287 220

Determination of the amount to be paid

Table 84: **Use of refuelling facilities – determination of amount to be paid**

Use of refuelling facilities	HUF
1. Amount of charge	34
2. Amount of mark-up	4
3. Amount of discount	0
4. Amount fo state contribution	14
Amount to be paid (1 + 2 - 3 - 4)	24

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 24 / litre.**

4.2.7 Ensuring of shunting staff for passanger trains

Costs taken into account when determining the charge

Table 85: **Ensuring of shunting staff for passenger trains - summing-up of costs**

Ensuring of shunting staff for passanger train	Costs in 2017 (thousand HUF)
Direct cost	2 274 825
Direct costs to be distributed	55 060
Indirect cost	328 489
Total cost	2 658 374

Performance indicator relating to the charge

Table 86: **Ensuring of shunting staff for passenger trains - performance**

Ensuring of shunting staff for passanger train	Performance in 2017
Ensuring of shunting staff for passenger trains performance/ person/hour	3046

Determination of the amount to be paid

Table 87: **Ensuring of shunting staff for passenger trains - determination of the amount to be paid**

Ensuring of shunting staff for passanger trains	HUF
1. Amount of charge	8 727
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	68
Amount to be paid (1 + 2 - 3 - 4)	8 659

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 8 659 / person / hour.

4.2.8 Ensuring of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

Table 88: **Ensuring of shunting staff for freight and loco trains – summing-up of costs**

Ensuring of shunting staff for freight and loco trains	**Costs in 2017 (thousand HUF)**
Direct cost	2 551 277
Direct costs to be distributed	61 751
Indirect cost	368 409
Total cost	2 981 436

Performance indicator relating to the charge

Table 89: **Ensuring of shunting staff for freight and loco trains – performance**

Ensuring of shunting staff for freight and loco trains	**Performance in 2017**
Ensuring of shunting staff for freight and locomotive trains performance/ person/hour	280 467

Determination of the amount to be paid – ordered more than 8 days before the scheduled use of the service:

Ensuring of shunting staff for freight and loco trains – determination of the amount to be paid – ordered more than 8 days before the scheduled use of the service

Ensuring of shunting staff for for freight and loco trains – more than 8 days	**HUF**
1. Amount of charge	10 630
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	6609
Amount to be paid (1 + 2 - 3 - 4)	4021

On the basis of the table above, amount to be paid by the user of the service in case of ordered more than 8 days before the scheduled comes to:

4.021 Ft / person / hour.

Determination of the amount to be paid – within 8 days before the scheduled use of the service

Table 90: **Ensuring of shunting staff for freight and loco trains – determination of the amount to be paid – ordered within 8 days before the scheduled use of the service**

Ensuring of shunting staff for for freight and loco trains – within 8 days	**HUF**
1. Amount of charge	10 630
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	5604
Amount to be paid (1 + 2 - 3 - 4)	5026

On the basis of the table above, amount to be paid by the user of the service in case of ordered within 8 days before the scheduled comes to:

HUF 5 026 / person / hour.

4.2.9 Ensuring of traction unit for passenger trains

Costs taken into account when determining the charge

Table 91: **Ensuring of traction unit for passenger trains – summing-up of costs**

Ensuring of traction unit for passenger trains	Costs in 2017 (thousand HUF)
Direct cost	116 572
Direct costs to be distributed	2 822
Indirect cost	16 833
Total cost	136 226

Performance indicator relating to the charge

Table 92: **Ensuring of traction unit for passenger trains – performance**

Ensuring of traction unit for passenger trains	Performance in 2017
Ensuring of traction unit for passenger trains performance/ vehicle/hour	3 306

Determination of the amount to be paid

Table 93: **Ensuring of traction unit for passenger trains – determination of the amount to be paid**

Ensuring of traction unit for passenger trains	HUF
1. Amount of charge	41 208
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	593
Amount to be paid (1 + 2 - 3 - 4)	40 615

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 40 615 / vehicle / hour**.

4.2.10 Ensuring of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

Table 94: **Ensuring of traction unit for freight and loco trains - summing-up of costs**

Ensuring of traction unit for for freight and loco trains	Costs in 2017 (thousand HUF)
Direct cost	2 760 910
Direct costs to be distributed	66 825
Indirect cost	398 680
Total cost	3 226 415

Performance indicator relating to the charge

Table 95: **Ensuring of traction unit for freight and loco trains - performance**

Ensuring of traction unit for for freight and loco trains	Performance in 2017
Ensuring of traction unit for freight and locomotive trains performance/ vehicle/hour	57 207

Determination of the amount to be paid

Table 96: **Ensuring of traction unit for freight and loco trains - determination of the amount to be paid**

Ensuring of traction unit for freight and loco trains	HUF
1. Amount of charge	56 399
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	33 264
Amount to be paid (1 + 2 - 3 - 4)	23 135

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 23 135 / vehicle / hour.

4.2.11 Ensuring of fuel for traction

Costs taken into account when determining the charge

Table 97: **Ensuring of fuel for traction - summing-up of costs**

Ensuring of fuel for traction	Costs in 2017 (thousand HUF)
Direct cost	11 822 258
Direct costs to be distributed	-
Indirect cost	-
Total cost	11 822 258

Performance indicator relating to the charge

Table 98: **Ensuring of fuel for traction - performance**

Ensuring of fuel for traction	Performance in 2017
Ensuring of fuel for traction performance/litre	41 04 656

Determination of the amount to be paid

Table 99: **Ensuring of fuel for traction - determination of the amount to be paid**

Ensuring of fuel for traction	HUF
1. Amount of charge	282
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	0
Amount to be paid (1 + 2 - 3 - 4)	282

On the basis of the table above, amountto be paid by the user of the service comes to: **HUF 282 / litre.**

4.2.12 Staff providing train acceptance

Costs taken into account when determining the charge

Table 100 : Staff providing train acceptance – summing-up of costs

Staff providing train acceptance	Costs in 2017 (thousand HUF)
Direct cost	22 428
Direct costs to be distributed	543
Indirect cost	3 239
Total cost	26 209

Performance indicator relating to the charge

Table 101 : Staff providing train acceptance – performance

Staff providing train acceptance	Performance in 2017
Staff providing train acceptance performance / person/hour	6 353

Determination of the amount to be paid

Table 102 : Staff providing train acceptance – determination of the amount to be paid

Staff providing train acceptance	HUF
1. Amount of charge	4 125
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	35
Amount to be paid (1 + 2 - 3 - 4)	4090

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 4 090 / person / hour.

4.2.13 Staff ensured for weighing

Costs taken into account when determining the charge

Table 103 **: Staff ensured for weighing – summing-up of costs**

Staff ensured for weighing	Costs in 2017 (thousand HUF)
Direct cost	6 600
Direct costs to be distributed	160
Indirect cost	953
Total cost	7 713

Performance indicator relating to the charge

Table 104 **: Staff ensured for weighing – performance**

Staff ensured for weighing	Performance in 2017
Staff ensured for weighing performance / vehicle	1 652

Determination of the amount to be paid

Table 105 **: Staff ensured for weighing – determination of the amount to be paid**

Staff ensured for weighing	HUF
1. Amount of charge	4 669
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	579
Amount to be paid (1 + 2 - 3 - 4)	4 090

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 4 090 / vehicle**.

4.2.14 Exchange of axles

Costs taken into account when determining the charge

Table 106 **: Exchange of axles – summing-up of costs**

Exchange of axles	**Costs in 2017 (thousand HUF)**
Direct cost	55 755
Direct costs to be distributed	1 350
Indirect cost	8 051
Total cost	65 156

Performance indicator relating to the charge

Table 107 **: Exchange of axles – performance**

Exchange of axles	**Performance in 2017**
Exchange of axles performance / vehicle	1 214

Determination of the amount to be paid

Table 108 **: Exchange of axles – determination of the amount to be paid**

Exchange of axles	**HUF**
1. Amount of charge	53 671
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	0
Amount to be paid (1 + 2 - 3 - 4)	53 671

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 53 671 / vehicle.**

4.2.15 Use of bogies

Costs taken into account when determining the charge

Table 109 **: Use of bogies – summing-up of costs**

Use of bogies	Costs in 2017 (thousand HUF)
Direct cost	21 747
Direct costs to be distributed	526
Indirect cost	3 140
Total cost	25 414

Performance indicator relating to the charge

Table 110 **: Use of bogies – performance**

Use of bogies	Performance in 2017
Use of bogies performance / hour/bogie	600 694

Determination of the amount to be paid

Table 111 **: Use of bogies – determination of the amount to be paid**

Use of bogies	HUF
1. Amount of charge	42
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	0
Amount to be paid (1 + 2 - 3 - 4)	42

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 42 / hour / bogie**.

4.3 ADDITIONAL SERVICES

4.3.1 Ensuring of traction current

Costs taken into account when determining the charge

Ensuring of traction current is made up of six charges.

Summing-up of costs

Table 112 **: Ensuring of traction current – summing-up of costs**

Ensuring of traction current (Costs in 2017, thousand HUF)	Transmitted traction current	System-use	Network loss of transmitted traction current	Funds in accordance with Vet.	Energy tax	Other operational charge
Direct cost	15 776 840	3 134 258	721 231	2 087 004	267 343	26 658
Direct costs to be distributed	-					
Indirect cost	-					
Total cost	15 776 840	3 134 258	721 231	2 087 004	267 343	26 658

Performance indicator relating to the charge

Table 113 **: Ensuring of traction current – performance**

Ensuring of traction current	Performance in 2017
Ensuring of traction current / kWh	860 920 060

Determination of the amount to be paid

Table 114 **: Ensuring of traction current – determination of the amount to be paid**

Ensuring of traction current (HUF)	Transmitted traction current	System-use	Network loss of transmitted traction current	Funds under the Act on Electricity	Energy tax	Other operational charge	Total
1. Amount of charge	18,3	3,6	0,8	2,4	0,3	0,03	25,4
2. Amount of mark-up	0	0	0	0	0	0	0
3. Amount of discount	0	0	0	0	0	0	0
4. Amount fo state contribution	0	0	0	0	0	0	0
Amount to be paid (1 + 2 - 3 - 4)	18,3	3,6	0,8	2,4	0,3	0,03	25,4

On the basis of the table above, amount to be paid by the user of the service comes to:

- Transmitted traction current: HUF **18,3 / kWh**
- Use of the system: HUF **3,6 / kWh**
- Network loss of the transmitted traction current: HUF **0,8 / kWh**
- Funds under the Act on Electricity: HUF **2,4 / kWh**
- Energy tax: HUF **0,3 / kWh**
- Other operational charge: HUF **0,03 / kWh**

Total: HUF 25,4 / kWh.

4.3.2 Ensuring of electric energy used for other than traction purposes (preheating, precooling)

Costs taken into account when determining the charge

Ensuring of electric energy used for other than traction purposes is made up of six charges.

Table 115 **: Ensuring of electric energy used for other than traction purposes - summing-up of costs**

Ensuring of electric energy used for other than traction purposes (Costs in 2017, thousand HUF)	Transmitted traction current	System-use	Network loss of transmitted traction current	Funds in accordance with Vet.	Energy tax	Other operational charge
Direct cost	171 962	32 308	1 756	18 210	2 333	246
Direct costs to be distributed	-					
Indirect cost	-					
Total cost	171 962	32 308	1 756	18 210	2 333	246

Performance indicator relating to the charge

Table 116 **: Ensuring of electric energy used for other than traction purposes - performance**

Ensuring of electric energy used for other than traction purposes	**Performance in 2017**
Amount of transmitted electic energy used for other than traction purposes performance / kWh	8 177 401

Determination of the amount to be paid

Table 117 **: Ensuring of electric energy used for other than traction purposes - determination of the amount to be paid**

Ensuring of electric energy used for other than traction purposes (HUF)	Transmitted traction current	System-use	Network loss of transmitted traction current	Funds under the Act on Electricity	Energy tax	Other operational charge	Total
1. Amount of charge	21,0	4,0	0,2	2,2	0,3	0,03	27,7
2. Amount of mark-up	0	0	0	0	0	0	0
3. Amount of discount	0	0	0	0	0	0	0
4. Amount fo state contribution	0	0	0	0	0	0	0
Amount to be paid (1 + 2 - 3 - 4)	21,0	4,0	0,2	2,2	0,3	0,03	27,7

On the basis of the table above, amount to be paid by the user of the service comes to:

- Transmitted traction current: HUF **21,0 / kWh**
- Use of the system: HUF **4,0 / kWh**
- Network loss of the transmitted traction current: HUF **0,2 / kWh**
- Funds under the Act on Electricity: HUF **2,2 / kWh**
- Energy tax: HUF **0,3 / kWh**
- Other operational charges: HUF **0,03 / kWh**

Total: HUF 27,7 / kWh.

4.3.3 Ensuring of fuel used for other than traction purposes (preheating, precooling)

Costs taken into account when determining the charge

Table 118 **: Ensuring of fuel used for other than traction purposes - summing-up of costs**

Ensuring of fuel used for other than traction purposes	Costs in 2017 (thousand HUF)
Direct cost	63 939
Direct costs to be distributed	-
Indirect cost	-
Total cost	63 939

Performance indicator relating to the charge

Table 119 **: Ensuring of fuel used for other than traction purposes - performance**

Ensuring of fuel used for other than traction purposes	Performance in 2017
Volume of diesel fuel used for other than traction purposes	382 564

Determination of the amount to be paid

Table 120 **: Ensuring of fuel used for other than traction purposes - determination of the amount to be paid**

Ensuring of fuel used for other than traction purposes	HUF
1. Amount of charge	167
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	0
Amount to be paid (1 + 2 - 3 - 4)	167

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 167 / litre.

4.4 ANCILLARY SERVICES

4.4.1 Ticketing and reckoning activity

Costs taken into account when determining the charge

Table 121 **: Ticketing and reckoning activity – summing-up of costs**

Ticketing and reckoning activity	Costs in 2017 (thousand HUF)
Direct cost	33 070
Direct costs to be distributed	800
Indirect cost	4 775
Total cost	38 645

Performance indicator relating to the charge

Table 122 **: Ticketing and reckoning activity – performance**

Ticketing and reckoning activity	Performance in 2017
Ticketing and reckoning activity performance / ticket	463 418

Determination of the amount to be paid

Table 123 **: Ticketing and reckoning activity - determination of the amount to be paid**

Ticketing and reckoning activity	HUF
1. Amount of charge	83
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	0
Amount to be paid (1 + 2 - 3 - 4)	83

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 83 / ticket.**

5 Annexes

Annex 1: All direct costs, direct costs to be distributed and indirect costs of MÁV for 2017 broken down to services

Annex 2: Data from the updated business plan of MÁV for 2017

Annex 3: Performance indicators of MÁV for 2014 and 2017

Annex 4: In-kind performances of MÁV for 2014 and 2017

Annex 5: Summing-up table of network access charges of MÁV for the 2016/2017 timetable year

Annex 6: Letter of MÁV of 53741/2015/MÁV

Annex 7: Summing-up table of network access charges including state subsidy for the 2016/2017 timetable period for MÁV

Annex 1: All direct costs, direct costs to be distributed and indirect costs of MÁV for 2017 broken down to services

Services	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total (thousand HUF)
Ensuring of train path	795 069	37 866	117 435	950 369
Running of trains				
Gross ton proportionate part	13 662 274	5 087 142	2 643 465	21 392 881
Train km proportionate part				
Passenger train				
track section category I	3 503 896	16 839 378	2 868 181	23 211 455
track section category II	1 245 742	6 518 541	1 094 680	8 858 963
track section category III	1 727 126	3 959 863	801 804	6 488 793
Freight train				
track section category I	1 310 186	4 523 671	822 511	6 656 367
track section category II	376 337	644 216	143 887	1 164 439
track section category III	485 932	272 147	106 881	864 960
Locomotive train				
track section category I	187 636	2 064 883	317 581	2 570 101
track section category II	70 056	414 564	68 326	552 946
track section category III	84 620	130 898	30 386	245 903
Use of catenary	4 192 684	101 480	605 431	4 899 595
Use of stations by passenger trains for stopping				
track section category I	2 752 661	6 994 129	1 374 192	11 120 983
track section category II	1 930 802	13 186 125	2 131 323	17 248 250
track section category III	198 562	4 359 294	642 608	5 200 464
track section category IV	116 133	4 151 813	601 734	4 869 681
Use of origin/destination stations by passenger trains				
track section category I	74 660	1 132 871	170 249	1 377 780
track section category II	32 528	360 013	55 344	447 884
track section category III	2 413	22 360	3 493	28 266
track section category IV	3 346	2 742	858	6 947
Use of stations by freight trains				
track section category I	564 948	1 659 955	313 687	2 538 591
track section category II	752 075	1 601 122	331 775	2 684 972
track section category III	352 215	458 288	114 272	924 775

Services	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total (thousand HUF)
Storage of vehicles	230 101	32 236	36 987	299 324
Use of wagon weigh bridges (scales)	183 187	40 147	31 488	254 822
Use of refuelling facilities	1 186 520	252 175	202 840	1 641 536
Ensuring of shunting staff for passanger trains	2 274 825	55 060	328 489	2 658 374
Ensuring of shunting staff freight and locomotive trains	2 551 277	61 751	368 409	2 981 436
Ensuring of traction unit for passanger trains	116 572	2 822	16 833	136 226
Ensuring of traction unit for freight and locomotive trains	2 760 910	66 825	398 680	3 226 415
Ensuring of fuel for traction	11 822 258	0	0	11 822 258
Staff providing train acceptance	22 428	543	3 239	26 209
Staff ensured for weighing	6 600	160	953	7 713
Exchange of axles	55 755	1 350	8 051	65 156
Use of bogies	21 747	526	3 140	25 414
Ensuring of traction current				
Transmitted traction current	15 776 840	0	0	15 776 840
System-use	3 134 258	0	0	3 134 258
Network loss of transmitted traction current	721 231	0	0	721 231
Funds under the Act on Electricity	2 087 004	0	0	2 087 004
Energy tax	267 343	0	0	267 343
Other operational charge	26 658	0	0	26 658
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
Transmitted traction current	171 962	0	0	171 962
System-use	32 308	0	0	32 308
Network loss of transmitted traction current	1 756	0	0	1 756
Funds under the Act on Electricity	18 210	0	0	18 210
Energy tax	2 333	0	0	2 333
Other operational charge	246	0	0	246
Ensuring of fuel used for other than traction purposes (preheating, precooling)	63 939	0	0	63 939
Ticketing and reckoning activity	33 070	800	4 775	38 645
Total	77 991 238	75 037 757	16 763 986	169 792 982

Annex 2: Data from the updated business plan of MÁV for 2017

	2014 All cost	[2014] Cost in charges	[2017] All cost	[2017] Cost in charges
Costs				
Cost of Material and contracted services	44 604 924,73	40 267 346,66	75 688 464,83	63 797 218,13
Cost of goods sold (fuel oil) (812)	35 872 075,36	35 701 885,08	34 892 628,98	34 099 441,82
Accounting value of sold (mediated) services (electric energy) (813)	249 459,60		300 889,56	
All material expenses	**80 726 459,69**	**75 969 231,74**	**110 881 983,37**	**97 896 659,95**
Personal expenses (52)	67 710 719,28	59 448 951,20	70 900 382,85	59 810 530,98
Depreciation (55)	35 770 598,09	35 303 928,19	72 760 850,31	72 294 180,40
Central internal services and allocated management services by branch (594+596)	14 468 210,75	10 418 548,84	4 900 201,80	3 296 146,91
Costs of gearing				
Costs of direct internal services (5931)	23 988,54	371 364,85	75 375,66	59 795,98
Other expenses (861+862+863+864+867+868)	28 127 615,10	10 479 446,43	19 135 474,28	6 729 656,93
All operating cost	**226 827 591,45**	**191 991 471,24**	**278 654 268,27**	**240 086 971,16**
Capitalized value of self-manufactured assets (58)	- 3 644 767,44	8 771,85	- 6 828 195,57	158 249,77
Incomes of internal services of Infrastructure Manager (5932)	- 872 654,41			
Payable interests and expenses (871)	1 928 441,31	1 928 441,31	16 876,75	16 876,75
Other operating of financial expenditures (874,876)	274 824,57	274 824,57		
Extraordinary expenses (88)	119 409,42	119 409,42	247 624,93	247 624,93
Total	**224 632 844,90**	**194 322 918,39**	**272 090 574,37**	**240 509 722,61**
Other incomes (961+962+963+964+966+967+968)	42 632 586,90	35904786,74*	7 647 718,60	1 795 919,08
Other interests receivable and similar incomes (972)	28 866,18	28 866,18	40 594,00	40 594,00
Other profit on financial transactions (974,976)	34 027,12	2 759,76	31 326,15	31 326,15
Non-recurring receipts (98)	80 790 388,91	32 734 090,98	79 130 532,24	68 836 838,19
Total	**123 485 869,11**	**32 765 716,92**	**86 850 170,99**	**70 704 677,42**
In total	**101 146 975,79**	**125 652 414,73**	**185 240 403,38**	**169 805 045,19**
* Contains the value of state contribution in 2014				

Annex 3: Performance indicators of MÁV for 2014 and 2017

Services				2014	2017	Measure unit
Ensuring of train path				100 340 791	101 992 698	train km
Running of trains	Gross ton km proportionate part	Total		39 642 678 285	38 483 175 451	gross ton km
		Passanger train		18 380 704 889	17 723 033 635	gross ton km
		Freight train		20 818 995 547	20 312 601 484	gross ton km
		Locomotive train		442 977 849	447 540 332	gross ton km
	Train km proportionate part	Total		100 340 791	101 992 698	train km
		Passanger train	Total	79 009 388	80 422 980	train km
			track section category I	48 113 871	50 767 255	train km
			track section category II	11 797 373	15 396 109	train km
			track section category III	19 098 144	14 259 615	train km
		Freight train	Total	17 026 838	17 191 629	train km
			track section category I	14 746 213	13 861 356	train km
			track section category II	1 397 459	2 644 285	train km
			track section category III	883 165	685 988	train km
		Locomotive train	Total	4 304 565	4 378 089	train km
			track section category I	3 716 424	3 342 521	train km
			track section category II	313 014	739 351	train km
			track section category III	275 127	296 217	train km
Use of catenary				71 489 377	71 318 993	electric train km

Services		2014	2017	Measure unit
Use of stations by passenger trains for stopping	Total	12 200 066	12 715 789	use of stations
	track section category I	2 758 012	3 099 744	use of stations
	track section category II	5 024 844	5 843 988	use of stations
	track section category III	1 749 727	1 932 005	use of stations
	track section category IV	2 667 483	1 840 051	use of stations
Use of origin/destination stations by passenger trains	Total	1 188 055	763 655	use of stations
	track section category I	864 511	569 915	use of stations
	track section category II	280 042	181 112	use of stations
	track section category III	23 032	11 249	use of stations
	track section category IV	20 470	1 380	use of stations
Use of stations by freight trains	Total	276 003	276 626	use of stations
	track section category I	140 277	123 458	use of stations
	track section category II	130 401	119 083	use of stations
	track section category III	5 325	34 085	use of stations
Storage of vehicles		2 509 892	2 432 489	vehicle/day
Use of wagon weigh bridges (scales)		68 627	60 592	vehicle(pcs)
Use of refuelling facilities		43 447 075	42 287 220	litre
Ensuring of shunting staff for passanger trains		308 849	304 606	person/hour
Ensuring of shunting staff freight and locomotive trains		487 961	280 467	person/hour
Ensuring of traction unit for passanger trains		4 190	3 306	vehicle/hour
Ensuring of traction unit for freight and locomotive trains		81 874	57 207	vehicle/hour
Ensuring of fuel for traction		43 051 621	41 904 656	litre
Staff providing train acceptance		6 933	6 353	person/hour
Staff ensured for weighing		5 697	1 652	vehicle(pcs)
Exchange of axles		324	1 214	vehicle(pcs)
Use of bogies		141 377	600 694	pcs/hour
Ensuring of traction current		863 910 474	860 920 060	kWh
Ensuring of electric energy used for other than traction purposes (preheating, precooling)		6 956 726	8 177 401	kWh
Ensuring of fuel used for other than traction purposes (preheating, precooling)		395 454	382 564	litre
Ticketing and reckoning activity		537 222	463 418	ticket

Annex 4: In-kind performances of MÁV for 2014 and 2017

Denomination of in-kind performances	**2014**	**2017**
Number of use of track routes by departing trains	1 342 786	1 349 141
Number of use of track routes by through trains	22 749 569	24 289 208
Passenger trains	17 346 891	18 760 582
track section category I	11 255 330	11 564 502
track section category II	2 473 281	4 476 631
track section category III	3 618 280	2 719 450
Freight trains	3 647 427	3 735 962
track section category I	3 010 804	3 106 647
track section category II	485 380	442 418
track section category III	151 243	186 898
Locomotive trains	1 755 251	1 792 664
track section category I	1 457 922	1 418 066
track section category II	231 240	284 703
track section category III	66 089	89 895
Number of use of track routes by passenger trains for stopping	12 200 066	12 715 789
station of category I	2 758 012	3 099 744
station of category II	5 024 844	5 843 988
station of category III	1 749 727	1 932 005
station of category IV	2 667 483	1 840 051
Number of use of track routes by passenger trains for reversing direction	1 188 055	763 655
station of category I	864 511	569 915
station of category II	280 042	181 112
station of category III	23 032	11 249
station of category IV	20 470	1 380
Number of use of track routes by freight trains	1 380 015	1 383 130
station of category I	701 385	617 292
station of category II	652 005	595 413
station of category III	26 625	170 425
Number of use of track routes for access to refuelling facilities	130 341	126 862
Number of use of track routes for access to wagon weigh bridges	22 876	20 197
Number of use of track routes for storage of vehicles	16 733	16 217

Annex 5: Summing-up table of network access charges of MÁV for the 2016/2017 timetable period (HUF)

Service	Charge	MARK-UP	Discount	State subsidy	Amount to be paid
Ensuring of train path	1	8	0	1	8
Running of trains					
Gross ton proportionate part					
Passanger train, Standard freight train, Locomotive train	0,35	0,21	0	0,32	0,24
Special freight train	0,35	0,21	0	0,35	0,21
Train km proportionate part					
Passenger train					
track section category I	96	362	0	72	386
track section category II	135	441	0	238	338
track section category III	112	343	0	328	127
Freight train - standard					
track section category I	91	389	0	68	412
track section category II	101	340	0	60	381
track section category III	296	965	0	1 056	205
Freight train - special					
track section category I	91	389	0	109	371
track section category II	101	340	0	98	343
track section category III	296	965	0	1076	185
Locomotive train					
track section category I	158	611	0	393	376
track section category II	172	576	0	376	372
track section category III	221	610	0	463	368
Use of catenary	21	48	0	11	58
Use of stations by passenger trains for stopping					
track section category I	1 895	1 693	0	319	3 269
track section category II	1 293	1 659	0	211	2 740
track section category III	1 059	1 633	0	793	1 899
track section category IV	1 016	1 630	0	946	1 700
Use of origin/destination stations by passenger trains					
track section category I	942	1 476	0	148	2 270
track section category II	997	1 476	0	663	1 810
track section category III	1 037	1 476	0	1 608	905
track section category IV	3 560	1 476	0	4 131	905
Use of stations by freight trains					
track section category I	10 356	10 206	0	16 059	4 503
track section category II	13 075	9 472	0	20 294	2 253
track section category III	17 256	9 875	0	26 433	698
Storage of vehicles	44	79	0	0	123
Use of wagon weigh bridges (scales)	3 714	492	0	1 770	2 436
Use of refuelling facilities	34	4	0	14	24
Ensuring of shunting staff for passanger trains	8 727	0	0	68	8 659
Ensuring of shunting staff freight and locomotive trains - ordered more than 8 days before the scheduled use of the service	10 630	0	0	6 609	4 021
Ensuring of shunting staff freight and locomotive trains - ordered within 8 days before the scheduled use of the service	10 630	0	0	5 604	5 026
Ensuring of traction unit for passanger trains	41 208	0	0	593	40 615
Ensuring of traction unit for freight and locomotive trains	56 399	0	0	33 264	23 135
Ensuring of fuel for traction	282	0	0	0	282
Staff providing train acceptance	4 125	0	0	35	4 090
Staff ensured for weighing	4 669	0	0	579	4 090
Exchange of axles	53 671	0	0	0	53 671
Use of bogies	42	0	0	0	42
Ensuring of traction current					
Transmitted traction current	18,3	0	0	0	18,3
System-use	3,6	0	0	0	3,6
Network loss of transmitted traction current	0,8	0	0	0	0,8
Funds under the Act on Electricity	2,4	0	0	0	2,4
Energy tax	0,3	0	0	0	0,3
Other operational charge	0,03	0	0	0	0,03
Ensuring of electric energy used for other than traction purposes (preheating, precooling)	21,0	0	0	0	21,0
Transmitted electric energy used for other than traction purposes	4,0	0	0	0	4,0
System-use	0,2	0	0	0	0,2
Network loss of transmitted electric energy used for other than traction purposes	2,2	0	0	0	2,2
Funds under the Act on Electricity	0,3	0	0	0	0,3
Energy tax	0,03	0	0	0	0,03
Other operational charge					
Ensuring of fuel used for other than traction purposes (preheating, precooling)	167	0	0	0	167
Ticketing and reckoning activity	83	0	0	0	83

Annex 6: Letter of MÁV of 53741/2015/MÁV

ELNÖK-VEZÉRIGAZGATÓ

Németh Réka úrhölgy
ügyvezető igazgató

Vasúti Pályakapacitás-elosztó Kft.

Budapest

Bajcsy Zsilinszky út 48.

1054

Iktatószám: 53741/2015/MAV

Melléklet: Az egyes szolgáltatásokban figyelembe vehető állami szerepvállalás értékei

Tárgy: 2016/2017. menetrendi évre vonatkozó hálózat-hozzáférési díjakban figyelembe vehető állami szerepvállalás mértéke

Tisztelt Ügyvezető Igazgató Úrhölgy!

A 2016/2017. menetrendi évre vonatkozó díjképzési rendszer elemeinek meghatározása során kérem, hogy az állami szerepvállalás tekintetében az egyes szolgáltatások vonatkozásában lehetőség szerint az 1. számú mellékletben meghatározott értékeket szíveskedjen figyelembe venni.

Kérem, hogy a 2016/2017. menetrendi évre vonatkozó fizetendő egységár (fizetendő összeg, tehát díj és felár együttesen) kalkulációja során a következőket is szíveskedjen figyelembe venni.

1. Az árufuvarozási szektor esetén a tolatószemélyzet hatékonyabb kihasználásának elősegítése érdekében a korábban benyújtott megrendelések pénzügyileg kedvezőbb egységárral legyenek ösztönözve. A tolatószemélyzet igénybevételének időpontját minimum 8 nappal megelőző megrendelés esetén a szolgáltatás igénybevételéért fizetendő egységár lehetőség szerint 20 %-kal legyen alacsonyabb a 8 napon belül történő megrendelésért fizetendő egységárnál.

2. A záhonyi térség felzárkóztatásának támogatása érdekében kérem az állami szerepvállalás felosztása során a záhonyi körzetbe érkező, illetve onnan

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induló normál nyomtávon közlekedő tehervonatok közlekedtetésének pénzügyi támogatását. A támogatás azon tehervonatokra vonatkozik, melyek közlekedése érinti a Kisvárda-Fényeslitke (Fényeslitke - Déli Rendezőt is beleértve) pályaszakaszt, tömege pedig eléri a 380 tonnát. A záhonyi tehervonatok kiemelt támogatása kizárólag a közlekedtetés szolgáltatásra terjedjen ki, a támogatás mértéke az egyéb tehervonatok által fizetendő egységár lehetőség szerint 10 %-ában legyen megállapítva. Ez a kedvezőbb egységár a záhonyi tehervonatok MÁV Zrt. pályahálózatát érintő teljes menetvonalán érvényesíthető.

3. A környezetvédelmi szempontból kedvezőbb vasúti közlekedés igénybevételének ösztönzése érdekében kérem az állami szerepvállalás felosztása során a 80 díjszabási km-t és 1000 bruttótonna tömeget meg nem haladó tehervonatok közlekedtetésének támogatását. Azon tehervonatok támogatása megengedett, melyeknek sem kezdő-, sem végpontja nem országhatár, és a megrendeléssel egyidejűleg bármely menetvonal által érintett állomáson a rakodási célra kijelölt vágányra vagy vágányról, illetve állomásból kiágazó saját célú vasúti pályahálózatra vagy pályahálózatról (iparvágány) tolatási szolgáltatás igénybevételére is sor kerül. A támogatás mértéke a záhonyi vonatokhoz hasonlóan a közlekedtetés szolgáltatásra terjedjen ki, és az egyéb tehervonatok által fizetendő egységárak lehetőség szerint 10 %-ában legyen meghatározva.

A 2. és 3. pontban meghatározott ösztönzők általi pályaműködtetői bevételkiesést az ezen támogatásokban nem részesülő tehervonatok közlekedtetés és állomáshasználat szolgáltatásokért éves szinten fizetendő hálózat-hozzáférési összegei kompenzálják.

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 Kft. által megadott formában elkészítette és a VPE erre szolgáló informatikai rendszerébe betöltötte a pályaműködtetésre vonatkozó adatszolgáltatását, amely az utolsó lezárt üzleti év (2014) tényadatain és a 2017. évi tervadatokon alapul. Ezzel eleget tett a 2017. évi Díjképzési Dokumentum elkészítéséhez kapcsolódó jogszabályi kötelezettségének.

A pályaműködtetésre vonatkozó és a fenti adatszolgáltatáshoz figyelembe vett 2017. évi terv a MÁV Zrt. Igazgatósága 19/2015 (02.10) számú határozatával elfogadott, az alapító 5/2015. (III.23.) számú határozatával jóváhagyott üzleti tervében szereplő, a pályaműködtetésre elkülönített tervadatokat tartalmazza.

A díjképzési rendszer elemeinek kalkulálása során felmerülő további kérdések esetén a MÁV Zrt. Pályavasúti Ügyfélkapcsolat és Értékesítés munkatársai készséggel állnak rendelkezésére.

Budapest, 2015. november 11.

Üdvözlettel:

Dávid Ilona
elnök-vezérigazgató

1. számú melléklet – Az egyes szolgáltatásokban figyelembe vehető állami szerepvállalás értéke

Szolgáltatás megnevezése					Állami szerepvállalás értéke (Ft)
ALAPSZOLGÁLTATÁS	Menetvonal biztosítás				134 427 761
	Közlekedtetés	Bruttótonnakm arányos rész	Általános		11 453 774 179
			Záhonyi tehervonat		681 482 296
			Szórt küldeményes tehervonat		88 437 005
		Vonatkm arányos rész	Általános tehervonat	1. kategória	835 335 372
				2. kategória	150 460 425
				3. kategória	486 639 870
			Záhonyi tehervonat	1. kategória	146 269 108
				2. kategória	1 809 897
				3. kategória	1 156 195
			Szórt küldeményt továbbító tehervonat	1. kategória	30 095 585
				2. kategória	8 861 185
				3. kategória	241 038 280
			Személyvonat	1. kategória	3 615 294 879
				2. kategória	3 655 078 001
				3. kategória	4 677 821 766
			Mozdonyvonat	1. kategória	1 313 312 518
				2. kategória	277 907 418
				3. kategória	136 895 631
	Felsővezetéki rendszerek használata				763 093 157
ALAPSZOLGÁLTATÁSRA FELHASZNÁLT ÖSSZES ÁLLAMI SZEREPVÁLLALÁS					**28 699 190 526**
JÁRULÉKOS SZOLGÁLTATÁS	Személyszállító vonatok megállási célú állomáshasználata			1. kategória	987 919 410
				2. kategória	1 235 721 900
				3. kategória	1 531 585 658
				4. kategória	1 741 593 232
	Személyszállító vonatok kiinduló-/végállomás használata			1. kategória	84 073 070
				2. kategória	120 071 561
				3. kategória	18 085 488
				4. kategória	5 698 189
	Tehervonati állomáshasználat			1. kategória	1 982 657 967
				2. kategória	2 416 679 093
				3. kategória	900 983 540
	Járműtárolás				0
	Vasúti járműmérleghez való hozzáférés				107 220 342
	Üzemanyag vételező helyekhez való hozzáférés				626 642 689
	Tolatószemélyzet biztosítás személyszállító vonatok részére				20 786 544
	Tolatószemélyzet biztosítás tehervonatok részére	8 nappal korábban megrendelt			1 433 145 570
		8 napon belül megrendelt			356 587 092
	Vontatójármű biztosítás személyszállító vonatok számára				1 960 935
	Vontatójármű biztosítás tehervonatok számára				1 902 930 965
	Vontatási célú üzemanyag biztosítás				
	Vonatfelvétel				224 498
	Mérlegeléshez biztosított pályavasúti személyzet				956 674
	Tengelyátszerelés				0
	Forgóváz használat				0
JÁRULÉKOS SZOLGÁLTATÁSRA FELHASZNÁLT ÖSSZES ÁLLAMI SZEREPVÁLLALÁS					**15 475 524 416**
KIEGÉSZÍTŐ SZOLGÁLTATÁS	Vontatási célú villamos energia biztosítása				0
	Nem vontatási célú (előfűtésre, előhűtésre felhasznált)villamos energia biztosítása				0
	Nem vontatási célú (előfűtésre, előhűtésre felhasznált)üzemanyag biztosítása				0
KIEGÉSZÍTŐ SZOLGÁLTATÁSRA FELHASZNÁLT ÖSSZES ÁLLAMI SZEREPVÁLLALÁS					**0**
ÁLLAMI SZEREPVÁLLALÁS ÉRTÉKE ÖSSZESEN					**44 174 714 942**

Annex 7: Summing-up table of network access charges including state subsidy for the 2016/2017 timetable year for MÁV (HUF)

Services					State subsidy broken down to services (HUF)
Basic service	Ensuring of train path				134 427 761
	Running of trains	Gross ton proportionate part			12 223 693 480
		Train km proportionate part	Passenger train	track section category I	3 615 294 879
				track section category II	3 655 078 001
				track section category III	4 677 821 766
			Freight train	track section category I	1 011 700 065
				track section category II	161 131 507
				track section category III	728 834 345
			Locomotive train	track section category I	1 313 312 518
				track section category II	277 907 418
				track section category III	136 895 631
	Use of catenary				763 093 157
Complex supplementary service	Use of stations by passenger trains for stopping	track section category I			987 919 410
		track section category II			1 235 721 900
		track section category III			1 531 585 658
		track section category IV			1 741 593 232
	Use of origin/destination stations by passenger trains	track section category I			84 073 070
		track section category II			120 071 561
		track section category III			18 085 488
		track section category IV			5 698 189
	Use of stations by freight trains	track section category I			1 982 657 967
		track section category II			2 416 679 093
		track section category III			900 983 540
	Use of wagon weigh bridges (scales)				107 220 342
	Use of refuelling facilities				626 642 689
Access part of supplementary service	Storage of vehicles				-
Supply part of supplementary service	Ensuring of shunting staff for passanger trains				20 786 544
	Ensuring of shunting staff freight and locomotive trains				1 433 145 570
	Ensuring of traction unit for passanger trains				356 587 092
	Ensuring of traction unit for freight and locomotive trains				1 960 935
	Ensuring of fuel for traction				1 902 930 965
	Staff providing train acceptance				224 498
	Staff ensured for weighing				956 674
	Exchange of axles				-
	Use of bogies				-
Total (basic services + supplementary services)					44 174 714 945
Additional service	Ensuring of traction current	Transmitted traction current			-
		System-use			-
		Network loss of transmitted traction current			-
		Funds under the Act on Electricity			-
		Energy tax			-
		Other operational charge			-
	Ensuring of electric energy used for other than traction purposes (preheating, precooling)	Transmitted electric energy used for other than traction purposes			-
		System-use			-
		Network loss of transmitted electric energy used for other than traction purposes			-
		Funds under the Act on Electricity			-
		Energy tax			-
		Other operational charge			-
	Ensuring of fuel used for other than traction purposes (preheating, precooling)				-
Ancillary servise	Ticketing and reckoning activity				-
Total (additional services + ancillary services)					-
TOTAL					44 174 714 945