

**Consolidated version with modification No 2 of**

**Charging Document (CD)**  
**of**  
**GYSEV ZRT**

**For the 2012/2013 timetable year**

**EFFECTIVE:**

**from 9 December 2012 until 7 December 2013**

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## 1. Introduction

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

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

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

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

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

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

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

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<sup>1</sup> Exception from this are data demonstrated at the correction index and resulting from other data sources (one decimal)

## **2. General provisions**

### **2.1 TEMPORAL SCOPE OF CD**

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

### **2.2 OBJECTIVE SCOPE OF CD**

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

### **2.3 BASIS OF MODIFICATION OF THE C D**

#### **2.3.1 Basis of Modification 1 of CD**

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

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

GYSEV Zrt in its letter No 00196/2012. informed VPE that the Ministry of National Development in its letter NFM/21548/3/2011 of December 20, 2011 defined an amount of 3,99 billion HUF as a state contribution for the 2012/2013 timetable year.

Based on the above, it can be stated that the change of the amount of state contribution from 0 HUF in the Network Statement at the date of its publishment to HUF 3,99 billion defined for the 2012/2013 timetable year by the National Ministry for Development can be considered as a considerable change, Consequently, a review of the network access charges of GYSEV Zrt is necessary.

#### **2.3.2 Basis of Modification 2 of CD**

GYSEV Zrt has informed VPE in its letter (reference number: 006790/2012) of that in addition to the services published for time table year 2012/2013, it is going to provide further services to Railway Undertakings. In compliance with the letter the document is completed in modification 2 of CD with the calculation data of the following services:

- access to refuelling facilities
- access to rail rolling stock maintenance facilities
- ensuring of fuel for traction
- ensuring of traction current
- ensuring electric energy for other than traction purposes
- technical inspection of railway vehicles

### **3 Description of data used as a basis of CD**

#### **3.1 RESPONSIBILITY FOR PROVIDING DATA**

The Infrastructure Manager is fully responsible for the accuracy of provided data and for the compliance of their content. VPE is responsible for the calculation of charges carried out on the basis of data provided by the infrastructure manager in compliance with methodology set out in Charing methodology (CM) and in observance of legal rules in force.

#### **3.2 COSTS**

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

##### Direct costs

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

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

##### Costs to be divided

Dividable costs comprise items that can directly be connected to the provision of services of the infrastructure manager but that occur in common interest of several services provided by the infrastructure manager and for this reason are to be shared to these services on the basis of „naturalias”.

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

Summing-up table of „naturalias” used for cost sharing can be seen in Annex 4.

##### Indirect costs

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

Values of indirect costs for 2013 assigned to services of the infrastructure manager can be seen in Annex 1; furthermore, they are also demonstrated in the text at costs linked to certain services.

In accordance with point 6.1.4 of CM, the calculation of indirect costs happens in proportion of direct costs and expenditures as well as costs and expenditures to be shared on the basis of „naturalias”. In accordance with Section 4 (3) of Joint Decree 83/2007 GKM-PM, indirect costs distributed to basic services may not directly be presented in the charge items to be paid, however, when calculating indirect costs, costs will be distributed to basic services as well, that show themselves as general surcharge in the composition of charge items to be paid for

basic services, ensuring this way the coverage of costs and expenditures occurred at the infrastructure manager.

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

Table 1: Distribution of costs of GYSEV Zrt to direct, distributable and indirect cost groups <sup>\*</sup>

	thousand HUF	%
Direct costs	6 559 574	60,50%
Costs to be shared	2 782 212	25,66%
Indirect costs	1 500 160	13,84%
Total cost	10 841 946	100,00%

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

	Thousand HUF	%
Basic services	5 765 590	53,18%
Supplementary services	3 303 751	30,47%
Additional services	1 772 604	16,35%
Total cost	10 841 946	100,00%

### 3.3 CORRECTION INDEXES

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

As a general rule, the degree of price level change that may be taken into account in single items is the consumer price index for the period from the basis period up to the end of the quarter prior to the month of determination of charges, published by the Central Statistics Office (KSH).

Based on the average consumer price index published by the Office for the period January-December 2011 compared to the same period of the previous year, annual average consumer prices have increased by 3,9 %<sup>2</sup>.

According to the forecast of MNB for 2012, the annual average consumer price index will be 105 %.<sup>3</sup>

Consequently, the degree of the price level change from the basis period to the year of charge will be 109,10 %.

Degree of price level change that may be taken into account to personal expenditures for the year following the basis period is the degree of wage-increase set out in the collective agreement, which - according to data supply - amount to 103,5 % for GYSEV Zrt.

To the period from the year after the base-period to the charge-year, degree of national economic gross income-increase forecast by MNB shall apply which amounts to 103,6 % in 2012. Accordingly, degree of price level change from the base-period to the year of charge will amount to 107, 23 % in terms of personal expenditures.

No price level change may be taken into consideration to the costs of depreciation and loss in values, to the revenues and expenditure of financial transactions, to provisions for liabilities and charges, as well as to extraordinary revenues and expenditures.

In terms of costs of depreciation and loss in values, when determining of network access charges, those investments, sorting out, derecognisings may be taken into account that have been activated up to the end of the quarter prior to the month of determination of charges.

Further modifications - influencing fact data of the basis period and may be taken into account - are changes to the tax and contributions system fixed by legislation issued not later than the month prior to the determination of charges, as well as regarding the central budgetary subsidies (reimbursement of expenses), the value planned for the year of charge instead of fact data based on a contract concluded between the state and the infrastructure manager, and in the absence thereof, based on the statement of the minister responsible for transport. Present calculation do not have correlations in this term.

Correction indexes and correction items for GYSEV Zrt can be seen in Annex 2.

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<sup>2</sup> Resource: Consumer Price Index monthly, by main groups of goods, Table 3.6.1 STADAT, KSH

<sup>3</sup> Resource: Report of the process of inflation, December 2011, MNB



### 3.4 PERFORMANCE INDICATORS

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

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

### 3.5 „NATURALIAS”

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

In order to distribute revenues, costs and expenditures assigned to certain services in proportion to the chosen „naturalia” it is required to introduce such a projection equivalent that occur at several services which can be measured in different natural measure units, and is proportional to the amount of expenditures linked to the service.

Charging Methodology (CM) uses the number of use of track route as projection equivalent in case of access services. Specification of projection equivalents can be found in Annex 5.a to CM.

Determination of values of naturalias for 2013 was carried out in line with performance indicators set out in Annex 5a to CM.

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

### 3.6 APPLIED SURCHARGES

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

In accordance with Article 4 paragraph (3) of the Joint Decree No 83/2006 (X6)GKM-PM on frameworks of the network access charging system and basic regulations of determination and implementation of network access charges, indirect costs falling on basic services (ensuring of train path, ensuring of train run) may not be taken into account when charging. In order that network access charges to be paid and to be accounted should cover the justified costs of the infrastructure managers, a general mark-up has been determined to the basic services in compliance with Article 55 (8) of Railway Act.

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

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

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

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

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

### 3.7 DISCOUNTS

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

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

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

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

### 3.8 AMOUNT OF STATE CONTRIBUTION

Ministry of National Development sets the amount of the State contribution relating to track access charges for the 2012/2013 timetable year of GYASEV Zrt in its letter of No NFM/21548/3/2011. on the amount of State contribution and its distribution, as follows:

- for basic and supplementary services HUF 3,7 billion
- for additional services HUF 0,29 billion.

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

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

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

### 3.9 MODE OF CALCULATION OF CHARGES

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

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

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

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

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

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

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

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

## 4. Charges of services provided to Railway Undertakings by GYSEV Zrt

### 4.1 BASIC SERVICES

#### 4.1.1 Charge for ensuring of train path

##### Costs taken into account when determining the charge

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

Invoiced costs of VPE from direct costs of the service „ensuring of train path” have been determined individually based on the business plan of VPE. In compliance with Article 5 paragraph (1) of the governmental decree No 268/2009 (XII.1.)Korm on legal relationship between the rail capacity allocation body and non-independent rail infrastructure managers, as of 1 January 2011, the fee to be paid to VPE may not exceed the amount of HUF 650 million that has been divided to GYSEV and MÁV in proportion of total cost involved in the calculation of network access charges.

##### Summing-up of costs

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

Charge for ensuring of train path	Costs in 2013 (thousand
	HUF
Direct costs	42 148
Costs to be shared	2 473
Indirect costs	7 165
Total cost	51 786

##### Performance indicator relating to the charge

Table 4: Charge for ensuring of train path - performance

Charge for ensuring of train path	Performance in 2013
number of train paths	118 514

##### Determination of charge to be paid

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

Charge for ensuring of train path	HUF
1. Direct cost-based calculation	377
2. Amount of mark-up	60
3. Amount of marking-ups	-
4. Amount of state contribution	60
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>377</b>

On the basis of the table above, charge to be paid by the user of the service comes to HUF **377 / train path**.

#### **4.1.2 Charge for running of trains**

##### Costs taken into account when determining the charge

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

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

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

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

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

##### Summing-up of costs

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

<b>Charge for running of trains gross ton km proportionate part of charge</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct costs	1 728 079
Costs to be shared	180 809
Indirect costs	306 541
<b>total cost</b>	<b>2 215 430</b>

##### Performance indicator relating to the charge

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

<b>Charge for running of trains gross ton proportionate part of charge</b>	<b>Performance 2013</b>
Performed gross ton km	2 2 041 684 882

##### Determination of the charge to be paid

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

<b>Charge for running of trains gross ton km proportionate part fo charge</b>	<b>HUF</b>
1. Direct cost based charge	0,93
2. Amount of mark-up	0,15
3. Amount of discount	-
4. Amount of state contribution	0,86
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>0,23</b>

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



## ***Train km proportionate part of the charge for running of trains***

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

### Summing-up of costs

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

<b>Charge for running of trains, train km proportionate part of charge, freight trains, track section category I</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct costs	174 358
Cost to be shared	230 299
Indirect costs	64 983
<b>Total cost</b>	<b>469 639</b>

### Performance

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

<b>Charge for running of trains, train km proportionate part of charge, freight trains, track section category I</b>	<b>Performance in 2013</b>
performed train km	677 970

### Determination of the charge to be paid

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

<b>Charge for running of trains, train km proportionate part of charge, freight trains, track section category I</b>	<b>HUF</b>
1. Cost based charge	597
2. Amount of mark-up	96
3. Amount of discount	-
4. Amount of state contribution	431
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>262</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
**HUF 262 / train km.**

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

### Summing-up of costs

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

<b>Charge for running of trains, train km proportionate part of charge, freight trains, track section category II</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct costs	170 166
Costs to be shared	126 342
Indirect costs	47 615
<b>Total cost</b>	<b>344 123</b>

### Performance

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

<b>Charge for running of trains, train km proportionate part of charge, freight trains, track section Cat II</b>	<b>Performance in 2013</b>
Performed train km	334 614

### Determination of the charge to be paid

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

<b>Charge for running of trains, train km proportionate part of charge, freight trains, track section category II</b>	<b>HUF</b>
1. Direct cost based charge	886
2. Amount of mark-up	142
3. Amount of discount	-
4. Amount of State contribution	768
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>260</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 260 / train km.

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

### Summing-up of costs

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

Charge for running of trains, train km proportionate part of charge, freight trains, track section category III	Costs in 2013 (thousand HUF)
Direct costs	49
Costs to be shared	2 939
Indirect costs	480
<b>Total cost</b>	<b>3 468</b>

### Performance

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

Charge of running of trains, train km proportionate Part of charge, freight trains, track section cat. III	Performance in 2013
performed train km	284

### Determination of the charge to be paid

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

Charge for running of trains, train km proportionate part of charge, freight trains, track section category III	HUF
1. Cost based charge	10 525
2. Amount of mark-up	1 690
3. Amount of discount	-
4. Amount of state contribution	12 056
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>160</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
**HUF 160 / train km.**

- *Passenger trains on track section category I*

#### Summing-up of costs

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

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category I	Costs in 2013 (thousand HUF)
Direct costs	316 011
Cost to be shared	350 729
Indirect costs	107 069
<b>Total cost</b>	<b>773 809</b>

#### Performance indicator relating to the charge

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

Charge for running of trains. train km proportionate part of charge, passenger trains track section cat. I	Performance in 2013.
performed train km	1 769 758

#### Determination of the charge to be paid

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

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category I	HUF
1. Costs based charge	377
2. Amount of mark-up	60
3. Amount of discount	-
4. Amount of state contribution	60
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>377</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 377 / train km.

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

#### Summing-up of costs

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

<b>Charge for running of trains, train km proportionate part of charge, passenger trains, track section category II</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct costs	1 244 190
Cost to be shared	130 137
Indirect costs	220 698
<b>Total cost</b>	<b>1 595 024</b>

#### Performance indicator relating to the charge

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

<b>Charge for running of trains, train km proportionate part of charge, passenger trains, track section cat. II</b>	<b>Performance in 2013</b>
performed train km	2 954 120

#### Determination of the charge to be paid

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

<b>Charge for running of trains, train km proportionate part of charge, passenger trains, track section category II</b>	<b>HUF</b>
1. Costs based charge	465
2. Amount of mark-up	75
3. Amount of discount	-
4. Amount of state contribution	168
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>372</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
**HUF 372 / train km.**

- *Passenger trains on track section category III*

#### Summing-up of costs

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

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category III	Costs in 2013 (thousand HUF)
Direct costs	36 386
Costs to be shared	89 933
Indirect costs	20 285
<b>Total cost</b>	<b>146 604</b>

#### Performance indicator relating to the charge

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

Charge of running of trains, train km proportionate part of charge, passenger trains, track section cat III	Performance 2013
performed train km	..193 970

#### Determination of the charge to be paid

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

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category III	HUF
1. Cost based charge	651
2. Amount of mark-up	105
3. Amount of discount	-
4. Amount of state contribution	394
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>362</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
**HUF 362 / train km.**

- *Loco trains*

#### Summing-up of costs

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

<b>Charge for running of trains, train km proportionate part of charge, loco trains</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct costs	102 787
Costs to be shared	39 992
Indirect costs	22 928
<b>Total cost</b>	<b>165 707</b>

#### Performance indicator relating to the charge

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

<b>Charge for running of trains, train km proportionate part of charge, loco trains</b>	<b>Performance in 2013</b>
performed train km	325 814

#### Determination of the charge to be paid

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

<b>Charge for running of trains, train km proportionate part of charge, loco trains</b>	<b>HUF</b>
1. Costs based charge	438
2. Amount of mark-up	70
3. Amount of discount	-
4. Amount of state contribution	141
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>368</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
**HUF 368 / train km.**

## 4.2 SUPPLEMENTARY SERVICES

### 4.2.1 Charge of the use stations by passenger trains for stopping

- *Station of category I*

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

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

Charge of the use of stations category I by passenger trains for stopping	Costs in 2013 (thousand HUF)
Direct cost	95 430
Cost to be shared	210 100
Indirect cost	49 064
Total cost	354 594

#### Performance indicator relating to the charge

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

Charge of the use of stations category I by passenger trains for stopping	Performance in 2013
performed use of station	155 976

#### Determination of the charge to be paid

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

Charge of the use of stations category I by passenger trains for stopping	HUF
1. Cost-based charge	2 273
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	2 273

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 2 273 / use of station.



- **Station of category II**

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

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

<b>Charge of the use of stations category II by passenger trains for stopping</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct cost	90 960
Cost to be shared	249 178
Indirect cost	54 621
<b>Total cost</b>	<b>394 759</b>

#### Performance indicator relating to the charge

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

<b>Charge of the use of stations category II by passenger trains for stopping</b>	<b>Performance in 2013</b>
performed use of station	184 987

#### Determination of the charge to be paid

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

<b>Charge of the use of stations category II by passenger trains for stopping</b>	<b>HUF</b>
1. Cost-based charge	2 134
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>2 134</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 2.134 / station use.

- **Station of category III**

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

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

<b>Charge of the use of stations category III by passenger trains for stopping</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct cost	79 850
Cost to be shared	616 044
Indirect cost	111 751
<b>Total cost</b>	<b>807 644</b>

#### Performance indicator relating to the charge

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

<b>Charge of the use of stations category III by passenger trains for stopping</b>	<b>Performance in 2013</b>
performed use of station	4 457 345

#### Determination of the charge to be paid

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

<b>Charge of the use of stations category III by passenger trains for stopping</b>	<b>HUF</b>
1. Costs-based charge	1 766
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>1 766</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 1 766 / use of station.

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

- *Station of category I*

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 39: Charge for the use of origin/destination stations of category I by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category I by passenger trains	Costs in 2013 (thousand HUF)
Direct cost	18 044
Cost to be shared	152 022
Indirect cost	27 310
Total cost	197 376

##### Performance indicator relating to the charge

Table 40: Charge for the use of origin/destination stations of category I by passenger trains - performance

Charge of the use of origin/destination stations category I by passenger trains	Performance in 2013
performed use of station	66 165

##### Determination of the charge to be paid

Table 41. Táblázat: Charge for the use of origin/destination stations of category I by passenger trains - determination of the charge

Charge of the use of origin/destination stations category I by passenger trains	HUF
1. Cost -based charge	2 983
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	683
Charge to be paid (1 + 2 - 3 - 4)	2 300

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 2.300 / use of station.

- **Station category II**

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

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

<b>Charge of the use of origin/destination stations category II by passenger trains</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct cost	5 078
Cost to be shared	42 786
Indirect cost	7 686
<b>Total cost</b>	<b>55 551</b>

#### Performance indicator relating to the charge

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

<b>Charge of the use of origin/destination stations category II by passenger trains</b>	<b>Performance in 2013</b>
performed use of station	18 622

#### Determination of the charge to be paid

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

<b>Charge of the use of origin/destination stations category II by passenger trains</b>	<b>HUF</b>
1. Cost-based charge	2 983
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	1 033
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>1 950</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 1.950 / station use.

- **Station of category III**

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

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

<b>Charge of the use of origin/destination stations category III by passenger trains</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct cost	1 648
Cost to be shared	225
Indirect cost	301
<b>Total cost</b>	<b>2 174</b>

#### Performance indicator relating to the charge

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

<b>Charge of the use of origin/destination stations category III by passenger trains</b>	<b>Performance in 2013</b>
Performed use of station	98

#### Determination of the charge to be paid

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

<b>Charge of the use of origin/destination stations category III by passenger trains</b>	<b>HUF</b>
1. Cost-based charge	22 182
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	20 582
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>1 600</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 1 600 / station us.

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

- Station of category I

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 48: Charge of the use of origin/destination stations of category I by freight trains - summing-up of costs

Charge of the use of origin/destination stations category I by freight trains	Costs in 2013 (thousand HUF)
Direct cost	178 222
Cost to be shared	207 964
Indirect cost	62 016
Total cost	448 202

##### Performance indicator relating to the charge

Table 49: Charge of the use of origin/destination stations of category I by freight trains - performance

Charge of the use of origin /destination stations category I by freight trains	Performance in 2013
performed use of station	18 965

##### Determination of the charge to be paid

Table 50: Charge of the use of origin/destination stations of category I by freight trains - determination of the charge

Charge of the use of origin/destination stations category I by freight trains	HUF
1. Cost-based charge	23 634
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	17 634
Charge to be paid (1 + 2 - 3 - 4)	6 000

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 6 000 / station use.

- **Station category II**

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

Table 51: Charge of the use of origin/destination stations of category II by freight trains - summing-up of costs

Charge of the use of origin/destination stations category II by freight trains	Costs in 2013 (thousand HUF)
Direct cost	3 883
Cost to be shared	83 866
Indirect cost	14 091
<b>Total cost</b>	<b>101 839</b>

#### Performance indicator relating to the charge

Table 52: Charge of the use of origin/destination stations of category II by freight trains - performance

Charge of the use of origin/destination stations category II by freight trains	Performance in 2013
Performed use of station	7 648

#### Determination of the charge to be paid

Table 53: Charge of the use of origin/destination stations of category II by freight trains - determination of the charge

Charge of the use of origin/destination stations category II by freight trains	HUF
1. Cost-based charge	13 316
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	8 816
<b>Charge to be paid (1 + 2 - 3 + 4)</b>	<b>4 500</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 4 500 / station use.

- **Station of category III**

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

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

Charge of the use of origin/destination stations category III by freight trains	Costs in 2013 (thousand HUF)
Direct cost	
Cost to be shared	10 076
Indirect cost	1 618
<b>Total cost</b>	<b>11 694</b>

#### Performance indicator relating to the charge

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

Charge of the use of origin/destination stations category III by freight trains	Performance in 2013
Performed use of station	919

#### Determination of the charge to be paid

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

Charge of the use of origin/destination stations category III by freight trains	HUF
1. Cost-based charge	12 727
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	9 727
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>3 000</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 3 000 / station use.



#### 4.2.4 Charge of the use of intermediate stations by freight trains

- *Station of category I*

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 57: Charge of the use of intermediate stations of category I by freight trains - summing-up of costs

<b>Charge of the use of intermediate stations category I by freight trains</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct cost	63 041
Cost to be shared	19 705
Indirect cost	13 288
<b>Total cost</b>	<b>96 034</b>

##### Performance indicator relating to the charge

Table 58: Charge of the use of intermediate stations of category I by freight trains - performance

<b>Charge of the use of intermediate station category I by freight trains</b>	<b>Performance in 2013</b>
performed use of station	3 594

##### Determination of the charge to be paid

Table 59: Tehervonatok közbelső állomáshasználati díja, I. kat. állomás - determination of the charge

<b>Charge of the use of intermediate stations category I by freight trains</b>	<b>HUF</b>
1. Cost-based charge	26 721
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	23 721
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>3 000</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 3.000 / station use.

- **Station of category II**

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

Table 60: Charge of the use of intermediate stations of category II by freight trains - summing-up of costs

<b>Charge of the use of intermediate stations category II by freight trains</b>	<b>Cost in 2013 (thousand HUF)</b>
Direct cost	31 455
Cost to be shared	8 913
Indirect cost	6 483
<b>Total cost</b>	<b>46 850</b>

#### Performance indicator relating to the charge

Table 61: Charge of the use of intermediate stations of category II by freight trains - performance

<b>Charge of the use of intermediate stations category II by freight trains</b>	<b>Performance in 2013</b>
Performed use of station	1626

#### Determination of the charge to be paid

Table 62: Charge of the use of intermediate stations of category II by freight trains - determination of the charge

<b>Charge of the use of intermediate stations category II by freight trains</b>	<b>HUF</b>
1. Cost-based charge	28 822
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	26 572
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>2 250</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 2.250 / station use.

- **Station of category III**

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

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

<b>Charge of the use of intermediate stations category III by freight trains</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct cost	12 024
Cost to be shared	986
Indirect cost	2 089
<b>Total cost</b>	<b>15 100</b>

#### Performance indicator relating to the charge

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

<b>Charge of the use of intermediate stations category III by freight trains</b>	<b>Performance in 2013</b>
Performed use of station	180

#### Determination of the charge to be paid

Table 65: Charge of the use of intermediate stations of category III by freight trains - determination of the charge

<b>Charge of the use of intermediate stations category II by freight trains</b>	<b>HUF</b>
1. Cost-based charge	83 939
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	82 439
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>1 500</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 1.500 / station use.

#### **4.2.5 Charge of the use of catenary**

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 66: Charge of the use of catenary - summing-up of costs

<b>Charge of the use of catenary</b>	<b>Cost in 2013 (thousand HUF)</b>
Direct cost	626 897
Cost to be shared	7 727
Indirect cost	101 912
<b>Total cost</b>	<b>736 536</b>

##### Performance indicator relating to the charge

Table 67: Charge of the use of catenary - performance

<b>Charge of use of catenary</b>	<b>Performance in 2013</b>
electric train kilometer performed by freight, passenger and loco trains	3 769 055

##### Determination of the charge to be paid

Table 68: Charge of the use of catenary - determination of the charge

<b>Charge of use of catenary</b>	<b>HUF</b>
1. Cost-based charge	195
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	15
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>180</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
**HUF 180 / electric train km**

#### 4.2.6 Charge of the access to refuelling facilities

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 69: Charge of the access to refuelling facilities - summing up of costs

<b>Charge for the access to refuelling facilities</b>	<b>Cost in 2013 (thousand HUF)</b>
Direct cost	65 879
Cost to be shared	-
Indirect cost	-
<b>Total cost</b>	<b>65 879</b>

##### Performance indicator relating to the charge

Table 70: Charge of the access to refuelling facilities - performance

<b>Charge for the access to refuelling facilities</b>	<b>Performance in 2013</b>
Amount of fuel taken	6 358 200

##### Determination of the charge to be paid

Table 71: Charge of the access to refuelling facilities - determination of charges

<b>Charge for the access to refuelling facilities</b>	<b>HUF</b>
1. Cost-based charge	10
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Charge to be paid ((1+2-3-4)</b>	<b>10</b>

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

#### **4.2.7 Charge of the access to wagon weigh bridges (scale)**

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 72: Charge of the access to wagon weigh bridges- summing-up of costs

<b>Charge for the access to wagon weigh bridges</b>	<b>Cost in 2013 (thousand HUF)</b>
Direct cost	5 401
Cost to be shared	67
Indirect cost	878
<b>Total cost</b>	<b>6 345</b>

##### Performance indicator relating to the charge

Table 73: Charge of the access to wagon weigh bridges - performance

<b>Charge for the access to wagon weigh bridges</b>	<b>Performance in 2013</b>
Vehicles weighed	4 539

##### Determination of the charge to be paid

Table 74: Charge of the access to wagon weigh bridges - determination of charges

<b>Charge for the access to wagon weigh bridges</b>	<b>HUF</b>
1. Cost-based charge	1 398
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>1 398</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 1 398 / vehicle.

#### 4.2.8 Charge for the storage of vehicles

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 75: Charge for the storage of vehicles - summing-up of costs

Charge of storage of vehicles	Cost in 2013 (thousand HUF)
Direct cost	24 625
Cost to be shared	304
Indirect cost	4 003
Total cost	28 932

##### Performance indicator relating to the charge

Table 76: Charge for the storage of vehicles - performance

Charge of storage of vehicles	Performance in 2013
Length of time of storage of vehicles beyond 24 hours	149 654

##### Determination of the charge to be paid

Table 77: Charge for the storage of vehicles - determination of the charge

Charge of storage of vehicles	HUF
1. Cost-based charge	193
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	193

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 193 / vehicle / day.

#### 4.2.9 Charge for ensuring of staff

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 78: Charge for ensuring of staff- summing-up of costs

Charge of ensuring of staff	Costs in 2013 (thousand HUF)
Direct cost	103
Cost to be shared	1
Indirect cost	17
Total cost	121

##### Performance indicator relating to the charge

Table 79: Charge for ensuring of staff - performance

Charge of ensuring of staff	Performance in 2013
time devoted by service staff	52

##### Determination of the charge to be paid

Table 80: Charge for ensuring of staff - determination of the charge

Charge of ensuring of staff	HUF
1. Cost-based charge	2 321
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	2 321

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 2 321 / person / hour.



#### **4.2.10 Charge of the access to rail rolling stock maintenance facilities**

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 81: Charge of the access to rail rolling stock maintenance facilities – summing up of costs

<b>Charge for the access to rail rolling stock maintenance facilities</b>	<b>Cost in 2013 (thousand HUF)</b>
Direct cost	3 343
Cost to be shared	-
Indirect cost	-
<b>Total cost</b>	<b>3 343</b>

##### Performance indicator relating to the charge

Table 82: Charge of the access to rail rolling stock maintenance facilities – performance

<b>Charge for the access to rail rolling stock maintenance facilities</b>	<b>Performance in 2013</b>
duration of service	2 190

##### Determination of the charge to be paid

Table 83: Charge of the access to rail rolling stock maintenance facilities – determination of charges

<b>Charge for the access to rail rolling stock maintenance facilities</b>	<b>HUF</b>
1. Cost-based charge	1 526
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Charge to be paid ((1+2-3-4))</b>	<b>1 526</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 1,526 / hour.

## 4.3 ADDITIONAL SERVICES

### 4.3.1 Charge of staff providing train acceptance

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

Table 84: Charge of staff providing train acceptance - summing-up of costs

Charge of staff providing train acceptance	Costs in 2013 (thousand HUF)
Direct cost	72 952
Cost to be shared	899
Indirect costs	11 859
Total costs	85 710

#### Performance indicator relating to the charge

Table 85: Charge of staff providing train acceptance - performance

Charge of staff providing train acceptance	Performance in 2013
time devote by staff to train acceptance	19 540

#### Determination of the charge to be paid

Table 86: Charge of staff providing train acceptance - determination of the charge

Charge of staff providing train acceptance	HUF
1. Cost-based charge	4 386
2. Amount of mark-up	-
3. Amount of discount	-
Amount of state contribution	10
Charge to be paid (1 + 2 - 3 - 4)	4 376

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 4.376 / person / hour.

#### 4.3.2 Charge of ensuring of shunting staff for passenger trains

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 87: Charge of ensuring of shunting staff for passenger trains- summing-up of costs

Charge of ensuring shunting staff for passenger trains	Costs in 2013 (thousand HUF)
Direct cost	237 774
Cost to be shared	2 931
Indirect cost	38 654
Total cost	279 358

##### Performance indicator relating to the charge

Table 88: Charge of ensuring of shunting staff for passenger trains - performance

Charge of ensuring of shunting staff for passenger trains	Performance in 2013
time devoted by shunting staff	57 105

##### Determination of the charge to be paid

Table 89: Charge of ensuring of shunting staff for passenger trains- determination of the charge

Charge of ensuring of shunting staff	HUF
1. Cost-based charge	4 892
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	4 892

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 4 892 / person / hour.

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

#### Costs taken into account when determining the charge

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

#### Summing-up of costs

Table 90: Charge of ensuring of shunting staff for freight and loco trains- summing-up of costs

<b>Charge of ensuring shunting staff for freight and loco trains</b>	<b>Costs in 2013 (thousand HUF)</b>
Direct cost	482 752
Cost to be shared	5 950
Indirect cost	78 479
<b>Total cost</b>	<b>567 181</b>

#### Performance indicator relating to the charge

Table 91: Charge of ensuring of shunting staff for freight and loco trains - performance

<b>Charge of ensuring of shunting staff for freight and loco trains</b>	<b>Performance in 2013</b>
time devoted by shunting staff	115 941

#### Determination of the charge to be paid

Table 92: Charge of ensuring of shunting staff for freight and loco trains- determination of the charge

<b>Charge of ensuring of shunting staff</b>	<b>HUF</b>
1. Cost-based charge	4 892
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	2 252
<b>Charge to be paid (1 + 2 - 3 + 4)</b>	<b>2 640</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 2 640 / person / hour.

#### 4.3.4 Charge of ensuring traction unit for passenger trains

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 93: Charge of ensuring of traction unit for passenger trains - summing-up of costs

Charge of ensuring traction unit for passenger trains	Costs in 2013 (thousand HUF)
Direct cost	185 839
Cost to be shared	2 291
Indirect cost	30 211
<b>Total cost</b>	<b>218 341</b>

##### Performance indicator relating to the charge

Table 94: Charge of ensuring of traction unit for passenger trains- performance

Charge of ensuring of traction unit for passenger trains	Performance in 2013
Length of time of service provided by traction units	16 660

##### Determination of the charge to be paid

Table 94: Charge of ensuring of traction unit for passenger trains - determination of the charge

Charge of ensuring traction unit for passenger trains	HUF
1. Cost-based charge	13 106
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>13 106</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
**HUF 13 106 / vehicle / hour.**

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

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 96: Charge of ensuring of traction unit for freight and loco trains - summing-up of costs

Charge of ensuring traction unit for freight and loco trains	Costs in 2013 (thousand HUF)
Direct cost	528 928
Cost to be shared	6 519
Indirect cost	85 985
Total cost	621 433

##### Performance indicator relating to the charge

Table 97: Charge of ensuring of traction unit for freight and loco trains- performance

Charge of ensuring of traction unit for freight and loco trains	Performance in 2013
Length of time of service provided by traction units	47 418

##### Determination of the charge to be paid

Table 98: Charge of ensuring of traction unit for freight and loco trains - determination of the charge

Charge of ensuring traction unit for freight and loco trains	HUF
1. Cost-based charge	13 106
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	606
Charge to be paid (1 + 2 - 3 - 4)	12 500

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 12 500 / vehicle / hour.

#### 4.3.6 Charge of ensuring of fuel for traction

##### Costs taken into account when determining the charge

(In accordance with point 7.2.16.1 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of fuel for traction”, as well as indirect revenues, costs and expenditures.

##### Summing-up of costs

Table 99: Charge of ensuring of fuel for traction - summing-up of costs

Charge of ensuring of fuel for traction	Cost in 2013 (thousand HUF)
Direct cost	1 937 216
Cost to be shared	-
Indirect cost	-
<b>Total cost</b>	<b>1 937 216</b>

##### Performance indicator relating to the charge

Table 100: Charge of ensuring of fuel for traction - performance

Charge of ensuring of fuel for traction	Performance in 2013
Amount of diesel fuel used for shunting	6 358 200

##### Determination of the charge to be paid

Table 101: Charge of ensuring of fuel for traction - determination of the charge

Charge of ensuring of fuel for traction	HUF
1. Cost-based charge	305
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Charge to be paid ((1+2-3-4)</b>	<b>305</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
**HUF 305 / litre.**

### 4.3.7 Charge of ensuring of traction current

#### Costs taken into account when determining the charge

(In accordance with point 7.2.16.2 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of traction current”, as well as indirect revenues, costs and expenditures.

#### Summing-up of costs

Table 102: Charge of ensuring of traction current - summing-up of costs

Charge of ensuring of traction current	Charge of transmitted traction current	Charge of the use of the system	Charge of the network loss of the transmitted traction current	Other operational charges	Cost in 2013 (thousand HUF)
Direct cost	949 391	156 590	83 246	-	1 189 227
Cost to be shared	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	-	-	-	-	1 189 227

#### Performance indicator relating to the charge

Table 103: Charge of ensuring of traction current - performance

Charge of ensuring of fuel for traction	Charge of transmitted traction current	Charge of the use of the system	Charge of the network loss of the transmitted traction current	Other operational charges	Performance in 2013
Amount of traction current transmitted (kWh)	50 366 660	50 366 660	50 366 660	-	50 366 660



## Determination of the charge to be paid

Table 104: Charge of ensuring of traction current - determination of the charge

Charge of ensuring of fuel for traction	Charge of transmitted traction current	Charge of the use of the system	Charge of the network loss of the transmitted traction current	Other operational charges	TOTAL HUF
1. Cost-based charge	18.8	3.1	1.7	-	23.6
2. Amount of mark-up	-	-	-	-	-
3. Amount of discount	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-
<b>Charge to be paid ((1+2-3-4))</b>	<b>18.8</b>	<b>3.1</b>	<b>1.7</b>	<b>-</b>	<b>23.6</b>

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

- Charge of transmitted traction current: HUF 18.8/kWh
- Charge of the use of the system: HUF 3.1/kWh
- Charge of the network loss of the transmitted traction current: HUF 1.7/kWh
- Other operational charges: HUF 0/kWh

**Total: HUF 23.6/kWh.**

#### 4.3.8 Charge of electric energy used for other than traction purposes (preheating, precooling)

##### Costs taken into account when determining the charge

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

##### Summing-up of costs

Table 105: Charge of ensuring of electric energy used for other than traction purposes - summing-up of costs

Charge of ensuring of electric energy used for other than traction purposes	Charge of the transmitted electric energy used for other than traction purposes	Charge of the use of the system	Charge of the network loss of the transmitted electric energy used for other than traction purposes	Other operational charges	Cost in 2013 (thousand HUF)
Direct cost	69 889	11 527	83 6 128	-	87 544
Cost to be shared	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	69 889	-11 527	6 128	-	87 544

##### Performance indicator relating to the charge

Table 106: Charge of ensuring of electric energy used for other than traction purposes - performance

Charge of ensuring of electric energy used for other than traction purposes	Charge of the transmitted electric energy used for other than traction purposes	Charge of the use of the system	Charge of the network loss of the transmitted electric energy used for other than traction purposes	Other operational charges	Performance in 2013
Amount of transmitted electric energy used for other than traction purposes (kWh)	3 707 695	3 707 695	3 707 695	-	3 707 695

## Determination of the charge to be paid

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

Charge of ensuring of electric energy used for other than traction purposes	Charge of the transmitted electric energy used for other than traction purposes	Charge of the use of the system	Charge of the network loss of the transmitted electric energy used for other than traction purposes	Other operational charges	TOTAL HUF
1. Cost-based charge	18.8	3.1	1.7	-	23.6
2. Amount of mark-up	-	-	-	-	-
3. Amount of discount	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-
<b>Charge to be paid ((1+2-3-4)</b>	<b>18.8</b>	<b>3.1</b>	<b>1.7</b>	<b>-</b>	<b>23.6</b>

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

- Charge of the transmitted electric energy used for other than traction purposes: HUF 18.8/kWh
- Charge of the use of the system: HUF 3.1/kWh
- Charge of the network loss of the transmitted electric energy used for other than traction purposes: HUF 1.7/kWh
- Other operational charges: HUF 0/kWh

**Total: HUF 23.6/kWh.**

### 4.3.9 Charge of ensuring of water for water supply

#### Costs taken into account when determining the charge

(In accordance with point 7.2.17 of CM) items that can be taken into account when determining the charge are those costs and expenditures from revenues, costs and expenditures to be shared and directly booked to the service „Providing of other energy” that are connected to the procurement of water, as well as to water filling facilities.

#### Summing-up of costs

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

	Costs in 2013 (thousand HUF)
<b>Charge of ensuring of fuel for traction</b>	
Direct cost	495
Cost to be shared	6
Indirect cost	80
<b>Total cost</b>	<b>581</b>

#### Performance indicator relating to the charge

Table 109: Charge of ensuring of fuel for traction - performance

Charge of ensuring fuel for traction	Performance in 2013
Volume of diesel fuel provided for traction	1 880

#### Determination of the charge to be paid

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

Charge of ensuring fuel for traction	HUF
1. Cost-based charge	309
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Charge to be paid (1 + 2 - 3 - 4)</b>	<b>309</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
HUF 309 / m<sup>3</sup>.

## 4.4 ANCILLARY SERVICES

### 4.4.1 Charge of technical inspection of railway vehicles

#### Costs taken into account when determining the charge

(In accordance with point 7.2.21 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Technical inspection of railway vehicles”, as well as indirect revenues, costs and expenditures.

#### Summing-up of costs

Table 111: Charge of technical inspection of railway vehicles - summing-up of costs

<b>Charge of technical inspection of railway vehicles</b>	<b>Cost in 2013 (thousand HUF)</b>
Direct cost	173 952
Cost to be shared	-
Indirect cost	-
<b>Total cost</b>	<b>173 952</b>

#### Performance indicator relating to the charge

Table 112: Charge of technical inspection of railway vehicles - performance

<b>Charge of technical inspection of railway vehicles</b>	<b>Performance in 2013</b>
Trains undergone technical inspection	27 180

#### Determination of the charge to be paid

Table 113: Charge of technical inspection of railway vehicles - determination of the charge

<b>Charge of technical inspection of railway vehicles</b>	<b>HUF</b>
1. Cost-based charge	6 400
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
<b>Charge to be paid ((1+2-3-4)</b>	<b>6 400</b>

On the basis of the table above, charge to be paid by the user of the service comes to:  
**HUF 6,400 / train.**

## **5. Compulsory revision of the charging system**

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

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

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

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

## **6. Annexes**

- Annex 1: Direct, distributable and indirect costs of GYSEV Zrt for 2013 broken down to services
- Annex 2: Correction indexes, items of GYSEV Zrt for 2010 and 2013
- Annex 3: Performance indicators of GYSEV Zrt for 2010 and 2013
- Annex 4: Naturalias of GYSEV Zrt for 2010 and 2013
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2012/2013 timetable year
- Annex 6: Letter of the minister on the state contribution for the 2012/2013 timetable year.
- Annex 7: Summing-up table of state contribution assigned to network access charges of GYSEV Zrt for the 2012/13 timetable year

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

Charge item	Direct costs (thousand HUF)	Distributable costs (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Charge for ensuring of train path	42 148	2 473	7 165	51 786
Charge for running of trains				
Gross ton km proportionate part of charge	1 728 079	180 809	306 541	2 215 430
Train km proportionate part of charge				
Freight train				
track section category I	174 358	230 299	64 982	469 639
track section category II	170 166	126 342	47 615	344 123
track section category III	49	2 939	480	3 468
Passenger train				
track section category I	316 011	350 729	107 069	773 809
track section category II	1 244 190	130 137	220 698	1 595 024
track section category III	36 386	89 933	20 285	146 604
Loco train	102 787	39 992	22 928	165 707
Charge for the use of stations by passenger trains for stopping				
station category I	95 430	210 100	49 064	354 594
station category II	90 960	249 178	54 621	394 759
station category III	79 850	616 044	111 751	807 644
Charge of the use of origin/destination stations by passenger trains				
station category I	18 044	152 022	27 310	197 376
station category II	5 078	42 786	7 686	55 551
station category III	1 648	225	301	2 174
Charge of the use of origin/destination stations by freight trains				
station category I	178 222	207 964	62 016	448 202
station category II	3 883	83 866	14 091	101 839



station category III	-	10 076	1 618	11 694
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Charge item	Direct costs (thousand HUF)	Distributable costs (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Charge of the use of intermediate stations by freight trains				
station category I	63 041	19 705	13 288	96 034
station category II	31 455	8 913	6 483	46 850
station category III	12 024	986	2 089	15 100
Charge of the use of catenary	626 897	7 727	101 912	736 536
Charge for the access to wagon weigh bridges	5 401	67	878	6 345
Charge of storage of vehicles	24 625	304	4 003	28 932
Charge for ensuring of staff	103	1	17	121
Charge for ensuring of staff for train acceptance	72 952	899	11 859	85 710
Charge for ensuring of shunting staff for passenger trains	237 774	2 931	38 654	279 358
Charge for ensuring of shunting staff for freight and locomotive trains	482 752	5 950	78 479	567 181
Charge for ensuring of traction unit for passenger trains	185 839	2 291	30 211	218 341
Charge for ensuring of traction unit for freight and locomotive trains	528 928	6 519	85 985	621 433
Charge of ensuring of water for water supply	495	6	80	582
<b>Total:</b>	<b>6 559 574</b>	<b>2 782 212</b>	<b>1 500 160</b>	<b>10 841 946</b>

## Annex 2: Correction indexes, items of GYSEV Zrt for 2010 and 2013

### Correction indexes (%)

#### Personal-like expenditures

Growth of wages set out in the collective agreement of 2011	103,5%
Index of national economics average gross wages of 2012 - MNB	103,6%
<b>INDEX TO BE APPLIED</b>	<b>107,23%</b>

#### Other costs and expenditures

Average consumer price index of 2011- 2010. I-IV. - KSH	103,9%
Average consumer price index of 2012 - MNB	105,0%
<b>INDEX TO BE APPLIED</b>	<b>109,10%</b>

### Correction items (thousand HUF)

#### Provisions of liabilities and charges

For the year 2010	-175 460
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#### Single cost-corrections

For the year 2010	-22 712
For the year 2013	1 246 309

#### Activated investments, sorting-outs, cancellations until the end of the quarter prior to the month of charging

For the year 2013	1 458 018
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### Annex 3: Performance indicators of GYSEV Zrt for 2010 and 2013

Charges				Performance indicators		Measure unit
				2010	2013	
Charge of ensuring of train path				82 395	118 514	train paths (piece)
Charge of running of trains	Train km proportionate part of charge	Freight train	Total	790 235	1 012 867	performed train km
			Track section I	643 907	677 970	
			Track section II	146 328	334 614	
			Track section III	-	284	
		Passenger train	Összesen	2 121 708	4 917 848	
			Track section I	1 103 988	1 769 758	
			Track section II	1 017 720	2 954 120	
			Track section III	-	193 970	
		Loco train		241 125	325 814	
	Gross ton km proportionate part of charge	Freight train	Total	835 447 144	1 083 114 096	performed gross ton km
			Track section I	729 335 369	777 246 520	
			Track section II	106 111 775	305 535 844	
			Track section III	-	331 732	
		Passenger train	Total	492 976 222	926 357 193	
			Track section I	286 549 219	521 722 566	
			Track section II	206 427 002	394 761 554	
			Track section III	-	9 873 073	
		Loco train		23 536 095	32 213 594	
Charge of the use of station for stopping by passenger trains	Station category I			77 820	155 976	performed use of station for stopping
	Station category II			68 101	184 987	
	Station category III			227 849	457 345	

Charges		Performance indicators		Measure unit
		2010	2013	
Charge of the use of origin/destination stations by passenger trains	Station category I	41 152	66 165	performed use of origin/destination station
	Station category II	16 662	18 622	
	Station category III	9	98	
Charge of the use of origin/destination stations by freight trains	Station category I	14 130	18 965	performed use of origin/destination station
	Station category II	5 627	7 648	
	Station category III	1 000	919	
Charge of the use of intermediate stations by freight trains	Station category I	1 227	3 594	performed use of intermediate station
	Station category II	2 423	1 626	
	Station category III	310	180	
Charge of the use of catenary		2 399 102	3 769 055	electric train km performed by passenger, freight and loco trains
Charge of the access to wagon weigh bridges (scales)		3 306	4 539	vehicles weighed (number of vehicles)
Charge of storing of vehicles		46 179	149 654	vehicle / day vehicles stored steadily beyond 24 hours (number of vehicles) duration of storage (number of days)
Charge of ensuring of staff		32	52	HUF / hour number of service staff ensured (person), duration of service (hour)

Charges	Performance indicators		Measure unit
	2010	2013	
Charge of ensuring of staff for train acceptance	9 682	19 540	person / hour number of ensured staff for train acceptance (person), duration of service (hour)
Charge of ensuring of shunting staff for passenger trains	29 887	57 105	person / hour number of ensured shunting staff (person), duration of service (hour)
Charge of ensuring of shunting staff for freight and locomotive trains	131 316	115 941	person / hour number of ensured shunting staff (person), duration of service (hour)
Charge of ensuring of traction unit for passenger trains	-	16 660	number of ensured traction unit (piece) duration of service (hour)
Charge of ensuring of traction unit for freight and locomotive trains	-	47 418	number of ensured traction unit (piece) duration of service (hour)
Charge of ensuring of water for water supply	1 880	1 880	volume (m3) of water used for water supply

#### Annex 4: Naturalias of GYSEV Zrt for 2010 and 2013

Denomination of naturalias	Value	
	2010	2013
<b>Number of use of track routes by departing trains</b>	<b>82 395</b>	<b>118 513</b>
<b>Number of use of track routes by through trains</b>	<b>856 566</b>	<b>1 486 476</b>
Freight trains	491 292	550 827
- on track sections category I	330 163	352 786
- on track sections category II	161 129	193 539
- on track sections category III	-	4 502
Passenger trains	311 942	874 387
- on track sections category I	228 910	537 270
- on track sections category II	83 032	199 352
- on track sections category III	-	137 765
Loco trains	53 332	61 262
<b>Number of use of track route by passenger train for stopping</b>	<b>373 770</b>	<b>798 308</b>
- on stations category I	77 820	155 976
- on stations category II	68 101	184 987
- on stations category III	227 849	457 345
<b>Number of us of track routes by passenger trains for reversing direction</b>	<b>180 444</b>	<b>254 655</b>
- on stations category I	122 364	198 495
- on stations category II	58 080	55 866
- on stations category III	-	294
<b>Number of use of track route by freight trains for departure/arrival</b>	<b>166 056</b>	<b>220 251</b>
- on stations category I	113 040	151 717
- on stations category II	45 016	61 183
- on stations category III	8 000	7 351
<b>Number of use of intermediate track routes by freight trains</b>	<b>15 840</b>	<b>21 597</b>
- on stations category I	4 908	14 376
- on stations category I	9 692	6 502
- on stations category III	1 240	720

Source: VIHAR, Provisional accounting statistics, data supply of MÁV Zrt

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

Charge item	Cost-based charge	Surcharge	Discount	State contribution	Charge to be paid
Charge for ensuring of train path	377	60	-	60	377
Charge of running of trains				-	
Gross ton km proportionate part of charge	0,93	0,16	-	0,86	0,23
Train km proportionate part of charge					
Freight train					
track section category I	597	96	-	431	262
track section category II	886	142	-	768	260
track section category III	10 525	1 690	-	12 056	160
Passenger train					
track section category I	377	60	-	60	377
track section category II	465	75	-	168	372
track section category III	651	105	-	394	362
Loco train	438	70	-	141	368
Charge for the use of station by passenger trains for stopping					
station category I	2 273	-	-	-	2 273
station category II	2 134	-	-	-	2 134
station category III	1 766	-	-	-	1 766
Charge for the use of origin/destination stations by passenger trains					
station category I	2 983	-	-	683	2 300
station category II	2 983	-	-	1 033	1 950
station category III	22 182	-	-	20 582	1 600

Charge item	Cost-based charge	Surcharge	Discount	State contribution	Charge to be paid
Charge of the use of origin/destination stations by freight trains					
station category I	23 634	-	-	17 634	6 000
station category II	13 316	-	-	8 816	4 500
station category III	12 727	-	-	9 727	3 000
Charge of the use of intermediate stations by freight trains					
station category I	26 721	-	-	23 721	3 000
station category II	28 822	-	-	26 572	2 250
station category III	83 939	-	-	82 439	1 500
Charge for the use of catenary	195	-	-	15	180
Charge for the access to railway wagon bridges (scales)	1 398	-	-	-	1 398
Charge for the storage of vehicles	193	-	-	-	193
Charge for ensuring of staff	2 321	-	-	-	2 321
Charge for ensuring of staff for train acceptance	4 386	-	-	10	4 376
Charge for ensuring of shunting staff for passenger trains	4 892	-	-	-	4 892
Charge for ensuring of shunting staff freight and locomotive trains	4 892	-		2 252	2 640
Charge for ensuring of traction unit for passenger trains	13 106	-	-	-	13 106
Charge for ensuring of traction unit for freight and locomotive trains	13 106	-	-	606	12 500
Charge of water for water supply	309	-	-	-	309



Annex 6: Letter of the minister on the modification of state contribution for the 2012/2013 timetable year

Ministry  
of National Development  
NFM / 21548 / 3 / 2011  
Referent: Lőrinc Czakó (795-6859)

Győr-Sopron-Ebenfurthi Vasút Zrt.  
to Mrs Ilona Dávid  
President – Manager Director

Sopron  
Mátyás király u. 19.  
9400

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

Dear Mrs Director Manager,

Within the framework of the agreement concluded between GYSEV Zrt and the Hungarian State for the operation of the railway infrastructure network in accordance with § 28 of Act No CLXXXIII of 2005 on railway transportation, the amount of the State refund of expences for the 2012/2013 timetable year will be set as follows:

HUF 3,7 billion for basic and supplementary services,  
HUF 0,29 billion for additional services.

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

Burdens from network access charges of basic and supplementary services provided to railway undertakings should not increase in comparison to burdens for the 2011/2012 timetable year if performance is the same.

As a consequence of the state refund, charges for the 2012/2013 timetable year should not fall compared to charges of the 2011/2012 timetable year, unless it follows from legal rules (charging of basic services on the basis of costs directly connected to services) or this document or cost-relations, or it serves the enforcement of quality parameters in the charging system.

Charge of storage of vehicles of supplementary services should not be subsidised.

In the event of services Ensuring of shunting staff and Ensuring of traction unit of additional services, the charging item should be divided in two for the passenger and freight traffic (with the same cost data). In terms of these charge items, passenger traffic should not be subsidised.

Plus burden of passenger traffic arising from the price increase of additional services should be compensated at basic and supplementary services.

Sales of water for water supply of additional services should not be subsidised.

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

Budapest, 20 December 2011

Kindest regards,

Dr Pál Völner

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

Values of the table are given in thoudand HUF.					Cost-based charge items in 2012/2013	Amount of state contribution per charge item	Charge to be paid in 2012/2013	Amount of state contribution per service
BASIC SERVICES	Charge of ensuring of train path				437	60	377	7 165 452
	Charge of running of trains	Gross ton km prorpotionate part of charge	Freight train		1,09	0,86	0,23	1 736 777 360
			Passenger train					
			Locomotive					
		Train km paroportionate part of charge	Freight train	Category 1	693	431	262	292 010 713
				Category 2	1 028	768	260	257 123 683
				Category 3	12 216	12 056	160	3 422 413
			Passenger train	Category 1	437	60	377	106 610 508
				Category 2	540	168	372	496 091 473
				Category 3	756	394	362	76 387 223
	Locomotive			509	141	368	45 807 529	

Values of the table are given in thoudand HUF.			Cost-based charge items in 2012/2013	Amount of state contribution per charge item	Charge to be paid in 2012/2013	Amount of state contribution per service	
SUPPLEMENTARY SERVICES	Charge of use of stations by passenger trains for stopping	Category 1	2 273	-	2 273	-	
		Category 2	2 134	-	2 134	-	
		Category 3	1 766	-	1 766	-	
	Charge of use of origin/destination stations by passenger trains	Category 1	2 983	683	2 300	45 196 474	
		Category 2	2 983	1 033	1 950	19 238 088	
		Category 3	22 182	20 582	1 600	2 017 054	
	Charge of the use of origin/destination stations by freight trains	Category 1	23 634	17 634	6 000	334 411 857	
		Category 2	13 316	8 816	4 500	67 423 322	
		Category 3	12 727	9 727	3 000	8 937 204	
	Charge of the use of intermediate stations by freight trains	Category 1	26 721	23 721	3 000	85 251 729	
		Category 2	28 822	26 572	2 250	43 191 834	
		Category 3	83 939	82 439	1 500	14 830 023	
	Charge of the use of catenary			195	15	180	58 106 060
	Charge of access to wagon weigh bridges (scales)			1 398	-	1 398	-
	Charge of storage of vehicles			193	-	193	-
Charge of ensuring of staff			2 321	-	2 321	-	
(Basic + supplementary services) total						3 700 000 000	

Values of the table are given in thousand HUF.		Cost-based charge items in 2012/2013	Amount of state contribution per charge item	Charge to be paid in 2012/2013	Amount of state contribution per service
ADDITIONAL SERVICES	Charge of staff providing train acceptance	4 386	10	4 376	203 285
	Charge of ensuring of staff for passenger trains	4 892	-	4 892	-
	Charge of ensuring of staff for freight and locomotive trains	4 892	2 252	2 640	261 089 061
	Charge of ensuring of traction unit for passenger trains	13 106	-	13 106	-
	Charge of ensuring of traction unit for freight and locomotive trains	13 106	606	12 500	28 707 653
	Charge of water for water supply	309	-	309	-
<b>(Additional services) total</b>					<b>290 000 000</b>

TOTAL SUM

3 990 000 000