

Charging Document (CD)
of
GYSEV ZRT

For the 2013/2014 timetable year

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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.¹

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

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

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

2. General provisions

2.1 TEMPORAL SCOPE OF 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 CD

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 2014 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 2014 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 2014 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 2014 year can be seen in the following tables.

Table 1: Distribution of costs of GYSEV Zrt to direct, distributable and indirect cost groups ^{*}

2014		
	thousand HUF	%
Direct costs	11 419 838	80.07%
Costs to be shared	1 718 686	12.05%
Indirect costs	1 123 687	7.88%
Total cost	14 262 211	100.00%

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

2014		
	Thousand HUF	%
Basic services	5 411 827	37.95%
Supplementary services	3 048 481	21.37%
Additional services	5 801 903	40.68%
Total cost	14 262 211	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.

On the basis of CM 6.1.3 for good cause, with presenting an appropriate reasoning, VPE can apply correction that departs from what is laid down in CM 6.1.3. GySEV Zrt. asked the target figures from the approved business plan for 2014 to be taken as the basis of calculation. The Business plan for 2014 of GySEV Zrt can be found in Annex 2.

3.4 PERFORMANCE INDICATORS

As part of data supply, GYSEV Zrt has made values of performance indicators of 2011 and 2014 and assumptions used for forecasting available.

Values of performance indicators of GYSEV Zrt for 2011 and 2014 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 2014 were 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 2011 and for 2014, 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 2013/2014 timetable year of GYSEV Zrt in its letter of No NFM/19440/3/2012. on the amount of State contribution and its distribution, as follows:

- for basic and supplementary services HUF 3,97 billion
- for additional services HUF 0,48 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 shall not increase in comparison to that of the 2012/2013 timetable year,
- Charges for 2013/2014 compared to 2012/2013 should not fall as a consequence of cost refunding of the State unless its results from legal rule (e.g.: calculation of charges of basic services on the basis of charges directly deriving from the services) or not from cost relations.
- The service “Storage of vehicles” of supplementary services shall not be subsidized

In compliance with the decision of the European Commission on state contribution (case number: SA.33417 (2011/N)) the following additional services can be supported:

- ensuring shunting staff for Railway Undertakings performing freight transport,
- ensuring traction unit for traction purposes for Railway Undertakings performing freight transport,
- outdoor train acceptance for Railway Undertakings performing freight transport.

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

Direct costs	64 396
Costs to be shared	3 921
Indirect costs	7 740
Total cost	76 057

Performance indicator relating to the charge

Table 4: Charge for ensuring of train path - performance

Charge for ensuring of train path	Performance in 2014
number of train paths	155 496

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	439
2. Amount of mark-up	50
3. Amount of marking-ups	-
4. Amount of state contribution	52
Charge to be paid (1 + 2 - 3 - 4)	437

On the basis of the table above, charge to be paid by the user of the service comes to HUF 437 / 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

Charge for running of trains gross ton km proportionate part of charge	Costs in 2014 (thousand HUF)
Direct costs	2 212 892
Costs to be shared	52 666
Indirect costs	256 682
total cost	2 522 240

Performance indicator relating to the charge

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

Charge for running of trains gross ton proportionate part of charge	Performance 2014
Performed gross ton km	1 990 192 871

Determination of the charge to be paid

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

Charge for running of trains gross ton km proportionate part fo charge	HUF
1. Direct cost based charge	1,14
2. Amount of mark-up	0,13
3. Amount of discount	-
4. Amount of state contribution	1,04
Charge to be paid (1 + 2 - 3 - 4)	0,23

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

Train km proportionate part of the charge for running of trains

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

Summing-up of costs

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

Charge for running of trains, train km proportionate part of charge, freight trains, track section category I	Costs in 2014 (thousand HUF)
Direct costs	166 547
Cost to be shared	33 523
Indirect costs	22 667
Total cost	222 738

Performance

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

Charge for running of trains, train km proportionate part of charge, freight trains, track section category I	Performance in 2014
performed train km	580 469

Determination of the charge to be paid

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

Charge for running of trains, train km proportionate part of charge, freight trains, track section category I	HUF
1. Cost based charge	345
2. Amount of mark-up	39
3. Amount of discount	-
4. Amount of state contribution	114
Charge to be paid (1 + 2 - 3 - 4)	270

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 270 / train km.

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

Summing-up of costs

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

Charge for running of trains, train km proportionate part of charge, freight trains, track section category II	Costs in 2014 (thousand HUF)
Direct costs	173 368
Costs to be shared	28 588
Indirect costs	22 881
Total cost	224 837

Performance

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

Charge fo running of trains, train km proportionate part of charge, freight trains, track section Cat II	Performance in 2014
Performed train km	357 517

Determination of the charge to be paid

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

Charge for running of trains, train km proportionate part of charge, freight trains, track section category II	HUF
1. Direct cost based charge	565
2. Amount of mark-up	64
3. Amount of discount	-
4. Amount of State contribution	367
Charge to be paid (1 + 2 - 3 - 4)	262

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 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 2014 (thousand HUF)
Direct costs	6
Costs to be shared	-
Indirect costs	1
Total cost	6

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 2014
performed train km	35

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	163
2. Amount of mark-up	19
3. Amount of discount	-
4. Amount of state contribution	19
Charge to be paid (1 + 2 - 3 - 4)	163

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 163 / 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 2014 (thousand HUF)
Direct costs	395 589
Cost to be shared	103 359
Indirect costs	56 529
Total cost	555 477

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 2014.
performed train km	1 801 250

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	277
2. Amount of mark-up	31
3. Amount of discount	-
4. Amount of state contribution	31
Charge to be paid (1 + 2 - 3 - 4)	277

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 277 / train km.

- *Passenger trains on track section category II*

Summing-up of costs

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

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category II	Costs in 2014 (thousand HUF)
Direct costs	1 273 035
Cost to be shared	194 429
Indirect costs	166 260
Total cost	1 633 723

Performance indicator relating to the charge

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

Charge for running of trains, train km proportionate part of charge, passenger trains, track section cat. II performed train km	Performance in 2014
	2 905 291

Determination of the charge to be paid

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

Charge for running of trains, train km proportionate part of charge, passenger trains, track section category II	HUF
1. Costs based charge	505
2. Amount of mark-up	57
3. Amount of discount	-
4. Amount of state contribution	290
Charge to be paid (1 + 2 - 3 - 4)	272

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 272 / 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 2014 (thousand HUF)
Direct costs	32 439
Costs to be shared	-
Indirect costs	3 675
Total cost	36 114

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 2014
performed train km	198 624

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	163
2. Amount of mark-up	19
3. Amount of discount	-
4. Amount of state contribution	19
Charge to be paid (1 + 2 - 3 + 4)	163

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 163 / train km.

- *Loco trains*

Summing-up of costs

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

Charge for running of trains, train km proportionate part of charge, loco trains	Costs in 2014 (thousand HUF)
Direct costs	97 596
Costs to be shared	28 726
Indirect costs	14 312
Total cost	140 634

Performance indicator relating to the charge

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

Charge for running of trains, train km proportionate part of charge, loco trains	Performance in 2014
performed train km	399 292

Determination of the charge to be paid

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

Charge for running of trains, train km proportionate part of charge, loco trains	HUF
1. Costs based charge	316
2. Amount of mark-up	36
3. Amount of discount	-
4. Amount of state contribution	36
Charge to be paid (1 + 2 - 3 - 4)	16

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 316 / 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 2014 (thousand HUF)
Direct cost	78 562
Cost to be shared	169 849
Indirect cost	28 144
Total cost	276 555

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 2014
performed use of station	151 246

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	1 829
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	1 829

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

HUF 1 829 / 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

Charge of the use of stations category II by passenger trains for stopping	Costs in 2014 (thousand HUF)
Direct cost	100 220
Cost to be shared	211 669
Indirect cost	35 336
Total cost	347 225

Performance indicator relating to the charge

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

Charge of the use of stations category II by passenger trains for stopping	Performance in 2014
performed use of station	188 486

Determination of the charge to be paid

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

Charge of the use of stations category II by passenger trains for stopping	HUF
1. Cost-based charge	1 842
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	42
Charge to be paid (1 + 2 - 3 + 4)	1 800

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 800 / 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

Charge of the use of stations category III by passenger trains for stopping	Costs in 2014 (thousand HUF)
Direct cost	95 934
Cost to be shared	310 017
Indirect cost	45 993
Total cost	451 944

Performance indicator relating to the charge

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

Charge of the use of stations category III by passenger trains for stopping	Performance in 2014
performed use of station	4 276 062

Determination of the charge to be paid

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

Charge of the use of stations category III by passenger trains for stopping	HUF
1. Costs-based charge	1 637
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	1 637

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 637 / use of station.

- **Station of category IV**

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 IV and track sections of stations, as well as indirect revenues, costs and expenditures.

Summing-up of costs

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

Charge of the use of stations category IV by passenger trains for stopping	Costs in 2014 (thousand HUF)
Direct cost	11 688
Cost to be shared	183 125
Indirect cost	22 072
Total cost	216 885

Performance indicator relating to the charge

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

Charge of the use of stations category IV by passenger trains for stopping	Performance in 2014
performed use of station	163 068

Determination of the charge to be paid

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

Charge of the use of stations category IV by passenger trains for stopping	HUF
1. Costs-based charge	1 330
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	1 330

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 330 / 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 42: Charge for the use of origin/destination stations of category I by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category I by passenger trains	Costs in 2014 (thousand HUF)
Direct cost	7 252
Cost to be shared	87 812
Indirect cost	10 770
Total cost	105 834

Performance indicator relating to the charge

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

Charge of the use of origin/destination stations category I by passenger trains	Performance in 2014
performed use of station	51 605

Determination of the charge to be paid

Table 44: 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	2 051
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	2 051

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2 051 / 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 45: Charge for the use of origin/destination stations of category II by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category II by passenger trains	Costs in 2014 (thousand HUF)
Direct cost	-
Cost to be shared	62 419
Indirect cost	7 072
Total cost	69 490

Performance indicator relating to the charge

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

Charge of the use of origin/destination stations category II by passenger trains	Performance in 2014
performed use of station	36 682

Determination of the charge to be paid

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

Charge of the use of origin/destination stations category II by passenger trains	HUF
1. Cost-based charge	1 894
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	1 894

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 894 / 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 48: Charge for the use of origin/destination stations of category III by passenger trains - summing-up of costs

Charge of the use of origin/destination stations category III by passenger trains	Costs in 2014 (thousand HUF)
Direct cost	-
Cost to be shared	66
Indirect cost	8
Total cost	74

Performance indicator relating to the charge

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

Charge of the use of origin/destination stations category III by passenger trains	Performance in 2014
Performed use of station	39

Determination of the charge to be paid

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

Charge of the use of origin/destination stations category III by passenger trains	HUF
1. Cost-based charge	1 894
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	294
Charge to be paid (1 + 2 - 3 - 4)	1 600

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 51: 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 2014 (thousand HUF)
Direct cost	264 485
Cost to be shared	121 592
Indirect cost	43 742
Total cost	429 819

Performance indicator relating to the charge

Table 52: 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 2014
performed use of station	13480

Determination of the charge to be paid

Table 53: 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	31 886
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	25 886
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 54: 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 2014 (thousand HUF)
Direct cost	-
Cost to be shared	44 434
Indirect cost	5 034
Total cost	49 468

Performance indicator relating to the charge

Table 55: 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 2014
Performed use of station	4926

Determination of the charge to be paid

Table 56: 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	10 042
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	5 542
Charge to be paid (1 + 2 - 3 - 4)	4 500

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

- **Station 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 57: 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 2014 (thousand HUF)
Direct cost	-
Cost to be shared	5 638
Indirect cost	639
Total cost	6 276

Performance indicator relating to the charge

Table 58: 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 2014
Performed use of station	625

Determination of the charge to be paid

Table 59: 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	10 042
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	7 042
Charge to be paid (1 + 2 - 3 - 4)	3 000

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

Charge of the use of intermediate stations category I by freight trains	Costs in 2014 (thousand HUF)
Direct cost	68 381
Cost to be shared	27 629
Indirect cost	10 878
Total cost	106 888

Performance indicator relating to the charge

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

Charge of the use of intermediate station category I by freight trains	Performance in 2014
performed use of station	6 126

Determination of the charge to be paid

Table 62: Tehervonatok közbenső állomáshasználati díja, I. kat. állomás - determination of the charge

Charge of the use of intermediate stations category I by freight trains	HUF
1. Cost-based charge	17 448
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	14 448
Charge to be paid (1 + 2 - 3 - 4)	3 000

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

Charge of the use of intermediate stations category II by freight trains	Cost in 2014 (thousand HUF)
Direct cost	64 891
Cost to be shared	11 807
Indirect cost	8 690
Total cost	85 389

Performance indicator relating to the charge

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

Charge of the use of intermediate stations category II by freight trains	Performance in 2014
Performed use of station	2 618

Determination of the charge to be paid

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

Charge of the use of intermediate stations category II by freight trains	HUF
1. Cost-based charge	32 616
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	30 366
Charge to be paid (1 + 2 - 3 - 4)	2 250

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

Charge of the use of intermediate stations category III by freight trains	Costs in 2014 (thousand HUF)
Direct cost	6 473
Cost to be shared	505
Indirect cost	791
Total cost	7 769

Performance indicator relating to the charge

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

Charge of the use of intermediate stations category III by freight trains	Performance in 2014
Performed use of station	112

Determination of the charge to be paid

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

Charge of the use of intermediate stations category II by freight trains	HUF
1. Cost-based charge	69 364
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	67 864
Charge to be paid (1 + 2 - 3 - 4)	1 500

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 69: Charge of the use of catenary - summing-up of costs

Charge of the use of catenary	Cost in 2014 (thousand HUF)
Direct cost	675 759
Cost to be shared	5 874
Indirect cost	77 227
Total cost	758 860

Performance indicator relating to the charge

Table 70: Charge of the use of catenary - performance

Charge of use of catenary	Performance in 2014
electric train kilometer performed by freight, passenger and loco trains	3 921 498

Determination of the charge to be paid

Table 71: Charge of the use of catenary - determination of the charge

Charge of use of catenary	HUF
1. Cost-based charge	194
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	56
Charge to be paid (1 + 2 - 3 - 4)	138

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 138 / 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 72: Charge of the access to refuelling facilities - summing up of costs

Charge for the access to refuelling facilities	Cost in 2014 (thousand HUF)
Direct cost	83 883
Cost to be shared	10 819
Indirect cost	10730
Total cost	105 432

Performance indicator relating to the charge

Table 73: Charge of the access to refuelling facilities - performance

Charge for the access to refuelling facilities	Performance in 2014
Amount of fuel taken	6 358 200

Determination of the charge to be paid

Table 74: Charge of the access to refuelling facilities - determination of charges

Charge for the access to refuelling facilities	HUF
1. Cost-based charge	17
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid ((1+2-3-4)	17

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 17 / 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 75: Charge of the access to wagon weight bridges- summing-up of costs

Charge for the access to wagon weight bridges	Cost in 2014 (thousand HUF)
Direct cost	4 300
Cost to be shared	37
Indirect cost	491
Total cost	4 829

Performance indicator relating to the charge

Table 76: Charge of the access to wagon weight bridges - performance

Charge for the access to wagon weight bridges	Performance in 2014
Vehicles weighed	2 254

Determination of the charge to be paid

Table 77: Charge of the access to wagon weight bridges - determination of charges

Charge for the access to wagon weight bridges	HUF
1. Cost-based charge	2 142
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	
Charge to be paid (1 + 2 - 3 - 4)	2 142

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2 142 / 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 78: Charge for the storage of vehicles - summing-up of costs

Charge of storage of vehicles	Cost in 2014 (thousand HUF)
Direct cost	19 488
Cost to be shared	169
Indirect cost	2 227
Total cost	21 884

Performance indicator relating to the charge

Table 79: Charge for the storage of vehicles - performance

Charge of storage of vehicles	Performance in 2014
Length of time of storage of vehicles beyond 24 hours	68 625

Determination of the charge to be paid

Table 80: Charge for the storage of vehicles - determination of the charge

Charge of storage of vehicles	HUF
1. Cost-based charge	319
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	319

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 319 / 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 81: Charge for ensuring of staff- summing-up of costs

Charge of ensuring of staff	Costs in 2014 (thousand HUF)
Direct cost	96
Cost to be shared	1
Indirect cost	11
Total cost	108

Performance indicator relating to the charge

Table 82: Charge for ensuring of staff - performance

Charge of ensuring of staff	Performance in 2014
time devoted by service staff	16

Determination of the charge to be paid

Table 83: Charge for ensuring of staff - determination of the charge

Charge of ensuring of staff	HUF
1. Cost-based charge	6 725
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1 + 2 - 3 - 4)	6 725

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 6 725/ 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 84: Charge of the access to rail rolling stock maintenance facilities – summing up of costs

Charge for the access to rail rolling stock maintenance facilities	Cost in 2014 (thousand HUF)
Direct cost	3 343
Cost to be shared	29
Indirect cost	382
Total cost	3 754

Performance indicator relating to the charge

Table 85: Charge of the access to rail rolling stock maintenance facilities – performance

Charge for the access to rail rolling stock maintenance facilities	Performance in 2014
duration of service	2 190

Determination of the charge to be paid

Table 86: Charge of the access to rail rolling stock maintenance facilities – determination of charges

Charge for the access to rail rolling stock maintenance facilities	HUF
1. Cost-based charge	1 714
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid ((1+2-3-4)	1 714

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 714 / 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 87: Charge of staff providing train acceptance - summing-up of costs

Charge of staff providing train acceptance	Costs in 2014 (thousand HUF)
Direct cost	49 333
Cost to be shared	429
Indirect costs	5 638
Total costs	55 400

Performance indicator relating to the charge

Table 88: Charge of staff providing train acceptance - performance

Charge of staff providing train acceptance	Performance in 2014
time devoted by staff to train acceptance	11 242

Determination of the charge to be paid

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

Charge of staff providing train acceptance	HUF
1. Cost-based charge	4 928
2. Amount of mark-up	-
3. Amount of discount	-
Amount of state contribution	223
Charge to be paid (1 + 2 - 3 - 4)	4 705

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 4 705 / 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 90: Charge of ensuring of shunting staff for passenger trains- summing-up of costs

Charge of ensuring shunting staff for passenger trains	Costs in 2014 (thousand HUF)
Direct cost	388 051
Cost to be shared	3 373
Indirect cost	44 347
Total cost	435 771

Performance indicator relating to the charge

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

Charge of ensuring of shunting staff for passenger trains	Performance in 2014
time devoted by shunting staff	66 576

Determination of the charge to be paid

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

Charge of ensuring of shunting staff	HUF
1. Cost-based charge	6 545
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	
Charge to be paid (1 + 2 - 3 - 4)	6 545

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 6 545 / 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 93: Charge of ensuring of shunting staff for freight and loco trains- summing-up of costs

Charge of ensuring shunting staff for freight and loco trains	Costs in 2014 (thousand HUF)
Direct cost	754 569
Cost to be shared	6 559
Indirect cost	86 234
Total cost	847 362

Performance indicator relating to the charge

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

Charge of ensuring of shunting staff for freight and loco trains	Performance in 2014
time devoted by shunting staff	114 610

Determination of the charge to be paid

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

Charge of ensuring of shunting staff	HUF
1. Cost-based charge	7 393
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	2 693
Charge to be paid (1 + 2 - 3 + 4)	4 700

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 4 700 / 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 96: Charge of ensuring of traction unit for passenger trains - summing-up of costs

Charge of ensuring traction unit for passenger trains	Costs in 2014 (thousand HUF)
Direct cost	235 349
Cost to be shared	2 046
Indirect cost	26 896
Total cost	264 291

Performance indicator relating to the charge

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

Charge of ensuring of traction unit for passenger trains	Performance in 2014
Length of time of service provided by traction units	14 016

Determination of the charge to be paid

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

Charge of ensuring traction unit for passenger trains	HUF
1. Cost-based charge	18 856
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	
Charge to be paid (1 + 2 - 3 - 4)	18 856

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 18 856 / 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 99: Charge of ensuring of traction unit for freight and loco trains - summing-up of costs

Charge of ensuring traction unit for freight and loco trains	Costs in 2014 (thousand HUF)
Direct cost	696 605
Cost to be shared	6 056
Indirect cost	79 610
Total cost	782 271

Performance indicator relating to the charge

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

Charge of ensuring of traction unit for freight and loco trains	Performance in 2014
Length of time of service provided by traction units	36 300

Determination of the charge to be paid

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

Charge of ensuring traction unit for freight and loco trains	HUF
1. Cost-based charge	21 550
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	4 650
Charge to be paid (1+2-3-4)	16 900

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 16 900 / vehicle / hour.

4.3.6

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 102: Charge of ensuring of fuel for traction - summing-up of costs

Charge of ensuring of fuel for traction	Cost in 2014 (thousand HUF)
Direct cost	1 937 216
Cost to be shared	-
Indirect cost	-
Total cost	1 937 216

Performance indicator relating to the charge

Table 103: Charge of ensuring of fuel for traction - performance

Charge of ensuring of fuel for traction	Performance in 2014
Amount of diesel fuel used for shunting	6 358 200

Determination of the charge to be paid

Table 104: 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	-
Charge to be paid ((1+2-3-4)	305

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

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.

The charge of ensuring of traction current is made up of six charges.

Summing-up of costs

Table 105: 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	Charge of energy tax	Charge of funds under the Act on Electricity	Other operational charges	Cost in 2014 (thousand HUF)
Direct cost	860 998	156 590	83 246	14 858	73 535	-	1 189 227
Cost to be shared	-	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-	-
Total cost	860 998	156 590	83 246	14 858	73 535	-	1 189 227

Performance indicator relating to the charge

Table 106: Charge of ensuring of traction current - performance

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	Charge of energy tax	Charge of funds under the Act on Electricity	Other operational charges	Performance in 2014
Amount of traction current transmitted (kWh)	50 366 660	50 366 660	50 366 660	50 366 660	50 366 660	-	50 366 660

Determination of the charge to be paid

Table 107: Charge of ensuring of traction current - determination of the charge

Charge of ensuring of traction current for traction	Charge of transmitted traction current	Charge of the use of the system	Charge of the network loss of the transmitted traction current	Charge of energy tax	Charge of funds under the Act on Electricity	Other operational charges	TOTAL HUF
1. Cost-based charge	17,1	3,1	1,7	0,3	1,5	-	23,6
2. Amount of mark-up	-	-	-			-	-
3. Amount of discount	-	-	-			-	-
4. Amount of state contribution	-	-	-			-	-
Charge to be paid (1+2-3-4)	17,1	3,1	1,7	0,3	1,5	-	23,6

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 17.1/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
- Charge of energy tax: HUF 0.3/kWh
- Charge of funds under the Act on Electricity: HUF 1.5/kWh
- Other operational charges: HUF 0/kWh

Total: HUF 23.6/kWh.

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

Costs taken into account when determining the charge

(In accordance with point 7.2.22.2 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 electric energy used for other than traction purposes (for preheating, precooling)”, as well as indirect revenues, costs and expenditures.

The charge of ensuring electric energy used for other than traction purposes is made up of six charges.

Summing-up of costs

Table 108: 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	Charge of energy tax	Charge of funds under the Act on Electricity	Other operational charges	Cost in 2014 (thousand HUF)
Direct cost	69 889	11 527	83 6 128	1 094	5 413	-	94 051
Cost to be shared	-	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-	-
Total cost	69 889	11 527	6 128	1 094	5 413	-	94 051

Performance indicator relating to the charge

Table 109: 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	Charge of energy tax	Charge of funds under the Act on Electricity	Other operational charges	Performance in 2014
Amount of transmitted electric energy used for other than traction	3 707 695	3 707 695	3 707 695	3 707 695	3 707 695	-	3 707 695

purposes
(kWh)

Determination of the charge to be paid

Table 110: 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	Charge of energy tax	Charge of funds under the Act on Electricity	Other operational charges	TOTAL HUF
1. Cost-based charge	18,8	3,1	1,7	0,3	1,5	-	25,4
2. Amount of mark-up	-	-	-	-	-	-	-
3. Amount of discount	-	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-	-
Charge to be paid (1+2-3-4)	18,8	3,1	1,7	0,3	1,5	-	25,4

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
- Charge of energy tax: HUF 0.3/kWh
- Charge of funds under the Act on Electricity: HUF 1.5/kWh
- Other operational charges: HUF 0/kWh

Total: HUF 25.4 /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 111: Charge of ensuring of fuel for traction- summing-up of costs

Charge of ensuring of water for water supply	Cost in 2014 (thousand HUF)
Direct cost	864
Cost to be shared	8
Indirect cost	99
Total cost	970

Performance indicator relating to the charge

Table 112: Charge of ensuring of fuel for traction - performance

Charge of ensuring of water for water supply	Performance in 2014
Amount of water used for water supply	3 384

Determination of the charge to be paid

Table 113: Charge of ensuring of fuel for traction - determination of the charge

Charge of ensuring of water for water supply	HUF
1. Cost-based charge	287
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1+2-3-4)	287

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 287 / m³.

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 114: Charge of technical inspection of railway vehicles - summing-up of costs

Charge of technical inspection of railway vehicles	Cost in 2014 (thousand HUF)
Direct cost	173 952
Cost to be shared	1 512
Indirect cost	19 880
Total cost	195 344

Performance indicator relating to the charge

Table 115: Charge of technical inspection of railway vehicles - performance

Charge of technical inspection of railway vehicles	Performance in 2014
Trains undergone technical inspection	30 865

Determination of the charge to be paid

Table 116: Charge of technical inspection of railway vehicles - determination of the charge

Charge of technical inspection of railway vehicles	HUF
1. Cost-based charge	6 329
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Charge to be paid (1+2-3-4)	6 329

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 6 329 / 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 2014 broken down to services
- Annex 2: Abridged business plan of GYSEV Zrt Infrastructure Business Unit for 2013/2014
- Annex 3: Performance indicators of GYSEV Zrt for 2011 and 2014
- Annex 4: Naturalias of GYSEV Zrt for 2011 and 2014
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2013/2014 timetable year
- Annex 6: Letter of the minister on the state contribution for the 2013/2014 timetable year.
- Annex 7: Summing-up table of state contribution assigned to network access charges of GYSEV Zrt for the 2013/2014 timetable year

Annex 1: Direct, distributable and indirect costs of GYSEV Zrt for 2014 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	64 396	3 921	7 740	76 057
Charge for running of trains				
Gross ton km proportionate part of charge	2 212 892	52 666	256 682	2 522 240
Train km proportionate part of charge				
Freight train				
track section category I	166 547	33 523	22 667	222 738
track section category II	173 368	28 588	22 881	224 836
track section category III	6	-	1	6
Passenger train				
track section category I	395 589	103 359	56 529	555 477
track section category II	1 273 035	194 429	166 260	1 633 723
track section category III	32 439	-	3 675	36 114
Loco train	97 596	28 726	14 312	140 634
Charge for the use of stations by passenger trains for stopping				
station category I	78 562	169 849	28 144	276 555
station category II	100 220	211 669	35 336	347 225
station category III	95 934	310 017	45 993	451 944
station category IV	11 688	183 125	22 072	216 885
Charge of the use of origin/destination stations by passenger trains				
station category I	7 252	87 812	10 770	105 834
station category II	-	62 419	7 072	69 490
station category III	-	66	8	74
station category IV	-	-	-	-

Charge of the use of origin/destination stations by freight trains				
station category I	264 485	121 592	43 742	429 819
station category II	-	44 434	5 034	49 468
station category III	-	5 638	639	6 276
Charge of the use of intermediate stations by freight trains				
station category I	68 381	27 629	10 878	106 887
station category II	64 891	11 807	8 690	85 389
station category III	6 473	505	791	7 769
Charge of the use of catenary	675 759	5 874	77 227	758 860
Charge of the access to refuelling facilities	83 883	10 819	10 730	105 432
Charge for the access to wagon weigh bridges	4 300	37	491	4 829
Charge of storage of vehicles	19 488	169	2 227	21 884
Charge for ensuring of staff	96	1	11	108
Charge of the access to rail rolling stock maintenance facilities	3 343	29	382	3 754
Charge for ensuring of staff for train acceptance	49 333	429	5 638	55 400
Charge for ensuring of shunting staff for passenger trains	388 051	3 373	44 347	435 771
Charge for ensuring of shunting staff for freight and locomotive trains	754 569	6 559	86 234	847 362
Charge for ensuring of traction unit for passenger trains	235 349	2 046	26 896	264 291

Charge for ensuring of traction unit for freight and locomotive trains	696 605	6 056	79 610	782 271
Charge of ensuring of fuel for traction	1 937 216			1 937 216
Charge of transmitted traction current	860 998			860 998
Charge of the use of the system	156 590			156 590
Charge of the network loss of the transmitted traction current	83 246			83 246
Charge of energy tax	14 858			14 858
Charge of funds under the Act on Electricity	73 535			73 535
Other operational charges	-			-
Charge of the transmitted electric energy used for other than traction purposes	69 889			69 889
Charge of the use of the system	11 527			11 527
Charge of the transmitted electric energy used for other than traction purposes	6 128			6 128
Charge of energy tax	1 094			1 094
Charge of funds under the Act on Electricity	5 413			5 413
Other operational charges	-			-
Charge of ensuring of water for water supply	864	8	99	970
Charge of technical inspection of railway vehicles	173 952	1 512	19 880	195 344
Total:	11 419 838	1 718 686	1 123 687	14 262 211

Annex 2: Abridged business plan of GYSEV Zrt Infrastructure Business Unit for 2013/2014

		KÖLTSÉGEK (ezer Ft)					
		511	512/513	52/53	55	8	9
		Anyaköltség	(gátló vett szolgáltatások költsége)	Szj	Écs	Ráfordítások	Bevételek
KÖLTSÉKKATEGÓRIÁK (2013/14 menetrendi évre)							
KÖZVETLEN KÖLTSÉGEK ÉS RÁFORDÍTÁSOK (eFt)		4 039 727,5	2 274 801,5	2 671 582,3	2 092 504,8	-	(132 858,1)
Menetvonal-biztosítási díj							
1	Vasúti pályakapcsolás-üzemeltetői Szervezet (VPE) szolgáltatási költsége	-	86 290,8	-	-	-	86 290,6
2	A menetvonal-biztosítások szükséges forgalmi technológiai berendezések elvételéhez kapcsolódó (szolgáltatási) költségek és ráfordítások	770,8	7 522,0	-	-	-	8 092,5
3	A menetvonal-biztosításhoz szükséges forgalmi technológiai feladatokhoz ellátó személyzetekhez kapcsolódó költségek és ráfordítások	-	-	-	-	-	16 123,5
Közlekedtetési díj							
4	Hyflivonal pályaszakaszra (statistikai szakasz) környék vasúti pályá a-, fel- és egyéb építményeinek karbantartási, üzemeltetési- és értékesítéskénti kifizetési költségei (a pályaszakaszokhoz kapcsolódó költségek kivételével), valamint a kapcsolódó ráfordítások	106 835,4	074 016,8	181 236,1	1 089 099,8	-	(14 206,4)
	Térfelvételre vonatkozóan	62 826,6	288 570,6	95 770,4	395 795,2	-	(8 820,1)
	- I. kategóriájú pályaszakaszokon	55 485,5	143 230,0	63 410,6	36 372,8	-	(8 820,1)
	- II. kategóriájú pályaszakaszokon	7 340,9	145 340,3	32 359,8	259 422,4	-	-
	- III. kategóriájú pályaszakaszokon	0,2	0,2	-	-	-	-
	Személyszállító vonatokra vonatkozóan	42 268,6	279 178,6	81 819,8	681 565,7	-	(5 146,0)
	- I. kategóriájú pályaszakaszokon	32 764,0	85 728,5	38 749,4	87 259,9	-	(5 146,0)
	- II. kategóriájú pályaszakaszokon	9 504,6	193 450,2	43 070,4	624 665,8	-	-
	Mozdonyvonatokra vonatkozóan	1 940,2	6 267,7	3 644,9	11 269,0	-	(240,3)
5	Állomási pályaszakaszra környék vasúti pályá állomási áramkör (Művelőgép- és feldolgozó) karbantartási, üzemeltetési- és értékesítéskénti kifizetési költségei, valamint a kapcsolódó ráfordítások	73 083,5	34 906,5	45 851,6	151 343,3	-	(29 233,7)
	Térfelvételre vonatkozóan	46 265,6	13 186,5	21 477,4	48 627,6	-	(26 465,3)
	- I. kategóriájú pályaszakaszokon	46 265,6	13 186,5	21 477,4	48 627,6	-	(26 465,3)
	Személyszállító vonatokra vonatkozóan	26 037,2	29 829,3	23 725,7	101 237,1	-	(2 645,9)
	- I. kategóriájú pályaszakaszokon	14 612,5	16 874,0	11 415,3	384,3	-	(2 510,5)
	- II. kategóriájú pályaszakaszokon	11 524,6	5 055,4	12 310,5	100 842,8	-	(138,4)
	Mozdonyvonatokra vonatkozóan	795,7	788,6	645,5	1 476,7	-	(118,5)
6	Hyflivonal pályaszakaszra (statistikai szakasz) környék vasúti pályá a-, fel- és egyéb építményeinek karbantartási, üzemeltetési- és értékesítéskénti kifizetési költségei, valamint a kapcsolódó ráfordítások	293,3	16 034,5	2 219,0	34 972,0	-	-
	Térfelvételre vonatkozóan	182,1	11 196,9	1 377,2	20 751,5	-	-
	- I. kategóriájú pályaszakaszokon	182,1	11 196,9	1 377,2	18 673,3	-	-
	- II. kategóriájú pályaszakaszokon	-	-	-	2 078,2	-	-
	Személyszállító vonatokra vonatkozóan	106,3	6 532,8	803,8	13 685,5	-	-
	- I. kategóriájú pályaszakaszokon	106,3	6 532,8	803,8	10 979,4	-	-
	- II. kategóriájú pályaszakaszokon	-	-	-	2 706,1	-	-
	Mozdonyvonatokra vonatkozóan	6,0	305,0	37,5	535,8	-	-
7	Hyflivonal pályaszakaszra (statistikai szakasz) környék pályavasúti által használt a feladatokhoz szükséges berendezések, építmények, berendezések költségeinek és ráfordításainak kivételével a szivárgó, eróziós és baleseti berendezések (a továbbiakban együttesen: "TEB") váltóidő berendezések, karbantartási, üzemeltetési- és értékesítéskénti kifizetési költségei, valamint a kapcsolódó ráfordítások	99 758,5	44 765,9	142 867,1	870 167,1	-	(72 024,4)
	Térfelvételre vonatkozóan	21 410,6	7 906,0	22 983,4	100 792,8	-	(16 160,4)
	- I. kategóriájú pályaszakaszokon	19 039,6	5 259,1	12 736,3	9 894,5	-	(15 084,3)
	- II. kategóriájú pályaszakaszokon	2 371,0	2 646,8	10 247,0	90 898,3	-	(1 076,1)
	- III. kategóriájú pályaszakaszokon	0,0	0,0	-	-	-	-
	Személyszállító vonatokra vonatkozóan	72 182,3	34 852,7	114 238,6	741 546,3	-	(61 106,6)
	- I. kategóriájú pályaszakaszokon	54 395,1	15 128,1	36 357,3	28 210,8	-	(43 053,4)
	- II. kategóriájú pályaszakaszokon	17 725,1	19 489,3	76 890,1	713 328,0	-	(8 046,3)

ezer Ft

KÖLTSÉGEK (ezer Ft)

	511	512,513	52,53	55	8	9	Összesen
	Anyagköltség	Igénybe vett szolgáltatások költségei	Szj	Écs	Ráfordítások	Bevételek	
KÖLTSÉGGALÓZÁSOK (2013/14 menetrendi évre)							
Személyszállító vonatok megállási előtti állomáshasználati díja							
15	Az utazószolgálat építmények és létesítmények (váróterem, peron, utas VEC, álló- és fekléjárda), utas-igénykeltő eszközök és berendezések áramtáplálási és hálózati pályaszakaszon vagy pályaszakasz nélküli elszámlolt karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások	68 487,4	36 719,5	-	56 916,9	-	162 123,8
	- I. kategóriájú állomásokon	20 546,2	11 015,9	-	3 502,0	-	35 064,0
	- II. kategóriájú állomásokon	27 395,0	14 687,8	-	14 636,2	-	56 722,0
	- III. kategóriájú állomásokon	13 697,5	7 343,3	-	37 608,4	-	58 649,2
	- IV. kategóriájú állomásokon	6 948,7	3 672,0	-	1 167,3	-	11 688,0
16	Az élelmiszer- és italok elosztására szolgáló munkavégzéshez kapcsolódó költségek és ráfordítások	-	-	124 279,6	-	-	124 279,6
	- I. kategóriájú állomásokon	-	-	43 497,9	-	-	43 497,9
	- II. kategóriájú állomásokon	-	-	43 497,9	-	-	43 497,9
	- III. kategóriájú állomásokon	-	-	37 283,8	-	-	37 283,8
Személyszállító vonatok kiinduló-/végállomás használati díja							
18	A személyszállítási vonatok előkészítéséhez, elbocsátásához szükséges pályavesztő telepítési berendezések áramtáplálási és hálózati pályaszakaszon vagy pályaszakasz nélküli elszámlolt karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások (energia biztosítása nélkül)	349,5	3 794,3	1 505,4	1 602,4	-	7 251,6
	- I. kategóriájú állomásokon	349,5	3 794,3	1 505,4	1 602,4	-	7 251,6
Tehervonatok kiinduló-/végállomás használati díja							
20	A gurulókorlát, illetve rendező pályaudvari világítók és épületek karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások	84 651,0	39 605,3	46 409,7	30 836,7	-	201 502,7
	- I. kategóriájú állomásokon	84 651,0	39 605,3	46 409,7	30 836,7	-	201 502,7
21	A gurulókorlát, illetve rendező pályaudvari világítókhoz tartozó berendezések, jelző- és biztosító berendezések, világító lámpák, lámpaszekrények, illetve az ezek működéséhez, vezérléséhez szükséges berendezések karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások	8 862,4	15 104,8	34 121,8	4 889,9	-	62 978,9
	- I. kategóriájú állomásokon	8 862,4	15 104,8	34 121,8	4 889,9	-	62 978,9
Tehervonatok közbeszállított állomás használati díja							
26	A csatlakozó vasúti pálya ak-, fe-, híd-, magas- és egyéb építményeinek karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások (kivéve a rendező pályaudvarokon felmerülő költségek és ráfordítások)	3 115,2	1 474,7	1 858,5	629,0	-	6 077,4
	- I. kategóriájú állomásokon	2 559,1	1 324,7	1 548,5	629,0	-	5 051,3
	- II. kategóriájú állomásokon	556,1	150,0	310,0	-	-	1 016,1
27	A nyitott hozzáféréssel saját célú vasúti pályahálózaton (beleértve az ahhoz vezető összekötő vasúti pályahálózattal is) ak-, fe-, híd-, magas- és egyéb építményeinek karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások (kivéve a rendező pályaudvarokon felmerülő költségek és ráfordítások)	32 724,3	36 110,0	19 489,1	5 614,5	-	93 943,9
	- I. kategóriájú állomásokon	21 724,5	23 972,2	12 942,1	3 727,3	-	62 366,1
	- II. kategóriájú állomásokon	10 999,8	12 137,8	6 547,0	1 887,2	-	31 576,8
	- III. kategóriájú állomásokon	0,3	0,3	0,2	0,0	-	0,8
28	A nyitott hozzáféréssel saját célú vasúti pályahálózaton (beleértve az ahhoz vezető összekötő vasúti pályahálózattal is) pályavesztő alatti használt átviteli-, átviteli- és biztosító berendezések, valamint a kapcsolódó ráfordítások (kivéve a felfűtővezeték rendszerek használatánál figyelembe vett átviteli berendezések, valamint a rendező pályaudvarokon felmerülő költségek és ráfordítások)	106,0	137,3	474,8	-	-	720,1
	- I. kategóriájú állomásokon	106,0	137,3	474,8	-	-	720,1
29	Az átviteli berendezések használatához tartozó alvázalatti világítók, rálódó világítók, raketerdek karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások (kivéve a rendező pályaudvarokon felmerülő költségek és ráfordítások)	20 051,5	9 451,4	12 146,2	4 705,9	-	46 355,0
	- I. kategóriájú állomásokon	2 461,5	1 073,8	1 141,8	617,1	-	5 294,2
	- II. kategóriájú állomásokon	14 587,0	7 559,3	9 313,6	4 088,8	-	35 548,7
	- III. kategóriájú állomásokon	3 003,0	818,2	1 690,6	-	-	5 511,8
Felfűtővezeték használati díja							
30	Nyitott pályaszakaszra környéki fűtővezeték és az ahhoz használt erőáramú berendezések karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások	25 831,8	38 040,6	60 911,1	236 856,4	-	361 639,9
31	Állomási pályaszakaszra környéki fűtővezeték és az ahhoz használt erőáramú berendezések karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások	14 988,4	28 365,9	24 797,9	99 103,3	-	167 255,5
32	Pályaszakaszra nem környéki vagy hálózati pályaszakaszon elszámlolt fűtővezeték és az ahhoz használt erőáramú berendezések karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások	21 054,1	25 405,0	68 466,4	47 948,1	-	162 873,6
Üzemanyag vételező helyekhez való hozzáférése díja							
33	A dízel üzemanyag beszerzésével és közvetítésével kapcsolatos, valamint az üzemanyag töltő berendezések karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások	2 184,5	38 058,3	28 122,0	13 137,9	-	81 502,7
34	Az üzemanyag töltő helyeknél használt üzemanyag világítók karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások	408,9	280,2	775,6	918,0	-	2 382,7

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KÖLTSÉGEK (ezer Ft)

	511	512/513	52/53	55	8	9	Összesen
	Anyagköltség	Igénybe vett szolgáltatások költségei	Saj	Élcs	Ráfordítások	Bevételek	
KÖLTSÉGGATEGÓRIÁK (2013/14 menetrendi évre)							
Vasúti járműmérleghez való hozzáférés díja							
35 A vasúti járműmérleghez való hozzáférés díja, üzemeltetési- és értékesítési költségei, valamint a kapcsolódó ráfordítások	559,7	3 301,0	430,8	121,7	-	(112,9)	4 300,0
Jármű tárolási díj							
36 A jármű tárolására szolgáló állomási mellékvágányok karbantartási-, üzemeltetési- és értékesítési költségei, valamint a kapcsolódó ráfordítások	8 395,6	4 515,1	6 315,3	3 650,0	-	(3 369,1)	19 487,0
Személyzet biztosítási díj							
37 A személyzet magzatja, szolgálati szünetelés miatt szolgáltatott teljesítő pályavásárló munkavégzéséhez kapcsolódó költségek és ráfordítások	-	-	95,8	-	-	-	95,8
Vasúti jármű karbantartására szolgáló létesítményekhez való hozzáférés díja							
38 A vasúti jármű karbantartására szolgáló létesítmények karbantartási-, üzemeltetési- és értékesítési költségei, valamint a kapcsolódó ráfordítások	-	200,0	300,0	827,0	-	-	1 327,0
39 A vasúti jármű karbantartására szolgáló létesítményekhez használt üzemi vágányok, valamint a vasúti járművek karbantartására szolgáló létesítményekhez történő eljuttatási biztosító vágányok karbantartási-, üzemeltetési- és értékesítési költségei, valamint a kapcsolódó ráfordítások	-	400,0	800,0	816,0	-	-	2 016,0
Vonaifeltéti személyzeti díj							
40 A külső vonat adarfelvételei teherkocsi elállításához kapcsolódó eszközök karbantartási-, üzemeltetési- és értékesítési költségei, valamint a kapcsolódó ráfordítások	3 105,7	1 145,0	-	822,1	-	-	5 073,0
41 A külső vonat adarfelvételei végző pályavásárló munkavégzéséhez kapcsolódó költségek és ráfordítások	-	-	44 250,1	-	-	-	44 250,1
Tolatőszemélyzet biztosítási díj (személyszállító vonatok részére)							
42 A vállalkozó vasút külön megrendelésre biztosított, a személyszállító rendszerekhez szükséges pályavásárló tolatőszemélyzethez kapcsolódó költségek és ráfordítások	62 247,6	34 639,0	293 363,0	7 800,5	-	-	398 050,0
Tolatőszemélyzet biztosítási díj (teher- és mozdonyvonatok részére)							
43 A vállalkozó vasút külön megrendelésre biztosított, a teherkocsi rendszerekhez szükséges pályavásárló tolatőszemélyzethez kapcsolódó költségek és ráfordítások	68 357,1	22 637,0	663 997,7	9 677,2	-	-	754 669,0
Vontatójármű biztosítási díj (Személyszállító vonatokat tolatásához biztosított vontatójármű esetében)							
45 Az e teherkocsihoz végző, harmadik féltől bérlet vontatójárművek bérleti-, karbantartási- és üzemeltetési költségei, valamint a kapcsolódó ráfordítások	-	235 349,0	-	-	-	-	235 349,0
Vontatójármű biztosítási díj (Teher- és mozdonyvonatok tolatásához biztosított vontatójármű esetében)							
45 Az e teherkocsihoz végző, harmadik féltől bérlet vontatójárművek bérleti-, karbantartási- és üzemeltetési költségei, valamint a kapcsolódó ráfordítások	-	696 605,4	-	-	-	-	696 605,4
Vontatási felhasználásra üzemanyag biztosításának díja							
50 A vállalkozó vasútnak vontatási célú felhasználásra továbbadott díjazott üzemanyag beszerzési költsége	1 937 216,0	-	-	-	-	-	1 937 216,0
Vontatási villamos energia biztosításának díja							
51 A vállalkozó vasúti társaságok részére vontatási célú felhasználásra továbbadott villamos energia beszerzési költsége (nem számítva a pályavásárló saját üzemeltetésében lévő vasúti járműveinek és berendezéseinek energia felhasználási költségeit)	860 997,5	-	-	-	-	-	860 997,5
52 A vállalkozó vasúti társaságok részére vontatási célú felhasználásra továbbadott villamos energiával és a vontatási villamos energia hálózati veszteségével kapcsolatban felmerült rendszerműködési költsége	156 590,0	-	-	-	-	-	156 590,0
53 A vállalkozó vasúti társaságok részére vontatási célú felhasználásra továbbadott villamos energiával kapcsolatban keletkező hálózati veszteség költsége	83 246,0	-	-	-	-	-	83 246,0
55 A vállalkozó vasúti társaságok részére vontatási célú felhasználásra továbbadott villamos energiával és a vontatási villamos energia hálózati veszteségével kapcsolatban felmerült energiavesztési költsége	14 858,2	-	-	-	-	-	14 858,2
56 A vállalkozó vasúti társaságok részére vontatási célú felhasználásra továbbadott villamos energiával és a vontatási villamos energia hálózati veszteségével kapcsolatban felmerült, a Vet. 147. § szerinti pénzeszközök költsége	73 535,3	-	-	-	-	-	73 535,3

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KÖLTSÉGEK (ezer Ft)

511	512-513	52-53	55	5	6	Összesen
Anyagköltség	igénybe vett szolgáltatások költségei	Saj	Écs	Ráfordítások	Bevételek	

KÖLTSÉGGKATEGÓRIÁK (2013/14 menetrendi évre)

Nem vontatási célra (előfűtőházhoz, előkötőházhoz) felhasznált villamos energia biztosításának díja

57	A vállalkozó vasúti társaságok részére továbbított nem vontatási célra (előfűtőházhoz, előkötőházhoz) felhasznált villamos energia beszerzési költsége	69 889,0	-	-	-	-	69 889,0
58	A vállalkozó vasúti társaságok részére továbbított nem vontatási célra (előfűtőházhoz, előkötőházhoz) felhasznált villamos energiával és a nem vontatási célra felhasznált villamos energiával összefüggő hálózati veszteséggel kapcsolatban felmerült rendszerhasználati költsége	11 527,0	-	-	-	-	11 527,0
59	A vállalkozó vasúti társaságok részére továbbított nem vontatási célra (előfűtőházhoz, előkötőházhoz) felhasznált villamos energiával kapcsolatban felmerülő hálózati veszteség költsége	6 128,0	-	-	-	-	6 128,0
61	A vállalkozó vasúti társaságok részére továbbított nem vontatási célra (előfűtőházhoz, előkötőházhoz) felhasznált villamos energiával és a nem vontatási célra felhasznált villamos energiával összefüggő hálózati veszteséggel kapcsolatban felmerült, a VET szerinti pénzeszközök költsége	1 093,6	-	-	-	-	1 093,6
62	A vállalkozó vasúti társaságok részére továbbított nem vontatási célra (előfűtőházhoz, előkötőházhoz) felhasznált villamos energiával és a nem vontatási célra felhasznált villamos energiával összefüggő hálózati veszteséggel kapcsolatban felmerült, a VET szerinti pénzeszközök költsége	5 413,2	-	-	-	-	5 413,2

Vízfűtőházhoz használt víz díja

63	A vállalkozó vasúti társaságok részére továbbított víz beszerzési költsége	864,0	-	-	-	-	864,0
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Vasúti jármű műszaki vizsgálatának díja

66	Vasúti jármű műszaki vizsgálatát szolgáló berendezések karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások	-	173 952,0	-	-	-	173 952,0
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PALYAVASÚTI SZOLGÁLTATÁSOK KÖZÖTT MEGOSZTANDÓ KÖLTSÉGEK ES

	322 871,1	420 241,7	987 776,9	212 927,0	-	(225 125,8)	1 718 685,8
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68	A pályavasúti teljesítmény elszámolási rendszer karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások	-	71 276,1	-	-	-	-	71 276,1
69	Hálózati díjak	-	9 576,7	-	-	-	-	9 576,7
70	Az állomási átmenő (70) vágányok kiterjedésének karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások (bruttó átlagos árnyos díjrendszer megteremtése)	13 155,0	4 510,3	8 253,3	3 067,3	-	(5 252,1)	23 723,8
71	A nyílt hozzáférést pályahálózati működtetésére jutó, állomási pályaszakaszon elszámolt pályavasúti által használt TEB, váltóüzemi berendezések, forgalmi épületek és építmények (kivéve az utaskiszolgáló helyiségeket), pályafenntartási, valamint TEB épületek és építmények karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások (vonalam-árnyos díjrendszer megteremtése)	59 023,2	190 810,6	263 830,4	9 923,3	-	(8 906,5)	514 661,0
72	A nyílt hozzáférést pályahálózati működtetésére jutó, pályaszakasza nem könyvelt vagy hálózati pályaszakaszon elszámolt, vasúti pályák al-, fel- és egyéb építményeinek karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások (bruttó átlagos árnyos díjrendszer megteremtése)	31 181,4	20 010,2	45 625,5	6 280,1	-	-	111 077,3
73	A nyílt hozzáférést pályahálózati működtetésére jutó, pályaszakasza nem könyvelt vagy hálózati pályaszakaszon elszámolt, vasúti által használt TEB, váltóüzemi berendezések, forgalmi épületek és építmények (kivéve az utaskiszolgáló helyiségeket), pályafenntartási, valamint TEB épületek és építmények karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások (vonalam-árnyos díjrendszer megteremtése)	6 172,9	5 491,2	13 712,7	7 994,2	-	(144 059,6)	(110 693,5)
74	A vonalirányításos kivétel, állomási forgalmi irányítás személyzetéhez (forgalmi szolgálattevő, váltókezelő, de nem tartozik ide a kocsitól végző személyzet és a menetszámolási technológus) kapcsolódó költségek és ráfordítások (vonalam-árnyos díjrendszer megteremtése)	29 055,0	11 784,2	524 481,2	3 269,7	-	-	568 590,3
75	A nyílt hozzáférést pályahálózati működtetésére jutó, állomási pályaszakaszon elszámolt vonalirányításos és -fogadó vágányok karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások	166 584,1	54 702,7	103 165,8	156 732,3	-	(66 536,0)	413 649,8
76	A nyílt hozzáférést pályahálózati működtetésére jutó, állomási pályaszakaszon elszámolt állomásig elvezető karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások	6 373,1	33 394,0	16 947,8	22 597,2	-	-	79 302,1
77	A nyílt hozzáférést pályahálózati működtetésére jutó, pályaszakasza nem könyvelt vagy hálózati pályaszakaszon elszámolt vonalirányításos és -fogadó vágányok karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások	10 892,8	9 713,7	9 293,6	2 841,1	-	-	32 741,1
78	A nyílt hozzáférést pályahálózati működtetésére jutó, pályaszakasza nem könyvelt vagy hálózati pályaszakaszon elszámolt állomásig elvezető karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások	381,1	506,8	1 752,9	-	-	-	2 640,7
79	A nyílt hozzáférést pályahálózati működtetésére jutó állomási pályaszakaszon elszámolt mellékvágányok (gurtóvágányok, rendező pályaudvar, rakodó, raklati, illetve járműtárolásra megrendelt mellékvágányok kivételével) karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások	877,0	320,7	550,2	204,5	-	(350,8)	1 591,6
80	A nyílt hozzáférést pályahálózati működtetésére jutó, pályaszakasza nem könyvelt vagy hálózati pályaszakaszon elszámolt mellékvágányok (gurtóvágányok, rendező pályaudvar, rakodó, raklati, illetve járműtárolásra megrendelt mellékvágányok kivételével) karbantartási-, üzemeltetési- és értékesítési leírési költségei, valamint a kapcsolódó ráfordítások	194,6	164,6	157,5	48,2	-	-	564,9

ÖSSZES PALYAVASÚTI SZOLGÁLTATÁSRA TERHETT KÖZVETETT

	8 437,4	850 957,7	271 384,3	5 034,9	133 213,8	(144 446,7)	1 123 687,3
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ezer Ft

KÖLTSÉGEK (ezer Ft)

KÖLTSÉKGATÉGORIÁK (2013/14 menetrendi évre)

A pályavasút központi, irányítási bevételei, költségei, ráfordításai

	511	512+513	52+53	55	8	9	Összesen
	Anyagköltség	Igénybe vett szolgáltatások költségei	Szj	Écs	Ráfordítások	Bevételek	
82 A pályavasút irányítási és központi adminisztráció feladatait ellátó munkavállalókhoz kapcsolódó költségek és ráfordítások	-	-	271 384,3	-	-	(2 984,2)	268 400,1
84 A pályavasút irányítási feladatai igénybe vett szolgáltatásokhoz kapcsolódó költségek	8 437,4	55 206,4	-	-	-	-	63 643,8
85 A pályavasút irányítási és központi adminisztráció által használt tárgyi eszközök karbantartási-, üzemeltetési- és értékesítési leírásai költségei, valamint a kapcsolódó ráfordítások	-	-	-	5 034,9	-	-	5 034,9
86 A pénzügyi műveletek bevételeinek és ráfordításainak a pályavasút működéséhez köthető, de az egyes szolgáltatásokhoz közvetlenül nem kapcsolható része	-	-	-	-	43 575,7	(3 938,1)	39 637,6
90 A fizetett adóknak, illetékeknek, járulékoknak és termékdíjaknak a pályavasút működéséhez köthető, de az egyes szolgáltatásokhoz közvetlenül nem kapcsolható része	-	-	-	-	73 090,8	-	73 090,8
91 A területen kívüli indokolt egyéb bevételeknek és ráfordításoknak a pályavasút működéséhez köthető, de az egyes szolgáltatásokhoz közvetlenül nem kapcsolható része	-	-	-	-	11 227,5	(12 048,2)	(820,7)
92 A céltartalék képzésének és felhasználásának a pályavasút működéséhez köthető, de az egyes szolgáltatásokhoz közvetlenül nem kapcsolható része	-	-	-	-	5 319,5	(3 077,8)	2 241,7
93 A rendkívüli bevételeknek és ráfordításoknak a pályavasút működéséhez köthető, de az egyes szolgáltatásokhoz közvetlenül nem kapcsolható része	-	-	-	-	-	(122 412,2)	(122 412,2)
Az integrált vasúti társaság egyéb szervezeti feladatára igénybe vett szolgáltatások költségei							
95 Pénzügyi, számviteli és kontrolling szolgáltatások	-	61 032,0	-	-	-	-	61 032,0
96 HR szolgáltatások	-	84 046,5	-	-	-	-	84 046,5
97 Anyag/beszerezés és készletkezelés (kivéve a vontatási energia beszerzés és közvetlen, ami az érintett szolgáltatásoknál közvetlenül kerül elszámolásra)	-	17 327,5	-	-	-	-	17 327,5
98 Ruházás, üzemeltetés, hulladék kezelés, felújítás és selejtezés, karbantartás	-	5 775,8	-	-	-	-	5 775,8
99 Információs szolgáltatások	-	52 252,7	-	-	-	-	52 252,7
100 A pályavasút irányítási és központi adminisztráció által használt ingatlanokhoz kapcsolódó költségek	-	73 653,7	-	-	-	-	73 653,7
Az integrált vasúttársaságnál felmerülő, a pályavasúttal is területi irányítási és központi bevételek, költségek és ráfordítások							
103 Az integrált vasúti társaság irányítási és központi adminisztráció feladatait ellátó munkavállalókhoz kapcsolódó költségek és ráfordítások	-	500 763,1	-	-	-	-	500 763,1
Összesen:	4 371 030,1	3 545 289,9	3 820 737,5	2 910 466,8	133 213,9	(962 423,8)	14 288 311,1

Annex 3: Performance indicators of GYSEV Zrt for 2011 and 2014

Charges				Performance indicators		Measure unit
				2011	2014	
Charge of ensuring of train path				118 675	155 496	train paths (piece)
Charge of running of trains	Train km proportionate part of charge	Freight train	Total	856 182	938 021	performed train km
			Track section I	618 852	580 469	
			Track section II	148 800	357 517	
			Track section III	88 529	35	
		Passenger train	Összesen	3 221 280	4 905 166	
			Track section I	1 276 983	1 801 250	
			Track section II	1 280 654	2 905 291	
			Track section III	663 644	198 624	
		Loco train		265 952	399 292	
	Gross ton km proportionate part of charge	Freight train	Total	897 977 265	1 006 756 081	performed gross ton km
			Track section I	717 218 579	668 351 388	
			Track section II	123 658 971	338 395 067	
			Track section III	57 099 715	9 625	
		Passenger train	Total	675 951 806	938 156 849	
			Track section I	334 878 441	424 690 783	
			Track section II	202 621 089	494 164 259	
			Track section III	138 452 275	19 301 807	
		Loco train		31 260 995	45 279 942	

Charges		Performance indicators		Measure unit
		2011	2014	
Charge of the use of station for stopping by passenger trains	Station category I	105 033	151 246	performed use of station for stopping
	Station category II	114 785	188 486	
	Station category III	321 433	276 062	
	Station category IV	-	163 068	
Charge of the use of origin/destination stations by passenger trains	Station category I	82 801	51 605	performed use of origin/destination station
	Station category II	27 025	36 682	
	Station category III	82	39	
	Station category IV	-	-	
Charge of the use of origin/destination stations by freight trains	Station category I	15 565	13 480	performed use of origin/destination station
	Station category II	6 879	4 926	
	Station category III	781	625	
Charge of the use of intermediate stations by freight trains	Station category I	1 819	6 126	performed use of intermediate station
	Station category II	2 194	2 618	
	Station category III	121	112	
Charge of the use of catenary		3 452 921	3 921 498	electric train km performed by passenger, freight and loco trains
Charge of the access to refuelling facilities		-	6 358 200	amount of the fuel taken (l)
Charge of the access to wagon weigh bridges (scales)		1 900	2 254	vehicles weighed (number of vehicles)

Charges	Performance indicators		Measure unit
	2011	2014	
Charge of storing of vehicles	68 970	68 625	vehicle / day vehicles stored steadily beyond 24 hours (number of vehicles) duration of storage (number of days)
Charge of ensuring of staff	36	16	HUF / hour number of service staff ensured (person), duration of service (hour)
Charge of the access to rail rolling stock maintenance facilities	-	2 190	duration of service (hour)
Charge of ensuring of staff for train acceptance	11 550	11 242	person / hour number of ensured staff for train acceptance (person), duration of service (hour)
Charge of ensuring of shunting staff for passenger trains	47 636	66 576	person / hour number of ensured shunting staff (person), duration of service (hour)
Charge of ensuring of shunting staff for freight and locomotive trains	130 077	114 610	person / hour number of ensured shunting staff (person), duration of service (hour)

Charges	Performance indicators		Measure unit
	2011	2014	
Charge of ensuring of traction unit for passenger trains	1 008	14 016	number of ensured traction unit (piece) duration of service (hour)
Charge of ensuring of traction unit for freight and locomotive trains	2 492	36 300	number of ensured traction unit (piece) duration of service (hour)
Charge of ensuring of fuel for traction	-	6 358 200	amount of diesel fuel used for shunting
Charge of transmitted traction current	-	50 366 660	amount of traction current transmitted (kWh)
Charge of the use of the system	-	50 366 660	
Charge of the network loss of the transmitted traction current	-	50 366 660	
Charge of energy tax	-	50 366 660	
Charge of funds under the Act on Electricity	-	50 366 660	
Other operational charges	-	-	
Charge of the transmitted electric energy used for other than traction purposes	-	3 707 695	amount of transmitted electric energy used for other than traction purposes (kWh)
Charge of the use of the system	-	3 707 695	
Charge of the transmitted electric energy used for other than traction purposes	-	3 707 695	
Charge of energy tax	-	3 707 695	
Charge of funds under the Act on Electricity	-	3 707 695	
Other operational charges	-		
Charge of ensuring of water for water supply	1 835	3 384	volume (m3) of water used for water supply
Charge of technical inspection of railway vehicles	569 749	30 865	trains undergone technical inspection (pc)

Annex 4: Naturalias of GYSEV Zrt for 2011 and 2014

Denomination of naturalias	Value	
	2011	2014
Number of use of track routes by departing trains	118 675	155 496
Number of use of track routes by through trains	492 235	765 637
Freight trains	106 785	122 366
- on track sections category I	79 874	66 045
- on track sections category II	18 748	56 321
- on track sections category III	8 163	-
Passenger trains	350 590	586 678
- on track sections category I	166 685	203 630
- on track sections category II	122 057	383 048
- on track sections category III	61 848	-
Loco trains	34 860	56 593
Number of use of track route by passenger train for stopping	541 251	778 862
- on stations category I	105 033	151 246
- on stations category II	114 785	188 486
- on stations category III	321 433	276 062
- on stations category IV	-	163 068
Number of use of track routes by passenger trains for reversing direction	329 724	264 978
- on stations category I	248 403	154 815
- on stations category II	81 075	110 046
- on stations category III	246	117
- on stations category IV	-	-
Number of use of track route by freight trains for departure/arrival	185 800	152 248
- on stations category I	124 520	107 840
- on stations category II	55 032	39 408
- on stations category III	6 248	5 000
Number of use of intermediate track routes by freight trains	16 536	35 424
- on stations category I	7 276	24 504
- on stations category I	8 776	10 472
- on stations category III	484	448
Number of use of track route for access to refuelling facilities	-	19 075

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

Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2013/2014 timetable year, HUF

Charge item	Cost-based charge	Surcharge	Discount	State contribution	Charge to be paid
Charge for ensuring of train path	439	50	-	52	437
Charge of running of trains				-	
Gross ton km proportionate part of charge	1,14	0,13	-	1,04	0,23
Train km proportionate part of charge					
Freight train					
track section category I	345	39	-	114	270
track section category II	565	64	-	367	262
track section category III	163	19	-	19	163
Passenger train					
track section category I	277	31	-	31	277
track section category II	505	57	-	290	272
track section category III	163	19	-	19	163
Loco train	316	36	-	36	316
Charge for the use of station by passenger trains for stopping					
station category I	1 829	-	-	-	1 829
station category II	1 842	-	-	42	1 800
station category III	1 637	-	-	-	1 637
station category IV	1 330	-	-	-	1 330
Charge for the use of origin/destination stations by passenger trains					
station category I	2 051	-	-	-	2 051
station category II	1 894	-	-	-	1 894
station category III	1 894	-	-	294	1 600
station category IV	-	-	-	-	-

Charge of the use of origin/destination stations by freight trains					
station category I	31 886	-	-	25 886	6 000
station category II	10 042	-	-	5 542	4 500
station category III	10 042	-	-	7 042	3 000
Charge of the use of intermediate stations by freight trains					
station category I	17 448	-	-	14 448	3 000
station category II	32 616	-	-	30 366	2 250
station category III	69 364	-	-	67 864	1 500
Charge for the use of catenary	194	-	-	56	138
Charge of the access to refuelling facilities	17	-	-	-	17
Charge for the access to railway wagon bridges (scales)	2 142	-	-	-	2 142
Charge for the storage of vehicles	319	-	-	-	319
Charge for ensuring of staff	6 725	-	-	-	6 725
Charge of the access to rail rolling stock maintenance facilities	1 714	-	-	-	1 714
Charge of ensuring of staff for train acceptance	4 928	-	-	223	4 705
Charge of ensuring of shunting staff for passenger trains	6 545	-	-	-	6 545
Charge of ensuring of shunting staff for freight and locomotive trains	7 393	-	-	2 693	4 700
Charge of ensuring of traction unit for passenger trains	18 856	-	-	-	18 856
Charge of ensuring of traction unit for freight and locomotive trains	21 550	-	-	4 650	16 900
Charge of ensuring of fuel for traction	305	-	-	-	305
Charge of transmitted traction current	17,1	-	-	-	17,1
Charge of the use of the system	3,1	-	-	-	3,1
Charge of the network loss of the transmitted traction current	1,7	-	-	-	1,7
Charge of energy tax	0,3	-	-	-	0,3

Charge of funds under the Act on Electricity	1,5	-	-	-	1,5
Other operational charges	-	-	-	-	-
Charge of the transmitted electric energy used for other than traction purposes	18,8	-	-	-	18,8
Charge of the use of the system	3,1	-	-	-	3,1
Charge of the transmitted electric energy used for other than traction purposes	1,7	-	-	-	1,7
Charge of energy tax	0,3	-	-	-	0,3
Charge of funds under the Act on Electricity	1,5	-	-	-	1,5
Other operational charges	-	-	-	-	-
Charge of ensuring of water for water supply	287	-	-	-	287
Charge of technical inspection of railway vehicles	6 329	-	-	-	6 329



NEMZETI FEJLESZTÉSI
MINISZTERIUM

DR. VÖLNER PÁL

Iktatószám: NFM / 19440 / 3 / 2012.

Ügyintéző: Czákó Lőrinc
Telefonszám: 795 6859

Kövesdi Szilárd
vezérigazgató úr részére

Győr–Sopron–Ebenfurti Vasút Zrt.

Sopron
Mátyás király u. 19.
9400

Tárgy: pályaműködtetési tevékenység 2013/2014. menetrendi évre vonatkozó állami költségtérítése

Tisztelt Vezérigazgató Úr!

A Győr–Sopron–Ebenfurti Vasút Zrt. és a Magyar Állam között 2011. december 30-án létrejött, a vasúti pályahálózat működtetésére kötött szerződés keretein belül a 2013/2014-es menetrendi évre vonatkozó az állami költségtérítés mértékét

- az alap- és járulékos szolgáltatások tekintetében 3,97 Mrd Ft-ban,
- a kiegészítő szolgáltatások tekintetében 0,48 Mrd Ft-ban

állapítjuk meg.

A fenti összegek kalkulációjánál az alábbi szempontokat vettük figyelembe:

- A vállalkozó vasutaknak nyújtott alap- és járulékos szolgáltatásainak vasúti pályadíj terhei változatlan teljesítmények mellett nem növekednek a 2012/2013. menetrendi évhez képest.
- Az állami költségtérítés hatásából adódóan a 2012/2013-as menetrendi évhez képest a 2013/2014 évi díjak nem csökkennek, hacsak ez jogszabály előírásaiból (pl. alapszolgáltatások díjképzése a szolgáltatáshoz közvetlenül kapcsolódó költségek alapján) vagy a költségviszonyokból nem következik.
- A járulékos szolgáltatások közül a járművek tárolása nem részesül támogatásban.

Tájékoztatjuk, hogy az SA.33417 (2011/N) sz. állami támogatás ügyében az Európai Bizottság által hozott döntés értelmében az alábbi kiegészítő szolgáltatások támogathatóak:

- tolatószemélyzet biztosítása az árufuvarozást végző vasúti társaságok számára,
- vontatójármű biztosítása tolatás céljából az árufuvarozást végző vasúti társaságok számára,
- külső vonatfelvétel az árufuvarozást végző vasúti társaságok számára.

Kérem, hogy a fentieknek megfelelően szíveskedjék a díjkalkulációt végző pályakapacitás-elosztó szervezetet tájékoztatni a díjkalkulációt megalapozó adatszolgáltatás során.

Budapest, 2012. november „06 „

Üdvözlettel:



Pál Völner
Dr. Völner Pál

Másolatban kapja: Vasúti Pályakapacitás-elosztó Kft.

Annex 7: Summing-up table of state contribution assigned to network access charges of GYSEV Zrt for the 2013/2014 timetable year

Values of the table are given in thoudand HUF.					Cost-based charge items in 2013/2014	Amount of state contribution per charge item	Charge to be paid in 2013/2014	Amount of state contribution per service
BASIC SERVICES	Charge of ensuring of train path				489	52	437	8 105 248
	Charge of running of trains	Gross ton km prorpotionate part of charge	Freight train		1,27	1,04	0,23	2 064 810 710
			Passenger train					
			Locomotive					
		Train km paroportionate part of charge	Freight train	Category 1	384	114	270	66 011 275
				Category 2	629	367	262	131 167 048
				Category 3	182	19	163	659
			Passenger train	Category 1	308	31	277	56 529 494
				Category 2	562	290	272	843 484 181
				Category 3	182	19	163	3 675 225
	Locomotive			352	36	316	14 311 943	
SUPPLEMENTARY SERVICES	Charge of use of stations by passenger trains for stopping		Category 1	1 829	-	1 829	-	
			Category 2	1 842	42	1 800	7 950 499	
			Category 3	1 637	-	1 637	-	
			Category 4	1 330	-	1 330	-	
	Charge of use of origin/destination stations by passenger trains		Category 1	2 051	-	2 051	-	
			Category 2	1 894	-	1 894	-	
			Category 3	1 894	294	1 600	11 482	
			Category 4	-	-	-	-	

Values of the table are given in thoudand HUF.			Cost-based charge items in 2013/2014	Amount of state contribution per charge item	Charge to be paid in 2013/2014	Amount of state contribution per service
SUPPLEMENTARY SERVICES	Charge of the use of origin/destination stations by freight trains	Category 1	31 886	25 886	6 000	348 938 589
		Category 2	10 042	5 542	4 500	27 300 764
		Category 3	10 042	7 042	3 000	4 401 361
	Charge of the use of intermediate stations by freight trains	Category 1	17 448	14 448	3 000	88 509 086
		Category 2	32 616	30 366	2 250	79 498 105
		Category 3	69 364	67 864	1 500	7 600 775
	Charge of the use of catenary		194	56	138	217 693 557
	Charge of the access to refuelling facilities		17	-	17	-
	Charge of access to wagon weigh bridges (scales)		2 142	-	2 142	-
	Charge of storage of vehicles		319	-	319	-
	Charge of ensuring of staff		6 725	-	6 725	-
	Charge of the access to rail rolling stock maintenance facilities		1 714	-	1 714	-
(Basic + supplementary services) total						3 970 000 000

Values of the table are given in thousand HUF.		Cost-based charge items in 2013/2014	Amount of state contribution per charge item	Charge to be paid in 2013/2014	Amount of state contribution per service
ADDITIONAL SERVICES	Charge of staff providing train acceptance	4 928	223	4 705	2 505 903
	Charge of ensuring of staff for passenger trains	6 545	-	6 545	-
	Charge of ensuring of staff for freight and locomotive trains	7 393	2 693	4 700	308 693 528
	Charge of ensuring of traction unit for passenger trains	18 856	-	18 856	-
	Charge of ensuring of traction unit for freight and locomotive trains	21 550	4 650	16 900	168 800 569
	Charge of ensuring of fuel for traction	305	-	305	-
	Charge of transmitted traction current	17,1	-	17,1	-
	Charge of the use of the system	3,1	-	3,1	-
	Charge of the network loss of the transmitted traction current	1,7	-	1,7	-
	Charge of energy tax	0,3		0,3	
	Charge of funds under the Act on Electricity	1,5		1,5	
	Other operational charges	-	-	-	-
	Charge of the transmitted electric energy used for other than traction purposes	18,8	-	18,8	-
	Charge of the use of the system	3,1	-	3,1	-
	Charge of the transmitted electric energy used for other than traction purposes	1,7	-	1,7	-
	Charge of energy tax	0,3		0,3	
	Charge of funds under the Act on Electricity	1,5		1,5	
	Other operational charges	-	-	-	-

Values of the table are given in thousand HUF.		Cost-based charge items in 2013/2014	Amount of state contribution per charge item	Charge to be paid in 2013/2014	Amount of state contribution per service
	Charge of water for water supply	287	-	287	-
	Charge of technical inspection of railway vehicles	6 329	-	6 329	-
(Additional services) total					480 000 000

TOTAL SUM

4 450 000 000