Effective: from 4 February 2022 Applicable: from 11 December 2022

### **TEXT**

### 1. 5.3.2.2 Charges

The following modifications were made:

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

Running of trains- train km proportionate part	Li	ine section	category I	L	ine section	category II	Li	ine section	category III
Unit: HUF/train km	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Passenger trains	63	<del>671</del> 327	<del>734</del> 390	98	<del>882</del> 243	<del>980</del> 341	93	<del>826</del> 35	<del>919</del> 128
Standard freight trains	64	<del>675</del> 396	<del>739</del> 460	86	<del>767</del> 341	8 <del>53</del> 427	145	1-400 83	<del>1 545</del> 228
Locomotive trains	64	<del>677</del> 346	<del>741</del> 410	95	<del>857</del> 310	<del>952</del> 405	105	<del>932</del> 285	<del>1 037</del> 390
Special freight trains	Li	ine section	category I	L	ine section	category II	Li	ine section	category III
Special freight trains	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Záhony freight trains	60	636 361	6 <del>96</del> 421	106	<del>970</del> 282	<del>1 076</del> 388	104	8 <del>98</del> 107	<del>1 002</del> 211
Corridor trains	55	<del>577</del> 404	<del>632</del> 459	89	<del>810</del> 337	<del>899</del> 426	-	-	-

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

Running of trains- train km proportionate part	Li	ine section	category I	L	ine section	category II	Li	ine section	category III
Unit: HUF/train km	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Passenger trains	49	<del>512</del> 261	<del>561</del> 310	49	<del>377</del> 231	<del>426</del> 280	41	344 174	<del>385</del> 215
Standard freight trains	78	<del>571</del> 321	<del>649</del> 399	117	<del>609</del> 182	<del>726</del> 299	158	4 <del>69</del> 41	<del>627</del> 199
Locomotive trains	51	<del>599</del> 259	<del>610</del> 310	34	4 <del>32</del> 246	4 <del>66</del> 280	34	<del>353</del> 181	<del>387</del> 215
Special freight trains									
Corridor trains	78	<del>566</del> 245	644 323	-	-	-	-	-	-

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

Running of trains- gross ton km proportionate part Unit: HUF/gross ton km	Charge	Mark-up	Amount to be paid
Passenger trains	0,36	<del>0,36</del>	<del>0,36</del>
Standard freight trains Locomotive trains	0,30	-	0,30
Special freight trains			
Záhony freight trains	<del>0,27</del> <mark>0,26</mark>	-	<del>0,27</del> <mark>0,26</mark>
Corridor trains	0,28	0,32 0,01	0,60 0,29

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

Running of trains- gross ton km proportionate part Unit: HUF/gross ton km	Charge	Mark-up	Amount to be paid
Passenger trains	0.54	0.6	0.54
Freight trains*	0,56 0,28	0,6	<del>0,56</del> 0,28
Locomotive trains	0,20	O	0,20

<sup>\*</sup>The category Freight trains includes the categories Standard freight trains and Special freight trains.

### 2. 5.5.3.2 Charges

The following modifications were made:

#### Charging elements of use of catenary

Use of catenary Unit: HUF/electric train km	Charge	Mark-up	Amount to be paid
MÁV Zrt.	47	<del>66</del> 19	<del>113</del> 66
GYSEV Zrt.	<del>91</del> 88	<del>179</del>	<del>270</del> 88

### 3. 5.3.2.3 Train running - further rules applied for special freight trains

The following modifications were made:

According to the definition in the aid scheme for the maintenance and revitalisation of single wagonload traffic by rail (hereinafter referred to as the "aid scheme"), as set out in Government Decision 1414/2020 (16.VII.), single wagonload trains may apply for aid outside the tariff scheme under the HÜSZ, within the framework of the aid scheme and under the conditions set out therein.

The aid scheme under the Government Decision entered into force on 29 October 2021. For the 2022/2023 timetable period, trains corresponding to the definition of single wagonload traffic will have to pay the rates applicable to general freight trains.

### 4. 7.3.1.3.1.2 Charges of the service

The following modifications were made:

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

Storage of vehicles	Charge	Mark-up	Amount to be paid
Unit: HUF/ vehicle/day		<del>123</del>	<del>282</del>
offic. Floi / Verlicte/day	159	23	182

### 5. 7.3.1.3.2.1-2 Charges of the service

The following modifications were made:

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

Ensuring of shunting staff for passenger trains	Amount to be paid
Unit: HUF/person/hour	17 038 8 660
Ensuring of shunting staff for freight and locomotive trains - ordered	Amount to be paid
more than 8 days before the scheduled use of the service	
Unit: HUF/person/hour	<del>23 804</del> 5 650
Ensuring of shunting staff for freight and locomotive trains - ordered	Amount to be paid
within 8 days before the scheduled use of the service	
Unit: HUF/person/hour	<del>17 212</del> 4 500

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

Ensuring of shunting staff for passenger trains	Amount to be paid
Unit: HUF/person/hour	<del>23 699</del> 9 800
Ensuring of shunting staff for freight and locomotive trains	Amount to be paid
Unit: HUF/person/hour	<del>24 644 5 300</del>

### 6. 7.3.1.3.2.2-2 Charges of the service

The following modifications were made:

### Charging elements of availability of shunting staff on the network of GYSEV Zrt

Availability of shunting staff for passenger trains	Amount to be paid
Unit: HUF/person/hour	<del>12 981</del> 5 294
Availability of shunting staff for freight and locomotive trains	Amount to be paid
Unit: HUF/person/hour	<del>12 981</del> 4 000

### 7. 7.3.1.3.2.3-2 Charges of the service

The following modifications were made:

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

Ensuring of traction unit for passanger trains	Amount to be paid
Unit: HUF/vehicle/hour	<del>57 812</del> 40 623
Ensuring of traction unit for freight and locomotive trains	Amount to be paid

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

Ensuring of traction unit for passanger trains	Amount to be paid
Unit: HUF/vehicle/hour	4 <del>2 556</del> 24 066
Ensuring of traction unit for freight and locomotive trains	Amount to be paid
Unit: HUF/vehicle/hour	<del>29 689</del> <b>24 066</b>

### 8. 7.3.1.3.2.4-2 Charges of the service

The following modifications were made:

### Charging elements of availability of traction unit on the network of GYSEV Zrt

Availability of traction unit for passenger trains	Amount to be paid
Unit: HUF/vehicle/hour	<del>22 553</del> 19 376
Availability of traction unit for freight and locomotive trains	Amount to be paid
Unit: HUF/vehicle/hour	<del>22 666</del> 18 200

# 9. 7.3.3.4.1 Charges of Use the service Use of the origin/destination stations by passenger trains

The following modifications were made:

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

Use of stations by passenger trains for stopping Unit: HUF/ use of stations	Charge	Mark-up	Amount to be paid
Station category I	1 479	<del>2 267</del> 1 820	<del>3 746</del> 3 299
Station category II	1 089	<del>2 263</del> 1 679	<del>3 352</del> 2 768
Station category III	1 023	<del>2 255</del> <mark>879</mark>	<del>3 278</del> 1 <del>920</del>
Station category IV	826	<del>2 291</del> <mark>892</mark>	<del>3 117</del> 1 780

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

Use of stations by passenger trains for stopping Unit: HUF/ use of stations	Charge	Mark-up	Amount to be paid
Station category I	1 167	<del>1 785</del> <mark>893</mark>	<del>2 952</del> 2 060
Station category II	869	<del>1 521</del> 879	<del>2 390</del> 1 <b>748</b>
Station category III	848	<del>1 458</del> 700	<del>2 306</del> 1 548
Station category IV	1 042	<del>2 477</del> <mark>351</mark>	<del>3 519</del> 1 <mark>393</mark>

# 10. 7.3.3.4.2 Charges of Use the service Use of the origin/destination stations by passenger trains

The following modifications were made:

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

Use of origin/destination stations by passenger trains Unit: HUF/ use of stations	Charge	Mark-up	Amount to be paid
Station category I	914	<del>2 211</del> 1 376	<del>3 125</del> 2 290
Station category II	867	<del>2 212</del> 959	<del>3 079</del> 1 <mark>826</mark>
Station category III	854	<del>2 212</del> <del>59</del>	<del>3 066</del> 913
Station category IV	<del>1 006</del> 913	<del>2 211</del>	<del>3 217</del> 913

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

Use of origin/destination stations by passenger trains Unit: HUF/ use of stations	Díj	Felár	Fizetendő összeg
Station category I	1 991	<del>2 882</del> 1 499	4 <del>873</del> 3 490
Station category II	2 842	<del>2 882</del> 158	<del>5 724</del> 3 000

### 11. 7.3.3.4.1 Charges of Use of stations for freight trains service

The following modifications were made:

Charging elements of the use of stations by freight trains on the network of  $M\acute{A}V$  Zrt.

Use of stations by freight trains Unit: HUF/ use of stations	Charge	Mark-up	Amount to be paid
Station category I	<del>9 018</del> <b>5 050</b>	<del>16 266</del>	<del>25 284</del> 5 050
Station category II	<del>6 403</del> 2 530	<del>12 734</del>	<del>19 137</del> 2 530
Station category III	<del>6 393</del> 800	<del>12 755</del>	<del>19 148</del> 800

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

Use of stations by freight trains Unit: HUF/ use of stations	Charge	Mark-up	Amount to be paid
Station category I	<del>16 468</del> 5 000	<del>32 299</del>	<del>48 767</del> 5 000
Station category II	<del>10 694 4 000</del>	<del>16 484</del>	<del>27 178</del> 4 000
Station category III	<del>40 601</del> 3 000	<del>49 571</del>	<del>90 172</del> 3 <mark>000</mark>

### 12. 7.3.1.3.4.2 Charges of the service

The following modifications were made:

#### Charging elements of train preparation on the network of GYSEV Zrt

Train preparation	Amount to be paid
Unit: HUF/person/hour	<del>10 432</del> 4 740

#### 13. 7.3.1.3.3.2 Charges of the service

The following modifications were made:

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

Staff providing train acceptance	Amount to be paid
Unit: HUF/person/hour	<del>10 431</del> <b>4</b> 500

### 14. 7.3.7.4.1 Charges of Exchange of axles service

The following modifications were made:

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

Exchange of axles	Amount to be paid
	<del>77 260</del>
Unit: HUF/vehicle	27 960

### 15. 7.3.7.4.2 Charges of Use of bogies service

The following modifications were made:

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

Use of bogies	Amount to be paid
	<del>147</del>
Unit: HUF/hour/bogie	49

### 16. 7.3.7.4.3 Charges of Use of wagon weigh bridges (scales) service

The following modifications were made:

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

Use of wagon weigh bridges (scales)	Charge	Mark-up	Amount to be paid
Unit: HUF/ vehicle	<del>13 012</del> <b>2 700</b>	<del>737</del>	<del>13 749</del> 2 700

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

Use of wagon weigh bridges (scales)	Charge	Mark-up	Amount to be paid
Unit: HUF/ vehicle	2 842	<del>1 459</del> 223	<del>4 301</del> 3 065

### 17. 7.3.7.4.4 Carges of Ensuring staff for weighing service

The following modifications were made:

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

Staff ensured for weighing	Amount to be paid
Unit: HUF/vehicle	<del>6 126</del> 4 500

### 18. 7.3.10.4.1 Charges of Use of refuelling facilities service

The following modifications were made:

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

Use of refuelling facilities	Charge	Mark-up	Amount to be paid
Unit: HUF/ litre	<del>60</del> 27	6	<del>66</del> 27

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

	Charge	Mark-up	Amount to be paid
Use of refuelling facilities Unit: HUF/ litre	<del>39</del> 38	<del>5</del>	44 38

### **ANNEXES**

# 19. Annex 5.2-6 - Summing-up table of network access charges for the 2022/2023 timetable period

The following modifications were made:

Summing-up table of network access charges of MÁV Zrt for the 2022/2023 timetable period (HUF)

Charge   Mar-Up   Charge   Mar-Up   Paid   Mar-Up   Paid   Charge   Mar-Up   Paid   Pai	Summing-up table of fletwork access charges of MAY 21t for the		. `	,	С		
Rameing of trains Gross ton proportionate part Peacemper train. Scandood freight train. Locomotive train Peacemper train. Scandood freight train.  0.32 0.32 0.33 0.040 0.30 0.30 0.30 0.30 0.30 0.3	Services of MÁV Zrt. 2022/2023	Charge	Mark-up		Charge	Mark-up	Amount to be paid
Gross for proportionate past Passenger frairs. Studied freight train, Locomotive train Special freight train. Preight train of Zimory Passenger train Passenge	Ensuring of train path	1	8	9	1	8	9
Passenger train. Standard regist train. Locomotive train Special Freight train - Teight train of Zahony	Running of trains						
Special Freight train Freight train of Zahony   0.22		0.24	0.26	0.70	0.20		0.70
Special freight trails - Corridor freight train   0,28						-	
Trank improportionate part  Trank proportionate part  Trank section category   6,3 671 734 6,0 327 390  Trank section category   6,3 677 734 6,0 327 390  Locomotive trains  Locomotive trains  Locomotive trains  Locomotive trains  Trank section category   6,5 677 744 64 346 410  Trank section category   7,5 692 95 30 30 455  Trank section category   7,5 692 95 30 455  Trank section category   7,5 60 455  Trank section category   7,	, , ,					0.01	
Passenger trains track section category		0,20	0,32	0,00	0,20	0,01	0,29
track section category							
trask section category II	_	63	671	734	- 63	327	390
track section category III							
Locomotive trains  track section category   64   577   724   64   346   410  track section category   1   95   537   592   95   310   405  Standard freight trains  4   77   724   724   725   7		93	826	919	- 93	35	
track-section category III							
track section category   1	track section category I	64	677	- 741	- 64	346	410
Standard freight trains track section category   64   475   739   64   366   460 track section category   86   767   833   86   311   427 track section category   160   140   1465   145   83   228 Special freight trains - Freight train of Zéhony track section category   160   361   361   362   362   363   364   364   366	track section category II	95	<del>857</del>	- <del>952</del>	- 95	310	405
track section category   64   475   729   64   396   306   400   track section category   1   15   140   1-945   145   38   228   Special freight trains - Freight train of Zahony   160   430   646   646   646   646   646   track section category   1   166   370   474   474   65   220   388   track section category   1   166   370   476   476   64	track section category III	105	932	- <del>1 037</del>	105	285	390
track section category II track section category II track section category II	Standard freight trains						
track section category							
Special Freight trains - Freight train of Zahony track section category   106   770   4076   106   262   282   282   282   107   282   2							
track section category		145	1 400	- <del>1 545</del>	145	83	228
track section category III 100 970 1070 1070 107 211 Special freight trains - Corridor freight train track section category II 89 80 810 899 80 337 426 track section category III 89 80 810 899 80 337 426 track section category III 87 2217 177 177 177 177 177 177 177 177 1							
Track section category     55   577   632   55   640   459   640							
Special Freight Trains - Corridor Freight Line   155   577   612   55   644   459     Urack section category   89   810   890   89   337   426     Use of Catenary   105   65   113   47   19   66     Use of Catenary   170   170   170   180     Use of Stations by passenger trains for stopping   1   170   2   267   3746   1479   1820   1279     Il. station category   1   1870   2   267   3746   1479   1820   1279     Il. station category   1   1870   2   255   3   378   1023   897   1920     Use of Origin/destination stations by passenger trains   1   1810   1810   1810     Use of origin/destination stations by passenger trains   1   1810   1810   1810     Il. station category   826   2   291   3117   826   892   1718     Use of origin/destination stations by passenger trains   1   1810   1810   1810     Il. station category   877   2   212   3077   897   999   1826     Il. station category   867   2   212   3079   897   999   1826     Il. station category   867   2   212   3079   897   999   1826     Il. station category   904   1   1   1   1   1   1   1   1     Use of stations by save generations   904   1   1   1   1   1   1   1     Use of stations by save generations   904   1   1   1   1   1   1   1   1   1    Use of stations by save generations   904   1   1   1   1   1   1   1   1   1							
track section category   55   577   632   55   404   499   810   899   810   899   810   899   810   899   810   899   810   899   810   8		104	898	- <del>1 002</del>	104	107	211
Use of catelanary   Use of stations by passenger trains for stopping   1, station category   1, station cate		FF	E 77	(22		40.4	450
Track section category   Illus of catenary   47	, , , , , , , , , , , , , , , , , , ,		-				
Use of catemary   147	= -	89	810	- 899	- 89	337	426
Use of stations by passenger trains for stopping   1, station category   1, station category   10, station st		47	- //	442	47	40	"
1. station category		4/	- 00	113	- 4/	19	00
II. station category	1	1 470	2 267	2 746	1 470	1 920	2 200
III. station category							
N. station category	5 ,						
Use of origin/destination stations by passenger trains  1. station category 1. station	3 /						
1. station category		020	22,1	3	020	5/2	
II. station category		914	2 211	3 125	914	1 376	2 290
III. station category	= :	867		3 079			
N. station category	= -		<del>2 212</del>	3 066			
1. station category   9.018		1 006	2 211	- <del>3 217</del>	913	-	913
II. station category	Use of stations by freight trains						
III. station category	I. station category	9 018	<del>16 266</del>	- <del>25 284</del>	- 5 050	-	5 050
Storage of vehicles	II. station category	6 403	12 734	- <del>19 137</del>	2 530	-	2 530
Use of wagon weigh bridges (scales)	III. station category			- <del>19 148</del>		-	
Use of refuelling facilities	Storage of vehicles					97	
Ensuring of shunting staff for passanger trains   17-038							
Ensuring of shunting staff freight and locomotive trains ordered within 8 days before the scheduled use of the service  Ensuring of shunting staff freight and locomotive trains ordered more than 8 days before the scheduled use of the service  Ensuring of shunting staff freight and locomotive trains ordered more than 8 days before the scheduled use of the service  Ensuring of traction unit for passanger trains  57812 57812 40 623 40 623  Ensuring of traction unit for preight and locomotive trains  57991 57981 25350 225350  Ensuring of fuel for traction  276 276 276 276 276  278 276 276  Ensuring of fuel for traction  276 6 276 276  Ensuring of fuel for traction  276 776 277 276 277 277 277 277 277 277			6				
17.11		<del>17 038</del>		17 038	- 8 660	-	8 660
Cash before the scheduled use of the service   Cash until the scheduled use of		17 212	_	17 212	- 5 650	-	5 650
8 days before the scheduled use of the service  Ensuring of traction unit for passanger trains  57.812 - 57.812 40.623 - 40.623  Ensuring of traction unit for freight and locomotive trains  Ensuring of traction unit for freight and locomotive trains  Ensuring of fuel for traction on the for freight and locomotive trains  Ensuring of fuel for traction  276 - 276 276 - 276  Ensuring of fuel for traction  276 - 276 276 - 276  Ensuring of fuel for traction  276 - 276 276 - 276  Ensuring of traction cureat  Exchange of axles  772.60 - 772.60 - 772.60 27.90  Exchange of axles  772.60 - 772.60 27.90  Ensuring of traction current  Ensuring of traction current  147 - 147 49 - 49  Ensuring of traction current  21,8 - 21,8 21,8 - 21,8  System-use  4,3 - 4,3 4,3 - 4,3  Energy tax  0,6 - 0,6 0,6 - 0,6  Energy tax  10,6 - 0,6 0,6 - 0,6  Energy tax  10,3 - 0,3  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Energy tax  10,3 - 0,3 0,3 0,3 - 0,3  Energy tax  10,3 - 0,3 0,3 0,3 - 0,3  Energy tax  10,3 - 0,3 0,3 0,3 - 0,3  Energy tax  10,3 - 0,3 0,3 - 0,3  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ensuring of other than traction purposes (preheating, precooling)							
So days before the scheduled use of the service Ensuring of traction unit for passanger trains  Ensuring of traction unit for freight and locomotive trains  Ensuring of fuel for traction  276		23 804		23 804	4 500	-	4 500
Ensuring of traction unit for freight and locomotive trains		F7.042		F7.042	40.422		
Ensuring of fuel for traction 276 - 276 276 - 276 Staff providing train acceptance 10431 - 10431 4500 - 4500 Exchange of axles 77260 - 6126 4500 - 4500 Exchange of axles 77260 - 77260 27960 - 27960 Use of bogies 1447 - 147 49 - 49 Ensuring of traction current 21,8 - 21,8 21,8 - 21,8 System-use 4,3 - 4,3 4,3 - 4,3 4,3 - 4,3 Network loss of transmitted traction current 0,6 - 0,6 0,6 - 0,6 Energy tax 0,3 - 0,3 0,3 - 0,3 Funds under the Act on Electric energy used for other than traction purposes (preheating, precooling)  Ensuring of fuel used for other than traction purposes (preheating, precooling)  Ensuring of fuel used for other than traction purposes (preheating, precooling)  278 - 278 278 - 278							
Staff providing train acceptance							
Staff ensured for weighing							
Transmitted traction current   21,8   - 21,8   21,8							
Subsect   Subs			-				
Ensuring of traction current  Transmitted traction current  System-use Network loss of transmitted traction purposes (preheating, precooling)  Transmitted electric energy used for other than traction purposes  Energy tax  System-use  (preheating, precooling)  Transmitted electric energy used for other than traction purposes  Selecting than traction purposes  (preheating, precooling)  Transmitted electric energy used for other than traction purposes  System-use  Network loss of transmitted electric energy used for other than traction purposes  Energy tax  System-use  Network loss of transmitted electric energy used for other than traction purposes  Energy tax  System-use  Network loss of transmitted electric energy used for other than traction purposes  Energy tax  System-use  1,7  1,7  2,3  2,3  2,3  2,3  2,3  2,3  2,3  3,7  3,7							
Transmitted traction current  System-use  1,8 1,3 1,4,4 1,4,	5	1-17	-	1-17	-17		-77
System-use   4,3   -   4,3   4,3   -   4,3   4,3   -   4,3       Network loss of transmitted traction current   0,6   -   0,6   0,6   -   0,6     Energy tax   0,3   -   0,3   0,3   -   0,3     Funds under the Act on Electricity   4,4   -   4,4   4,4   -   4,4     Ensuring of electric energy used for other than traction purposes (preheating, precooling)		71 R	-	71 8	71 8		71 ₽
Network loss of transmitted traction current   0,6   - 0,6   0,6   0,6   - 0,6   0							
Energy tax	· ·						
Funds under the Act on Electricity  4,4  - 4,4  4,4  - 4,4  - 4,4  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Transmitted electric energy used for other than traction purposes  4,7  Energy tax  Energy tax  Energy tax  Energy tax  Energy tax  Energy tax  Ensuring of fuel used for other than traction purposes  22,3  - 22,3  22,3  - 22,3  22,3  - 4,7  4,7  - 4,7  4,7  - 4,7  - 4,7  - 0,3  0,3  - 0,3  0,3  - 0,3  0,3  - 0,3  20,3  - 0,3  20,3  - 0,3  20,3  - 0,3  20,3  - 0,3  20,3  - 0,3  20,3  - 0,3  20,3  - 0,3  20,3  - 0,3  20,3  - 0,3  20,							0,3
Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Transmitted electric energy used for other than traction purposes  22,3 - 22,3 22,3 - 22,3  System-use  4,7 - 4,7 4,7 - 4,7  Network loss of transmitted electric energy used for other than traction purposes  Energy tax  5,3 - 0,3 0,3 - 0,3  6,3 - 0,3 0,3 - 0,3  7,4 - 0,3 0,3 - 0,3  8,5 - 0,3 0,3 - 0,3  9,7 - 0,3 0,3 - 0,3  1,9 - 0,3 0,3  1,9 -			-			-	4,4
(preheating, precooling)         22,3         2	Ensuring of electric energy used for other than traction purposes	·		,	, ,		Ž
Transmitted electric energy used for other than traction purposes   22,3   - 22,3   22,3   - 2,3   22,3   22,3     22,3   22,3     22,3	(preheating, precooling)						
A,7		22,3	-	22,3	22,3	-	22,3
purposes 0,3 - 0,3 0,3 - 0,3  Energy tax 0,3 - 0,3 0,3 - 0,3  Funds under the Act on Electricity 3,9 - 3,9 - 3,9  Ensuring of fuel used for other than traction purposes (preheating, precooling) 278 - 278 278 - 278			-			-	4,7
purposes 0,3 - 0,3 0,3 - 0,3  Energy tax 0,3 - 0,3 0,3 - 0,3  Funds under the Act on Electricity 3,9 - 3,9 - 3,9  Ensuring of fuel used for other than traction purposes (preheating, precooling) 278 - 278 278 - 278	Network loss of transmitted electric energy used for other than traction						
Energy tax   0,3   - 0,3   0,3   - 0,3	purposes	0,3	-	0,3	0,3	-	0,3
Funds under the Act on Electricity 3,9 - 3,9 3,9 - 3,9 Ensuring of fuel used for other than traction purposes (preheating, precooling) 278 - 278 278 278		0,3	-	0,3	0,3	-	0,3
precooling) 2/8 - 2/8 2/8 - 2/8	Funds under the Act on Electricity		-			-	3,9
precooling)	Ensuring of fuel used for other than traction purposes (preheating,	279		270	270		270
Ticketing and reckoning activity         116         -         -         116         -         116         -         -         116         - <t< td=""><td>precooling)</td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	precooling)						
	Ticketing and reckoning activity	116	-	116	116	-	116

Summing-up table of network access charges of GYSEV Zrt for the 2022/2023 timetable period (HUF)

				CD modification No1			
Services of GYSEV Zrt. 2022/2023	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	
Ensuring of train path	1	10	11	1	10	11	
Running of trains							
Gross ton proportionate part	<del>0,56</del>	<del>0,60</del>	<del>1,16</del>	0,28	0	0,28	
Train km proportionate part							
Passenger trains							
track section category I	49	512	<del>561</del>	49	261	310	
track section category II	49	377	<del>426</del>	49	231	280	
track section category III	41	344	<del>385</del>	41	174	215	
Locomotive trains							
track section category I	51	<del>559</del>	<del>610</del>	51	259	310	
track section category II	34	432	466	34	246	280	
track section category III	34	<del>353</del>	<del>387</del>	34	181	215	
Standard freight trains							
track section category I	78	<del>571</del>	649	78	321	399	
track section category II	117	609	726	117	182	299	
track section category III	158	<del>469</del>	<del>627</del>	158	41	199	
Special freight trains - Corridor freight train							
track section category I	78	<del>566</del>	644	78	245	323	
track section category II	-	-	-[	-	-	-	
track section category III	-		-	-	-	-	
Use of catenary	91	<del>179</del>	<del>270</del>	88	-	88	
Use of stations by passenger trains for stopping							
I. station category	1 167	1 785	<del>2 952</del>	1 167	893	2 060	
II. station category	869	<del>1 521</del>	<del>2 390</del>	869	879	1 748	
III. station category	848	<del>1 458</del>	<del>2 306</del>	848	700	1 548	
IV. station category	1042	<del>2 477</del>	3 519	1 042	351	1 393	
Use of origin/destination stations by passenger trains							
I. station category	1 991	<del>2 882</del>	4 873	1 991	1 499	3 490	
II. station category	2 842	2 882	- 5 <del>724</del>	2 842	158	3 000	
III. station category	_		_	-			
IV. station category	-	-	1	-	-	-	
Use of stations by freight trains							
I. station category	16 468	32 299	<del>48 767</del>	5 000	-	5 000	
II. station category	10 694	<del>16 484</del>	<del>27 178</del>	4 000	-	4 000	
III. station category	40 601	49 571	— <del>90 172</del>	3 000	-	3 000	
Storage of vehicles	159	123	282	_ 159	23	182	
Use of wagon weigh bridges (scales)	2 842	1459	4 301	2 842	223	3 065	
Use of refuelling facilities	39	5	44	38	-	38	
Ensuring of shunting staff for passenger trains	<del>23 699</del>	-	<del>23 699</del>	9 800	-	9 800	
Ensuring of shunting staff freight and locomotive trains	24 644	-	24 644	5 300	-	5 300	
Availability of shunting staff for passenger trains	<del>12 981</del>	_	<del>12 981</del>	5 294	-	5 294	
Availability of shunting staff freight and locomotive trains	12 981		12 981	4 000		4 000	
Ensuring of traction unit for passenger trains	42 556		42 556	24 066	_	24 066	
Ensuring of traction unit for freight and locomotive trains	<del>29 689</del>		<del>29 689</del>	24 066	-	24 066	
Availability of traction unit for passenger trains	<del>22 553</del>		22 553	19 376	-	19 376	
Availability of traction unit for freight and locomotive trains	<del>22 666</del>		<del>22 666</del>	18 200		18 200	
Ensuring of fuel for traction	268		268	268	-	268	
	467		467	467	-	467	
Ensuring of water for water supply Train proparation	467 10432		467 — 10432	4740	-	4740	
Train preparation	1 <del>10432</del>		10432	4 /40	-	4 /40	
Ensuring of traction current	35.3		35.3	25.2		25.2	
Transmitted traction current	25,2	-	25,2	25,2	-	25,2	
System-use	6,4	-	6,4	6,4	-	6,4	
Network loss of transmitted traction current	2,1	-	2,1	2,1	-	2,1	
Energy tax	0,6	-	0,6	0,6	-	0,6	
Funds under the Act on Electricity	8,3		8,3	8,3	-	8,3	
Ensuring of electric energy used for other than traction purposes (preheating, pred		-		05.5	-	-	
Transmitted electric energy used for other than traction purposes	25,2	-	25,2	25,2	-	25,2	
System-use	6,4	-	6,4	6,4	-	6,4	
purposes	2,1	-	2,1	2,1	-	2,1	
Energy tax	0,6	-	0,6	0,6	-	0,6	
Funds under the Act on Electricity	8,3	-	8,3	8,3	-	8,3	
Technical inspection of railway vehicles	10 856	-	10 856	10 856	-	10 856	

### 20. Annex 2.6 Infrastructure enhancement works to be expected in the years following the timetable year of 2022/2023

The following modifications were made:

#### GYSEV Zrt.

Number	Line	Line section	Start	End	Reason for restriction	Expected effect	Remarks	
1	17	Vasvár-Pácsony	22/04/2024	26/05/2024	Road crossing reconstruction AS 1263 STRAIL	speed restriction prevention		
2	16	Jánossomorja-Bősárkány	13/05/2024	27/05/2024	Jánossomorja-Bősárkány bedding sifting	speed restriction prevention, maintaining axle load		
3	20	Vép-Szombathely	29/05/2024	05/06/2024	Vép-Szombathely right track ballast screening	speed restriction prevention, maintaining axle load		
4	20	Vép-Szombathely	07/06/2024	09/06/2024	Vép-Szombathely left track ballast screening	speed restriction prevention, maintaining axle load		
5	8	Ikrény - Enese	10/06/2024	16/06/2024	Ikrény - Enese substructure head widening	maintaining axle load		
6	8	Kóny - Csorna	10/06/2024	16/06/2024	Kóny - Csorna substructure head widenings	maintaining axle load		
7	17	Szombathely-Zalaszentiván	13/06/2024	30/06/2024	Szombathely-Zalaszentiván ballast screening	speed restriction preventionn, maintaining axle load		
8	21	Alsórönök-Szentgotthárd	15/07/2024	21/07/2024	Road crossing reconstruction AS 1677 EDILON	speed restriction prevention		
9	16	Hegyeshalom-Jánossomorja	15/07/ 024	19/07/2024	Replacement of Mosonszolnok siding No 2	speed restriction prevention		
10	8	Csorna - Rábatamási	16/09/2024	30/09/2024	Csorna - Rábatamási substructure head widening	maintaining axle load		
11	8	Rábatamási - Kapuvár	16/09/2024	30/09/2024	Rábatamási - Kapuvár substructure head widenings	maintaining axle load		
12	8	Kapuvár-Fertőendréd	16/09/2024	30/09/2024	Kapuvár-Fertőendréd substructure head widening	maintaining axle load		
13	8	Petőháza-Fertőszentmiklós	16/09/2024	30/09/2024	Petőháza-Fertőszentmiklós substructure head widening	maintaining axle load		
14	8	Pinnye-Fertőboz	16/09/2024	30/09/2024	Pinnye-Fertőboz substructure head widening	maintaining axle load		
15	8	Fertőboz-Sopron	16/09/2024	30/09/2024	Railway overpass renovation	speed restriction prevention		
16	8	Pinnye-Fertőboz	16/09/2024	30/09/2024	Pinnye-Fertőboz overhead line reconstruction	prevention of overhead line disturbances		
17	8	Csorna - Győr	01/10/2024	06/10/2024	Track and overhead line maintenance	speed restriction prevention, prevention of overhead line disturbances		
18	15	Lövő-Nemeskér	07/10/2024	12/10/2024	Road crossing reconstruction AS 593 EDILON	speed restriction prevention		
19	17	Szombathely Rendező - Püspökmolnári	07/10/2024	12/10/2024	Replacement of siding No 1 at Hatmajor	speed restriction prevention		
20	17	Szombathely Rendező - Püspökmolnári	07/10/2024	12/10/2024	Replacement of siding No 2 at Hatmajor	speed restriction prevention		

### 21. Annex 5.2-2 Charging Document of MÁV Zrt.

#### 1. 2.3 Basis of modification of the CD

The following modifications were made:

Until the date of publication Network Statement 2022/2023, the Infrastructure Manager did not send the notification, about the amount and use of state contribution on 2022/2023 timetable period.

On December 23, 2021, MÁV Zrt. sent to VPE Kft. Letter No 41560/2021 / MAV, which contains the amount and use of state contribution on 2022/23 timetable period. Accordingly, the cost base of the related network access charges could be reduced by HUF 98.540 billion. See section 3.8 for more details.

#### 2. 3.8 Amount of state contribution

The following modifications were made:

By the date of publication specified in the decree the notification was not received by VPE Kft. about the amount and use of state contribution on 2022/23 timetable period.

Based on the letter No. 41560/2021/MAV sent by MÁV Zrt, the amount of state contribution that can be taken into account in the charging process is as follows:

- regarding basic services: HUF 72,527 bn
- regarding supplementary services: HUF 26,013 bn

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

- In the freight sector regarding basic and supplementary services of MÁV Zrt in 2022/2023 timetable period the volume of the network access charges increased by 3% taking into account the performance data provided during the charging for the 2021/2022 timetable year, in case of unchanged performance (indexation of freight transport services.
- In the passenger sector the amount of network access charges from basic and supplementary services of MÁV Zrt in the 2022/2023 timetable period is equal to the amount of payable network access charges which determined to the 2021/2022 timetable period.
- The state contribution should not result the reduction in network access charges for the 2022/2023 timetable period compared to the 2021/2022 timetable period unless if it comes from legislation, ministerial provision or cost conditions.
- Ensuring of electric energy and fuel used for traction current should not receive financial support as well as Ensuring of electric energy and fuel used for other than traction purposes.
- As in the case of the 2021/2022 timetable, in order to meet the transport policy objectives related to rail competitiveness, the amounts to be paid for the running of trains (both train km and gross ton km proportionate part of the service) of the following relevant freight trains will be reduced by the aggregate revenue from basic and supplementary services will be varied according to the indexation of freight transport services:

- the arriving and departing freight trains to/from Záhony area which run on normal gauge ("Záhony freight trains");
- those freight trains which run in the international corridor route ("Corridor freight trains") in accordance with Regulation 913/2010/ EU.
- For freight trains that do not exceed 80 chargeable km and 1000 gross ton weight (single wagon load), the reduced amounts to be paid are published, with the proviso that 1414/2020. (VII. 16.) with the entry into force of the support system according to the Government Resolution, the amounts to be paid for standard freight trains according to the indexation of freight transport services shall be validated for these trains, regardless of the date of allocation of the affected train paths.
- During the data supply the effects of changes of station's category have been taken into account. Railway companies bear the benefits, and disadvantages that result from the change of category due to changes in technical parameters.

The letters on the distribution of state contribution is listed in Annex 7.

The distribution of the amount of state contribution between different services can be seen in Annex 6 and the charges created after the distribution are included in Annex 5.

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

The following modifications were made:

		Run			
		Gross ton			
2022/2023. (HUF)	Ensuring of train path	Passenger train, standard freight train, locomotive train	Freight train of Záhony	Corridor freight train	Use of catenary
1. Amount of charge of access part	1	0,36	0,27	0,28	47
2. Amount of mark-up	8	0,36	0,33	0,32	66
3. Amount of discount	-	-	-	-	-
4. Amount fo state contribution	0	0,42	0,34	0,31	47
Amount to be paid (1 + 2 - 3 - 4)	9	0,30	0,26	0,29	66

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

The following modifications were made:

		Running of trains												
2022/2023. (HUF)	Train km proportionate part													
2022/2023. (HUF)	Passenger trains		Passenger trains Locomotive trains		tive trains	Standard freight trains		Freight trains of Záhony			Corridor freight trains			
	Category I.	Category II.	Category III.	Category II.	Category III.	Category I.	Category II.	. Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.
1. Amount of charge of access part	63	98	93	95	105	64	86	145	60	106	104	55	89	
2. Amount of mark-up	671	882	826	857	932	675	767	1 400	636	970	898	577	810	
<ol><li>Amount of discount</li></ol>				-			-		-	-		-	-	
4. Amount fo state contribution	344	639	791	547	647	279	426	1 317	275	688	791	173	473	
Amount to be paid (1 + 2 - 3 - 4)	390	341	128	405	390	460	427	228	421	388	211	459	426	-

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

The following modifications were made:

The following mounteations were made:											
2022/2023. (HUF)	Use	of stations by pa	assenger trains for	stopping	Use of origin/destination stations by passenger trains						
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	Category IV.			
1. Amount of charge of access part	612	614	609	609	762	762	762	762			
2. Amount of charge of supply part	867	475	414	217	152	105	92	244			
3. Amount of mark-up	2 267	2 263	2 255	2 291	2 211	2 212	2 212	2 211			
4. Amount of discount	-	-	-	-	-	-	-	-			
5. Amount of state contribution	447	584	1 358	1 399	835	1 253	2 153	2 304			
Amount to be paid (1 + 2 + 3 - 4 - 5)	3 299	2 768	1 920	1 718	2 290	1 826	913	913			

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

The following modifications were made:

2022/2023. (HUF)	Use of stations by freight trains							
2022/2023. (1101)	Category I.	Category II.	Category III.					
1. Amount of charge of access part	6 761	5 892	5 933					
2. Amount of charge of supply part	2 257	511	460					
3. Amount of mark-up	16 266	12 734	12 755					
4. Amount of discount	-	-	-					
5. Amount of state contribution	20 234	16 607	18 348					
Amount to be paid (1 + 2 + 3 - 4 - 5)	5 050	2 530	800					

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

The following modifications were made:

2022/2023. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount of charge of access part	94	254	3
2. Amount of charge of supply part	1	12 758	57
3. Amount of mark-up	97	737	6
4. Amount of discount	-	-	-
5. Amount of state contribution	0	11 049	39
Amount to be paid (1 + 2 + 3 - 4 - 5)	192	2 700	27

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

The following modifications were made:

The following mounica	CIOITS WEIG	maac.			
	Ens	uring of shunting	Ensuring of traction unit		
		For freight ar			
2022/2023. (HUF)	For passenger trains	ordered within 8 days before the scheduled use of the service	ordered more than 8 days before the scheduled use of the service	For passenger trains	For freight and loco trains
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	17 038	17 212	23 804	57 812	57 991
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	8 378	11 562	19 304	17 189	32 641
Amount to be paid (1 + 2 + 3 - 4 - 5)	8 660	5 650	4 500	40 623	25 350

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

2022/2023. (HUF)	Ensuring of fuel for traction	Train acceptance	Staff ensured for weighing	Exchange of axles	Use of bogies
1. Amount of charge of access part	-	-	-	-	-
2. Amount of charge of supply part	276	10 431	6 126	77 260	147
3. Amount of mark-up	-	-	-	-	-
4. Amount of discount	-	-	-	-	-
5. Amount of state contribution	-	5 931	1 626	49 300	98
Amount to be paid (1 + 2 + 3 - 4 - 5)	276	4 500	4 500	27 960	49

# 10. Annex 5/a: Summing-up table of network access charges of MÁV Zrt for the 2022/2023 timetable period (HUF)

Services - MÁV Zrt. 2022/2023	Charge of	Charge of supply	Mark-up	Discount	State contribution	Amount to be
Ensuring of train path	access part	part -	8		contribution	paid 9
Running of trains		-	0	-	0	9
Gross ton proportionate part						
Passenger train, Standard freight train, Locomotive train	0,36	-	0,36	_	0,42	0,30
Special freight train - Freight train of Záhony	0,27	-	0,33	_	0,34	0,26
Special freight train - Corridor freight train	0,28	-	0,32	_	0,31	0,29
Train km proportionate part	-,				-,	-,
Passenger trains						
track section category I	63	-	671	_	344	390
track section category II	98	_	882	_	639	341
track section category III	93	-	826	_	791	128
Locomotive trains	,,,		020			
track section category I	64	-	677	_	331	410
track section category II	95	-	857	_	547	405
track section category III	105	-	932	_	647	390
Standard freight trains						
track section category I	64	-	675	_	279	460
track section category II	86	-	767	_	426	427
track section category III	145	-	1 400	_	1 317	228
Special freight trains - Freight train of Záhony						
track section category I	60	-	636	_	275	421
track section category II	106	_	970	_	688	388
track section category III	104		898		791	211
Special freight trains - Corridor freight train	104		070	_	/71	
track section category I	55	_	577	_	173	459
track section category II	89	-	810	-	473	426
track section category III			- 010	_	4/3	420
Use of catenary	47	-	66	-	47	66
Use of stations by passenger trains for stopping	47	_	00			00
l. station category	612	867	2 267	_	447	3 299
II. station category	614	475	2 263	_	584	2 768
III. station category	609	414	2 255	_	1 358	1 920
= :	609	217	2 291	-	1 399	1 718
IV. station category Use of origin/destination stations by passenger trains	009	217	Z Z 7 1	-	1 377	1710
l. station category	762	152	2 211	_	835	2 290
II. station category	762	105	2 212	-	1 253	1 826
III. station category	762	92	2 212	-	2 153	913
IV. station category	762	244	2 211	-	2 304	913
	702	244	2 211	-	2 304	713
Use of stations by freight trains	6 761	2 257	16 266	_	20 234	5 050
I. station category				-		
II. station category	5 892 5 933	511 460	12 734 12 755	-	16 607 18 348	2 530 800
III. station category Storage of vehicles	94	1	97	-	0	192
-	254	12 758	737	-	11 049	2 700
Use of wagon weigh bridges (scales)		57	6	-	39	
Use of refuelling facilities	3	17 038	-	-	8 378	8 660
Ensuring of shunting staff for passenger trains  Ensuring of shunting staff freight and locomotive trains ordered	-	17 036	-	-	0 3/0	8 000
within 8 days before the scheduled use of the service	-	17 212	-	-	11 562	5 650
Ensuring of shunting staff freight and locomotive trains ordered						
more than 8 days before the scheduled use of the service	-	23 804	-	-	19 304	4 500
Ensuring of traction unit for passenger trains	-	57 812	_	-	17 189	40 623
Ensuring of traction unit for freight and locomotive trains	-	57 991	-	-	32 641	25 350
Ensuring of fuel for traction	_	276	-	_	32 041	276
Train acceptance	-	10 431	-	-	5 931	4 500
Staff ensured for weighing	-	6 126	-	-	1 626	4 500
Exchange of axles	-	77 260	-	-	49 300	27 960
Use of bogies	-	147	-	-	98	49
Ensuring of traction current		177	_		70	4.
Transmitted traction current	_	21,8	-	_	_	21,8
System-use		4,3	-	-	-	4,:
Network loss of transmitted traction current	_	0,6	-	-	-	0,6
Energy tax		0,8	-	_		
Funds under the Act on Electricity		4,4	-	-	-	0,3 4,4
Ensuring of electric energy used for other than traction purposes	-	4,4	-	-	· -	4,
preheating, precooling)						
Transmitted electric energy used for other than traction		,,,				]
purposes	-	22,3	-	-	-	22,:
System-use	-	4,7	-	-	-	4,
		0,3				1
Network loss of transmitted electric energy used for other than			-		1 -	0,:
	-	·				1
Network loss of transmitted electric energy used for other than traction purposes  Energy tax	-	0,3	-	-	-	0,3
traction purposes Energy tax Funds under the Act on Electricity	-	·	-	-	-	0,3 3,9
traction purposes  Energy tax  Funds under the Act on Electricity  Ensuring of fuel used for other than traction purposes (preheating,	- - -	0,3 3,9		-	-	3,9
traction purposes Energy tax	-	0,3	-	-	-	

# 11. Annex 5/b: Summing-up table of network access charges of MÁV Zrt for the 2022/2023 timetable period (HUF) broken down by Network Statement

				Modification I			
Services - MÁV Zrt. 2022/2023	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	
Ensuring of train path	1	8	9	1	8	9	
Running of trains							
Gross ton proportionate part							
Passenger train, Standard freight train, Locomotive train	0,36	0,36	0,72	- 0,30	-	0,30	
Special freight train - Freight train of Záhony	0,27	0,33	- 0,60	0,26		0,26	
Special freight train - Corridor freight train	0,28	0,32	0,60	- 0,28	0,01	0,29	
Train km proportionate part							
Passenger trains	(2	(74	72.4	(2)	227	200	
track section category I	63 98	<del>671</del> 882	- <del>734</del> - <del>980</del>	- 63	327	390	
track section category II	98	826	919	- 98 - 93	243	341	
track section category III	93	820	919	- 93	35	128	
Locomotive trains		677	741	- 64	346	410	
track section category I	64 95	<del>857</del>	952	- 64 - 95	346 310	405	
track section category II	105		1 037	105	285	390	
track section category III	105	932	1 037	105	200	390	
Standard freight trains	64	675	739		396	460	
track section category I	86	767	853	- 64		460	
track section category II				- 86	341	427	
track section category III	145	1 400	- <del>1 545  </del>	145	83	228	
Special freight trains - Freight train of Záhony		(2)	(0)	40	2/4	424	
track section category I	60 106	<del>636</del>	- <del>696</del> - 1 076	- 60 104	361	421	
track section category II				106	282	388	
track section category III Special freight trains - Corridor freight train	104	898	- <del>1 002</del>	104	107	211	
, ,		F 7 7	(22		40.4	450	
track section category I	55	577	632	- 55	404	459	
track section category II	89	<del>810</del>	899	- 89	337	426	
track section category III	47		443	47	40		
Use of catenary	47	66	113	- 47	19	66	
Use of stations by passenger trains for stopping	4 470	2 2/7	2.746	4 470	4 020	2 200	
I. station category	1 479	2 267	3 746	1 479	1 820	3 299	
II. station category	1 089	2 263	3 352	1 089	1 679	2 768	
III. station category	1 023	2 255	- <del>3 278</del>	1 023	897	1 920	
IV. station category	826	2 291	3 117	826	892	1 718	
Use of origin/destination stations by passenger trains	04.4	2 211	3 125	04.4	4 27/	2 200	
I. station category	914	2 212	3 125	914	1 376	2 290	
II. station category	867			867	959	1 826	
III. station category	854	2 212	- 3 066	854	59	913	
IV. station category	1 006	2 211	- <del>3 217</del>	- 913	-	913	
Use of stations by freight trains	9 018	47.277	<del>25 284</del>	E 0E0		E 050	
I. station category	6 403	<del>16 266</del>	- <del>25 284</del> - <del>19 137</del>	- 5 050 - 2 530	-	5 050 2 530	
II. station category III. station category	6 393	12 734 12 755	19 148	- 2 530 - 800	-	800	
Storage of vehicles	95	97	192	95	97	192	
Use of wagon weigh bridges (scales)	<del>13 012</del>	737	13 749	- 2 700	- 97	2 700	
Use of refuelling facilities	60	- 6	- 13 747	- 2700		2700	
Ensuring of shunting staff for passenger trains	17 038	-	17 038	- 8 660		8 660	
Ensuring of shunting staff freight and locomotive trains ordered within 8				- 8 000	-	8 000	
days before the scheduled use of the service	<del>17 212</del>		<del>17 212</del>	- 5 650	-	5 650	
Ensuring of shunting staff freight and locomotive trains ordered more than							
8 days before the scheduled use of the service	23 804	<del></del>	<del>23 804 20 800 200 2</del>	- 4 500	-	4 500	
Ensuring of traction unit for passenger trains	<del>57 812</del>		<del>57 812</del>	- 40 623	-	40 623	
Ensuring of traction unit for freight and locomotive trains	57 991		57 991	- 25 350	-	25 350	
Ensuring of fuel for traction	276	-	276	276	_	276	
Train acceptance	10 431		10 431	- 4 500	-	4 500	
Staff ensured for weighing	6 126		6 126	4 500	_	4 500	
Exchange of axles	<del>77 260</del>		77 260	- 27 960	-	27 960	
Use of bogies	147		147	- 49		49	
Ensuring of traction current							
Transmitted traction current	21,8	-	21,8	21,8	-	21,8	
System-use	4,3	-	4,3	4,3	-	4,3	
Network loss of transmitted traction current	0,6	-	0,6	0,6	-	0,6	
Energy tax	0,3	-	0,3	0,3	-	0,3	
Funds under the Act on Electricity	4,4	-	4,4	4,4	-	4,4	
Ensuring of electric energy used for other than traction purposes	· ·			, ,		, ,	
(preheating, precooling)							
Transmitted electric energy used for other than traction purposes	22,3		22,3	22,3	_	22,3	
			·	Ť			
System-use	4,7	-	4,7	4,7	-	4,7	
Network loss of transmitted electric energy used for other than traction	0,3	-	0,3	0,3	-	0,3	
purposes Energy tax	0,3		0,3	0,3	_	0,3	
Funds under the Act on Electricity	3,9		3,9	3,9	-	3,9	
Ensuring of fuel used for other than traction purposes (preheating,		-			-		
precooling)	278	-	278	278	-	278	
Ticketing and reckoning activity	116		116	116	-	116	
	110		110	110		110	

# 12. Annex 6: Summing-up table of state contribution in services for the 2022/2023 timetable period for MÁV Zrt.

	Services				Amount of state contribution (HUF)
	Ensuring of train path				2 071 242
		Gross ton		_	16 262 708 446
		proportionate	Special - Freight trains	of Záhony	743 685 026
			Special - Corridor freigh	713 508 914	
			Dassanger trains	l. "	19 045 156 023
			Passenger trains		9 535 277 956 14 985 130 320
					996 535 713
			Locomotive trains	II.	370 804 848
Basic service	Running of trains			III.	142 273 068
		Train km		I.	3 383 233 148
		proportionate	Standard freight trains		971 728 421
		part	6 . 16 . 14		946 755 339
					332 255 378
			_		35 028 609
			Zanony	111.	2 812 734
			Special freight trains -	1.	272 092 670 43 199 064
			Corridor freight trains		43 199 004
	Use of catenary	1			3 742 740 159
Total (basic ser	,				72 526 997 077
		Station category	<u>(1</u>		2 033 681 126
	Use of stations by passenger trains for stopping				3 429 560 825
	participation of the state of t				1 676 798 943
					2 986 818 759
Complex	Use of origin/destination stations by passenger	,			632 640 488 210 867 893
	trains				13 523 389
supplementary	Cans				4 313 116
service					2 278 927 418
	Use of stations by freight trains	Station category	<i>t</i>		2 169 641 034
		Station category	/ III		571 609 039
	Storage of vehicles				419 068
	Use of wagon weigh bridges (scales)				305 523 983
	Use of refuelling facilities				1 458 235 515
	Ensuring of shunting staff for passanger trains				2 057 823 428
	Ensuring of shunting staff freight and locomotive		ordered mor	e than 8 days	807 230 696
	trains		ordered	within 8 days	3 119 452 871
Supply part of	Ensuring of traction unit for passanger trains				66 041 637
supplementary	Ensuring of traction unit for freight and locomot	ive trains			1 869 393 145
service	Ensuring of fuel for traction				- 16 985 070
	Train acceptance Staff ensured for weighing				10 970 023
	Exchange of axles				204 753 275
	Use of bogies	Gross ton proportionate part  Passenger trains, Standard frei trains, Locomotive trains  Special - Freight trains of Záho Special - Corridor freight trains III.  Passenger trains III.  Locomotive trains III.  III.  Locomotive trains III.  III.  Standard freight trains III.  Freight trains of Záhony III.  Special freight trains III.  Special freight trains III.  Freight trains of Záhony IIII.  Special freight trains III.  III.  III.  III.  III.  Special freight trains III.  III.  III.  III.  Special freight trains III.  III.  Special freight trains III.  III.  III.  III.  III.  III.  III.  Special freight trai		87 697 615	
Total (suppleme	entary services)				26 012 908 357
			ction current		-
	Ensuring of traction current		transmitted traction cur	rent	-
	Linsuring of traction current		cranomicceu craction cur	rent	
			Act on Electricity		-
Additional				er than	-
service	Facusing of clasters and served for athesis		<u></u>		-
	Ensuring of electric energy used for other than	Network loss of	transmitted electric ene	rgy used for	-
	traction purposes (preheating, precooling)	Energy tax			-
					-
	Ensuring of fuel used for other than traction pur	poses (preheating	, precooling)		-
Ancillary servise	Ticketing and reckoning activity				-
	al services + ancillary services)				-
TOTAL					98 539 905 433

# 13. Annex 7: Letters from MÁV Zrt. regarding state contribution in the 2022/2023 timetable period

The following modifications were made:



JPE 1302 - 10/8/2021

Iktatószám: 41560/2021/MAV

Németh Réka asszony ügyvezető igazgató

Vasúti Pályakapacitás-elosztó Kft. Budapest Szabadság tér 7. 1054

Tájékoztatásul:

Dr. Mosóczi László, Közlekedéspolitikáért Felelős Államtitkár, Innovációs és Technológiai Minisztérium 1440, Budapest Pf. 1.

Dr. Dér Ádám, Társasági Portfólióért Felelős Helyettes Államtitkárság, Miniszterelnöki Kormányiroda, 1357 Budapest, Pf. 3.

Tárgy: 2022/2023. menetrendi évre vonatkozó hálózat-hozzáférési díjakban figyelembe vehető állami szerepvállalás mértéke

#### Tisztelt Ügyvezető Igazgató Asszony!

A 2022/2023. menetrendi évre vonatkozó díjképzési rendszer elemeinek meghatározása során kérem, hogy az állami szerepvállalás tekintetében az egyes szolgáltatások vonatkozásában lehetőség szerint az 1. számú mellékletben meghatározott értékeket szíveskedjen figyelembe venni.

Kérem, hogy a 2022/2023. menetrendi évre vonatkozó fizetendő egységár kalkulációja során az Innovációs és Technológiai Minisztériumtól (továbbiakban: ITM) érkezett, csatolt VIF/122500-1/2021-ITM számú levélben szereplő kitételeket szíveskedjen figyelembe venni (2. számú melléklet).

A 1414/2020. (VII. 16.) Kormányhatározat szerinti vasúti egyes kocsi teherfuvarozás támogatási programja 2021. október 29-én hatályba lépett. Az ITM-mel történt egyeztetés alapján a 2022/2023-as menetrendi időszakban az egyes kocsi forgalom definíciójának megfelelő vonatoknak az általános tehervonatokra vonatkozó díjtételeket kell megfizetniük. Kérem, hogy e tényre a MÁV Zrt. Hálózati Üzletszabályzatában is utalni szíveskedjen.

MÁV MAGYAR ÁLLAMVASUTAK

ZÁRTKÖRŰEN MŰKÖDŐ RÉSZVÉNYTÁRSASÁG

1087 Budapest, Könyves Kálmán körút 54-60. \* Postacím: 1426 Budapest Pf. 98 \* Telefon: (1) 351 51 77 \* Fax: (1) 352 15 60 Fővárosi Törvényszék Cégbírósága CG. 01-10042272 E-mail: homolya.robert@mav.hu

A MÁV Zrt. a vasúti hálózat-hozzáférési díjrendszer kereteiről, valamint a hálózat-hozzáférési díjak képzésének és alkalmazásának alapvető szabályairól szóló 58/2015. (IX. 30.) NFM rendelet 19. § (1) bekezdése értelmében a VPE Kft. által megadott formában elkészítette a pályaműködtetésre vonatkozó adatszolgáltatását, amely az utolsó lezárt üzleti év (2020) tényadatain és a 2023. évi tervadatokon alapul. Az adatszolgáltatást elektronikus úton küldjük meg a VPE Kft. számára ezzel eleget téve a 2023. évi Díjképzési Dokumentum elkészítéséhez kapcsolódó jogszabályi kötelezettségének.

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

Budapest, 2021. december 🔑

Üdvözlettel:

dr. Homolya Róbert elnök-vezérigazgató



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

		Szolgáltatás me	gnevezése		Állami szerepvéllalás értéke (Ft)
	Menetyonal bizt	ositás		- 20	2 071 24
		1	Általános		16 262 708 44
	1	Bruttötonnakm	Záhonyi tehervonat	- 1	743 685 026
	1	arányos rész	Egyes kocsi forgalom	1. kategória 2. kategória 3. kategória 1. kategória 2. kategória 2. kategória 3. kategória 1. kategória 2. kategória 3. kategória 2. kategória 3. kategória 3. kategória 2. kategória 3. kategória 2. kategória 2. kategória 3. kategória 2. kategória 2. kategória 3. kategória 4. kategória 2. kategória 3. kategória 4. kategória 5. kategória 6. kategória 7. kategória 7. kategória 8. kategória 9. kategória 1. kategória 1. kategória 1. kategória 2. kategória 3. kategória 4. kategória 6. kategória 7. kategória 8. kategória 9. ka	
	1		Komidor tehervonatok		713 506 914
	1			1. kategória	3 383 233 14
	1		Általános tehervonat	- Participation of the Control of th	971 728 42
		1		and the second second second	946 755 33
- 40					332 255 37
Y			Záhonyi tehervonat	2. kategória	35 028 60
1					2 812 73
7	19200000000			The second second	
2	Közlekedtetés		Egyes kocsi forgalom	The second second second	
ALAPSZOLGÁLTATÁS		Vonatkm arányos	-		
₹	1	rész			272 092 67
₹	1		Komidor tehervonat	-	43 199 06
	1		o Marinest Newton State	and the contract of the latest and t	
	1		_		19 045 156 02
	1		Személyvonat		9 535 277 95
	1		7	- Commission of the Commission	14 985 130 32
	1				996 535 71
	1		Mozdonyvonat	-	370 804 84
			incurrently sortice.	The second second	142 273 06
	Fels/upratáki s	endszerek használat	10	o. natogona	3 742 740 15
I ADST	and the second second		SZES ÁLLAMI SZEREPV	PÀ LA LÀS	72 526 997 07
LAFSEN	T	PELINGENALIUS	SOLES MELETINI DELIVERY		2 033 681 12
	Account to the second			- Application of the second	3 429 560 82
	Személyszállító	vonatok megállási s	célú állomáshasználata	THE RESERVE THE PARTY OF THE PA	1 676 798 94
				-	2 986 818 75
					632 640 48
				Contract Con	210 867 89
	Személyszállító	i vonatek kiinduló-/vé	igállomás használata	THE RESERVE AND PERSONS ASSESSED.	13 523 38
40					4 313 11
T.	-				2 278 927 41
≰	Tehervonati állo	máchacanálaí		and the second s	2 169 641 03
*	Terraryonan and	macurials 27 lenet		The second secon	571 609 03
5	Járműtárolás			s. kacegona	419 06
JÁRULÉKOS SZOLGÁLTATÁS		A	L.C.		305 523 98
8		rleghez való hozzáfé	A STATE OF THE PARTY OF THE PAR		1 458 235 51
4	increase and a second contract of the second	elező helyekhez való			2 057 823 42
크	-		lyszállító vonatok részére		807 230 69
*	Tolatószemélyz tehervonatok ré-		8 napon belül megrende		3 119 452 87
1000		CONTRACTOR AND ADDRESS OF THE PARTY OF THE P	8 napon kikül megrendel	L	66 041 63
	Contract to the Contract Contr	Control of the Contro	állító vonatok számára		1 889 393 14
	-	ztositás tehervonato			1 009 383 14
		izemanyag biztosítá	19		16 985 070
	Vonatfelvétel		E consent mat		10 970 02
	and the second s	biztosított pályavasú	u szemelyzet		204 753 27
	Tengelyátszerei				87 697 61
inu fu	Forgóváz haszn		ili z Xeezze III. mii e	menemarks and	26 012 908 35
				ZEREPVALLAL	
5 A		villamos energia bizto			
KIEGĖSZĮTO SZOLGALTATĀS	Nem vontatási o biztosítása	célú (előfűtésre, előh	ütésre felhasznált)villamos	i energia	(
SZOL	Nem vontatási o	célú (elöfütésre, előh	űtésre felhasznált)územar	yag biztosítása	
JEGÉSZÍ	TŐ SZOLGÁLTA	TÁSRA FELHASZN	ÁLT ÖSSZES ÁLLAMI S	ZEREPVÁLLAL	
szolgált atás	Menetjegy érték	es tés			
IELLÉK:	SZOLGÁLTATÁS	RA FELHASZNÁLT	ÖSSZES ÁLLAMI SZER	EPVÁLLALÁS .	
LLAM S	SZEREPVÁLLAL	ÁS ÉRTÉKE ÖSSZE	SEN	1	98 539 905 43



#### Innovációs és Technológiai Minisztérium

Dr. Mosóczi László közlekedéspolitikáért felelős államtitkár

Iktatészám: VIF / 122500-1 / 2021-ITM

dr. Homolya Róbert úr részére Elnök-vezérigazgató

MÁV Magyar Államvasutak Zrt.

Budapest Könyves Kálmán krt. 54-60. 1 0 8 7

Tárgy: A 2022/2023. menetrendi évre vonatkozó hálózat-hozzáférési díjak közzétételéhez szükséges állami pályaműködtetési költségtérítés meghatározása

#### Tisztelt Elnök-Vezérigazgató Úr!

A MÁV Magyar Államvasutak Zrt. (a továbbiakban: MÁV Zrt.) és a Magyar Állam között 2015. december 21-én létrejött, a vasúti pályahálózat működtetésre kötött KIF/568/2015-NFM\_SZERZ számú szerződés keretein belül a 2022/2023-as menetrendi évre vonatkozóan az állami költségtérítés értékét 145 399 millió Ft-ban állapítom meg.

A fenti teljes költségtérítés csak a díjszámításnál alapul vett üzleti terv szerinti eredménykimutatásban feltüntetett indokolt költségek és ráfordítások mértékében vehető figyelembe a díjszámítás során. A költségtérítés fennmaradó részét az Innovációs és Technológiai Minisztérium – mint a pályahálózat működtetésre kötött szerződés megrendelője – által jóváhagyott szinten tartó felújítási és beruházási munkák finanszírozására kell fordítani.

A fenti teljes költségtérítés díjszámítás során figyelembe veendő részének a 2020. évi tényadatok, a díjszámítás alapjául szolgáló 2023. évi üzleti terv szerinti eredménykimutatás és az alábbiakban meghatározott szempontok alapján történő meghatározására a MÁV Zrt-t, mint a pályahálózat működtetésre kötött szerződés szolgáltatóját hatalmazom fel.

Kérem, hogy a hálózat-hozzáférési díjkalkuláció során a következőket szíveskedjék figyelembe venni:

A MÁV Zrt. 2022/2023. évi alap- és járulékos szolgáltatásaiból származó vasúti hálózathozzáférési díjtömege az árufuvarozási szektor vonatkozásában a 2021/2022. menetrendi évre vonatkozó díjképzés során leadott teljesítményadatok figyelembe vételével, változatlan teljesítmény csetén 3%-kal növekedjen (árufuvarozási szolgáltatások indexálása).

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- A MÁV Zrt. 2022/2023. évi alap- és járulékos szolgáltatásaiból származó vasúti hálózathozzáférési díjtőmege a személyszállítási szektor vonatkozásában a 2021/2022. menetrendi évre vonatkozó díjképzés során meghatározott fizetendő díjtőmeggel egyezzen meg (az esetleges teljesítményváltozás egységárváltozással kompenzálható).
- Az állami költségtérítés hatásából adódóan a 2021/2022-es menetrendi évhez képest a 2022/2023. évi fizetendő összegek ne csökkenjenek, kivéve, ha ez jogszabályból vagy e dokumentum előírásaiból, illetve a költségviszonyokból következik.
- A vontatási és nem vontatási célú villamos energia, illetve a vontatási és a nem vontatási célú üzemanyag biztosítása szolgáltatások ne részesüljenek támogatásban.
- A 2021/2022. menetrendi évhez hasonlóan a vasút versenyképességével összefüggő közlekedéspolitikai célok érvényesítése érdekében az állami szerepvállalás felosztása során az alábbi érintett tehervonatok közlekedtetéséért (mind vonatkm, mind bruttótonnakm arányos rész) fizetendő összegét csökkentsék úgy, hogy az árufuvarozási szektor által fizetendő alap- és járulékos szolgáltatásokból származó összesített bevétel az árufuvarozási szolgáltatások indexálása szerint változzon:
  - a záhonyi körzetbe érkező, illetve onnan induló normál nyomtávon közlekedő tehervonatok ("záhonyi vonatok");
  - a 913/2010/EU rendelet szerinti korridorokon közlekedő, korridor vonatnemben közlekedő tehervonatok ("korridor vonatok").
- A 80 díjszabási km-t és 1000 bruttótonna tömeget meg nem haladó tehervonatok ("egyes kocsi forgalom") esetén a fentiek alapján meg kell hirdetni a csökkentett fizetendő összegeket azzal, hogy a 1414/2020. (VII. 16.) Korm. határozat szerinti támogatási rendszer hatálybalépésével egyidőben ezen vonatok esetén is az általános tehervonatokra az árufuvarozási szolgáltatások indexálása szerint alkalmazandó fizetendő összegeket kell érvényesíteni, függetlenül az érintett menetvonalak kiutalásának időpontjától.
- Az állomás átkategorizálásokból adódó változások várható hatásait is kérem figyelembe venni az adatszolgáltatás során. A műszaki paraméterek változásából adódó átkategorizálások terheit, illetve előnyeit a vállalkozó vasúti társaságok viseljék.

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

Budapest, 2021. november ,, 🥍 ,,

Üdvözlettel:

Dr. Mosóczi László

Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.

Postacím: 1440 Budapest, Pf. 1. Telefon: (06 1) 795 1700 Web: www.kormany.hu

#### 22. Annex 5.2-2 Charging Document of GYSEV Zrt.

#### 1. 2.3 Basis of modification of the CD

The following modifications were made:

Until the date of publication Network Statement 2022/2023, the Infrastructure Manager did not send the notification, about the amount and use of state contribution.

On December 15 2021, GYSEV Zrt. sent to VPE Kft. Letter No 021098/2021, which contains the the amount of state contribution of 2022/23 timetable period. Accordingly, the cost base of the related network access charges could be reduced by HUF 7,776 billion. See section 3.8 for more details.

#### 2. 3.8 Amount of state contribution

The following modifications were made:

By the date of publication specified in the decree the notification was not received by VPE about the amount and use of state contribution on 2022/23 timetable period.

Based on the letter No. 021098/2021 sent by GYSEV, the amount of state contribution that can be taken into account in the charging process is as follows:

- o regarding basic services: HUF 4,860 bn
- o regarding supplementary services: HUF 2,916 bn

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

- Charges for services in the freight transport sector should not change, except this is required by law or the requirements of this document or the cost conditions.
- Charges for services in the passenger transport sector should not change, except this is required by law or the requirements of this document or the cost conditions.
- The state contribution should not result the reduction in network access charges for the 2022/2023 timetable period compared to the 2021/2022 timetable period except this is required by law or the requirements of this document or the cost conditions.
- Ensuring of electric energy and fuel used for traction current should not receive financial support as well as Ensuring of electric energy and fuel used for other than traction purposes.

# 3. Table 5: Basic services - Ensuring train path, Running of trains - Gross ton km proportionate part, Use of catenary- determination of the amount to be paid

							Ru	nning of train	s						
2022/2023, (HUF)	Ensuring of	Gross ton					1	rain km propo	ortionate parl	:					Use of
2022/2023. (HOF)	train path	n path   proportionat   Passenger trains   Locomotive trains   Standard freight trains   Corrid		Corridor freight trains ca		catenary									
		e part	Category I.	Category II.	. Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	ii
1. Amount of charge of access part	1	0,56	49	49	41	51	34	34	78	117	158	78	-		91
<ol><li>Amount of mark-up</li></ol>	10	0,60	512	377	344	559	432	353	571	609	468	566			179
<ol><li>Amount of discount</li></ol>	-	-	-	-	-	-	-	-		-	-		-	-	
4. Amount of state contribution		0,88	251	146	170	300	186	172	250	427	427	321	-	-	182
Amount to be paid (1 + 2 - 2 - 4)	- 11	0.20	210	200	245	210	200	246	200	200	100	222			00

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

The following modifications were made:

2022/2023. (HUF)	Use of	stations by passe	passenger trains for stopping  Use of origin/destination stations by patrains  trains					
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	
1. Amount of charge of access part	616	547	530	795	487	487		
2. Amount of charge of supply part	551	322	318	247	1 504	2 355		
3. Amount of mark-up	1 785	1 521	1 458	2 477	2 882	2 882		
4. Amount of discount	-	-	-	-	-	-		
5. Amount of state contribution	892	642	758	2 126	1 383	2 724		
Amount to be paid (1 + 2 + 3 - 4 - 5)	2 060	1 748	1 548	1 393	3 490	3 000	-	

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

The following modifications were made:

2022/2023. (HUF)	Use of stations by freight trains						
2022/2023: (1101)	Category I.	Category II.	Category III.				
1. Amount of charge of access part	15 863	10 089	39 996				
2. Amount of charge of supply part	605	605	605				
3. Amount of mark-up	32 299	16 484	49 571				
4. Amount of discount	-	-	-				
5. Amount of state contribution	43 767	23 178	87 172				
Amount to be paid (1 + 2 + 3 - 4 - 5)	5 000	4 000	3 000				

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

The following modifications were made:

The remember of the control of the											
2022/2023. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities								
1. Amount of charge of access part	116	1 174	3								
2. Amount of charge of supply part	43	1 668	36								
3. Amount of mark-up	123	1 459	5								
4. Amount of discount	-	-	-								
5. Amount of state contribution	100	1 236	6								
Amount to be paid (1 + 2 + 3 - 4 - 5)	182	3 065	38								

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

The following modifications were made:

The following mount	cacions w	ci c iliaac	• •					
2022/2023. (HUF)	Ensuring of	shunting staff	Availability of	shunting staff	Ensuring of	traction unit	Availability of traction unit	
2022/2023. (HUF)	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains		For freight and loco trains
1. Amount of charge of access part	-	-	-	-	-	-	-	-
2. Amount of charge of supply part	23 699	24 644	12 981	12 981	42 556	29 689	22 553	22 666
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	13 899	19 344	7 687	8 981	18 490	5 623	3 177	4 466
Amount to be paid (1 + 2 + 3 - 4 - 5)	9.800	5 300	5 294	4 000	24.066	24.066	19 376	18 200

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

2022/2023. (HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation
1. Amount of charge of access part	-	-	-
2. Amount of charge of supply part	268	467	10 432
3. Amount of mark-up	-	-	-
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	5 692
Amount to be paid (1 + 2 + 3 - 4 - 5)	268	467	4 740

# Annex 5/a: Summing-up table of network access charges of GYSEV for the 2022/2023 timetable period (HUF) The following modifications were made:

Services	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	1	10	-	-	11
Running of trains						
Gross ton proportionate part	0,56	-	0,60	-	0,88	0,28
Train km proportionate part						
Passenger trains						
track section category I	49	-	512	-	251	310
track section category II	49	-	377	-	146	280
track section category III	41	-	344	-	170	215
Locomotive trains						
track section category I	51	-	559	-	300	310
track section category II	34	-	432	-	186	280
track section category III	34	-	353	-	172	215
Standard freight trains						
track section category I	78	-	571	-	250	399
track section category II	117	-	609	-	427	299
track section category III	158	-	468	-	427	199
Special freight trains - Corridor freight trains						
track section category I	78	-	566	-	321	323
track section category II	-	-	-	-	-	
track section category III	-	-	-	-	-	
Use of catenary	91	-	179	-	182	88
Use of stations by passenger trains for stopping						
I. station category	616	551	1 785	-	892	2 060
II. station category	547	322	1 521	-	642	1 748
III. station category	530	318	1 458	-	758	1 548
IV. station category	795	247	2 477	-	2 126	1 393
Use of origin/destination stations by passenger trains						
I. station category	487	1 504	2 882	-	1 383	3 490
II. station category	487	2 355	2 882	-	2 724	3 000
III. station category	-	-	-	-	_	
IV. station category	-	-	-	-	_	
Use of stations by freight trains						
I. station category	15 863	605	32 299	-	43 767	5 000
II. station category	10 089	605	16 484	-	23 178	4 000
III. station category	39 996	605	49 571	_	87 172	3 000
Storage of vehicles	116	43	123		100	182
Use of wagon weigh bridges (scales)	1 174	1 668	1 459	-	1 236	3 065
Use of refuelling facilities	3	36	5	-	6	38
Ensuring of shunting staff for passenger trains	-	23 699	-	-	13 899	9 800
Ensuring of shunting staff freight and locomotive trains	-	24 644	-	_	19 344	5 300
Availability of shunting staff for passenger trains	-	12 981	-	-	7 687	5 294
Availability of shunting staff freight and locomotive trains	-	12 981	-	-	8 981	4 000
Ensuring of traction unit for passenger trains		42 556	_	_	18 490	24 066
Ensuring of traction unit for freight and locomotive trains	-	29 689	-	-	5 623	24 066
Availability of traction unit for passenger trains	-	22 553	-	-	3 177	19 376
Availability of traction unit for freight and locomotive trains	-	22 666	-	-	4 466	18 200
Ensuring of fuel for traction		268	_		4 400	268
Ensuring of water for water supply		467	_		_	467
Train preparation		10 432			5 692	4 740
Ensuring of traction current		10 432			3 032	4740
Transmitted traction current	_	25,2	_			25,2
System-use	_		_	_	_	
Network loss of transmitted traction current	-	6,4 2,1	_	· ·	_	6,4 2,1
	-	0,6	-	-	-	
Energy tax	-		_	_	1	0,6
Funds under the Act on Electricity	-	8,3	-	_	-	8,3
Ensuring of electric energy used for other than traction purposes (preheating, precooling)		2= 2				
Transmitted electric energy used for other than traction purposes	-	25,2	-	-	-	25,2
System-use	-	6,4	-	-	-	6,4
Network loss of transmitted electric energy used for other than traction purposes	-	2,1	-	-	-	2,1
Energy tax	-	0,6	-	-	-	0,6
Funds under the Act on Electricity	-	8,3	-	-	-	8,3
Technical inspection of railway vehicles	-	10 856	-	-	-	10 856
Ticketing and reckoning activity		138			1	138

# 10. Annex 5/b: Summing-up table of network access charges of MÁV Zrt for the 2022/2023 timetable period (HUF) broken down by Network Statement

					Modification No 1	
Services	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	10	11	1	10	11
Running of trains						
Gross ton proportionate part	<del>0,56</del>	— <del>— 0,6</del> 0	— <del>1,16</del>	0,28	-	0,28
Train km proportionate part						
Passenger trains						
track section category I	49	512	561	49	261	310
track section category II	49	377	<del></del>	49	231	280
track section category III	41	344	<del></del>	41	174	215
Locomotive trains						
track section category I	51	559	— <del>610</del>	- 51	259	310
track section category II	34	432	466	34	246	280
track section category III	34	353	387	34	181	215
Standard freight trains	70	571	649		224	
track section category I	78	37.1		78	321	399
track section category II	117	609	— <del>726</del>	117	182	299
track section category III	158	469	627	158	41	199
Special freight trains - Corridor freight trains	70	5//			245	222
track section category I	78		- 644	78	245	323
track section category II	-		1	-	-	
track section category III	01	179	270	- 88	-	88
Use of catenary	91	1/9	2/0	88	-	88
Use of stations by passenger trains for stopping	1 167	1 785	2 952	4.55		2 060
I. station category	869	<del>1 789</del> 1 521	2 390	1 167	893 879	
II. station category	848	1 458	2 306	869 848	700	1 748 1 548
III. station category	1 042	<del>1 430</del>	3 519	1 042	351	1 348
IV. station category Use of origin/destination stations by passenger trains	1 042	<u>Z 4/ /</u>	3 319	1 042	351	1 393
	1 991	2 882	4 873	1.001	1 100	2 400
I. station category II. station category	2 842	2 882	5 724	1 991 2 842	1 499 158	3 490 3 000
9 ,	2 042	2 002	- J /24	2 042	150	3 000
III. station category IV. station category				-	-	-
				-	-	-
Use of stations by freight trains  I. station category	16 468	32 299	48 767	5 000		5 000
II. station category	10 400	— — 16 484	— <del>27 178</del>	4 000	_	4 000
III. station category	<del>40 601</del>	— <del>49 571</del>	— <del>90 172</del>	3 000	_	3 000
Storage of vehicles	159	123	282	159	23	182
Use of wagon weigh bridges (scales)	2 842	1 459	4 301	2 842	223	3 065
Use of refuelling facilities	39	5	44	38	223	38
Ensuring of shunting staff for passenger trains	23 699		23 699	9 800	_	9 800
Ensuring of shunting staff freight and locomotive trains	24 644		74 644	5 300	_	5 300
Availability of shunting staff for passenger trains	12 981		12 981	5 294	_	5 294
Availability of shunting staff freight and locomotive trains	12 981		12 981	4 000	_	4 000
Ensuring of traction unit for passenger trains	42 556		42 556	24 066	_	24 066
Ensuring of traction unit for freight and locomotive trains	<del>29 689</del>		29 689	24 066	_	24 066
Availability of traction unit for passenger trains	22 553		22 553	19 376	-	19 376
Availability of traction unit for freight and locomotive trains	22 666		- 22 666	18 200	-	18 200
Ensuring of fuel for traction	268		268	268	-	268
Ensuring of water for water supply	467		467	467	-	467
Train preparation	10 432		10 432	4 740	-	4 740
Ensuring of traction current						
Transmitted traction current	25,2		25,2	25,2	-	25,2
System-use	6,4	-	6,4	6,4	-	6,4
Network loss of transmitted traction current	2,1		2,1	2,1	-	2,1
Energy tax	0,6		0,6	0,6	-	0,6
Funds under the Act on Electricity	8,3		8,3	8,3		8,3
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			-		-	-
Transmitted electric energy used for other than traction purposes	25,2		25,2	25,2	-	25,2
System-use	6,4		6,4	6,4	-	6,4
Network loss of transmitted electric energy used for other than traction purposes	2,1	-	2,1	2,1	-	2,1
Energy tax	0,6	-	0,6	0,6	-	0,6
Funds under the Act on Electricity	8,3	-	8,3	8,3	-	8,3
Technical inspection of railway vehicles	10 856	-	10 856	10 856	-	10 856
Ticketing and reckoning activity	138		138	138	-	138

# 11. Annex 6: Summing-up table of state contribution in services for the 2022/2023 timetable period for GYSEV Zrt.

Enurring of train path	THE TOROW	Services				Volume of state subsidy broken down to services (HUF)
Basic services   Running of trains   Passenger tr		Francisco of Australia				to services (nur)
Basic services   Running of trains   Running		cisuring of train path	Gross ton propor	tionato part		2 001 396 000
Basic services   Running of trains   Passenger tr			Gross con propor	lonate part	I. kat. nsz	
Basic services   Running of trains   Part   Committed   Part   Committed   Part   Committed   Part   Committed   Part   Committed   Part   P				Passenger		
Basic services   Running of trains				trains		
Running of trains			proportionate			81 200 000
Basic services   Running of trains						193 600
Likat.psz.   132   130	Rasic services	Running of trains				6 020
Use of catenary  Use of catenary  Use of stations by passenger trains for stopping  Use of stations by passenger trains for stopping  Use of stations by passenger trains for stopping  Station category I  Use of origin/ destination stations by passenger trains  Use of origin/ destination stations by passenger trains  Use of origin/ destination stations by passenger trains  Station category II  Use of origin/ destination stations by passenger trains  Station category II  Use of origin/ destination stations by passenger trains  Station category II  Sta	basic services	raining of crains		Chandand		252 776 000
Use of catenary  Use of catenary  Use of stations by passenger trains for stopping  Use of stations by passenger trains for stopping  Use of origin/ destination stations by passenger trains  Use of origin/ destination stations by freight trains  Supplementary services  Supplementary services  Use of refuelling facilities  Use of wagon weigh bridges (scales)  Use of wagon weigh bridges (scales)  Use of refuelling facilities  Use of refuelling facilities  Use of refuelling facilities  Use of wagon weigh bridges (scales)  Use of refuelling facilities  Use of wagon weigh bridges (scales)  Use of refuelling facilities  Use of wagon weigh bridges (scales)  Use of wagon weigh bridges (scales)  Use of refuelling facilities  Use of wagon weigh bridges (scales)  Use of refuelling facilities  Use of wagon weigh bridges (scales)  Use of refuelling facilities  Use of wagon weigh bridges (scales)  Use of refuelling facilities  Use of verture trains  Station category III  St					II. kat. psz.	309 000
Use of catenary  Use of stations by passenger trains for stopping  Use of stations by passenger trains for stopping  Use of stations by passenger trains for stopping  Use of origin/destination stations by passenger trains  Use of station category II  Use of origin/destination stations by passenger trains  Station category II  Station category					III. kat. psz.	14 960
Use of catenary  Use of catenary  Use of stations by passenger trains for stopping  Use of stations by passenger trains for stopping  Use of origin/destination stations by passenger trains  Use of station category II  Use of origin/destination stations by passenger trains  Station category II  Station categor					I. kat. psz.	22 800 000
Use of catenary  Use of stations by passenger trains for stopping  Use of stations by passenger trains for stopping  Use of stations by passenger trains for stopping  Use of origin/destination stations by passenger trains  Station category II  Station category					II. kat. psz.	(
Use of stations by passenger trains for stopping   Station category   302 700 0   Station category   132 409 0   Station category   132 409 0   Station category   132 409 0   Station category   140 314 0   Station category   150 0 0   Station category   150 0 0 0   Station category   150 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				freight trains	III. kat. psz.	(
Use of stations by passenger trains for stopping  Use of stations by passenger trains for stopping  Use of origin/destination stations by passenger trains  Use of origin/destination stations by passenger trains  Station category IV  Use of origin/destination stations by passenger trains  Station category II  Station catego		Use of catenary		L		1 104 904 000
Use of stations by passenger trains for stopping    Station category			Station category	I		219 530 000
Use of origin/ destination stations by passenger trains for stopping  Use of origin/ destination stations by passenger trains  Use of origin/ destination stations by passenger trains  Station category II						302 700 000
Use of origin/destination stations by passenger trains  Use of origin/destination stations by passenger trains  Station category II  Station category III		Use of stations by passenger trains for stopping				
Supplementary services  Supplementary services  Supplementary services  Supplementary services  According to the foreign to the supplementary services are supplementary services  Supplementary services  Station category III  Station category						
Use of origin/destination stations by passenger trains    Station category						
Supplementary services  Supplementary services  Supplementary services  Additional services  Additional services  Additional services  Ancillary s						
Supplementary Services  Supplementary Services  Storage of vehicles  Use of stations by freight trains  Station category II		Use of origin/destination stations by passenger trains				07 104
Supplementary services  Storage of vehicles  Use of stations by freight trains  Storage of vehicles  Station category III  14 279 0  5 28 8  Ensuring of shunting staff for passenger trains  10 25 28 8  10 25 25 28  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 25 28  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 28 8  10 25 25 8  10 25 25 28  10 25 25 28  10 25 25 28  10 25 25 28  10 25 25 28  10 25 25 28  10 25 25 28  10 25 25 28  10 25 25 28  10 25						0
Supplementary services  Storage of vehicles Use of wagon weigh bridges (scales) Use of vehicling facilities Use of vehicling facilities Ensuring of shunting staff for passenger trains Ensuring of shunting staff freight and locomotive trains Availability of shunting staff for passenger trains Ensuring of traction unit for passenger trains Ensuring of traction unit for passenger trains Availability of traction unit for passenger trains Ensuring of traction unit for passenger trains Availability of traction unit for passenger trains Ensuring of traction unit for passenger trains Availability of traction unit for passenger trains Ensuring of water for water supply Train preparation  Total (basic services * supplementary services)  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ancillary servises Technical inspection of railway vehicles Technical inspection of railway vehicles Ticketing and reckoning activity Total (additional services * ancillary services)  Station category ill Station States Station category ill Station category ill States States Indicate services States States Indicates States States Indicates States Indicates Indicates Indicates Indicates Indicates Indicates Ind						497 777 590
Supplementary services  Storage of vehicles  Total (additional services + ancillary services)  Storage of vehicles  Storage of vehicles		Harris and should be a free to be a fire				
Supplementary services    Storage of vehicles		Ose of stations by freight trains				
Services    Use of wagon weigh bridges (scales)   2.528.0     Use of refuelling facilities   14.04.0     Ensuring of shunting staff for passenger trains   108.230.0     Availability of shunting staff for passenger trains   485.612.0     Availability of shunting staff for passenger trains   485.612.0     Availability of shunting staff for passenger trains   613.000.0     Ensuring of traction unit for passenger trains   33.90.5     Availability of traction unit for passenger trains   33.90.5     Availability of traction unit for passenger trains   34.96.0     Availability of traction unit for passenger trains   34.96.0     Availability of traction unit for passenger trains   34.96.0     Availability of traction unit for freight and locomotive trains   80.86.0     Availability of traction unit for freight and locomotive trains   80.86.0     Ensuring of fuel for traction     Ensuring of water for water supply   77.76.000.0     Train preparation   39.436.0     Train preparation		Storage of vehicles	Station Category	III		
Use of refuelling facilities  Ensuring of shunting staff for passenger trains  Ensuring of shunting staff for passenger trains  Availability of shunting staff for passenger trains  Availability of shunting staff for passenger trains  Availability of shunting staff for passenger trains  Ensuring of traction unit for passenger trains  Availability of traction unit for freight and locomotive trains  Ensuring of fuel for traction  Ensuring of water for water supply  Train preparation  Total (basic services + supplementary services)  Train preparation  Total (basic services + supplementary services)  Ensuring of traction current  Additional services  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Transmitted electric energy used for other than traction purposes (preheating, precooling)  Transmitted electric energy used for other than traction purposes  Fency tax  Funds under the Act on Electricity  Transmitted electric energy used for other than traction purposes  System-use  Network loss of transmitted electric energy used for other than traction purposes  Funds under the Act on Electricity  Transmitted electric energy used for other than traction purposes  Funds under the Act on Electricity  Transmitted electric energy used for other than traction purposes  Funds under the Act on Electricity  Transmitted electric energy used for other than traction purposes  Funds under the Act on Electricity  Ticketing and reckoning activity  Total (additional services + ancillary services)						
Ensuring of shunting staff for passenger trains  Ensuring of shunting staff for passenger trains  Ensuring of shunting staff for passenger trains  Availability of shunting staff for passenger trains  Availability of shunting staff freight and locomotive trains  Ensuring of traction unit for passenger trains  Ensuring of traction unit for passenger trains  Availability of traction unit for preight and locomotive trains  Ensuring of fuel for traction  Ensuring of water for water supply  Train preparation  Total (basic services + supplementary services)  Final (passenger trains and passenger trains and passenger trains are vices and passenger trains are vices and passenger trains and passenger trains are vices and passenger trains are vices and passenger trains are vices and passenger trains and passenger trains and passenger trains are vices and passenger trains are vices and passenger trains and passeng	services					
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Availability of shunting staff for passenger trains  Availability of shunting staff freight and locomotive trains  Ensuring of traction unit for passenger trains  Availability of traction unit for preight and locomotive trains  Ensuring of fuel for traction  Ensuring of fuel for traction  Ensuring of water for water supply  Train preparation  Total (basic services + supplementary services)  Transmitted traction current  Energy tax  Funds under the Act on Electricity  Transmitted electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes  (preheating, precooling)  Technical inspection of railway vehicles  Ticketing and reckoning activity  Total (additional services + ancillary services)  Activity of traction unit for passenger trains  Additional services + ancillary services)  Activity of traction unit for passenger trains  Activity of traction unit for freight and locomotive trains  Activity of traction unit for passenger trains  Activity of traction unit of passenger trains  Activity of traction unit for passenger trains  Activity of traction unit of passenger trains  Activity of traction unit of passenger trains  Activity of traction unit of passenger trains  Activity of traction  Activity of traction						108 230 000
Availability of shunting staff freight and locomotive trains  Ensuring of traction unit for passenger trains  Availability of traction unit for passenger trains  Availability of traction unit for freight and locomotive trains  Availability of traction unit for freight and locomotive trains  Ensuring of fuel for traction  Ensuring of fuel for traction  Ensuring of water supply  Train preparation  Total (basic services + supplementary services)  Ensuring of traction current  Ensuring of traction current  Ensuring of traction current  Additional services  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ancillary services  Technical inspection of railway vehicles  Ticketing and reckoning activity  Total (additional services + ancillary services)  Availability of traction unit for freight and locomotive trains  1949 800 0  1949 800			485 612 000			
Ensuring of traction unit for freight and locomotive trains  Availability of traction unit for passenger trains  Availability of traction unit for freight and locomotive trains  Ensuring of fuel for traction  Ensuring of water for water supply  Train preparation  Total (basic services + supplementary services)  Transmitted traction current  Ensuring of traction current  Ensuring of traction current  Ensuring of traction current  Ensuring of traction current  System-use  Network loss of transmitted traction current Energy tax Funds under the Act on Electricity  Transmitted electric energy used for other than traction purposes (preheating, precooling)  Ancillary servises  Technical inspection of railway vehicles Ticketing and reckoning activity  Total (additional services + ancillary services)		Availability of shunting staff freight and locomotive trains				613 000 000
Availability of traction unit for passenger trains  Availability of traction unit for passenger trains  Availability of traction unit for freight and locomotive trains  Ensuring of fuel for traction  Ensuring of water for water supply  Total (basic services + supplementary services)  Total (basic services + supplementary services)  Transmitted traction current  System-use  Punds under the Act on Electricity  Transmitted electric energy used for other than traction purposes (preheating, precooling)  Ancillary servises  Technical inspection of railway vehicles Ticketing and reckoning activity  Total (additional services + ancillary services)  Total (additional services + ancillary services)  Availability of traction unit for passenger trains  49 860 0  80 860 0  Transmitted traction current  System-use Network loss of transmitted traction current  Energy tax Funds under the Act on Electricity Network loss of transmitted electric energy used for other than traction purposes Energy tax Funds under the Act on Electricity  Total (additional services + ancillary services)		Ensuring of traction unit for passenger trains				36 980
Availability of traction unit for freight and locomotive trains  Ensuring of fuel for traction  Ensuring of water for water supply Train preparation  Total (basic services + supplementary services)  Transmitted traction current  Ensuring of traction current  Network loss of transmitted traction current  Energy tax  Funds under the Act on Electricity  Transmitted electric energy used for other than traction purposes (preheating, precooling)  Ancillary servises  Technical inspection of railway vehicles Ticketing and reckoning activity  Total (additional services + ancillary services)		Ensuring of traction unit for freight and locomotive trains				3 190 500
Ensuring of fuel for traction Ensuring of water for water supply Train preparation  Total (basic services + supplementary services)  Transmitted traction current  Ensuring of traction current  Ensuring of traction current  Ensuring of traction current  Metwork loss of transmitted traction current Energy tax Funds under the Act on Electricity Transmitted electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes  (preheating, precooling)  Ancillary servises  Technical inspection of railway vehicles Ticketing and reckoning activity  Total (additional services + ancillary services)		Availability of traction unit for passenger trains	49 860 000			
Ensuring of water for water supply Train preparation  Total (basic services + supplementary services)  Transmitted traction current  System-use  Additional services  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes  Transmitted electric energy used for other than traction purposes  System-use  Network loss of transmitted traction current  Energy tax  Funds under the Act on Electricity  Transmitted electric energy used for other than traction purposes  System-use  Network loss of transmitted electric energy used for other than traction purposes  System-use  Network loss of transmitted electric energy used for other than traction purposes  Technical inspection of railway vehicles  Ticketing and reckoning activity  Total (additional services + ancillary services)		Availability of traction unit for freight and locomotive trains	80 860 000			
Train preparation 39 436 00  Total (basic services + supplementary services) 7776 000 00  Total (basic services + supplementary services) 7776 000 00  Ensuring of traction current		Ensuring of fuel for traction	0			
Total (basic services + supplementary services)  Additional services  Ensuring of traction current  Energy tax  Funds under the Act on Electricity  Transmitted electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes  (preheating, precooling)  Technical inspection of railway vehicles  Ticketing and reckoning activity  Total (additional services + ancillary services)		Ensuring of water for water supply				(
Additional services  Ensuring of traction current  Ensuring of traction current  Energy tax  Funds under the Act on Electricity  Transmitted electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes  (preheating, precooling)  Technical inspection of railway vehicles  Ticketing and reckoning activity  Total (additional services + ancillary services)		Train preparation				39 436 000
Additional services    Additional services   Ensuring of traction current   Energy tax   Funds under the Act on Electricity   Transmitted electric energy used for other than traction purposes   System-use   Network loss of transmitted electric energy used for other than traction purposes   System-use   Network loss of transmitted electric energy used for other than traction purposes   System-use   Network loss of transmitted electric energy used for other than traction purposes   Energy tax   Funds under the Act on Electricity   Funds under the Act on Electricity   Total (additional services + ancillary services)   Total (additional services + ancillary service	Total (basic servic	es + supplementary services)				7 776 000 000
Additional services  Ensuring of traction current  Additional services  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes (premains the surface of the purpose			Transmitted trac	tion current		(
Additional services    Additional services   Ensuring of electric energy used for other than traction purposes (preheating, precooling)   Transmitted electric energy used for other than traction purposes						(
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Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Technical inspection of railway vehicles Ticketing and reckoning activity  Total (additional services + ancillary services)  Transmitted electric energy used for other than traction purposes System-use Network loss of transmitted electric energy used for other than traction purposes Energy tax Funds under the Act on Electricity						(
Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Ensuring of electric energy used for other than traction purposes (preheating, precooling)  Network loss of transmitted electric energy used for other than traction purposes Energy tax Funds under the Act on Electricity  Total (additional services + ancillary services)						,
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(preheating, precooling)  Network loss of transmitted electric energy used for other than traction purposes  Energy tax Funds under the Act on Electricity  Ancillary servises Ticketing and reckoning activity  Total (additional services + ancillary services)			System-use			C
Ancillary servises  Technical inspection of railway vehicles Ticketing and reckoning activity  Total (additional services + ancillary services)						C
Ancillary servises Technical inspection of railway vehicles Ticketing and reckoning activity Total (additional services + ancillary services)  Funds under the Act on Electricity  Funds under the Act on Electricity		(preficacing) precooting)				
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Ticketing and reckoning activity  Total (additional services + ancillary services)			Funds under the	Act on Electricity	/	C
Total (additional services + ancillary services)	Ancillary servises					(
7.77,000						
TOTAL 7 776 000 0	rotat (additional s	ervices + ancillary services)				
	TOTAL					7 776 000 000

# 12. Annex 7: Letters from GYSEV Zrt. regarding state contribution in the 2022/2023 timetable period

The following modifications were made:

Elektronikusan aláírta:

Ügyintéző: Bencsics József





Győr – Sopron - Ebenfurti Vasút Zártkörűen Működő Részvénytársaság

H-9400 Sopron, Mátyás király u. 19. Postacím: H-9401 Sopron, Pf. 104.

anno 1872 -

VPE Kft. Sopron, 2021.12.15.

Németh Réka Úrhölgy részére Ügyiratszám: 021098/2021

1054 Budapest, Szabadság tér 7. Hivatkozási szám:

2022/2023 menetrendi időszakra vonatkozó állami költségtérítés

Tisztelt Ügyvezető Úrhölgy!

Az Innovációs és Technológiai Minisztérium jelen levélhez csatolt VIF / 122500-2 / 2021-ITM iktatószámú ügyiratában felhatalmazta a GYSEV Zrt-t, mint a pályahálózat működtetésre kötött szerződés szolgáltatóját, hogy a költségtérítés díjszámítás során figyelembe veendő részét meghatározza. Az Innovációs és Technológiai Minisztérium ügyiratában megfogalmazott elvek figyelembevételével a GYSEV Zrt. a 2022/2023 menetrendi időszakra az állami szerepvállalás mértékét 7 776 millió Ft-ban határozza meg.

A hálózat-hozzáférési díjak meghatározása során az állami szerepvállalás mértékeként az egyes szolgáltatásokhoz lehetőség szerint az alábbi összegeket szíveskedjen figyelembe venni.

Szolgáltatás megnevezése			Állami szerepvállalás (Ft)		
Menetvonal biztosítás			0		
Közlekedtetés - Bruttótonna kilométer alapú rész			2 001 396 000		
	Személyvonat	I. kategória	1 334 500 000		
Közlekedtetés Vonatkilométer alapú rész		II. kategória	26 800 000		
		III. kategória	35 000 000		
	Mozdonyvonat	I. kategória	81 200 000		
		II. kategória	193 600		
		III. kategória	6 020		
	Általános tehervonat	I. kategória	252 776 000		
		II. kategória	309 000		
		III. kategória	14 960		
	Korridor tehervonat	I. kategória	22 800 000		
		II. kategória	0		
		III. kategória	0		
Felsővezetéki rendszerek használata			1 104 904 000		



Cg. 08-10-001787 Adószám: 10008676-2-08 Közösségi adószám: HU 10008676 KSH szám: 10008676-4910-114-08

- 1/2 -

Vontatójármű rendelkezésre állása teher- és mozdonyvonatok számára		80 860 000
Vontatójármű rendelkezésre állása személyszállító vonatok számára		49 860 000
Vontatójármű biztosítása teher- és mozdonyvonatok számára		3 190 500
Vontatójármű biztosítása személyszállító vonatok számára		36 980
Tolatószemélyzet rendelkezésre állása teher- és mozdonyvonatok számára		613 000 000
Tolatószemélyzet rendelkezésre állása személyszállító vonatok számára		485 612 000
Tolatószemélyzet biztosítása teher- és mozdonyvonatok számára		108 230 000
Tolatószemélyzet biztosítása személyszállító vonatok részére		57 196
Üzemanyag vételező helyek használata		14 404 000
Vasúti járműmérleg használata		2 528 000
Járműtárolás		7 584 000
Tehervonatok állomáshasználata	III. kategória	14 279 000
	II. kategória	85 855 000
	I. kategória	687 777 580
Személyszállító vonatok kiinduló-/végállomás használata	IV. kategória	0
	III. kategória	0
	II. kategória	87 164
	I. kategória	40 314 000
Személyszállító vonatok megállási célú állomáshasználata	IV. kategória	28 350 000
	III. kategória	132 409 000
Szamáluzzállátá magatak magállási cálú	I. kategória II. kategória	219 530 000 302 700 000

Üdvözlettel,

Ikker Tibor

Pályavasúti igazgató

2021. december 15., szerda

MELLEKLETEK:

VIF / 122500-2 / 2021-ITM ügyirat



Cg. 08-10-001787 Adószám: 10008676-2-08 Közösségi adószám: HU 10008676 KSH szám: 10008676-4910-114-08

- 2/2 -



#### Innovációs és Technológiai Minisztérium

DR. MOSÓCZI LÁSZLÓ közlekedéspolitikáért felelős államtitkár

Iktatószám: VIF / 122500-2 / 2021-ITM

Kövesdi Szilárd István úr részére Vezérigazgató

Győr-Sopron-Ebenfurti Vasút Zrt.

Sopron Mátyás király u. 19. 9400

Tárgy: A 2022/2023. menetrendi évre vonatkozó hálózat-hozzáférési díjak közzétételéhez szükséges állami pályaműködtetési költségtérítés meghatározása

#### Tisztelt Vezérigazgató Úr!

A Győr-Sopron-Ebenfurti Vasút Zrt. (a továbbiakban: GYSEV Zrt.) és a Magyar Állam között 2015. december 21-én létrejött, a vasúti pályahálózat működtetésre kötött 001267/2015 számú szerződés keretein belül a 2022/2023-as menetrendi évre vonatkozóan az állami költségtérítés értékét 11 298 millió Ft-ban állapítom meg.

A fenti teljes költségtérítés csak a díjszámításnál alapul vett üzleti terv szerinti eredménykimutatásban feltüntetett indokolt költségek és ráfordítások mértékében vehető figyelembe a díjszámítás során. A költségtérítés fennmaradó részét az Innovációs és Technológiai Minisztérium – mint a pályahálózat működtetésre kötött szerződés megrendelője – által jóváhagyott szinten tartó felújítási és beruházási munkák finanszírozására kell fordítani.

A fenti teljes költségtérítés díjszámítás során figyelembe veendő részének a 2020. évi tényadatok, a díjszámítás alapjául szolgáló 2023. évi üzleti terv szerinti eredménykimutatás és az alábbiakban meghatározott szempontok alapján történő meghatározására a GYSEV Zrt-t, mint a pályahálózat működtetésre kötött szerződés szolgáltatóját hatalmazom fel.

Kérem, hogy a hálózat-hozzáférési díjkalkuláció során a következőket szíveskedjék figyelembe venni:

 Az árufuvarozási szektor szolgáltatásainak díjai ne változzanak, kivéve ha ez jogszabályból vagy e dokumentum előírásaiból, illetve a költségviszonyokból következik.

Postacím: 1440 Budapest, Pf. 1. Telefon: (06 1) 795 1700 Web: www.kormany.hu

- A személyszállítási szektor szolgáltatásainak díjai ne változzanak, kivéve ez jogszabályból vagy e dokumentum előírásaiból, illetve a költségviszonyokból következik.
- Az állami költségtérítés hatásából adódóan a 2021/2022-es menetrendi évhez képest a 2022/2023. évi fizetendő összegek ne csökkenjenek, kivéve, ha ez jogszabályból vagy e dokumentum előírásaiból, illetve a költségviszonyokból következik.
- A vontatási és nem vontatási célú villamos energia, illetve a vontatási és a nem vontatási célú üzemanyag biztosítása szolgáltatások ne részesüljenek támogatásban.

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

Budapest, 2021. november ,, 30. ,,

Üdvözlettel:

Dr. Mosóczi László

Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.

Postacím: 1440 Budapest, Pf. 1. Telefon: (06 1) 795 1700 Web: www.kormany.hu