

Consolidated version with modification No 1 of

Charging Document (DD)
of
MÁV ZRT

For the 2012/2013 timetable year

EFFECTIVE:

from 9 December 2012 until 7 December 2013

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1. Introduction

Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and Joint Decree of the Minister of Economy and Transport and the Minister of Finance No 83/2007 (X /)GKM-PM on frameworks of the network access charging system and basic regulations of determination and implementation of network access charges (hereafter Charging Decree) has designated the Rail Capacity Allocation Office (hereafter VPE) as charging body as regards the network access charges to be applied by not independent infrastructure managers to the open access railway network.

In accordance with provisions set out in Paragraph 13 of the Charging Decree, the task of the Charging Body is to prepare the Charging Methodology (hereafter DM) in every 5 year as a methodological documentation of network access charges.

Charging Body shall determine the concrete network access charges for the given timetable year on the basis of the Charging Methodology, the fact data of the last closed business year of the infrastructure manager, other data sources set out in the Charging Methodology, as well as on the basis of the expected amount of contribution from the State, and shall lay down in the Charging Document (hereafter DD) the detailed calculations for the determination of the network access charges and also data used for calculations.

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

For transparency reasons, cost data demonstrated in the Charging Document shall be rounded to thousand HUF without decimals; network access charges shall be given in HUF without decimals, percentages shall be demonstrated up to two decimals.¹

Charges 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 charges, after adding up of data contained by tables, a charge deviating in a slight degree from the final charge may result. These differences come from the rounding of individual elements, they are not calculation mistakes.

¹ Exception 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 DD

Infrastructure Manager of the railway network shall publish charges determined in the Charging Document for the 2012/2013 timetable year in the Network Statement relevant to the given timetable year. Provisions of this DD shall be taken into consideration for the timetable year beginning on the second Sunday of December of 2012.

2.2 OBJECTIVE SCOPE OF DD

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

2.3 BASIS OF MODIFICATION OF THE CHARGING DOCUMENT

2.3.1 Basis of Modification 1 of DD

Article 12 paragraph (1) of the 83/2007(X.6) GKM-PM joint decree on frameworks of the network access charging system and on basic regulations of determination and implementation of network access charges (hereafter Charging Regulation) determines cases when the compulsory review of network access charges is needed. In compliance with Paragraph (1) point b) of the same article, if state subsidy provided to the infrastructure manager considerably changes, charging body shall modify the elements of the charging system.

Regarding the amount of state subsidy, in accordance with point 1.3 of the Charging Methodology also a change of the amount of state subsidy from HUF 0 to any amount considers to be a considerable amount.

MÁV Zrt in its letter Gy 107-1898/2011 informed VPE that the Ministry of National Development in its letter NFM/21548/2011 of December 20, 2011 defined an amount of 82,72 billion HUF as a state contribution for the 2012/2013 timetable year.

Based on the above, it can be stated that the change of the amount of state contribution from 0 HUF in the Network Statement at the date of its publishment to HUF 82.72 billion defined for the 2012/2013 timetable year by the National Ministry for Development can be considered as a considerable change, Consequently, a review of the network access charges of MÁV Zrt is necessary.

3 Description of data used as a basis of DD

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 charges carried out on the basis of data provided by the infrastructure manager in compliance with methodology set out in Charing methodology (DM) and in observance of legal rules in force.

3.2 COSTS

Justified revenues, costs and expenditures relating to certain services shall be distinguished in compliance with DM according to direct, distributable and indirect cost units.

Direct costs

Items that can unambiguously and directly be assigned to certain services can be labelled as direct costs.

Values of direct costs of the infrastructure manager for 2013 assigned to each services can be seen in Annex 1, furthermore, these values will also be demonstrated in the text of the DD among costs related to the relevant services.

Costs to be divided

Dividable 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 provided by the infrastructure manager and for this reason are to be shared to these services on the basis of „naturalias”.

Values of total costs of the infrastructure manager for 2013 divided on the basis of Annex 5b of DM can be seen in Annex 1. Furthermore, they will also be demonstrated in the text of the DD among costs related to certain services.

Summing-up table of „naturalias” 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, central and governance costs of the infrastructure manager; costs of services provided by other organisations of a railway company, as well as governance and central revenues, costs and expenditures occurring at railway company and burdening the infrastructure manager.

Values of indirect costs for 2013 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.

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In accordance with point 6.1.4 of DM, the calculation of indirect costs happens in proportion of direct costs and expenditures as well as costs and expenditures to be shared on the basis of „naturalias”. In accordance with Section 4 (3) of Joint Decree No 83/2007 GKM-PM, indirect costs distributed to basic services may not directly be presented in the charge items to be

paid, however, when calculating indirect costs, costs will be distributed to basic services as well, that show themselves as general surcharge in the composition of charge items to be paid for basic services, ensuring this way the coverage of costs and expenditures occurred at the infrastructure manager.

Summing-up of costs for the 2013 year can be seen in the following tables.

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

2013		
	thousand HUF	%
Direct costs	119 699 179	56,45%
Costs to be shared	80 635 997	38,03%
Indirect costs	11 718 987	5,53%
Total cost	212 054 163	100,00%

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

	Thousand HUF	%
Basic services	88 193 634	41,59%
Supplementary services	73 719 109	34,76%
Additional services	50 141 421	23,65%
Total cost	212 054 163	100,00%

3.3 CORRECTION INDEXES

Three years will pass between the basis period - i.e. the last closed business year, that forms the basis of justified costs and expenditures which can be taken into account when charging - and the year of charge. Consequently, change in the price level during the time between the basis period and the year of charge (based partly on facts, partly planable), as well as other considerable changes affecting charges have been taken into consideration.

Based on point 6.1.3 of DM, in a justified case and by demonstrating an adequate proof, VPE may use correction other than set out in point 6.1.3 of DM. MÁV Zrt requested VPE that it should take plan data set out in the approved Business Plan MÁV Zrt for 2013 as a basis for calculation of charges. Business Plan of MÁV Zrt for 2013 can be seen in Annex 2.

3.4 PERFORMANCE INDICATORS

As part of data supply, MAV Zrt has made values of performance indicators of 2010 and 2013 and assumptions used for forecasting available.

MÁV Zrt has prepared the forecast of performance indicators on the basis of revenues (in HUF) of individual segments for 2013. Base values comprise fact data of 2010 in compliance with data resources set out in DM.

Values of performance indicators of MÁV Zrt for 2010 and 2013 can be seen in Annex 3.

3.5 „NATURALIAS”

Based on performance indicators provided by the infrastructure manager it is necessary to create „naturalias” that serve - when calculating - as a basis of distribution of distributable costs (costs which can directly be connected to the provision of services by the infrastructure manager, but occur in the common interest of several services of the infrastructure manager).

In order to distribute revenues, costs and expenditures assigned to certain services in proportion to the chosen „naturalias” 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.

Charging Methodology (DM) uses the number of use of track route as projection equivalent in case of access services. Specification of projection equivalents can be found in Annex 5.b to DM. Determination of values of naturalias for 2013 were carried out in line with performance indicators set out in Annex 5b to DM.

Tables of naturalias contain the number of the use of track route related to distinct services. Values of naturalias of the infrastructure manager for 2010 and for 2013 , can be found in Annex 4.

3.6 APPLIED SURCHARGES

In accordance with Article 55 (5) of the Railway Act (Vtv), charge of basic services shall be determined by taking into account of costs and expenditures in accordance with relevant provisions of legal rules on the operation of open access railway network and allocation of railway network capacity in such a way that it reflects the costs and expenditures directly be connected to the use of services, and also reflects subsidies provided by the State for the operation of the infrastructure.

In accordance with Article 4 paragraph (3) of the Joint Decree No 83/2007 (X.6.)GKM-PM on frameworks of the network access charging system and basic regulations of determination and implementation of network access charges, indirect costs falling on basic services (ensuring of train path, ensuring of train run) may not be taken into account when charging. In order that network access charges to be paid and to be accounted should cover the justified costs of the infrastructure managers, a general mark-up has been determined to the basic services in compliance with Article 55 (8) of Railway Act.

In accordance with provisions of Article 6 of Joint Decree No 83/2007. (X 6)GKM-PM if the infrastructure manager operates regional, suburban railway network which comprises also nationwide railway tracks or railway track owned by State, and network access charges to be expected to be paid by Railway Undertakings and to be accounted to them and the sum of the provided state subsidy do not cover the entire amount of justified costs and expenditures of the infrastructure manager to be expected in connection with its activity, charging body shall charge mark-ups defined by Article 55 (8) of Railway Act.

In compliance with Article 4 of Joint Decree No 83/2007. (X.6.)GKM-PM - when determining charges for basic, supplementary, additional and ancillary services - network access charges must cover all the indirect/any justified costs and expenditures occurring at the infrastructure manager in connection with providing the service. From the point of view of determination of the general mark-up, the main emphasis lies on justifiability: the mass of costs that cannot be affected in the charge items of basic services and that form indirect costs - when examining the charge-base of any other services - may not be considered as justified costs, expenditures occurring in connection with the provision of the given service.

If State contribution will be determined for a given year that must be taken into consideration primarily as an item reducing indirect costs (general mark-ups) distributed to basic services. By doing so, the charges to be expectedly paid by Railway Undertakings and the sum of the State contribution together will cover all anticipatory costs and expenditures of the infrastructure manager arising from the provision of the given service.

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

Values of mark-ups can be seen in Annex 5.

3.8 DISCOUNTS

Within the framework ensured by the Railway Act and the Charging Decree, general and individual discounts may be introduced by the infrastructure manager. Discount may relate only to network access charges levied on a certain railway track section.

In accordance with relevant provisions of Vtv and the Charging Decree, if an infrastructure manager affected by the Charging Methodology (DM) receives compensation, that infrastructure manager is obliged to provide a discount to the Railway Undertakings that is proportionate to the amount of the compensation. Discounts based on the above rules must reduce charges of running of trains in such a way that the sharing of discounts between the gross ton km proportionate and the train km proportionate part of charge shall happen in the ratio of the sum of direct costs assigned to them and the amount of costs distributed on the basis of „naturalias”.

If discount is set, value of discounts will be demonstrated at relevant charge items.

Discounts were not applied in the course of preparation of this Charging Document (DD).

3.9 AMOUNT OF STATE CONTRIBUTION

Ministry of National Development sets the amount of the State contribution relating to track access charges for the 2012/2013 timetable year in its letter of No NFM/21548/2/2011. on the amount of State contribution and its distribution, as follows:

- for basic and supplementary services HUF 78,9 billion
- for additional services HUF 3,82 billion.

For calculations the following aspects had to be taken into consideration:

- burden of track charges of basic and supplementary services for the freight transport sector in case of the same performance should not increase in comparison to that of the 2011/2012 timetable year,
- Charges for 2012/2013 compared to 2011/2012 should not fall as a consequence of cost refunding of the State, unless it follows from legal rules or prescription of the letter for distribution, or from cost relations.
- The service “Storage of vehicles” of supplementary services should not be subsidized
- In case of services “Ensuring of shunting staff” and “Ensuring of shunting locomotive” of supplementary services, charge item should be calculated separate for freight and passenger transport. Passenger transport should not be subsidized in this type of charge item,
- Additional burden of passenger traffic arisen from the price-increase of additional services should be compensated in basic and supplementary services,
- Sales of energy sources of additional services should not be subsidized.

Official letter on the amount and distribution of the state contribution can be found in Annex 6. Distribution of state contribution for MÁV Zrt can be seen in Annex 7.

3.9 MODE OF CALCULATION OF CHARGES

Mode of determination of charges relating to services in accordance with relevant provisions of DM is as follows:

$$\frac{\text{Sum of revenues, costs and expenditures that may be taken into account in the charge of the service}}{\text{Performance relating to the service}} = \text{Cost-based charge}$$

Cost-based direct charges are presented at basic services; method of their calculation is as follows:

$$\frac{\text{Total sum of direct revenues, costs and expenditures that may be taken into account in the charge of the service}}{\text{performance related to the service}} = \text{direct cost-based charge}$$

In accordance with provisions of point 3.6, indirect costs falling on basic services will be demonstrated as general mark-ups. General mark-ups will be calculated on the basis of the following formula:

$$\frac{\text{Sum of indirect revenues, costs and expenditures that may be taken into account in the charge of the service}}{\text{Performance relating to the service}} = \text{General mark-up}$$

In case of determining the amount of state contribution, state contribution relating to the charge items of a certain service will be calculated on the basis of the following formula:

$$\frac{\text{Amount of state contribution reducing the charge of the service}}{\text{Performance relating to the service}} = \text{State contribution}$$

4. Charges of services provided to Railway Undertakings by MÁV Zrt

4.1 BASIC SERVICES

4.1.1 Charge for ensuring of train path

Costs taken into account when determining the charge

Items that can be taken into account when determining the charge (in accordance with point 7.2.1.1 of DM) are direct and shareable costs and expenditures, as well as central budget subsidy appointed to the service „Handling of requests for rail network capacity (Service mentioned in point I.a) of Annex 3 to the Railway Act).

Invoiced costs of VPE from direct costs of the service „ensuring of train path” have been determined individually based on the business plan of VPE. 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 and GYSEV in proportion of total cost involved in the calculation of network access charges.

Summing-up of costs

Table 3: Charge for ensuring of train path - summing-up of costs

	Costs in 2013 (thousand HUF)
Charge for ensuring of train path	
Direct costs	788 407
Costs to be shared	20 496
Indirect costs	58 363
Total cost	867 266

Performance indicator relating to the charge

Table 4: Charge for ensuring of train path - performance

Charge for ensuring of train path	Performance in 2013
number of train paths	1 414 048

Determination of charge to be paid

Table 5: Charge for ensuring of train path - determination of the charge

Charge for ensuring of train path	HUF
1. Cost-based charge	572
2. Amount of mark-up	41
3. Amount of discounts	-
4. Amount of state contribution	41
Charge to be paid (1 + 2 - 3 - 4)	572

On the basis of the table above, charge to be paid by the user of the service comes to HUF **572 / train path**.

4.1.2 Charge for running of trains

Costs taken into account when determining the charge

Items that can be taken into account when determining the charge (in accordance with point 7.2.2.1 of DM) are directly booked and shared revenues, costs and expenditures appointed to the following services.

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

Charge for running of trains = train km charge * train km + gross ton km charge * gross ton * train km

Gross ton km proportionate part of the charge for running of trains

Gross ton km proportionate part of the charge 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.

Summing-up of costs

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

Charge for running of trains gross ton km proportionate part of charge	Costs in 2013 (thousand HUF)
Direct costs	28 203 113
Costs to be shared	4 423 022
Indirect costs	2 354 002
total cost	34 980 137

Performance indicator relating to the charge

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

Charge for running of trains gross ton proportionate part of charge	Performance 2013
Performed gross ton km	34 567 643 268

Determination of the charge to be paid

Table 8: Gross ton km proportionate part of charge for running of trains - determination of charge

Charge for running of trains gross ton km proportionate part fo charge	HUF
1. Cost based charge	0,94
2. Amount of mark-up	0,07
3. Amount of discount	-
4. Amount of state contribution	0,78
Charge to be paid (1 + 2 - 3 - 4)	0,23

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 0,23 / gross ton km.

Train km proportionate part of the charge for running of trains

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

Summing-up of costs

Table 9: Train km proportionate part of the charge for running of trains, freight trains on track section category I - summing-up of costs

Charge for running of trains, train km proportionate part of charge, freight trains, track section category I	Costs in 2013 (thousand HUF)
Direct costs	2 824 045
Cost to be shared	2 818 787
Indirect costs	407 135
Total cost	6 049 967

Performance

Table 10: Train km proportionate part of the charge for running of trains, freight trains on track section category I - performance

Charge for running of trains, train km proportionate part of charge, freight trains, track section category I	Performance in 2013
performed train km	12 137 061

Determination of the charge to be paid

Table 11: Train km proportionate part of the charge for running of trains, freight trains on track section category I - determination of the charge

Charge for running of trains, train km proportionate part of charge, freight trains, track section category I	HUF
1. Cost based charge	465
2. Amount of mark-up	34
3. Amount of discount	-
4. Amount of state contribution	107
Charge to be paid (1 + 2 - 3 - 4)	391

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 391 / train km.

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

Summing-up of costs

Table 12: Train km proportionate part of the charge for running of trains, freight trains on track section category II - summing up of costs

Charge for running of trains, train km proportionate part of charge, freight trains, track section category II	Costs in 2013 (thousand HUF)
Direct costs	624 603
Costs to be shared	356 560
Indirect costs	70 792
Total cost	1 051 954

Performance

Table 13: Train km proportionate part of the charge for running of trains, freight trains on track section category II - performance

Charge fo running of trains, train km proportionate part of charge, freight trains, track section Cat II	Performance in 2013
Performed train km	1 313 391

Determination of the charge to be paid

Table 14: Train km proportionate part of the charge for running of trains, freight trains on track section category II - determination of charges

Charge for running of trains, train km proportionate part of charge, freight trains, track section category II	HUF
1. Cost based charge	747
2. Amount of mark-up	54
3. Amount of discount	-
4. Amount of State contribution	431
Charge to be paid (1 + 2 - 3 - 4)	370

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 370 / train km.

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

Summing-up of costs

Table 15: Train km proportionate part of the charge for running of trains, freight trains on track section category III - summing-up of costs

Charge for running of trains, train km proportionate part of charge, freight trains, track section category III	Costs in 2013 (thousand HUF)
Direct costs	866 960
Costs to be shared	150 219
Indirect costs	73 390
Total cost	1 090 570

Performance

Table 16: Train km proportionate part of the charge for running of trains, freight trains on track section category I - performance

Charge of running of trains, train km proportionate Part of charge, freight trains, track section cat. III	Performance in 2013
performed train km	747 517

Determination of the charge to be paid

Table 17: Train km proportionate part of the charge for running of trains, freight trains on track section category I - determination of the charge

Charge for running of trains, train km proportionate part of charge, freight trains, track section category III	HUF
1. Cost based charge	1 361
2. Amount of mark-up	98
3. Amount of discount	-
4. Amount of state contribution	1 259
Charge to be paid (1 + 2 - 3 - 4)	200

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 200 / train km.

- *Passenger trains on track section category I*

Summing-up of costs

Table 18: Train km proportionate part of the charge for running of trains, passenger trains on track section category I - summing-up of costs

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category I	Costs in 2013 (thousand HUF)
Direct costs	4 685 694
Cost to be shared	14 373 498
Indirect costs	1 375 136
Total cost	20 434 328

Performance indicator relating to the charge

Table 19: Train km proportionate part of the charge for running of trains, passenger trains on track section category I - performance

Charge for running of trains. train km proportionate part of charge, passenger trains track section cat. I	Performance in 2013.
performed train km	46 708 451

Determination of the charge to be paid

Table 20: Train km proportionate part of the charge for running of trains, passenger trains on track section category I - determination of the charge

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category I	HUF
1. Costs based charge	408
2. Amount of mark-up	29
3. Amount of discount	-
4. Amount of state contribution	62
Charge to be paid (1 + 2 - 3 - 4)	375

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 375 / train km.

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

Summing-up of costs

Table 21: Train km proportionate part of the charge for running of trains, passenger trains on track section category II - summing-up of costs

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category II	Costs in 2013 (thousand HUF)
Direct costs	2 341 594
Cost to be shared	4 619 395
Indirect costs	502 241
Total cost	7 463 230

Performance indicator relating to the charge

Table 22: Train km proportionate part of the charge for running of trains, passenger trains on track section category II - performance

Charge for running of trains, train km proportionate part of charge, passenger trains, track section cat. II	Performance in 2013
performed train km	13 574 736

Determination of the charge to be paid

Table 23: Train km proportionate part of the charge for running of trains, passenger trains on track section category II - determination of charge

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category II	HUF
1. Costs based charge	513
2. Amount of mark-up	37
3. Amount of discount	-
4. Amount of state contribution	235
Charge to be paid (1 + 2 - 3 - 4)	315

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 315 / train km.

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

Summing-up of costs

Table 24: Train km proportionate part of the charge for running of trains, passenger trains on track section category III - költségek összefoglalása

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category III	Costs in 2013 (thousand HUF)
Direct costs	4 529 500
Costs to be shared	8 694 611
Indirect costs	954 130
Total cost	14 178 242

Performance indicator relating to the charge

Table 25: Train km proportionate part of the charge for running of trains, passenger trains on track section category III - performance

Charge of running of trains, train km proportionate part of charge, passenger trains, track section cat III	Performance 2013
performed train km	23 456 057

Determination of the charge to be paid

Table 26: Train km proportionate part of the charge for running of trains, passenger trains on track section category III - determination of charge

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category III	HUF
1. Cost based charge	564
2. Amount of mark-up	41
3. Amount of discount	-
4. Amount of state contribution	478
Charge to be paid (1 + 2 - 3 - 4)	126

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 126 / train km.

- **Loco trains**

Summing-up of costs

Table 27: Train km proportionate part of the charge for running of trains, loco trains- summing-up of costs

Charge for running of trains, train km proportionate part of charge, loco trains	Costs in 2013 (thousand HUF)
Direct costs	710 283
Costs to be shared	1 376 600
Indirect costs	150 570
Total cost	2 237 453

Performance indicator relating to the charge

Table 28: Train km proportionate part of the charge for running of trains, loco trains - performance

Charge for running of trains, train km proportionate part of charge, loco trains	Performance in 2013
performed train km	3 801 380

Determination of the charge to be paid

Table 29. Táblázat: Train km proportionate part of the charge for running of trains, loco trains - determination of charge

Charge for running of trains, train km proportionate part of charge, loco trains	HUF
1. Direct costs based charge	549
2. Amount of mark-up	40
3. Amount of discount	-
4. Amount of state contribution	218
Charge to be paid (1 + 2 - 3 - 4)	371

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 371 / train km.

4.2 SUPPLEMENTARY SERVICES

4.2.1 Charge of the use stations by passenger trains for stopping

- *Station of category I*

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the charge of using of stations of category I by passenger trains for stopping, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 30: Charge for the use of stations of category I by passenger trains for stopping - summing-up of costs

Charge of the use of stations category I by passenger trains for stopping	Costs in 2013 (thousand HUF)
Direct cost	3 163 941
Cost to be shared	6 198 294
Indirect cost	675 493
Total cost	10 037 728

Performance indicator relating to the charge

Table 31: Charge for the use of stations of category I by passenger trains for stopping - performance

Charge of the use of stations category I by passenger trains for stopping	Performance in 2013
performed use of station	2 423 789

Determination of the charge to be paid

Table 32: Charge for the use of stations of category I by passenger trains for stopping - determination of the charge

Charge of the use of stations category I by passenger trains for stopping	HUF
1. Cost-based charge	4 141
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	601
Charge to be paid (1 + 2 - 3 - 4)	3 540

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 3.540 / use of station.

- **Station of category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to stations of category II and track sections of stations, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 33: Charge for the use of stations of category II by passenger trains for stopping - summing-up of costs

Charge of the use of stations category II by passenger trains for stopping	Costs in 2013 (thousand HUF)
Direct cost	2 349 731
Cost to be shared	15 334 010
Indirect cost	1 275 896
Total cost	18 959 638

Performance indicator relating to the charge

Table 34: Charge for the use of stations of category II by passenger trains for stopping - performance

Charge of the use of stations category II by passenger trains for stopping	Performance in 2013
performed use of station	5 996 232

Determination of the charge to be paid

Table 35: Charge for the use of stations of category II by passenger trains for stopping - determination of the charge

Charge of the use of stations category II by passenger trains for stopping	HUF
1. Cost-based charge	3 162
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	362
Charge to be paid (1 + 2 - 3 - 4)	2 800

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2.800 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to stations of category III and track sections of stations, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 36: Charge for the use of stations of category III by passenger trains for stopping - summing-up of costs

Charge of the use of stations category III by passenger trains for stopping	Costs in 2013 (thousand HUF)
Direct cost	264 501
Cost to be shared	4 705 203
Indirect cost	358 568
Total cost	5 328 272

Performance indicator relating to the charge

Table 37: Charge for the use of stations of category III by passenger trains for stopping - performance

Charge of the use of stations category III by passenger trains for stopping	Performance in 2013
performed use of station	4 1 839 929

Determination of the charge to be paid

Table 38: Charge for the use of stations of category III by passenger trains for stopping - determination of the charge

Charge of the use of stations category III by passenger trains for stopping	HUF
1. Costs-based charge	2 896
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	996
Charge to be paid (1 + 2 - 3 - 4)	1 900

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1900 / use of station.

- **Station of category IV**

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to stations of category IV and track sections of stations, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 39: Charge for the use of stations of category IV by passenger trains for stopping - summing-up of costs

Charge of the use of stations category IV by passenger trains for stopping	Costs in 2013 (thousand HUF)
Direct cost	373 612
Cost to be shared	8 609 844
Indirect cost	648 164
Total cost	9 631 619

Performance indicator relating to the charge

Table 40: Charge for the use of stations of category IV by passenger trains for stopping - performance

Charge of the use of stations category IV by passenger trains for stopping	Performance in 2013
performed use of station	3 366 805

Determination of the charge to be paid

Table 41: Charge for the use of stations of category IV by passenger trains for stopping - determination of the charge

Charge of the use of stations category IV by passenger trains for stopping	HUF
1. Costs-based charge	2 861
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	1 161
Charge to be paid (1 + 2 - 3 - 4)	1 700

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1700 / use of station.

4.2.2 Charge for the use of origin/destination stations by passenger trains

- *Station of category I*

Costs taken into account when determining the charge

(In accordance with point 7.2.4 of DM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category I by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 42: Charge for the use of origin/destination stations of category I by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category I by passenger trains	Costs in 2013 (thousand HUF)
Direct cost	63 230
Cost to be shared	1 629 930
Indirect cost	122 163
Total cost	1 815 322

Performance indicator relating to the charge

Table 43: Charge for the use of origin/destination stations of category I by passenger trains - performance

Charge of the use of origin/destination stations category I by passenger trains	Performance in 2013
performed use of station	541 843

Determination of the charge to be paid

Table 44. Táblázat: Charge for the use of origin/destination stations of category I by passenger trains - determination of the charge

Charge of the use of origin/destination stations category I by passenger trains	HUF
1. Cost -based charge	3 350
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	1 080
Charge to be paid (1 + 2 - 3 - 4)	2 270

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2.270 / use of station.

- **Station category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.4 of DM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category II by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 45: Charge for the use of origin/destination stations of category II by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category II by passenger trains	Costs in 2013 (thousand HUF)
Direct cost	30 061
Cost to be shared	1 253 836
Indirect cost	92 634
Total cost	1 376 531

Performance indicator relating to the charge

Table 46: Charge for the use of origin/destination stations of category II by passenger trains - performance

Charge of the use of origin/destination stations category II by passenger trains	Performance in 2013
performed use of station	416 817

Determination of the charge to be paid

Table 47: Charge for the use of origin/destination stations of category II by passenger trains - determination of the charge

KCharge of the use of origin/destination stations category II by passenger trains	HUF
1. Cost-based charge	3 302
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	1 492
Charge 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

(In accordance with point 7.2.4 of DM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category III by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 48: Charge for the use of origin/destination stations of category III by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category III by passenger trains	Costs in 2013 (thousand HUF)
Direct cost	3 680
Cost to be shared	50 545
Indirect cost	3 912
Total cost	58 138

Performance indicator relating to the charge

Table 49: Charge for the use of origin/destination stations of category III by passenger trains - performance

Charge of the use of origin/destination stations category III by passenger trains	Performance in 2013
Performed use of station	16 803

Determination of the charge to be paid

Table 50: Charge for the use of origin/destination stations of category III by passenger trains - determination of the charge

Charge of the use of origin/destination stations category III by passenger trains	HUF
1. Cost-based charge	3 460
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	2 555
Charge to be paid (1 + 2 - 3 - 4)	905

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

- **Station of category IV**

Costs taken into account when determining the charge

(In accordance with point 7.2.4 of DM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category IV by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 51: Charge for the use of origin/destination stations of category IV by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category IV by passenger trains	Costs in 2013 (thousand HUF)
Direct cost	8 407
Cost to be shared	97 740
Indirect cost	7 659
Total cost	113 805

Performance indicator relating to the charge

Table 52: Charge for the use of origin/destination stations of category IV by passenger trains - performance

Charge of the use of origin/destination stations category III by passenger trains	Performance in 2013
Performed use of station	32 492

Determination of the charge to be paid

Table 53: Charge for the use of origin/destination stations of category IV by passenger trains - determination of the charge

Charge of the use of origin/destination stations category IV by passenger trains	HUF
1. Cost-based charge	3 503
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	2 598
Charge to be paid (1 + 2 - 3 - 4)	905

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

4.2.3 Charge for the use of origin/destination stations by freight trains

- *Station of category I*

Costs taken into account when determining the charge

(In accordance with point 7.2.5 of DM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category I by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 54: Charge of the use of origin/destination stations of category I by freight trains - summing-up of costs

Charge of the use of origin/destination stations category I by freight trains	Costs in 2013 (thousand HUF)
Direct cost	662 916
Cost to be shared	2 640 667
Indirect cost	238 356
Total cost	3 541 940

Performance indicator relating to the charge

Table 55: Charge of the use of origin/destination stations of category I by freight trains - performance

Charge of the use of origin /destination stations category I by freight trains	Performance in 2013
performed use of station	117 087

Determination of the charge to be paid

Table 56: Charge of the use of origin/destination stations of category I by freight trains - determination of the charge

Charge of the use of origin/destination stations category I by freight trains	HUF
1. Cost-based charge	30 250
2. Amount of mark-up	-
3. Amount of discount	-
4. Amounta of state contribution	25 750
Charge to be paid (1 + 2 - 3 - 4)	4 500

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 4.500 / station use.

- **Station category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.5 of DM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category II by freight trains, as well as indirect revenues, costs and expenditures

Summing-up of costs

Table 57: Charge of the use of origin/destination stations of category II by freight trains - summing-up of costs

Charge of the use of origin/destination stations category II by freight trains	Costs in 2013 (thousand HUF)
Direct cost	4 481
Cost to be shared	2 071 135
Indirect cost	149 757
Total cost	2 225 374

Performance indicator relating to the charge

Table 58: Charge of the use of origin/destination stations of category II by freight trains - performance

Charge of the use of origin/destination stations category II by freight trains	Performance in 2013
Performed use of station	91 834

Determination of the charge to be paid

Table 59: Charge of the use of origin/destination stations of category II by freight trains - determination of the charge

Charge of the use of origin/destination stations category II by freight trains	HUF
1. Cost-based charge	24 233
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	22 233
Charge to be paid (1 + 2 - 3 - 4)	2 000

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2.000 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.5 of DM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category III by freight trains, as well as indirect revenues, costs and expenditures

Summing-up of costs

Table 60: Charge of the use of origin/destination stations of category III by freight trains - summing-up of costs

Charge of the use of origin/destination stations category III by freight trains	Costs in 2013 (thousand HUF)
Direct cost	4
Cost to be shared	59 630
Indirect cost	4 303
Total cost	63 937

Performance indicator relating to the charge

Table 61: Charge of the use of origin/destination stations of category III by freight trains - performance

Charge of the use of origin/destination stations category III by freight trains	Performance in 2013
Performed use of station	2 644

Determination of the charge to be paid

Table 62: Charge of the use of origin/destination stations of category III by freight trains - determination of the charge

Charge of the use of origin/destination stations category III by freight trains	HUF
1. Cost-based charge	24 182
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	23 582
Charge to be paid (1 + 2 - 3 - 4)	600

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 600 / station use.

4.2.4 Charge of the use of intermediate stations by freight trains

- *Station of category I*

Costs taken into account when determining the charge

(In accordance with point 7.2.6 of DM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of intermediate stations of category I by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 63: Charge of the use of intermediate stations of category I by freight trains - summing-up of costs

Charge of the use of intermediate stations category I by freight trains	Costs in 2013 (thousand HUF)
Direct cost	655 073
Cost to be shared	317 429
Indirect cost	70 167
Total cost	1 042 669

Performance indicator relating to the charge

Table 64: Charge of the use of intermediate stations of category I by freight trains - performance

Charge of the use of intermediate station category I by freight trains	Performance in 2013
performed use of station	28 350

Determination of the charge to be paid

Table 65: Tehervonatok közbenső állomáshasználati díja, I. kat. állomás - determination of the charge

Charge of the use of intermediate stations category I by freight trains	HUF
1. Cost-based charge	36 779
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	33 379
Charge to be paid (1 + 2 - 3 - 4)	3 400

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 3.400 / station use.

- **Station of category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.6 of DM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of intermediate stations of category II by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 66: Charge of the use of intermediate stations of category II by freight trains - summing-up of costs

Charge of the use of intermediate stations category II by freight trains	Cost in 2013 (thousand HUF)
Direct cost	1 875 103
Cost to be shared	329 624
Indirect cost	159 073
Total cost	2 363 800

Performance indicator relating to the charge

Table 67: Charge of the use of intermediate stations of category II by freight trains - performance

Charge of the use of intermediate stations category II by freight trains	Performance in 2013
Performed use of station	29 439

Determination of the charge to be paid

Table 68: Charge of the use of intermediate stations of category II by freight trains - determination of the charge

Charge of the use of intermediate stations category II by freight trains	HUF
1. Cost-based charge	80 295
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	77 895
Charge to be paid (1 + 2 - 3 - 4)	2 400

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2.400 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.6 of DM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of intermediate stations of category III by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 69: Charge of the use of intermediate stations of category III by freight trains - summing-up of costs

Charge of the use of intermediate stations category III by freight trains	Costs in 2013 (thousand HUF)
Direct cost	455 009
Cost to be shared	22 506
Indirect cost	34 453
Total cost	511 968

Performance indicator relating to the charge

Table 70: Charge of the use of intermediate stations of category III by freight trains - performance

Charge of the use of intermediate stations category III by freight trains	Performance in 2013
Performed use of station	2 010

Determination of the charge to be paid

Table 71: Charge of the use of intermediate stations of category III by freight trains - determination of the charge

Charge of the use of intermediate stations category II by freight trains	HUF
1. Cost-based charge	254 710
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	253 310
Charge to be paid (1 + 2 - 3 - 4)	1 400

On the basis of the table above, charge to be paid by the user of the service comes to: **HUF 1.400 / station use.**

4.2.5 Charge of the use of catenary

Costs taken into account when determining the charge

(In accordance with point 7.2.8 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Use of the overhead contact line system” as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 72: Charge of the use of catenary - summing-up of costs

Charge of the use of catenary	Cost in 2013 (thousand HUF)
Direct cost	13 885 749
Cost to be shared	107 454
Indirect cost	1 009 621
Total cost	15 002 824

Performance indicator relating to the charge

Table 73: Charge of the use of catenary - performance

Charge of use of catenary	Performance in 2013
electric train kilometer performed by freight, passenger and loco trains	64 772 936

Determination of the charge to be paid

Table 74: Charge of the use of catenary - determination of the charge

Charge of use of catenary	HUF
1. Cost-based charge	232
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	175
Charge to be paid (1 + 2 - 3 - 4)	57

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 57 / electric train km

4.2.6 Charge of the access to refuelling facilities

Costs taken into account when determining the charge

(In accordance with point 7.2.23 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Access to refuelling facilities”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 75: Charge of the access to refuelling facilities- summing-up of costs

Charge for the access to refuelling facilities	Cost in 2013 (thousand HUF)
Direct cost	808 962
Cost to be shared	285 039
Indirect cost	78 933
Total cost	1 172 934

Performance indicator relating to the charge

Table 76: Charge of the access to refuelling facilities - performance

Charge for the access to refuelling facilities	Performance in 2013
Amount of fuel purchased	52 593 341

Determination of the charge to be paid

Table 77: Charge of the access to refuelling facilities - determination of charges

Charge for the access to refuelling facilities	HUF
1. Cost-based charge	22
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	22

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 22 / l.

4.2.7 Charge of the access to wagon weigh bridges (scales)

Costs taken into account when determining the charge

(In accordance with point 7.2.9 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Access to wagon weigh bridges”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 78: Charge of the access to wagon weigh bridges- summing-up of costs

Charge for the access to wagon weigh bridges	Cost in 2013 (thousand HUF)
Direct cost	143 856
Cost to be shared	1 113
Indirect cost	10 460
Total cost	155 429

Performance indicator relating to the charge

Table 79: Charge of the access to wagon weigh bridges - performance

Charge for the access to wagon weigh bridges	Performance in 2013
Vehicles weighed	58 661

Determination of the charge to be paid

Table 80: Charge of the access to wagon weigh bridges - determination of charges

Charge for the access to wagon weigh bridges	HUF
1. Cost-based charge	2 650
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	310
Charge to be paid (1 + 2 - 3 - 4)	2 340

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2.340 / vehicle.

4.2.8 Charge for the storage of vehicles

Costs taken into account when determining the charge

(In accordance with point 7.2.10 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Storage of vehicles”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 81: Charge for the storage of vehicles - summing-up of costs

Charge of storage of vehicles	Cost in 2013 (thousand HUF)
Direct cost	142 299
Cost to be shared	1 101
Indirect cost	10 346
Total cost	153 746

Performance indicator relating to the charge

Table 82: Charge for the storage of vehicles - performance

Charge of storage of vehicles	Performance in 2013
Length of time of storage of vehicles beyond 24 hours	949 319

Determination of the charge to be paid

Table 83: Charge for the storage of vehicles - determination of the charge

Charge of storage of vehicles	HUF
1. Cost-based charge	162
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	162

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 162 / vehicle / day.

4.2.9 Charge for ensuring of staff

Costs taken into account when determining the charge

(In accordance with point 7.2.11 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of staff”, as well as indirect revenues, costs and expenditures

Summing-up of costs

Table 84: Charge for ensuring of staff- summing-up of costs

Charge of ensuring of staff	Costs in 2013 (thousand HUF)
Direct cost	3 543
Cost to be shared	27
Indirect cost	258
Total cost	3 828

Performance indicator relating to the charge

Table 85: Charge for ensuring of staff - performance

Charge of ensuring of staff	Performance in 2013
time devoted by service staff	9 473

Determination of the charge to be paid

Table 86: Charge for ensuring of staff - determination of the charge

Charge of ensuring of staff	HUF
1. Cost-based charge	404
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	404

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 404 / person / hour.

4.3 ADDITIONAL SERVICES

4.3.1 Charge of staff providing train acceptance

Costs taken into account when determining the charge

(In accordance with point 7.2.12 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Outdoor train acceptance”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 87: Charge of staff providing train acceptance - summing-up of costs

Charge of staff providing train acceptance	Costs in 2013 (thousand HUF)
Direct cost	162 848
Cost to be shared	1 260
Indirect costs	11 841
Total costs	175 949

Performance indicator relating to the charge

Table 88: Charge of staff providing train acceptance - performance

Charge of staff providing train acceptance	Performance in 2013
time devote by staff to train acceptance	2 891

Determination of the charge to be paid

Table 89: Charge of staff providing train acceptance - determination of the charge

Charge of staff providing train acceptance	HUF
1. Cost-based charge	60 861
2. Amount of mark-up	-
3. Amount of discount	-
Amount of state contribution	57 088
Charge to be paid (1 + 2 - 3 - 4)	3 773

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 3.773 / person / hour.

4.3.2 Charge of ensuring of shunting staff for passenger trains

Costs taken into account when determining the charge

(In accordance with point 7.2.13 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of shunting staff”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 90: Charge of ensuring of shunting staff for passenger trains- summing-up of costs

Charge of ensuring shunting staff for passenger trains	Costs in 2013 (thousand HUF)
Direct cost	2 277 557
Cost to be shared	17 625
Indirect cost	165 599
Total cost	2 460 781

Performance indicator relating to the charge

Table 91: Charge of ensuring of shunting staff for passenger trains - performance

Charge of ensuring of shunting staff for passenger trains	Performance in 2013
time devoted by shunting staff	642 623

Determination of the charge to be paid

Table 92: Charge of ensuring of shunting staff for passenger trains- determination of the charge

Charge of ensuring of shunting staff	HUF
1. Cost-based charge	10 142
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	10 142

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 10 142 / person / hour.

4.3.3 Charge of ensuring of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

(In accordance with point 7.2.13 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of shunting staff”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 93: Charge of ensuring of shunting staff for freight and loco trains- summing-up of costs

Charge of ensuring shunting staff for freight and loco trains	Costs in 2013 (thousand HUF)
Direct cost	3 739 343
Cost to be shared	28 937
Indirect cost	271 884
Total cost	4 040 164

Performance indicator relating to the charge

Table 94: Charge of ensuring of shunting staff for freight and loco trains - performance

Charge of ensuring of shunting staff for freight and loco trains	Performance in 2013
time devoted by shunting staff	398 343

Determination of the charge to be paid

Table 95: Charge of ensuring of shunting staff for freight and loco trains- determination of the charge

Charge of ensuring of shunting staff	HUF
1. Cost-based charge	10 142
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	6 093
Charge to be díj (1 + 2 - 3 - 4)	4 049

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 4 049 / person / hour.

4.3.4 Charge of ensuring traction unit for passenger train

Costs taken into account when determining the charge

(In accordance with point 7.2.14 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of traction unit”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 96: Charge of ensuring of traction unit for passenger trains - summing-up of costs

Charge of ensuring traction unit for passenger trains	Costs in 2013 (thousand HUF)
Direct cost	1 725 797
Cost to be shared	13 355
Indirect cost	125 481
Total cost	1 864 633

Performance indicator relating to the charge

Table 97: Charge of ensuring of traction unit for passenger trains- performance

Charge of ensuring of traction unit for passenger trains	Performance in 2013
Length of time of service provided by traction units	58 730

Determination of the charge to be paid

Table 98.: Charge of ensuring of traction unit for passenger trains - determination of the charge

Charge of ensuring traction unit for passenger trains	HUF
1. Cost-based charge	31 749
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	31 749

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 31 749 / vehicle / hour.

4.3.5 Charge of ensuring of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

(In accordance with point 7.2.14 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of traction unit”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 99: Charge of ensuring of traction unit for freight and loco trains - summing-up of costs

Charge of ensuring traction unit for freight and loco trains	Costs in 2013 (thousand HUF)
Direct cost	3 079 781
Cost to be shared	23 833
Indirect cost	223 928
Total cost	3 327 542

Performance indicator relating to the charge

Table 100: Charge of ensuring of traction unit for freight and loco trains- performance

Charge of ensuring of traction unit for freight and loco trains	Performance in 2013
Length of time of service provided by traction units	104 807

Determination of the charge to be paid

Table 101: Charge of ensuring of traction unit for freight and loco trains - determination of the charge

Charge of ensuring traction unit for freight and loco trains	HUF
1. Cost-based charge	31 749
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	9 770
Charge to be paid (1 + 2 - 3 - 4)	21 979

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 21 979 / vehicle / hour.

4.3.6 Charge for ensuring of staff of the infrastructure manager for weighing

Costs taken into account when determining the charge

(In accordance with point 7.2.15 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of staff for weighing” provided, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 102: Charge of staff for weighing ensured by the infrastructure manager- summing-up of costs

Charge of staff ensured by IM for weighing	Costs in 2013 (thousand HUF)
Direct costs	118 173
Costs to be shared	914
Indirect costs	8 592
Total costs	127 679

Performance indicator relating to the charge

Table 102: Charge of staff for weighing ensured by the infrastructure manager - performance

Charge of staff ensured by IM for weighing	Performance in 2013
vehicle weighed	19 889

Determination of the charge to be paid

Table 104: Charge of staff for weighing ensured by the infrastructure manager - determination of the charge

Charge of staff ensured by IM for weighing	HUF
1. Cost-based charge	6 420
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	5 593
Charge to be paid (1 + 2 - 3 - 4)	827

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 827 / vehicle.

4.3.7 Charge of ensuring of fuel for traction

Costs taken into account when determining the charge

(In accordance with point 7.2.16 of DM) items that can be taken into account when determining the charge are those costs from revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of fuel for traction” that are connected to the procurement of diesel fuel, as well as costs connected to refuelling facilities.

Summing-up of costs

Table 105: Charge of ensuring of fuel for traction- summing-up of costs

Charge of ensuring of fuel for traction	Costs in 2013 (thousand HUF)
Direct cost	15 294 859
Cost to be shared	
Indirect cost	
Total cost	15 294 859

Performance indicator relating to the charge

Table 106: Charge of ensuring of fuel for traction - performance

Charge of ensuring fuel for traction	Performance in 2013
Volume of diesel fuel provided for traction	52 593 341

Determination of the charge to be paid

Table 107: Charge of ensuring of fuel for traction - determination of the charge

Charge of ensuring fuel for traction	HUF
1. Cost-based charge	291
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	291

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 291 / l.

4.3.8 Charge for ensuring of traction current

Costs taken into account when determining the charge

(In accordance with point 7.2.16.2 of DM) items that can be taken into account when determining the charge are costs and expenditures directly booked to the service „Ensuring of electric energy”.

The charge for ensuring of traction current consists of four charge-items.

Summing-up of costs

Table 108: Charge for ensuring of traction current - summing-up of costs

Charge of ensuring of traction current	Charge of transmitted traction current	Charge of use of system	Charge of network loss of transmitted traction current	Charge of other operation	Cost in 2013 (thousand HUF)
Direct cost	17 489 024	2 614 356	2 233 678	25 918	22 362 977
Cost to be shared				201	201
Indirect cost				1 884	1884
Total cost	17 489 024	2 614 356	2 233 678	28 003	22 365 062

Performance indicator relating to the charge

Table 109: Charge for ensuring of traction current - performance

Ensuring of traction current	Charge of transmitted traction current	Charge of the use of the system	Charge of network loss of transmitted traction current	Charge of other operation	Performance in 2013
volume of electric energy used for traction (kWh)	824 039 024	824 039 024	824 039 024	824 039 024	824 039 024

Determination of the charge to be paid

Table 110: Charge for ensuring of traction current - determination of the charge

,03

Ensuring of traction current	Charge of transmitted traction current	Charge of-system use	Charge of network loss of transmitted traction current	Charge of other operation	HUF
1. Cost-based calculation	21,2	3,2	2,7	0,03	27
2. Amount of mark-up in the charge	-	-	-	-	-
3. Discount	-	-	-	-	-
4. Amount of state contribution in charge	-	-	-	-	-
Charge to be pai (1 + 2 - 3 - 4)	21,2	3,2	2,7	0,03	27

On the basis of the table above, charge to be paid by the user of the service is as follows:

- Charge of transmitted traction current: **21,2 HUF / kWh**
- Charge of the system use: **3,2 HUF / kWh**
- Charge for network loss of transmitted traction current: **2,7 HUF / kWh**
- Other operational charges: **0,03 HUF / kWh**

Total: 27,13 HUF/kWh

4.3.9 Charge for ensuring electric energy for other than traction purposes (preheating, precooling)

Costs taken into account when determining the charge

(In accordance with point 7.2.22 of DM) items that can be taken into account when determining the charge are costs and expenditures directly booked to the service „Ensuring of electric energy for other than traction purposes (for preheating, precooling)“.

Charge for ensuring electric energy for other than traction purposes consists of four charge-items.

Summing-up of costs

Table 111: Charge for ensuring electric energy for other than traction purposes - summing-up of costs

Ensuring of electric energy for other than traction purposes	Charge of transmitted electric energy used for other than traction purposes	Charge of system use	Charge of network loss of transmitted electric energy used for other than traction purposes	Charge of other operation	Costs in 2013 (thousand HUF)
Direct cost	218 998	32 758	28 003	335	280 094
Cost to be shared				3	3
Indirect cost				24	24
Total cost	218 998	32 758	28 003	362	280 121

Performance indicator relating to the charge

Table 112: Charge for ensuring electric energy for other than traction purposes - performance

Ensuring of electric energy for other than traction purposes	Charge of transmitted electric energy used for other than traction purposes	Charge of system use	Charge of network loss of transmitted electric energy used for other than traction purposes	Charge of other operation	Performance in 2013
volume of electric energy used for other than traction purposes (kWh)	10 318 639	10 318 639	10 318 639	10 318 639	10 318 639

Determination of the charge to be paid

Table 107: Charge for ensuring electric energy for other than traction purposes - determination of the charge

Ensuring of electric energy for other than traction purposes	Charge of transmitted electric energy used for other than traction purposes	Charge-of system use	Charge of network loss of transmitted electric energy used for other than traction purposes	Charge of other operation	TOTAL HUF
1. Cost-based calculation	21,2	3,2	2,7	0,04	27
2. Amount of mark-up in the charge	-	-	-	-	-
3. Discount	-	-	-	-	-
4. Amount of state contribution in charge	-	-	-	-	-
Charge to be paid (1 + 2 - 3 - 4)	21,2	3,2	2,7	0,04	27

On the basis of the table above, charge to be paid by the user of the service is as follows:

- Charge of transmitted electric energy used for other than traction purposes (preheating, precooling) **21,2 HUF / kWh**
- Charge of system use **3,2 HUF / kWh**
- Charge of network loss of transmitted electric energy used for other than traction purposes (preheating, precooling): **2,7 HUF / kWh**
- Charge of other operation: **0,04 HUF / kWh**

Total: 27,13 HUF/kWh.

4.3.10 Charge for exchanging of bogies

Costs taken into account when determining the charge

(In accordance with point 7.2.19 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „exchanging of bogies”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 114: Charge for exchanging of bogies - summing-up of costs

Charge of exchanging of bogies	Costs in 2013 (thousand HUF)
Direct cost	161 657
Cost to be shared	1 251
Indirect cost	11 754
Total cost	174 662

Performance indicator relating to the charge

Table 115: Charge for exchanging of bogies - performance

Charge for exchanging of bogies	Performance in 2013
vehicles using the service “exchanging of bogies”	1 785

Determination of the charge to be paid

Table 116: Charge for exchanging of bogies - determination of the charge

Charge for exchanging of bogies	HUF
1. Cost-based charge	97 850
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	43 550
Charge to be paid (1 + 2 - 3 - 4)	54 300

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 54 300 / vehicle.

4.3.11 Charge for using of bogies

Costs taken into account when determining the charge

(In accordance with point 7.2.20 of DM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Using of bogies”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 117: Charge for using of bogies - summing-up of costs

Charge of using of bogies	Cost in 2013 (th HUF)
Direct cost	27 735
Cost to be shared	215
Indirect cost	2 017
Total cost	29 967

Performance indicator relating to the charge

Table 118: Charge for using of bogies - performance

Charge of using of bogies	Performance in 2013
length of time of using of bogies	462 574

Determination of the charge to be paid

Table 119: Charge for using of bogies - determination of the charge

Charge of using of bogies	HUF
1. Cost-based charge	65
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state distribution	32
Charge to be paid (1 + 2 - 3 - 4)	33

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 33 / hour / bogie.

5. Compulsory revision of the charging system

VPE is entitled to modify the charging system and the Charging Document (DD) as part of the charging system. To this end, VPE is constantly tracking in the practice the functioning of the charging system and also experiences gained this way. On request of the charging body, railways are obliged to provide the required data to VPE in accordance with rules provided by Article 14 of Decree on charging. VPE may modify the elements of the charging system if at least one of the below listed elements has changed to a significant extent compared to the values of elements that were taken into account at their previous determination:

- revenues of the infrastructure manager from charges accounted, paid respectively, by authorised applicant,
- amount of state subsidy given to the infrastructure manager,
- size of the open access railway network operated by the infrastructure manager.

Notion of significant extent and criteria of revision beyond the above mentioned are laid down by VPE in point 1.3 of the Charging Methodology.

Regulatory body will order the modification of the charging system if costs and expenditures that were taken into account at the determination of network access charges differ at least by 5% from justified costs and expenditures.

6. Annexes

- Annex 1: Direct, distributable and indirect costs of MÁV Zrt for 2013 broken down to services
- Annex 2: Price level change applied by MÁV Zrt for the years 2010 and 2013 (Business Plan)
- Annex 3: Performance indicators of MÁV Zrt for 2010 and 2013
- Annex 4: Naturalias of MÁV Zrt for 2010 and 2013
- Annex 5: Summing-up table of network access charges of MÁV Zrt for the 2012/2013 timetable year
- Annex 6: Letter of the minister on the state contribution for the 2012/2013 timetable year.
- Annex 7: Summing-up table of state contribution assigned to network access charges of MÁV Zrt for the 2012/13 timetable year

Annex 1: Direct, distributable and indirect costs of MÁV Zrt for 2013 broken down to services

Charge item	Direct costs (thousand HUF)	Distributable costs (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Charge for ensuring of train path	788 407	20 583	58 369	867 359
Charge for running of trains				
Gross ton km proportionate part of charge	28 203 113	4 423 022	2 354 002	34 980 137
Train km proportionate part of charge				
Freight train				
track section category I	2 824 045	2 818 787	407 135	6 049 967
track section category II	624 603	356 560	70 792	1 051 954
track section category III	866 960	150 219	73 390	1 090 570
Passenger train				
track section category I	4 685 694	14 373 498	1 375 136	20 434 328
track section category II	2 341 594	4 619 395	502 241	7 463 230
track section category III	4 529 500	8 694 611	954 130	14 178 242
Loco train	710 283	1 376 600	150 570	2 237 453
Charge for the use of stations by passenger trains for stopping				
station category I	3 163 941	6 198 294	675 493	10 037 728
station category II	2 349 731	15 334 010	1 275 896	18 959 638
station category III	264 501	4 705 203	358 568	5 328 272
station category IV	373 612	8 609 844	648 164	9 631 619
Charge of the use of origin/destination stations by passenger trains				
station category I	63 230	1 629 930	122 163	1 815 322
station category II	30 061	1 253 836	92 634	1 376 531

station category III	3 680	50 545	3 912	58 138
station category IV	8 407	97 740	7 659	113 805

Charge item	Direct costs (thousand HUF)	Distributable costs (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Charge of the use of origin/destination stations by freight trains				
station category I	662 916	2 640 667	238 356	3 541 940
station category II	4 481	2 071 135	149 757	2 225 374
station category III	4	59 630	4 303	63 937
Charge of the use of intermediate stations by freight trains				
station category I	655 073	317 429	70 167	1 042 669
station category II	1 875 103	329 624	159 073	2 363 800
station category III	455 009	22 506	34 453	511 968
Charge of the use of catenary	13 885 749	107 454	1 009 621	15 002 824
Charge of ensuring access to refuelling facilities	808 962	285 039	78 933	1 172 934
Charge for the access to wagon weigh bridges	143 856	1 113	10 460	155 429
Charge of storage of vehicles	142 299	1 101	10 346	153 746
Charge for ensuring of staff	3 543	27	258	3 828
Charge for ensuring of staff for train acceptance	162 848	1 260	11 841	175 949
Charge for ensuring of shunting staff for passenger trains	2 277 557	17 625	165 599	2 460 781

Charge for ensuring of shunting staff for freight and locomotive trains	3 739 343	28 937	271 884	4 040 164
Charge for ensuring of traction unit for passenger trains	1 725 797	13 355	125 481	1 864 633
Charge for ensuring of traction unit for freight and locomotive trains	3 079 781	23 833	223 928	3 327 542
Charge of staff of IM ensured to weighing	118 173	914	8 592	127 680
Charge of ensursing fuel for traction	15 294 859	-	-	15 294 859

Charge item	Direct costs (thousand HUF)	Distributable costs (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Charge for ensuring of traction current				
Charge of transmitted traction current	17 489 024	-	-	17 489 024
Charge of system-use	2 614 356	-	-	2 614 356
Charge of network loss of transmitted traction current	2 233 678	-	-	2 233 678
Charge of other operation	25 918	201	1 884	28 003
Charge for ensuring electric energy for other than traction purposes				
Charge of transmitted electric energy used not for traction purposes	218 998	-	-	218 998
Charge of system-use	32 758	-	-	32 758
Charge of transmitted electric energy used not for traction purposes	28 003	-	-	28 003
Charge of network loss				
Charge of other operation	335	3	24	362
Charge for exchange of bogies	161 657	1 251	11 754	174 662

Charge for the use of bogies	27 735	215	2 017	29 967
Total:	119 699 179	80 635 997	11 718 987	212 054 163

Annex 2: Price level change applied by MÁV Zrt for the years 2010 and 2013 (Business Plan)

Data in thousand HUF	Fact in 2010		Olan for 2013	
	In all	Included in the network access charge	In all	Included in the network access charge
Costs				
Cost of material and used services	40 544 589	36 715 590	47 743 378	45 432 777
Purchase value of sold goods (diesel oil) (812)	13 409 101	13 406 840	15 297 119	15 294 859
Value of sold (transmitted) services (electric energy) (813)	19 906 316	19 783 089	22 746 171	22 616 818
Material expenditure totals:	73 860 006	69 905 520	85 786 668	83 344 454
Staff expenditure (52)	59 376 380	55 129 527	68 241 298	64 475 088
Depreciation (55)	25 555 261	24 029 302	45 783 355	44 638 368
Cost of central internal services and governance costs distributed to the business unit (594+596)	19 216 694	18 618 048	22 267 601	21 560 504
Transposed costs	0	-201 856	0	-262 412
Cost of direct internal services (5931)	186 128	163 676	333 395	317 127
Other expenditures (861+862+863+864+867+868)	13 787 743	13 617 166	4 837 131	4 931 830
Operational expenditure totals	191 982 211	181 261 383	227 249 449	219 004 959
Activated own performance (58)	-2 362 449	22 953	-3 319 602	176 965
Revenue of internal services of IM (5932)	-365 082	0	-295 888	0
Interests and expenditures to be paid (871)	2 485 688	2 485 688	203 000	203 000
Other revenues of financial transactions (874,876)	3 970	3 970	87 808	87 808
Extraordinary expenditures (88)	100 380	100 380	93 892	93 892
Total	191 844 718	183 874 374	224 018 659	219 566 623
Revenues				
Other revenues (961+962+963+964+966+967+968)	25 624 100	25 378 288	7 006 715	6 935 276
Other received interests and interest-like revenues (972)	14 576	14 576	516 780	516 780
Other revenues of financial transactions (974,976)	4 856	4 856	319	319
Extraordinary revenues (98)	25 906	25 906	24 060	24 060
Revenue from the Performance Regime			186 963	
Total sum	166 175 280	158 450 748	216 283 822	212 090 188

Annex 3: Performance indicators of MÁV Zrt for 2010 and 2013

Charges		Performance indicators		Measure unit		
		2010	2013			
Charge of ensuring of train path		1 608 347	1 414 048	train paths (piece)		
Charge of running of trains	Train km proportionate part of charge	Freight train	Total	14 884 351	14 197 970	performed train km
			Track section I	12 831 286	12 137 061	
			Track section II	1 220 906	1 313 391	
			Track section III	832 159	747 517	
		Passenger train	Összesen	79 861 568	83 739 243	
			Track section I	45 748 902	46 708 451	
			Track section II	12 455 009	13 574 736	
			Track section III	21 657 657	23 456 057	
	Loco train	4 383 084	3 801 380			
	-					
	Gross ton km proportionate part of charge	Freight train	Total	17 536 887 253	15 489 017 528	performed gross ton km
			Track section I	17 536 887 253	15 489 017 528	
			Track section II	-	-	
			Track section III	-	-	
Passenger train		Total	17 737 441 824	18 728 431 339		
		Track section I	17 737 441 824	18 728 431 339		
		Track section II				
		Track section III				
Loco train	409 815 977	350 194 402				

Charges		Performance indicators		Measure unit
		2010	2013	
Charge of the use of station for stopping by passenger trains	Station category I	2 646 825	2 423 789	performed use of station for stopping
	Station category II	5 175 215	5 996 232	
	Station category III	1 588 002	1 839 929	
	Station category IV	2 905 815	3 366 805	
Charge of the use of origin/destination stations by passenger trains	Station category I	507 293	541 843	performed use of origin/destination station
	Station category II	337 214	416 817	
	Station category III	15 199	16 803	
	Station category IV	29 391	32 492	
Charge of the use of origin/destination stations by freight trains	Station category I	134 727	117 087	performed use of origin/destination station
	Station category II	114 110	91 834	
	Station category III	4 776	2 644	
Charge of the use of intermediate stations by freight trains	Station category I	19 398	28 350	performed use of intermediate station
	Station category II	41 938	29 439	
	Station category III	1 323	2 010	
Charge of the use of catenary		66 634 394	64 722 936	electric train km performed by passenger, freight and loco trains
Charge of ensuring of access to refuelling facilities		54 217 801	52 593 341	Volume (l) of filled-in fuel

Charge of the access to wagon weigh bridges (scales) a	53 935	58 661	vehicles weighed (number of vehicles)
Charge of storing of vehicles	1 540 820	949 319	vehicles stored steadily beyond 24 hours (number of vehicles) duration of storage (number of days)
Charge of ensuring of staff	12 768	9 473	number of service staff ensured (person), duration of service (hour)

Charges	Performance indicators		Measure unit
	2010	2013	
Charge of ensuring of staff for train acceptance	16 536	2 891	number of ensured staff for train acceptance (person), duration of service (hour)
Charge of ensuring of shunting staff for passenger trains	245 595	242 623	number of ensured shunting staff (person), duration of service (hour)
Charge of ensuring of shunting staff for freight and locomotive trains	420 639	398 343	number of ensured shunting staff (person), duration of service (hour)

Charge of ensuring of traction unit for passenger trains	55 615	58 730	Number of ensured traction units (piece) duration of the service (hour)
Charge of ensuring of traction unit for freight and locomotive trains	99 247	104 807	Number of ensured traction units (piece) duration of the service (hour)
Charge of staff of IM ensured to weighing	6 991	19 889	vehicles weighed (number of vehicles)
Charge for ensuring of fuel used for traction purposes	54 217 801	52 593 341	Volume (l) of diesel fuel used for traction purposes

Charges	Performance indicators		Measure unit
	2010	2013	
Charge for ensuring of traction current			
Charge of transmitted traction current	849 491 258	824 039 024	Volume (kWh) of traction current
Charge of system-use	849 491 258	824 039 024	
Charge of network loss of transmitted traction current	849 491 258	824 039 024	
Charge of other operation	849 491 258	824 039 024	
Charge for ensuring electric energy for other than traction purposes			
Charge of transmitted electric energy used not for traction purposes	10 967 598	10 318 639	Volume (kWh) of electric energy used for other than traction purposes (for preheating, precooling)
Charge of system-use	10 967 598	10 318 639	
Charge of network loss of transmitted electric energy used not for traction purposes	10 967 598	10 318 639	
Charge of other operation	10 967 598	10 318 639	

Charge of exchanging of bogies	1 307	1 785	vehicles using the bogie exchange service (piece)
Charge of using of bogies	403 340	462 574	Use of bogies (piece), or duration of the use of the service (hour)

Annex 4: Naturalias of MÁV Zrt for 2010 and 2013

Denomination of naturalias	Value		Source
	2010	2013	
Number of use of track routes by departing trains	1 608 347	1 414 048	PASS 1, Provisional accounting statistics
Number of use of track routes by through trains	18 143 115	18 708 688	PASS 1, Provisional accounting statistics
Freight trains	2 009 341	1 920 889	
- on track sections category I	1 721 297	1 628 168	
- on track sections category II	191 451	205 953	
- on track sections category III	96 593	86 768	
Passenger trains	15 216 957	15 992 657	
- on track sections category I	8 131 759	8 302 316	
- on track sections category II	2 448 131	2 668 222	
- on track sections category III	4 637 068	5 022 119	
Loco trains	916 818	795 142	
Number of use of track routes by passenger trains for stopping	12 315 857	13 626 755	Provisional accounting statistics
- on stations category I	2 646 825	2 423 789	
- on stations category II	5 175 215	5 996 232	
- on stations category III	1 588 002	1 839 929	
- on stations category IV	2 905 815	3 366 805	
Number of use of track routes by passenger trains for reversing direction	889 098	1 007 955	Provisional accounting statistics
- on stations category I	507 293	541 843	
- on stations category II	337 214	416 817	
- on stations category III	15 199	16 803	
- on stations category IV	29 391	32 492	
Number of use of track route by freight trains for departure/arrival	1 521 678	1 269 390	PASS 1, accounting statistics
- on stations category I	808 364	702 522	
- on stations category II	684 658	551 004	
- on stations category III	28 656	15 864	
Number of use of intermediate track routes by freight trains	187 977	179 397	PASS 1, accounting statistics
- on stations category I	58 193	85 050	
- on stations category I	125 815	88 317	
- on stations category III	3 969	6 030	
Number of use of track routes for access to refuelling facilities	162 653	157 780	KUTINFO

Annex 5: Summing-up table of network access charges of MÁV Zrt for the 2012/2013 timetable year

Charge item	Cost-based charge	Surcharge	Discount	State contribution	Charge to be paid
Charge for ensuring of train path	572	41	-	41	572
Charge of running of trains					
Gross ton km proportionate part of charge	0,94	0,07		0,78	0,23
Train km proportionate part of charge					
Freight train					
track section category I	465	34	-	107	391
track section category II	747	54	-	431	370
track section category III	1 361	98	-	1 259	200
Passenger train					
track section category I	408	29	-	62	375
track section category II	513	37	-	235	315
track section category III	564	41	-	478	126
Loco train	549	40	-	218	371
Charge for the use of station by passenger trains for stopping					
station category I	4 141	-	-	601	3 540
station category II	3 162	-	-	362	2 800
station category III	2 896	-	-	996	1 900
station category IV	2 861	-	-	1 161	1 700
Charge for the use of origin/destination stations by passenger trains					
station category I	3 350	-	-	1 080	2 270
station category II	3 302	-	-	1 492	1 810
station category III	3 460	-	-	2 555	905
station category IV	3 503	-	-	2 598	905

Charge item	Cost-based charge	Surcharge	Discount	State contribution	Charge to be paid
Charge of the use of origin/destination stations by freight trains					
station category I	30 250	-	-	25 750	4 500
station category II	24 233	-	-	22 233	2 000
station category III	24 182	-	-	23 582	600
Charge of the use of intermediate stations by freight trains					
station category I	36 779	-	-	33 379	3 400
station category II	80 295	-	-	77 895	2 400
station category III	254 710	-	-	253 310	1 400
Charge for the use of catenary	232	-	-	175	57
Charge of access to refuelling facilities	22				22
Charge for the access to railway wagon bridges (scales)	2 650	-	-	310	2 340
Charge for the storage of vehicles	162	-	-	-	162
Charge for ensuring of staff	404	-	-	-	404
Charge for ensuring of staff for train acceptance	60 861	-	-	57 088	3 773
Charge for ensuring of shunting staff for passenger trains	10 142	-	-	-	10 142
Charge for ensuring of shunting staff freight and locomotive trains	10 142	-	-	6 093	4 049
Charge for ensuring of traction unit for passenger trains	31 749	-	-	-	31 749
Charge for ensuring of traction unit for freight and locomotive trains	31 749	-	-	9 770	21 979
Charge of ensuring IM staff for weighing	6 420	-	-	5 593	827

Charge of ensuring fuel for traction	291	-	-	-	291
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Charge item	Cost-based charge	Surcharge	Discount	State contribution	Charge to be paid
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Charge for ensuring of traction current					
Charge of transmitted traction current	21,2	-	-	-	21,2
Charge of system-use	3,2	-	-	-	3,2
Charge of network loss of transmitted traction current	2,7	-	-	-	2,7
Charge of other operation	0,03	-	-	-	0,03

Charge for ensuring electric energy for other than traction purposes					
Charge of transmitted electric energy used not for traction purposes	21,2	-	-	-	21,2
Charge of system-use	3,2	-	-	-	3,2
Charge of network loss of transmitted electric energy used not for traction purposes	2,7	-	-	-	2,7
Charge of other operation	0,04	-	-	-	0,04

Charge of exchanging of bogies	97 850	-	-	43 550	54 300
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Charge of using of bogies	65	-	-	32	33
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Annex 6: Letter of the minister on state contribution for the 2012/2013 timetable year

Ministry of National Development

NFM / 21548 / 2 / 2011
Referent: Lőrinc Czakó (795-6859)

Magyar Államvasutak Zrt.
to Mr Ferenc Szarvas
President - Manager Director

Budapest
Könyves Kálmán krt. 54-60.
1054

Subject: State Refund of expences of rail infrastructure operation for the 2012/2013 timetable year

Dear Mrs Director Manager,

Within the framework of the agreement concluded between Hungarian State Railways Zrt and the Hungarian State for the operation of the railway infrastructure network, the amount of the State refund of expences for the 2012/2013 timetable year will be set as follows:

- HUF 78,9 billion for basic and supplementary services,
- HUF 3,82 billion for additional services.

You are requested to use the above mentioned amounts when calculating network access charges under conditions listed below:

- Burdens from network access charges of basic and supplementary services provided to railway undertakings should not increase in comparison to burdens for the 2011/2012 timetable year if performance is the same.
- As a consequence of the state refund, charges for the 2012/2013 timetable year should not fall compared to charges of the 2011/2012 timetable year, unless it follows from legal rules (charging of basic services on the basis of costs directly connected to services) or from this document or cost-relations.
- Charge of storage of vehicles of supplementary services should not be subsidised.
- In the event of services Ensuring of shunting staff and Ensuring of traction unit of additional services, the charging item should be divided in two for the passenger and freight traffic (with the same cost data). In terms of these charge items, passenger traffic should not be subsidised.
- Plus burden of passenger traffic arising from the prise increase of additional services should be compensated at basic and supplementary services.
- Sales of energy sources of additional services should not be subsidised.

When supplying data for charge calculation, please inform the rail capacity allocation body accordingly.

Budapest, 20 December 2011

Kindest regards,

Dr Pál Völner

Annex 7: Summing-up table of state contribution assigned to network access charges of MÁV Zrt for the 2012/13 timetable year

Values of the table are given in thousand HUF.				Cost-based charge items in 2012/2013	Amount of state contribution per charge item	Charge to be paid in 2012/2013	Amount of state contribution per service	
BASIC SERVICES	Menetvonal-biztosítási díj			613	41	572	58 523 804	
	Charge of running of trains	Gross ton km proportionate part of charge	Tehervonat		1,01	0,78	0,23	26 971 880 760
			Személyvonat					
			Mozdony					
		Train km proportionate part of charge	Freight train	Category 1	498	107	391	1 304 376 158
				Category 2	801	431	370	565 999 354
				Category 3	1 459	1 259	200	941 066 128
			Passenger train	Category 1	437	62	375	2 918 658 720
				Category 2	550	235	315	3 187 188 553
				Category 3	604	478	126	11 222 778 877
Locomotive			589	218	371	827 141 261		
SUPPLEMENTARY SERVICES	Charge of use of stations by passenger trains for stopping		Category 1	4 141	601	3 540	1 457 515 390	
			Category 2	3 162	362	2 800	2 170 188 284	
			Category 3	2 896	996	1 900	1 832 407 331	
			Category 4	2 861	1 161	1 700	3 908 050 830	
	Charge of use of origin/destination stations by passenger trains		Category 1	3 350	1 080	2 270	585 338 381	
			Category 2	3 302	1 492	1 810	622 092 660	
			Category 3	3 460	2 555	905	42 931 547	
			Category 4	3 503	2 598	905	84 399 690	
	Charge of the use of origin/destination stations by freight trains		Category 1	30 250	25 750	4 500	3 015 048 107	
			Category 2	24 233	22 233	2 000	2 041 706 368	
			Category 3	24 182	23 582	600	62 350 933	
	Charge of the use of intermediate stations by freight trains		Category 1	36 779	33 379	3 400	946 278 549	
			Category 2	80 295	77 895	2 400	2 293 146 400	
			Category 3	254 710	253 310	1 400	509 153 623	

Values of the table are given in thousand HUF.		Cost-based charge items in 2012/2013	Amount of state contribution per charge item	Charge to be paid in 2012/2013	Amount of state contribution per service
SUPPLEMENTARY SERVICES	Charge of the use of catenary	232	175	57	11 313 616 507
	Charge of access to refuelling facilities	22	-	22	-
	Charge of access to wagon weigh bridges (scales)	2 650	310	2 340	18 161 786
	Charge of storage of vehicles	162	-	162	-
	Charge of ensuring of staff	404	-	404	-
(Basic + supplementary services) total					78 900 000 000
ADDITIONAL SERVICES	Charge of staff providing train acceptance	60 861	57 088	3 773	165 041 143
	Charge of ensuring of staff for passenger trains	10 142	-	10 142	-
	Charge of ensuring of staff for freight and locomotive trains	10 142	6 093	4 049	2 427 298 935
	Charge of ensuring of traction unit for passenger trains	31 749	-	31 749	-
	Charge of ensuring of traction unit for freight and locomotive trains	31 749	9 770	21 979	1 023 989 373
	Charge of ensuring IM staff for weighing	6 420	5 593	827	111 231 860
	Charge of ensuring fuel for traction	291	-	291	-

Values of the table are given in thousand HUF.		Cost-based charge items in 2012/2013	Amount of state contribution per charge item	Charge to be paid in 2012/2013	Amount of state contribution per service
ADDITIONAL SERVICES	Charge for ensuring of traction current				
	Charge of transmitted traction current	21,2	-	21,2	-
	Charge of system-use	3,2	-	3,2	-
	Charge of network loss of transmitted traction current	2,7	-	2,7	-
	Charge of other operation	0,03	-	0,03	-
	Charge for ensuring electric energy for other than traction purposes				
	Charge of transmitted electric energy used not for traction purposes	21,2	-	21,2	-
	Charge of system-use	3,2	-	3,2	-
	Charge of network loss of transmitted electric energy used not for traction purposes	2,7	-	2,7	-
	Charge of other operation	0,04	-	0,04	-
	Charge of exchanging of bogies	97 850	43 550	54 300	77 736 900
	Charge of using of bogies	65	32	33	14 701 790
(Additional services) total					3 820 000 000

TOTAL SUM

82 720 000 000