



Charging Methodology

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Preamble

In accordance with the Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and the Joint Decree of the Minister of Economy and Transport and the Minister of Finance No. 83/2007 (X.6.) GKM-PM on determination of network access charges and on charging principles (hereafter charging decree), the rail capacity allocation body (hereinafter VPE¹) -as charging body - is assigned to settle network access charges to be applied by non-independent infrastructure managers on the open access railway network.

According to the 13th Paragraph of the charging decree, to prepare a document on the methodology of assessing charges in every five year is the task of the Charging Body. The document is called Charging Methodology (hereinafter CM²).

The actual access charges concerning the given timetable year are set out by the charging body on basis of CM, the factual data of the Infrastructure Manager's last business year, other data sources stated in CM, and the measure of expected central budgetary support. All data and detailed calculations used in setting out access charges are set in the Charging Document (hereinafter CC³)

¹ In further part of the Document, rail capacity allocation body means VPE Rail Capacity Allocation Office

² In further part of the Document, DM stands for Charging Methodology prepared by VPE

³ In further part of the Document, DD stands for Charging Document prepared by VPE



1 General instructions

1.1 Validity of Charging Methodology

1.1.1 *Temporal force of CM*

Regulation set in CM have to be used for the first time for the preparation of the CC determining network access charges to the timetable year that begins from 24:00h of 12 December 2015. Regulations also have to be followed when supplying data and information - necessary to prepare CC - by non-independent infrastructure managers.

Regulations set by CM have to be used for the last time for the preparation of CC determining access charges to the timetable year that begins from 24:00h of 7 December 2019.

Force of the modified parts of CM is indicated directly in the relating foot note.

1.1.2 *Scope of CM*

Regulations written in this CM have to be used during setting the charges for the use of national open access rail networks operated by non-independent infrastructure managers.

1.2 Legal framework

The legal framework for the establishment of the infrastructure access charging system is made up of domestic laws and regulations which are harmonised with the rules of the European Union, particularly with the 2001/14/EC Directive (hereinafter called Directive).

These rules are as follows:

- Rules of the EU
 - Council Directive 91/440/EEC of 29 July 1991 on the development of the Community's railways
 - Directive 2001/12/EEC of the European Parliament and of the Council of 26 February 2001 amending Council Directive 91/440/EEC Directive on the development of the Community's railways
 - Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure



- National legal rules
 - Act CLXXXIII 2005 on railway transportation
 - Joint Decree No 50/2007. (IV. 26.) GKM-PM on the separation of accounts of railway business segments within the railway company
 - Joint Decree No 83/2007. (X. 6.) GKM-PM on frameworks of the network access charging system, and basic regulations of determination and implementation of network access charges
 - Decree No 101/2007 (XII. 22.) GKM on detailed rules of open access to railway network

While this CM is in force, it is necessary to have a continuous and overall harmony between CM and the Network Statement (hereinafter NS) issued by VPE.

1.3 Review and modification of the Charging System

VPE is entitled to modify the Charging System and CM as its part. For this, VPE follows the operation of the charging system which is based on the Charging Methodology and gathers experiences of its working. On request of the charging body, facts and figures are sent to VPE by IMs in accordance with Paragraph 14 of the Decree 83/2007.

VPE shall modify the Charging System if the System does not compile with Paragraph 12 of the Decree 83/2007. In Accordance with Paragraph 14 (1), the considerable extent is determined by VPE as follows

- 10%, regarding the revenue of the IM from invoiced network access charges paid by authorised applicants,
- 10%, regarding the amount of state subsidy granted to the IM,
- 5%, regarding the size of the open access railway network operated by the IM.

As for the amount of state subsidies, in the case if the amount of the state subsidy changes from HUF 0 to any amount, the amount is classified as considerable amount.

In compliance with Paragraph 3 of Governmental Decree No 268/2009, infrastructure manager shall make, without delay, changes to those data which are involved in charging, to VPE available.

In accordance with Paragraph 12(2) of charging decree, regulatory body may require the modification of charging scheme if costs and expenses included in determination of network access charges differ at least by 5% from justified costs and expenses.



Revision of charges in running year affecting full scale of services

Basis for revision of charges is cost and performance data included by the business plan of infrastructure managers that was approved for the charging year prior to the year of revision.

Taking into consideration the above, VPE shall determine network access charges on the following principles:

- Performances implicated in revision of charges, correspond with all service performances provided by the infrastructure manager in the period following the date of entry into force of the recalculated charges.

Based on recalculated network access charges, revenues calculated in such a way that (planned) performances for the affected period were taken into account, must cover costs indicated in data supply for the affected period taking into consideration also state contribution.

- Should recalculated network access charges grow in comparison to charges published, recalculated network access charges will apply to each service of the infrastructure manager from the date when recalculated network access charges enter into force. (To services requested in the period between the announcement of recalculated network access charges and their entry into force, and if request relates to the period following the entry into force of recalculated network access charges, recalculated network access charges shall apply.) Use of recalculated network access charges does not rate as train path modifications.
- Should recalculated network access charges drop in comparison to charges published, recalculated network access charges shall apply as of their entry into force for all services provided by the infrastructure manager inclusive of train paths allocated earlier that year. Use of recalculated network access charges does not rate as train path modification.
- In a case of train paths affecting more than one day, invoicing of network access services shall happen on the basis of network access charges in force on the very day of allocation.

Revision of charges affecting only some part of services

- Should the revision of charges be carried out because of introduction of new service(s), charges already published must not be affected by the revision.

Recalculated network access charges may only be introduced if they correspond to provisions of Paragraph 55 of Railway Act. Correspondence to law shall be judged by VPE. During this judgement, also statements of authorised applicants and infrastructure managers relating to the subject can be taken into consideration.



1.4 Data supply and liability of data supply

In accordance with paragraph 14(1) of charging decree, infrastructure managers involved in CM are bound to deliver to VPE all data and information necessary to prepare CM and CC with the required content and in the required form.

Information needed for preparing CC shall be required by VPE from infrastructure managers in advance.

Each IM is fully responsible for the accuracy and appropriateness of the content of the provided information. VPE is entitled to review the information provided and to ask for completion or modification of data.

VPE is not responsible for damages due to incorrect information supplied by IMs.

VPE is responsible for the calculation of charges on the basis of information provided by IMs and by keeping methodology set out in CM in compliance with regulations in force.

1.5 Determination of justified costs while preparing Charging Document containing concrete network access charges

In compliance with Paragraph 13(6) of the charging decree, charging body shall prepare the Charging Document containing the concrete values of network access charges on the basis of CM and factual data received from the infrastructure manager for the last closed business year.

For the preparation of CC, when determining justified costs, charging body shall take into consideration the followings:

- coherency between fact data of the last closed business year and fact data of the previous terms, and trends resulting from this coherency,
- data of approved business plan provided by the infrastructure manager,
- comparative market prices of products and services that are also available on the market,
- differences between infrastructure managers concerned by the Charging Methodology,
- other domestic and international benchmark data, information.

In order to make the charging process transparent, those charges must also be indicated in the Charging Document which are calculated without state subsidy from the budget (value of refunding of costs is 0).



2 Definitions used in the Charging Methodology

All definitions of legal rules listed in point 1.2 and definitions used in the Network Statement are in full range valid throughout the Charging Methodology.

Beyond the above, for the purpose of CM, the following definitions apply:

Traffic control staff at stations:

Staff performing traffic control at stations (movement inspector, pointsman).

Station staff:

Collective term for employees performing traffic activities at stations.

Freight terminal:

Places of service where solely handling of goods happens.

Basis period:

The last expired calendar year at the time of preparing the Charging Document.

Gross ton kilometre:

Total mass of traction units, hauled wagons and load of a running train multiplied by the distance travelled in kilometres.

Charge year:

The period to which the determined rates are valid.

Wagon shunting equipments:

Equipment in marshalling yards (such as rail brakes, elin-elements, humps), with which wagons arriving at the station will be moved to a track corresponding to their destinations.

Traffic staff:

Staff performing traffic activities.



Traffic service:

Collective term for all the activities in connection with train traffic arrangements and scheduled, economical and safe running of trains.

Traffic activities are as follows:

- Organising, controlling, performing and supervising traffic service,
- Timetable arrangements
- Supply of wagons for passenger and freight transport,
- Formation and running of trains,
- Traffic regulation and running of traffic,
- Prevention and elimination of traffic disturbances.

Traffic activity: Performing duties of Traffic service.

Running track: tracks used for rail traffic and shunting

Traffic controller of line sections:

Employee whose task is to design, organise and control tasks in connection with train traffic. Station, train and track staff taking part in traffic activities has superiority over traffic controller of line section in management of train traffic.

Main track:

All the tracks of a service place designated for receiving of trains.

Detaching/inserting wagons:

Wagons, trailed vehicles being detached from or inserted into a train, or detached from one and inserted into another train at an intermediate station of an effectively used train path.

Central traffic control (KÖFE):

Mechanical supervision of big traffic zones and long line sections from a centre.

Central traffic management (KÖFI):

Remote control of big traffic zones and long line sections directly from one centre.

Stop:

Service place generally on the open line with installations for passenger and possible for freight traffic where no other tracks than that of the open line exist.

Stopping-loading place:



Service place on the open line with installations generally for passenger and freight traffic where in addition to main line(s) there are one or more sidings as well.

Sidings:

Track of service places other than tracks designated for receiving of trains. Their accurate names depend on their functions (warehouse, cleaning, storing and repair tracks, etc.).

Track staff: Collective term for employee whose duty is to receive trains on open lines.

Project-like costs of development:

In accordance with Paragraph 2(f) of Charging Decree, investment costs of justified costs that are inevitably necessary for the maintenance of the given technological level on the railway network managed by the infrastructure manager

Loading place:

A service place on the open line equipped for freight traffic, where besides the track of the open line there is one or more than one siding.

Loading track:

Track or a section of track designated for the purpose of loading.

Loading area:

Area ensured for loading next to a loading track which is flat, free of any hindrances, with pavement or without pavement, generally equipped with lighting.

Marshalling:

Splitting up and formation of trains, detaching of wagons from trains and inserting of wagons into trains or from one train into another train at stations (marshalling yards, at marshalling facilities of stations) with the provision of traction vehicle, locomotive and shunting staff.

Marshalling yard:

Service place equipped with tracks of special layout and with technical facilities, where formation and splitting up of freight trains take place.

Applicant for services:

In accordance with Railway Act, authorised applicants and enterprises of applicants authorised to reserve capacity.



Shunting staff: Collective term of employees performing shunting (foreman of shunting, wagon shunting employee, points-switching employee, etc.).

Operation management (Line management):

Managing activity in connection with planning, running and controlling train traffic.

Track route:

Part of the track where:

- the arriving train runs from the first entry switch up to the place of stopping,
- the passing through train runs in the whole length of passage (from the first entry switch up to the last outlet switch)
- the starting train runs from the place of departure up to the place where the train leaves the last outlet switch .

During shunting, track route is the section of the track where the train passes through without switching of points or safety installations.

Number of track route use:

Number of routes switched for and used by trains relating to given basic and individual supplementary services in case of using a station access service.

Railway vehicle:

Traction vehicles, trailed vehicles or self-propelled vehicles - rolling on the rails on own wheels - that run on the railway network which consists of one or more sub-systems or one or more parts of these sub-systems in the Trans-European conventional or high speed railway system in accordance with TSIs.

Projection equivalent:

A projection indicator which standardizes certain services and is used for the distribution of revenues, costs and expenses (see items listed in 6.1.2. point 2) assigned to certain services in the ratio of adequately selected, measured or calculated naturalias*. The projection indicator occurs similarly in the various station/network services that can be measured in natural measurable units, and is proportional to the amount of expenses demonstrated by the IM in connection with the described service. In present CM, in case of access services, track route use number indicators defined separate to each service are applied as projection equivalent.

**Remark of the translator: “Naturalia” is a collective term. It means common measurement units which enable that costs to be distributed among services having different measuring units could be divided in such a rate reflecting the rate of costs emerging actually for the sake of providing the service. Since cost group to be distributed contains several cost elements being connected to different services, different types of naturalias will be applied to different cost elements; we call them track route use.*

Line kilometre: Total length of track network to be used by authorised applicants.



Train kilometre: The distance covered by the train in kilometre.



3 Logical steps of formation of the Charging System

Formation of the Charging System was built up on the following logical steps as from the 2015/2016 timetable year:

- The basis of the Charging System is the clear definition of basic, supplementary, additional and ancillary services provided by infrastructure managers. Definitions of the services comply with the regulations of the Paragraph 54 and Appendix 3 of the Railway Act (the exact content of the services is laid down in chapter 4 and 5).
- The structure of the Charging System is defined in accordance with the technical content and the utilization characteristics of the services provided by infrastructure managers. In other words, after the use of certain services which tariffs are to be paid (more detailed in chapter 7).
- The next step of the formation of the Charging System was to define the range of justified costs and investments (and incomes as declining items) of services provided by infrastructure managers; and the presentation of concerning data sources.

In order to comply with the law (especially with the Article 5 of Paragraph 55 of the Railway Act) justified costs and investment items that cannot be taken into consideration in the process of formation of the Charging System, and items that are present in the Charging System shall be separated. (a more detailed methodological description is in chapter 6)

- Determination of the calculation methodology of concrete charge items is based on the charge structure, the range of costs to be taken into account in the charges of some services, and the efficiency of some possibly used services (to this, see also chapter 7).

For unification of the domestic system of network access charges:

- the content of services provided by the infrastructure manager,
- the structure of network access charges,
- basic range of costs to be considered in certain services,
- the logic of distribution of costs to be distributed among several services,
- methodology for determining concrete network access charges,
- methodology for determining discounts and mark-ups

are uniformly defined for all the infrastructure managers concerned by present Charging Methodology.

Differences between the IMs which may come, as for instance, from their various recording systems, are handled by detailed specifying rules laid down in Annexes.



When establishing the CM, within possibilities ensured by legal rules defining the framework system, also practices used by states participants of the Agreement on the European Economic Area were considered (logic of charging, type of mark-ups to be used, etc.).

Main features of charging practices of European countries can be seen in Annex 1.



4 Services that MÁV Zrt - as infrastructure manager - can provide to authorised applicants

MÁV Zrt in compliance with the provisions of Paragraph 54 and Annex 3 of the Railway Act can provide services as follows.

4.1 Basic services

- Handling of requests for infrastructure capacity (service defined in Paragraph I. a) of Annex 3 of the Railway Act) . The service includes:
 - reception of the customer’s request (including supplementary, additional and ancillary services belonging to the request) in electronic form,
 - examination of the practicability of the request,
 - construction of the necessary timetable,
 - examination of the achievability of the service belonging to the request,
 - information to the applicant about accepting and fulfilling of the request,
 - arrangement for the execution.
- Running of trains (Service defined by Paragraph i b)-e) of Annex 3 to Railway Act). The service comprises the followings:
 - Making the open access railway network available to authorised applicant for freight traffic, passenger traffic or for traction (service defined in paragraph I/b of the Annex 3 of the Railway Act).
 - Ensuring the use of the open access railway lines, traffic through main lines, engineering structures, signalling and safety equipments (service defined in paragraph I c) of Annex 3 of the Railway Act)
 - Running of train traffic by providing staff, equipment and information system of traffic operation (service defined in paragraph I/d of Annex 3 of the Railway Act).
 - Handling and forwarding data needed for running of trains (service defined in paragraph I. e) of Annex 3 of the Railway Act)
 - activity of the infrastructure manager for handling of train run document and its annexes .

4.2 Supplementary services

- Use of station infrastructure-1 by passenger trains (A,B,C) and locomotive trains (E) (service defined in paragraph II. b) of Annex 3 of the Railway Act). The service includes:



- access and use of track network and other facilities of passenger stations, stations used for passenger transport and not included in basic services and in the service „Use of station infrastructure-2 by passenger trains (A,B,C),
- use of traffic operation activity at stations related to dispatch and reception of trains (traffic control, recording of data of train run) with the **exception** of provision of traffic operation activity related to the use of the following services: Use of infrastructure-2 of stations by passenger trains (A,B,C), Ensuring access to wagon weigh bridges, Ensuring access to refuelling facilities, Ensuring access to facilities enabling transshipment between different gauges, Ensuring access to rail rolling stock maintenance facilities and Storage of vehicles.
- use of turnouts, track connections in through main lines.
- Use of passenger-serving facilities by passenger trains (A,B) (service defined in Paragraph II. b) of Annex 3 of Railway Act). The service comprises on passenger stations, halts and stops the:
 - use of passenger-serving buildings, facilities, passenger areas, platforms, underpasses and footbridges, passenger information devices and equipments,
 - provision of passenger information,
- Use of station infrastructure-2 by passenger trains (A,B,C) (service defined by Paragraph II. d) of Annex 3 of Railway Act). The service comprises:
 - access to station sidings necessary to formation, shunting, splitting-up of passenger trains,
 - access to and use of installed equipments of the IM necessary for preheating, pre-cooling, water supply, emptying waste water from closed system toilets, wagon cleaning of passenger trains (without providing energy and water),
 - use of station sidings necessary for access to the above mentioned equipments,
 - provision of traffic operation activity necessary for access to the above facilities and for shunting movements (without ensuring shunting staff and shunting vehicle).



- Use of station infrastructure by freight trains (D) (service defined in paragraph II. a) of Annex 3 of Railway Act), The service comprises:
 - use of train reception tracks belonging to stations but not included in basic services,
 - use of traffic operation activity at stations related to dispatch and reception of trains but not included in basic services (traffic control, recording of data of train run),
 - use of turnouts, track connections in through main lines,
 - access to marshalling yards and shunting equipments, as well as access to station sidings ensuring track access there,
 - provision of traffic operation activity needed for marshalling, with the **exception** of provision of traffic activity related to the use of the following services: Access to loading tracks and loading areas, Ensuring track access to privately owned railway networks, Ensuring access to wagon weigh bridges, Ensuring access to refuelling facilities, Ensuring access to facilities enabling transshipment between different gauges, Ensuring access to rail rolling stock maintenance facilities and Storage of vehicles.
- Access to loading tracks and loading areas (D,E) (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service comprises:
 - access to loading areas and loading tracks,
 - use of sidings ensuring track access, and
 - provision of relating traffic operation activity.
- Ensuring track access to privately owned railway networks (D,E) (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service comprises:
 - access to connecting tracks and tracks enabling track access to privately owned railway networks,
 - Use of sidings enabling track access to privately owned railway networks, and
 - provision of relating traffic operation activity.
- Access to wagon weigh bridges (scales) (A,B,C,D,E) (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service comprises:
 - ensuring scales in good working order,
 - ensuring the weighing employee's (trustee) access to the scale house
 - use of sidings ensuring track access to the scale house, and
 - provision of relating traffic operation activity.



- Access to refuelling facilities (A,B,C,D,E) (Service defined in paragraph II. c) of Annex 3 of the Railway Act). The service includes:
 - access to refuelling facilities,
 - use of sidings enabling track access to refuelling facilities, and
 - provision of relating traffic operation activity.
- Storage of vehicles (A,B,C,D,E). (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service comprises:
 - storage of vehicles beyond 24 hours,
 - use of sidings enabling track access to storage sidings
 - provision of relating traffic operation activity.
- Ensuring access to facilities enabling transshipment between different gauges (A,B,C,D,E). (Service defined in paragraph II. e) of Annex 3 of the Railway Act). The service includes:
 - access to facilities enabling transshipment between different gauges,
 - use of sidings enabling track access to facilities, and
 - provision of relating traffic operation activity.
- Ensuring access to rail rolling stock maintenance facilities (A,B,C,D,E) (Service defined in paragraph II. e) of Annex 3 of the Railway Act). The service comprises:
 - access to rail rolling stock maintenance facilities,
 - use of sidings enabling track access to facilities, and
 - provision of relating traffic operation activity.
- Use of overhead contact wire (catenary) systems (Service defined in paragraph II. c) of Annex 3 of the Railway Act). The service includes the access to and use of catenary and power supply systems.
- Suspension of service interruption (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service includes the availability of the traffic operation staff in places and in time period affected by service interruption.
- Suspension of service stoppage (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service contains the availability of traffic operation staff in places and in time period affected by service stoppage.



4.3 Additional services

- Outdoor train acceptance (Service defined in paragraph III. e) of Annex 3 of the Railway Act). The service includes in case of departing trains the registration of data required for preparing the total weight report (VTK), communication of these data in order to enter them into the IT system of the Infrastructure Manager, carrying out braked weight calculation, handling of rear light.
- Ensuring of shunting staff (Service defined in paragraph III. b) of Annex 3 of the Railway Act). The service includes the provision of shunting staff for shunting.
- Ensuring of traction unit for shunting (Service defined in paragraph III/b of Annex 3 of the Railway Act). The service includes ensuring of traction unit for shunting and ensuring of driving crew operating the traction unit.
- Ensuring of staff for weighing (Service defined in paragraph III/b of the Annex 3 of the Railway Act). The service includes the carrying out of weighing of wagons.
- Ensuring of fuel for traction (Service defined in paragraph III/a of Annex 3 of the Railway Act). The service includes the provision of fuel for traction.
- Ensuring of traction current (Service defined in paragraph III/a of Annex III of the Railway Act). The service includes the transmission of traction current through private wire.
- Ensuring of fuel for other than traction purposes (for preheating, precooling) (Service defined in paragraph III c) of Annex 3 of the Railway Act). The service includes the ensuring of fuel for other than traction purposes (for preheating, precooling).
- Ensuring of electric energy for other than traction purposes (for preheating, precooling). (Service defined in paragraph III/c of Annex 3 of the Railway Act). The services include the transmission of electric energy through private wire for other than traction purposes (preheating, precooling).
- Ensuring water for water supply (Service defined in paragraph III/c of Annex 3 of the Railway Act). The service includes the provision of water for filling and for water supply.
- Forwarding of exceptional consignment (Service defined in paragraph III/b of Annex 3 of the Railway Act). The service includes the registration of the consignment, providing price offer in writing to the applicant and issuing permit for forwarding of the consignment.
- Exchange of axles (Service defined in paragraph III/b of Annex 3 of the Railway Act). The service includes changing of bogies of different gauges of vehicles forwards and backwards, technical inspection of vehicles after exchange of axles.



- Use of bogies. (Service defined in paragraph III/b of Annex 3 of the Railway Act)
The service includes the use of bogies.

4.4 Ancillary services

MÁV Zrt does not provide any ancillary service.

Services to be provided in individual timetable years will be defined for each timetable year. For MÁV Zrt, these services shall be defined together with relating costs in Annex 2/A to this CM.



5 Services that GYSEV Zrt - as infrastructure manager - can provide to authorised applicants

A GYSEV Zrt in compliance with the provisions of Paragraph 54 and Annex 3 of the Railway Act can provide services as follows..

5.1 Basic services

- Handling of requests for infrastructure capacity (service defined in Paragraph I. a) of Annex 3 of the Railway Act) . The service includes:
 - reception of the customer’s request (including supplementary, additional and ancillary services belonging to the request) in electronic form,
 - examination of the practicability of the request,
 - construction of the necessary timetable,
 - examination of the achievability of the service belonging to the request,
 - information to the applicant about accepting and fulfilling of the request,
 - arrangement for the execution.
- Running of trains (Service defined by Paragraph i b)-e) of Annex 3 to Railway Act). The service comprises the followings:
 - Making the open access railway network available to authorised applicant for freight traffic, passenger traffic or for traction (service defined in paragraph I/b of the Annex 3 of the Railway Act).
 - Ensuring the use of the open access railway lines, traffic through main lines, engineering structures, signalling and safety equipments (service defined in paragraph I c) of Annex 3 of the Railway Act)
 - Running of train traffic by providing staff, equipment and information system of traffic operation (service defined in paragraph I/d of Annex 3 of the Railway Act).
 - Handling and forwarding data needed for running of trains (service defined in paragraph I. e) of Annex 3 of the Railway Act)
 - activity of the infrastructure manager for handling of train run document and its annexes .



5.2 Supplementary services

- Use of station infrastructure-1 by passenger trains (A,B,C) and locomotive trains (E) (service defined in paragraph II. b) of Annex 3 of the Railway Act). The service includes:
 - access and use of track network and other facilities of passenger stations, stations used for passenger transport and not included in basic services and in the service „Use of station infrastructure-2 by passenger trains (A,B,C),
 - use of traffic operation activity at stations related to dispatch and reception of trains (traffic control, recording of data of train run) with the **exception** of provision of traffic operation activity related to the use of the following services: Use of infrastructure-2 of stations by passenger trains (A,B,C), Ensuring access to wagon weigh bridges, Ensuring access to refuelling facilities, Ensuring access to rail rolling stock maintenance facilities and Storage of vehicles.
 - use of turnouts, track connections in through main lines.
- Use of passenger-serving facilities by passenger trains (A,B) (service defined in Paragraph II. b) of Annex 3 of Railway Act). The service comprises on passenger stations, halts and stops the:
 - use of passenger-serving buildings, facilities, passenger areas, platforms, underpasses and footbridges, passenger information devices and equipments,
 - provision of passenger information,
- Use of station infrastructure-2 by passenger trains (A,B,C) (service defined by Paragraph II. d) of Annex 3 of Railway Act). The service comprises:
 - access to station sidings necessary to formation, shunting, splitting-up of passenger trains,
 - access to and use of installed equipments of the IM necessary for preheating, pre-cooling, water supply, emptying waste water from closed system toilets, wagon cleaning of passenger trains (without providing energy and water),
 - use of station sidings necessary for access to the above mentioned equipments,
 - provision of traffic operation activity necessary for access to the above facilities and for shunting movements (without ensuring shunting staff and shunting vehicle).



- Use of station infrastructure by freight trains (D) (service defined in paragraph II. a) of Annex 3 of Railway Act), The service comprises:
 - use of train reception tracks belonging to stations but not included in basic services,
 - use of traffic operation activity at stations related to dispatch and reception of trains but not included in basic services (traffic control, recording of data of train run),
 - use of turnouts, track connections in through main lines,
 - access to marshalling yards and shunting equipments, as well as access to station sidings ensuring track access there,
 - provision of traffic operation activity needed for marshalling, with the **exception** of provision of traffic activity related to the use of the following services: Access to loading tracks and loading areas, Ensuring track access to privately owned railway networks, Ensuring access to wagon weigh bridges, Ensuring access to refuelling facilities, Ensuring access to rail rolling stock maintenance facilities and Storage of vehicles.
- Access to loading tracks and loading areas (D,E) (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service comprises:
 - access to loading areas and loading tracks,
 - use of sidings ensuring track access, and
 - provision of relating traffic operation activity.
- Ensuring track access to privately owned railway networks (D,E) (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service comprises:
 - access to connecting tracks and tracks enabling track access to privately owned railway networks,
 - Use of sidings enabling track access to privately owned railway networks, and
 - provision of relating traffic operation activity.
- Access to wagon weigh bridges (scales) (A,B,C,D,E) (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service comprises:
 - ensuring scales in good working order,
 - ensuring the weighing employee's (trustee) access to the scale house
 - use of sidings ensuring track access to the scale house, and
 - provision of relating traffic operation activity.
- Access to refuelling facilities (A,B,C,D,E) (Service defined in paragraph II. c) of Annex 3 of the Railway Act). The service includes:



- access to refuelling facilities,
 - use of sidings enabling track access to refuelling facilities, and
 - provision of relating traffic operation activity.
- Storage of vehicles (A,B,C,D,E). (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service comprises:
 - storage of vehicles beyond 24 hours,
 - use of sidings enabling track access to storage sidings
 - provision of relating traffic operation activity.
 - Ensuring access to rail rolling stock maintenance facilities (A,B,C,D,E) (Service defined in paragraph II. e) of Annex 3 of the Railway Act). The service comprises:
 - access to rail rolling stock maintenance facilities,
 - use of sidings enabling track access to facilities, and
 - provision of relating traffic operation activity.
 - Use of overhead contact wire (catenary) systems (Service defined in paragraph II. c) of Annex 3 of the Railway Act). The service includes the access to and use of catenary and power supply systems.
 - Suspension of service interruption (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service includes the availability of the traffic operation staff in places and in time period affected by service interruption.
 - Suspension of service stoppage (Service defined in paragraph II. d) of Annex 3 of the Railway Act). The service contains the availability of traffic operation staff in places and in time period affected by service stoppage

5.3 Additional services

- Train arrangement (Service defined in paragraph III. e) of Annex 3 of the Railway Act). The service contains in case of departing trains the registration of data required for preparing the total weight report (VTK), communication of these data in order to enter them into the IT system of the Infrastructure Manager, carrying out braked weight calculation, handling of rear light, on demand, also the labelling of railway wagons and the checking of the existence of wagon lock, in case of lack or damage, replacement of wagon lock.
- Ensuring of shunting staff (Service defined in paragraph III. b) of Annex 3 of the Railway Act). The service includes ensuring of shunting staff for shunting.



- Ensuring of traction unit for shunting (Service defined in paragraph III/b of Annex 3 of the Railway Act). The service includes ensuring of traction unit for shunting and ensuring of driving crew operating the traction unit.
- Availability of shunting staff (Service defined in paragraph III. b) of Annex 3 of the Railway Act). The service includes the availability of shunting staff for shunting.
- Availability of traction unit for shunting (Service defined in paragraph III/b of Annex 3 of the Railway Act). The service includes the availability of traction unit for shunting and ensuring of driving crew operating the traction unit.
- Ensuring of staff for weighing (Service defined in paragraph III/b of the Annex 3 of the Railway Act). The service includes the carrying out of weighing of wagons.
- Ensuring of fuel for traction (Service defined in paragraph III/a of Annex 3 of the Railway Act). The service includes the provision of fuel for traction.
- Ensuring of traction current (Service defined in paragraph III/a of Annex III of the Railway Act). The service includes the transmission of traction current through private wire.
- Ensuring of fuel for other than traction purposes (for preheating, precooling) (Service defined in paragraph III c) of Annex 3 of the Railway Act). The service includes the ensuring of fuel for other than traction purposes (for preheating, precooling).
- Ensuring of electric energy for other than traction purposes (for preheating, precooling). (Service defined in paragraph III/c of Annex 3 of the Railway Act). The service includes the transmission of electric energy through private wire for other than traction purposes (preheating, precooling).
- Ensuring water for water supply (Service defined in paragraph III/c of Annex 3 of the Railway Act). The service includes the provision of water for filling and for water supply.
- Forwarding of exceptional consignment (Service defined in paragraph III/b of Annex 3 of the Railway Act). The service includes the registration of the consignment, providing price offer in writing to the applicant and issuing permit for forwarding of the consignment.

5.4 Ancillary services

- Technical inspection of rolling stock (service defined in paragraph IV/b of Annex 3 of the Railway Act). The service includes the performing of technical inspection of railway vehicles.



Services to be provided in individual timetable years will be defined for each timetable year. For GYSEV Zrt, these services shall be defined together with relating costs in Annex 3/A to this CM.

6 Cost of services of the infrastructure managers that can be involved in charging

6.1 Principle of determination of costs

Revenues, costs and expenses relating to services shall be determined in Annexes 2 and 3.

This chapter contains the determination of revenues, costs and expenses in individual cases.

6.1.1 Costs that may not be taken into account when charging

- Items which occur in relation to services, but may not be embodied in charges
- Items related to services, but may not be included in charging,
- Items related to activities other than services listed in points I-IV of Annex 3 of the Railway Act

6.1.2 Grouping of revenues, costs and expenditures

Revenues, costs and expenditures that may be involved in charging of individual services shall be determined in the following grouping:

1. Items that can unambiguously and directly be assigned to individual services,
2. Items which can directly be connected to the provision of services listed in chapter 4 and 5 but occur in common interest of several services provided by the infrastructure manager and for this reason to be distributed - based on "naturalia" - among these services,
3. (Indirect) items - occurring at a not independent infrastructure manager or at an infrastructure managing organisation of an integrated railway company or at an integrated railway company - which are to be distributed among all the services (hereto belong particularly the general governance and administrative costs and expenditures, and as a part of these, the counter value of administrative services provided by any other organisations of the integrated railway company to the infrastructure managing organisation, and the general central governance costs and expenditures of the integrated railway company distributed to the infrastructure managing organisation).

Revenues, costs and expenditures belonging to individual services can be seen for MÁV Zrt in Annex 2/A, for GYSEV Zrt in Annex 3/A.



Because of the diversity of the range of provided services, the deviating organisational structures and the various registration systems, detailed rules for gathering the costs of infrastructure managers shall be obviously determined individually. If the registering system of the infrastructure managers will be developed or modified, Annexes 2 and 3 shall be revised, and if necessary, shall be modified by taking into consideration rules of Chapter 1.3.

As a consequence of existing differences between organisations of infrastructure managers, it may also occur that regarding one infrastructure manager certain cost or expenditure elements can directly be linked to the services provided by this infrastructure manager, whilst regarding the other infrastructure manager these elements must be distributed based on "naturalias" to several services. In order to keep the unity of the basic text of CM, these elements will be indicated among costs and expenditures to be distributed to several services, provided, that in the practice a distribution rate of 100%-0% is also permissible.

6.1.3 Respecting time between the basis period and the year of charge when determining the costs

In accordance with § 4 of Charging Degree, identification of revenues, costs and expenditures which may be taken into account during determination of charges, will be carried out on the basis of the last closed business year (that is to say on the basis of data of the basis period). In line with rules relating to the publication of charges, between the basis period and the year of charge, some three years will pass⁴.

In accordance with the above, fact data of the basis period will be considered as basis for determination of revenues, costs and expenditures that can be involved in charging related to individual services, but price level changing (be partly fact data, partly plan data) in the period between the basis period and the year of charge, will be taken into consideration as follows.

- Relating to individual services, as governing rule, the rate of price level changing that may be taken into account is
 - the consumer price index given by KSH (Central Statistics Office) for the period from the basis period up to the end of the quarter⁵ prior to the month of determination of charges
 - is the consumer price index forecasted by MNB (Hungarian National Bank) for the period from the end of the quarter prior to the month of determination of charges until the end of the year of charge.

⁴ Charges valid for the given 'T' timetable year must be published at the end of the T-2 timetable year, therefore the year T-3 can be considered as the last closed business year..

⁵ If charges are determined in December, until the end of the third quarter.



- The rate of price level changing that may be taken into consideration to personal-like expenditures
 - for the year following the basis period (year of charge determination) is the degree of wage-increase set out in the collective agreement or, in absence of this, degree of wage-increase approved by OÉT.
 - for the period from the year after the basis period (year of charge determination) to the charge-year, is the degree of national economic gross income-increase forecast by MNB.

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

Beyond the above, in the case of determination of network access charges the following modifications influencing the fact data of the basis period may be taken into account.

- Changes to the tax and contributions system fixed by legislation, until the month prior to the determination of charges
- Activated investments, sorting outs, derecognising up to the end of the quarter prior to the month of determination of charges in the course of determination of cost depreciations and losses in value
- Regarding the central budgetary subsidies (reimbursement of expenses), instead of fact data the value planned for the year of charge shall be taken into consideration based on a contract concluded between the state and the infrastructure manager, and in the absence that of, based on the statement of the minister responsible for transport.

VPE may also apply correction other than showed above by presenting the Business Plan of the infrastructure manager.

Should the contract for operating the railway network contain the business plan for the year of charge, the basis of charging will be cost and performance data of the business plan.

If the contract for operating the railways network does not contain the business plan for the year of charge, or, if the business plan laid down in the contract for



operating the railway network has been revised and approved, the basis of charging shall be the approved business plan of the infrastructure manager.

If the basis of charging is the business plan, cost and performance data may not be modified further on through corrections by the infrastructure manager.

Person who is authorised to sign for the infrastructure manager and is responsible for data supply shall verify with signature that the business plan is approved.

6.1.4 Distribution of revenues, costs and expenditures among services

In order to determine network access charges set out by this Charging Methodology, revenues, costs and expenditures related to open and not open access railway networks must unambiguously be separated.

This separation must be done by not independent railway infrastructure managers affected by this Charging Methodology

- as appropriate, regarding items which may unambiguously be assigned to open and not open access railway networks,
- and, regarding items which may not unambiguously be assigned to open and not open access railway networks, on the basis of “naturalias”, arising from unambiguous and verifiable data sources.

Distribution of revenues, costs and expenditures assigned to several services shall be carried out on the basis of common principles regarding infrastructure managers subject to this CM.

Consequently, distribution of costs to be assigned to several services shall be carried out on the basis of the degree of fact “naturalias” which possibly form the basis of invoicing, are registered and planned for the year of charge and are derived from unambiguous and controllable resources. Planning must be performed in accordance with rules set out in point 7.1 on the basis of fact data of the basis period, information gathered from the authorised applicants and trends to be expected.

If costs and expenditures must be distributed among services which can be characterised by diverging “naturalias”), a so called projecting equivalent must be defined as a projecting basis of the distribution, and parameters of exchanging of measured “naturalias” to this equivalent shall be determined based on the experimental characteristics of technology in the periods passed.

Detailed rules for the distribution of revenues, costs and expenditures shall be laid down separate for each company affected by CM because of differences in their service portfolio, costs structure, register systems. These detailed methodological rules - to be used when preparing CC - (inclusive of determination of exchanging ratios between certain „naturalias” and projecting equivalents) can be seen in Annexes 2 and 3.



Costs and expenditures in connection with the operative control shall be distributed among activities guided by operative control in proportion of man hours linked to the individual activity codes.

In absence of “naturalias” which could be used as an adequate projecting basis, distribution of indirect revenues, costs and expenditures assigned to all the services shall be carried out in the ratio of direct costs and expenditures of individual services and on the basis of “naturalias”.

6.1.5 Break down of costs and expenditure to line sections

In order to correspond to provisions of § 13 point (4) b) of Charging regulation, costs and expenditures related to basic services and costs and expenditures related to access to electric power system can also be broken down to line sections.

In order to establish an unambiguous break down, direct costs belonging to these items - where applicable - shall be registered in linkage to (statistical) track sections.

6.1.6 Special rules of cost-calculation regarding newly provided or ceased services in the year of charge compared to the basis period

The planned value of items occurred in connection with the provision of the given service may be taken into consideration for calculating the revenues, costs and expenditures of services mentioned by this Charging Methodology (CM), not provided in the basis period (no cost effect), but to be published in the year of charge.

Items that may directly be connected to the service mentioned by this Charging Methodology (CM), provided in the basis period, but not to be published in the year of charge and also the planned volume of use of the service must not be used for the calculation.

6.2 Distribution - among services - of direct revenues, costs and expenditures burdening all the services, and distribution - among services - also of these items

Indirect items to be distributed among all the services can be divided into two groups:

- central and governance revenues, costs and expenditures of the infrastructure manager;
- as a part of this, in the case of integrated railway companies, it is possible to determine separate the internal costs and expenditures of services provided by other organisations of the integrated railway company that were used for the sake of maintaining the infrastructure manager (exclusive of costs of other



services that were used for the sake of a given service which must be accounted among revenues, costs and expenditures of the concrete service).

- part of central and governance revenues, costs and expenditure in connection with the administration of the integrated railway company, distributed to the infrastructure-operating activity

6.2.1 Central and governance revenues, costs and expenditures of the infrastructure manager

Justified items belonging to central, governance revenues, costs and expenditures:

- costs and expenditures related to employees performing the tasks of central and administration tasks of the infrastructure manager
- costs and expenditures related to the sales of services of the infrastructure manager
- costs related to services used by the governance of the infrastructure manager
- maintenance, operational costs and costs of depreciation of material assets used by the governance and central administration of the infrastructure manager, as well as related expenses.
- Maintenance and operational costs, costs of depreciation of real estates used by the governance and central administration of the infrastructure manager, as well as related expenses
- part of support determined by legal rules to trade unions, booked to the infrastructure manager
- other governance costs and expenditures of the infrastructure manager in accordance with the accountancy law
- part of revenues and expenditures of financial transactions which may be connected to the operation of the infrastructure manager but may not be directly related to certain services
- part of paid taxes, duties, contributions, green taxes which may be connected to the operation of the infrastructure manager but may not be directly related to certain services
- beyond the aforementioned, part of other justified revenues and expenditures which may be connected to the operation of the infrastructure manager but may not be directly related to certain services



- part of forming and using of provisions for liabilities and charges which may be connected to the operation of the infrastructure manager but may not be directly related to certain services
- part of extraordinary revenues and expenditures which may be connected to the operation of the infrastructure manager but may not be directly related to certain services

Beyond the abovementioned, also the central budgetary subsidy (reimbursement of expenses) as a charge reducing item is to be accounted here.

6.2.1.1 Costs of services provided by other organisations of the integrated railway company

Infrastructure managers subject to this CM, in order to fulfil their governing activity may also use services provided by other organisations of integrated railway companies forming jointly one legal entity. Services must be shown separated in order to properly determine and be able to check these charges. These services may be outlined as follows.

- Financial, accounting and controlling services
- HR services
- Procurement (of materials) and stock building (exclusive of procurement and transmission of traction energy which will be directly accounted for services concerned)
- Working cloths administration, waste-management, stock taking, scrapping, public procurement
- IT services
- Services related to motor cars (used by the governance of the infrastructure manager)
- Energetic services
- Services related to real estate used by the governance and central administration of the infrastructure manager

In accordance with the Joint Decree No. 50/2007 (IV.26) GKM-PM (hereafter called decree on separation of accounts), use of services of this field may take place on the basis of an internal agreement between the organisations concerned.



6.2.2 Governance and central revenues, costs and expenditures occurring at the integrated railway company but burdening also the infrastructure manager

Methodology for distributing the central and governance revenues, costs and expenditures occurred at the integrated railway company, as well as rules for determining the part thereof falling on the infrastructure manager, is set out in the rules for separation of accounts prepared by integrated railway companies and sent to the rail regulatory body in accordance with the decree on separation of accounts,

Distributed revenues -in compliance with principle of gross accounting - shall be considered as a decreasing item.

Items indirectly related to services of infrastructure manager subject to this CM and may be taken into consideration, are outlined as follows.

- Costs and expenditures related to employees performing the tasks of governance and central administration of the integrated railway company
- Maintenance and operational costs, costs of depreciation of material assets used by the governance and central administration of the integrated railway company, as well as related expenditures
- Costs related to services used by the governance and central administration of the integrated railway company
- Maintenance and operational costs, costs of depreciation of real estate used by the governance and central administration of the integrated railway company
- part of support determined by legal rules to trade unions which may directly not related to certain activities of the integrated railway company
- other administrative costs and expenditure of the governance and central administration of the integrated railway company in accordance with the accountancy law
- part of revenues and expenditures of financial transactions which may not be directly connected to certain activities of the integrated railway company
- part of taxes, duties, contributions, green taxes which may not be directly connected to certain activities of the integrated railway company
- Beyond the aforementioned, part of other justified revenues and expenditures which may not be directly connected to certain activities of the integrated railway company
- part of forming and using of provisions for liabilities and charges which may not be directly connected to certain activities of the integrated/not dependent railway company
- part of extraordinary revenues and expenditures which may not be directly connected to certain activities of the integrated railway company



When determining justified costs, charging body shall take into consideration both the specifications of rules for separation of accounts and the content and level of costs to be distributed.

6.2.3 Distribution of indirect revenues, costs and expenditures to services

Distribution of indirect costs occurred at the infrastructure manager to the services of the infrastructure manager - but regarding charges of running of trains also within this charge distribution of indirect costs to part of charges proportional to gross ton kilometres on the one hand and to part of charges proportional to train kilometres on the other hand - shall take place proportionately to the sum of direct costs of certain services.

Should the infrastructure manager provide other services beyond services subject to this CM (operates other activities), indirect items listed in points 6.2.1 - 6.2.2 of this CM shall be first distributed among these services and activities or among services listed in CM expediently in proportion to direct costs, and then in the second phase, the part falling on services listed in CM shall be broken down further to individual services.

In accordance with § 4 (3) of the Charging Decree, although indirect items burdening basic services according to the above are present in the revenues, costs and expenditures, they still may not be taken into consideration when determining charges for basic services.

Out of the services provided by the infrastructure manager no indirect cost must be distributed to the charge elements of the service “Supply of traction current”.

Out of the service provided by the infrastructure manager no indirect cost must be distributed to the charge element of the service “Supply of transmitted electric energy for other than traction purposes (for preheating, precooling)”.

Out of the service provided by the infrastructure manager no indirect cost must be distributed to the charge element of the service “Supply of fuel for traction”.

Out of the service provided by the infrastructure manager no indirect cost must be distributed to the charge element of the service “Supply of fuel for other than traction purposes (for preheating, precooling)”.

Out of the service provided by the infrastructure manager no indirect cost must be distributed to the charge element of the service “Ensuring water for water supply”.

Considering that Charging Methodology applies to 5 years, and the determination of the amount and way of use of the state contribution can vary from year to year, indirect costs falling on basic services shall be demonstrated in the calculations as general surcharges.



Should state contribution be determined for the given year it shall be taken into consideration as an item reducing indirect costs (a general surcharge) distributed to basic services.

6.2.4 Distribution of state contribution to services

Contract for operating the railway infrastructure concluded between the State and the infrastructure manager may contain the volume of budgetary subsidy, the sum of reimbursement of expenses provided by the state that may be considered when calculating network access charges and also the rules of its distribution among services. Should the contract for the operation of the railway infrastructure not stipulate the volume of state contribution and the rule of its distribution among services, it shall be determined by the minister responsible for transport.

Failing an infrastructure management contract or the ministerial regulation, State contribution shall be distributed as follows:

1. in a case of a State contribution defined as a certain amount of money, distribution of the State contribution between the infrastructure managers shall happen in proportion to the amount of all direct costs relating to the given timetable year and forming the basis of charging,
2. should the re-distribution of State contribution become necessary because of changes in the volume of state contribution defined as a certain amount of money, proportions defined in the above point 1) may not change,
3. should the re-distribution of State contribution become necessary not because of changes in the volume of state contribution defined as a certain amount of money, only the volume of state contribution assigned to services shall be re-distributed.
4. in absence of other provisions, State contribution distributed to basic services may not exceed the amount of surcharge falling on the service..
5. when distributing the state contribution the procedure is as follows: state contribution compensates the network access charge-increase only in that case if charge-increase resulted from cost-increase in comparison to costs forming a basis of network access charges for the previous timetable year, has already been compensated.



6.2.5 Cost-management of lines relieved from public service

In case of lines that are qualified as open access railway network dedicated exclusively to passenger transport but relieved from public service, the procedure is as follows:

All those costs and expenditures occurred or are expected to occur in connection with lines relieved from public service and serve the conservation of track state, shall be accounted as direct costs to services affecting passenger transport in the timetable year when lines are qualified as lines relieved from public service.

6.2.6 Pay-off of costs

If, based on the pre-calculated charges - it can be stated that the charge in question will not be competitive in the given timetable year (market cannot bear it), it is possible to re-group the costs to services in such a way but only in those cases if charges of additional or ancillary services may be increased above the level of costs up to the price level of other supplier on the market, and the difference between the factual cost level and the increased cost level will adequately cover the reduced cost level of pre-calculated, not competitive charges.

On the invitation of VPE, infrastructure manager shall recommend the re-grouping of costs.

On the basis of a study prepared by VPE, VPE shall decide whether or not charges are competitive, the purpose of which is to determine the average charge-increase to certain services that market players can still tolerate.



6.2.7 Ensuring recovery of projects for improving efficiency and for enhancing volumes

Based on the decision of the infrastructure manager, results of projects for improving efficiency and enhancing volumes shall not be taken into consideration in cost and performance data that can be involved into charging as follows with the aim that projects have their effects in reality:

- costs savings of efficiency-improving investments from the beginning of the year following the year when the project has been completed to 10 subsequent years;
- performances related to volume-enhancing investments from the beginning of the year following the year when the project has been completed to 5 subsequent years.

Charging Document (CC) shall show cost-savings and surplus performances that have not been taken into consideration when charging. Infrastructure manager shall enclose to its data supply project documentation equipped with an executive summary that demonstrates related projects, and also the drop of costs not considered and the calculations of the IM regarding surplus performances.

Relief from charging will cease if no unambiguously identified cost savings and/or performance-increase of projects can be demonstrated in the first half period of the duration of relief from charging of costs saving of efficiency improving investments and performances of volume-enhancing investments (for 10 years until the end of the fifth year, for 5 years until the end of the third year).

Infrastructure manager shall display these cost savings and surplus performances separate in its data supply for charging.



7 Determination of charge items related to individual services

7.1 Logic of determination of charges

Charge items shall be determined in the logic as follows:

- In the first step costs and expenditures related to individual services that can be involved in charging shall be determined in accordance with rules laid down in point 6 and relevant annexes.
- In the next step costs and expenditures of individual services shall be broken down / summed up to charge items, charge categories in accordance with data provided by Annexes 2 and 3 (for detailed rules in this respect, see point 7.2).
- Relating to the individual charge items and charge categories, expectable rate of use of individual services in the next charging year shall be determined on the basis of performance fact data of the basis period, information gathered from authorised applicants and trends to be expected.
- On the basis of costs related to individual charge items and charge categories, and rate of use to be expected certain charge items shall be determined

If certain additional services are provided by more than one supplier on the given railway network, charging body shall determine the respective charge items by taking into account charges applied by other suppliers (formula to be found in Chapter 7.2 and relating to charges of additional services may exclusively apply only in cases, if certain services are offered on the given railway network only by one supplier).

7.2 Determination of charge items

Revenues, costs and expenditures assigned to certain services can be seen in Annex 2/A and 3/A.

7.2.1 Charge for ensuring of train path

7.2.1.1 Revenues, costs and expenditures to be taken into account when determining this charge

Direct costs and expenditures assigned to the service „Handling of requests for railway network capacity” (service defined in point I. a) of Annex 3 of the Railway Act), as well as central budgetary subsidy assigned to the service (reimbursement of costs).



7.2.1.2 Charge categories

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7.2.1.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.1.4 Performance indicator as the basis of determining the charge

Number of train paths. Train path requesting IT system of VPE can be defined as data source, but performance data arising from this system are to be corrected by the number of requested but not used train paths.

7.2.1.5 Method for determining the charge item

(Revenues, costs and expenditures to be taken into account when determining the charge item) / (probable number of train paths of trains expected to run in the year of charge) .Measure unit of the charge: HUF/train path.

7.2.1.6 Other remarks

For one requested train path, charge for ensuring of train path shall be paid only once even if train path affects the railway network of more than one infrastructure manager subject to this CM.

Rate of the charge shall be determined in this case in compliance with tariffs applied by the infrastructure manager operating the origin station⁶.

⁶ This must be taken into account when determining performances to be expected during the year of charge.



7.2.2 Charge of running of trains

Two elements of the service „Running of trains” shall be accounted in HUF/train kilometre + HUF/gross ton kilometre measure units.

Charge items B/1 and B/2 (see point 7.2.2.5) are train kilometre-based items and shall be shown for each category in the Charging Document (CC).

7.2.2.1 Revenues, costs and expenditures that can be taken into account when determining this charge

Revenues, costs and expenditure assigned to the train kilometre proportionate part of charge of the service „Running of trains”.

7.2.2.2 Charge categories

Regarding the train kilometre proportionate part of the charge for running of trains the following categories shall apply.

- For freight trains
 - charge for running of trains in a line section of category I
 - charge for running of trains in a line section of category II
 - charge for running of trains in a line section of category III
- For passenger trains
 - charge for running of trains in a line section of category I
 - charge for running of trains in a line section of category II
 - charge for running of trains in a line section of category III

- For loco trains

Detailed methodology for ranking individual (statistic) line section in line categories can be found in Annex 4.

7.2.2.3 Distribution of items to individual charge categories that can be considered when determining the charge

Revenues, costs and expenditures to be reimbursed in the gross ton kilometre proportionate part of charge for running of trains, shall not be broken down in line categories.



In order to set values of individual categories of charges, revenues, costs and expenditures - referred to in this point and to be reimbursed in the train kilometre proportionate part of charge for running of trains - shall be broken down in correspondence with the following rules.

- From costs and expenditures booked directly to the concrete line section, only items which may be considered in the charge of running of passenger, freight and loco trains shall be assigned to line categories of I-III as they actually arise, and keeping in mind whether the given items of costs or expenditures will be reimbursed in the train kilometre proportionate or in the gross ton kilometre proportionate part of charge.
- Costs and expenditures beyond those covered by the previous paragraph, booked directly to the concrete line section shall be distributed among freight, passenger and loco trains in each line section proportionately to average performances that may be taken into account on the individual line sections (items of costs and expenditures to be reimbursed in the train kilometre proportionate part of charge as per train kilometre performance, items of costs and expenditures to be reimbursed in the gross ton kilometre proportionate part of charges as per gross ton kilometre performance)..
- From costs and expenditures, directly not booked to concrete line sections but to be reimbursed in charges for running of trains, those items which can be taken into consideration only in the charge for running of freight trains shall be distributed among line categories of I-III proportionately to performances which can be taken into consideration for line sections ranked in certain line categories (items of costs and expenditures to be reimbursed in the train kilometres proportionate part of charge as per train kilometre performances, items of costs and expenditures to be reimbursed in the gross ton kilometre proportionate part of charges as per gross ton kilometre performance.)
- From costs and expenditures directly not booked to concrete line sections but to be reimbursed in charges for running of trains those items which can be taken into consideration only in the charge for running of passenger and loco trains shall be distributed among line categories of I-III proportionately to performances which may be taken into consideration for line sections ranked in certain line categories (items of costs and expenditures to be reimbursed in the train kilometres proportionate part of charge as per train kilometre performances, items of costs and expenditures to be reimbursed in the gross ton kilometre proportionate part of charges as per gross ton kilometre performance).

Costs and expenditures beyond those covered by the previous paragraph, not booked directly to the concrete line section shall be distributed among freight,



passenger and loco trains and among line categories of I-III proportionately to performances which may be taken into account on the individual line sections ranked in certain line categories (i.e. as per two matrixes of size 3x3; items of costs and expenditures to be reimbursed in the train kilometre proportionate part of charge as per train kilometre performance, items of costs and expenditures to be reimbursed in the gross ton kilometre proportionate part of charges as per gross ton kilometre performance).

7.2.2.4 Performance indicator as the basis of setting this charge

Performance indicators applied to the determination of individual charges for running of trains can be seen summarised in tables below.

Gross ton km proportionate part of charge	Freight train	Total gross ton km performed by freight, passenger and loco trains
	Passenger train	
	Loco train	

		Line category I	Line category II	Line category III
Train km proportionate part fo charge	Freight train	Train km performed by freight trains on line sections of category I	Train km performed by freight trains on line sections of category II	Train km performed by freight trains on line sections of category III
	Passenger train	Train km performed by passenger trains on line sections of category I	Train km performed by passenger trains on line sections of category II	Train km performed by passenger trains on line sections of category III
	Loco train	Train km performed by loco trains on line sections of category I	Train km performed by loco trains on line sections of category II	Train km performed by loco trains on line sections of category III

Data source is to be taken into account when determining performances is the (passenger) transport control information system used by the infrastructure manager.



7.2.2.5 Method for determining the charge item

A) **FOR GROSS TON KILOMETRE PROPORTIONATE PART OF CHARGE**, CONCRETE CHARGES SHALL BE DETERMINED AS FOLLOWS.

- (Revenues, costs and expenditure that can be considered in the gross ton proportionate part of charge of running of trains / gross ton kilometre performance by freight, passenger and loco trains to be expected in the year of charge)

Measure unit of charge item of the gross ton based part of the service „Running of trains”: HUF/gross ton km.

B) **FOR TRAIN KILOMETRE PROPORTIONATE PART OF CHARGE**, CONCRETE CHARGES SHALL BE DETERMINED AS FOLLOWS.

1. DETERMINATION OF BASIS CHARGES

Costs and performances assigned to certain line categories shall be treated separate in both the registry systems and in data supply.

- (Revenues, costs and expenditures that can be taken into account in the train km proportionate part of charge of running of trains to be paid by freight trains on line sections of category I) / (train km performance of freight trains on line sections of category I to be expected in the year of charge)
- (Revenues, costs and expenditures that can be taken into account in the train km proportionate part of charge of running of trains to be paid by freight trains on line sections of category II) / (train km performance of freight trains on line sections of category II to be expected in the year of charge)
- (Revenues, costs and expenditures that can be taken into account in the train km proportionate part of charge of running of trains to be paid by freight trains on line sections of category III) / (train km performance of freight trains on line sections of category III to be expected in the year of charge)
- (Revenues, costs and expenditures that can be taken into account in the train km proportionate part of charge of running of trains to be paid by passenger trains on line sections of category I) / (train km performance of passenger trains on line sections of category I to be expected in the year of charge)
- (Revenues, costs and expenditures that can be taken into account in the train km proportionate part of charge of running of trains to be paid by passenger trains on



line sections of category II) / (train km performance of passenger trains on line sections of category II to be expected in the year of charge)

- (Revenues, costs and expenditures that can be taken into account in the train km proportionate part of charge of running of trains to be paid by passenger trains on line sections of category III) / (train km performance of passenger trains on line sections of category III to be expected in the year of charge)
- (Revenues, costs and expenditures that can be taken into account in the train km proportionate part of charge of running of trains to be paid by loco trains on line sections of category I) / (train km performance of loco trains on line sections of category I to be expected in the year of charge)
- Revenues, costs and expenditures that can be taken into account in the train km proportionate part of charge of running of trains to be paid by loco trains on line sections of category II) / (train km performance of loco trains on line sections of category II to be expected in the year of charge)
- Revenues, costs and expenditures that can be taken into account in the train km proportionate part of charge of running of trains to be paid by loco trains on line sections of category III) / (train km performance of loco trains on line sections of category III to be expected in the year of charge)

2. OPTIONAL DEVIATION FROM BASIS CHARGES

Infrastructure manager may deviate from any charges assigned to any line categories as follows:

Per-unit costs per train km

Direct costs of track section of category III / train km of category III = per-unit cost per train km of category III

Direct costs of track section of category II / train km of category II = per-unit cost per train km of category II

Direct costs of track section of category I / train km of category I = per-unit cost per train km of category I

Calculations need the total of per-unit costs per train km.

Ratio of per-unit costs



Ratio of per-unit cost of track section of category III shall be considered as a unit (to be one).

Per-unit cost per train km of track section of category II / per-unit cost per train km of track section of category III = ratio of per-unit cost of track section of category II.

Per-unit cost per train km of track section of category I / per-unit cost per train km of track section of category III = ratio of per-unit cost of track section of category I.

Weighted performances

Ratio of per-unit cost of track section category III (=1) * train km performance of track section of category III = weighted performance of track section of category III

Ratio of per-unit cost of track section category II * train km performance of track section of category II = weighted performance of track section of category II

Ratio of per-unit cost of track section category I * train km performance of track section of category I = weighted performance of track section of category I

Calculations need the total of weighted performances.

Unit price (charge to be paid) per category

Direct costs of all track sections / total of weighted performance of all track sections = unit price of track section of category III

Unit price of track section of category III * ratio of per-unit costs of track section of category II = unit price of track section of category II

Unit price of track section of category III * ratio of per-unit costs of track section of category I = unit price of track section of category I

Format of data supply also in this case coincides with data supply range in point B/1 related to direct cost based charging .

Measure unit of charge item of train km based part of the service „Running of trains”: HUF/train km.

7.2.2.6 *Other remarks*

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7.2.3 Charge of use of station infrastructure-1 by passenger and loco trains

7.2.3.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Use of station infrastructure-1 by passenger and loco trains”

7.2.3.2 Charge categories

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7.2.3.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.3.4 Performance indicator as a basis of determining the charge

Number of use of station infrastructure-1 performed by passenger and loco trains.

Data source that can be considered when determining performances is the performance-measuring system of the infrastructure manager.

7.2.3.5 Method of determining the rate of charge

Concrete charges shall be determined by using the following formulas.

- (Revenues, costs and expenditures assigned to the service „Use of station infrastructure-1 by passenger and loco trains) / (number of the use of station infrastructure-1 by passenger and loco trains to be expected in the year of charge) Measure unit of the rate of charge:

- *Other remarks:*

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7.2.4 Charge of use of passenger-serving facilities by passenger trains

7.2.4.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Use of passenger-serving facilities by passenger trains”



7.2.4.2 Charge categories

- Charge for the use of passenger-serving facilities by passenger trains at stations of category I
- Charge for the use of passenger-serving facilities by passenger trains at stations of category II
- Charge for the use of passenger-serving facilities by passenger trains at stations of category III

Detailed methodology of categorisation of stations, stops and halts from passenger transport point of view can be seen in Annex 5.

7.2.4.3 Distribution of items to individual charge categories that can be considered when determining the charge

- Revenues, costs and expenditures divided and booked directly to the concrete station, or track sections of a station, shall be assigned to station categories I-III based on their factual occurrence.
- Revenues, costs and expenditures not divided and not booked directly to a concrete station or track sections of a station but to be reimbursed in the charge of use of passenger-serving facilities by passenger trains, shall be distributed among station categories I-III based on the ratio of the number of the use of stations that can be taken into account at certain stations.

7.2.4.4 Performance indicator as the basis when determining the charge

Performance indicators applied to determining the charges of the use of passenger-serving facilities by passenger trains are summarized in the table below.

Station category I	Station category II	Station category III
Number of use of passenger-serving facilities by passenger trains at stations of category I	Number of use of passenger-serving facilities by passenger trains at stations of category II	Number of use of passenger-serving facilities by passenger trains at stations of category III

Data source that can be considered when determining performances is the performance-measuring system of the infrastructure manager.

7.2.4.5 Method of determining the rate of the charge

Concrete charges shall be determined by using the following formulas.



- (Revenues, costs and expenditures assigned to the use of passenger serving facilities by passenger trains at stations of category I) / (number of use of passenger-serving facilities by passenger trains at stations of category I to be expected in the year of charge). Measure unit of the rate of charge: HUF/station-use .
- (Revenues, costs and expenditures assigned to the use of passenger serving facilities by passenger trains at stations of category II) / (number of use of passenger-serving facilities by passenger trains at stations of category II to be expected in the year of charge). Measure unit of the rate of charge: HUF/station-use.
- (Revenues, costs and expenditures assigned to the use of passenger serving facilities by passenger trains at stations of category III) / (number of use of passenger-serving facilities by passenger trains at stations of category III to be expected in the year of charge). Measure unit of the rate of charge: HUF/station-use.
- **Other remarks**
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7.2.5 Charge of use of station infrastructure-2 by passenger trains

7.2.5.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Use of station infrastructure-2 by passenger trains”

7.2.5.2 Charge categories

- Charge of the use of station infrastructure-2 by passenger trains at stations of category I
- Charge of the use of station infrastructure-2 by passenger trains at stations of category II
- Charge of the use of station infrastructure-2 by passenger trains at stations of category III

Detailed methodology of categorisation of stations, stops and halts from passenger transport point of view can be seen in Annex 5.



7.2.5.3 *Distribution of items to individual charge categories that can be considered when determining the charge*

- Revenues, costs and expenditures divided and booked directly to the concrete station, or track sections of a station, shall be assigned to station categories I-III based on their factual occurrence.
- Revenues, costs and expenditures not divided and not booked directly to a concrete station or track sections of a station but to be reimbursed in the charge of use of station infrastructure-2 by passenger trains, shall be distributed among station categories I-III based on the ratio of the number of the use of stations that can be taken into account at certain stations.

7.2.5.4 *Performance indicator as the basis when determining the charge*

Applied performance indicators are summarized in the table below.

Station category I	Station category II	Station category III
Number of use of station infrastructure-2 by passenger trains at stations of category I	Number of use of station infrastructure-2 by passenger trains at stations of category II	Number of use of station infrastructure-2 by passenger trains at stations of category III

Data source that can be considered when determining performances is the transport management information system used by the infrastructure manager.

7.2.5.5 *Method of determining the rate of the charge*

Concrete charges shall be determined by using the following formulas.

- (Revenues, costs and expenditures assigned to the use of station infrastructure-2 by passenger trains at stations of category I) / (number of use of station infrastructure-2 by passenger trains at stations of category I to be expected in the year of charge). Measure unit of the rate of charge: HUF/station-use.
- (Revenues, costs and expenditures assigned to the use of station infrastructure-2 by passenger trains at stations of category II) / (number of use of station infrastructure-2 by passenger trains at stations of category II to be expected in the year of charge). Measure unit of the rate of charge: HUF/station-use.
- (Revenues, costs and expenditures assigned to the use of station infrastructure-2 by passenger trains at stations of category III) / (number of use of station infrastructure-2 by passenger trains at stations of category III to be expected in the year of charge). Measure unit of the rate of charge: HUF/station-use.



- *Other remarks*

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7.2.6 Charge of the use of station infrastructure by freight trains

7.2.6.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Use of station infrastructure by freight trains”.

7.2.6.2 Charge categories

- Charge of the use of station infrastructure by freight trains at stations of category I
- Charge of the use of station infrastructure by freight trains at stations of category II
- Charge of the use of station infrastructure by freight trains at stations of category III

Detailed methodology of categorisation of stations, stops and halts from freight transport point of view can be seen in Annex 6.

7.2.6.3 Distribution of items to individual charge categories that can be considered when determining the charge

- Revenues, costs and expenditures divided and booked directly to the concrete station, or track sections of a station, shall be assigned to station categories I-III based on their factual occurrence.
- Revenues, costs and expenditures not divided and not booked directly to a concrete station or track sections of a station but to be reimbursed in the charge of use of station infrastructure by freight trains, shall be distributed among station categories I-III based on the ratio of the number of the use of stations that can be taken into account at certain stations.



7.2.6.4 Performance indicator as the basis when determining the charge

Performance indicators applied to determination of charge of use of station infrastructure by freight trains are summarized in the table below.

Station category I	Station category II	Station category III
Number of use of station infrastructure by wagons of freight trains at stations of category I	Number of use of station infrastructure by wagons of freight trains at stations of category II	Number of use of station infrastructure by wagons of freight trains at stations of category III

Data source that can be considered when determining performances is the performance-measuring system of the infrastructure manager.

7.2.6.5 Method of determining the rate of the charge

Concrete charges shall be determined by using the following formulas.

(Revenues, costs and expenditures assigned to the use of station infrastructure by freight trains at stations of category I) / (number of vehicles to be expected to use station infrastructure at stations of category I in the year of charge). Measure unit of the rate of charge: HUF/station-use

(Revenues, costs and expenditures assigned to the use of station infrastructure by freight trains at stations of category II) / (number of vehicles to be expected to use station infrastructure at stations of category II in the year of charge). Measure unit of the rate of charge: HUF/station-use

(Revenues, costs and expenditures assigned to the use of station infrastructure by freight trains at stations of category III) / (number of vehicles to be expected to use station infrastructure at stations of category III in the year of charge). Measure unit of the rate of charge: HUF/station-use.

7.2.6.6 Other remarks

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7.2.7 Charge of access to loading sidings and loading areas

7.2.7.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Access to loading sidings and loading areas”.



7.2.7.2 Charge categories

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7.2.7.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.7.4 Performance indicator as the basis when determining the charge

Number of wagons using the service „Access to loading sidings and loading areas”. Data source that can be considered when determining performances is the performance-measuring system of the infrastructure manager.

7.2.7.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be considered when determining the charge) / (number of wagons to be expected to use the service “Access to loading sidings and loading areas” station infrastructure at stations of category I in the year of charge). Measure unit of the rate of charge: HUF/vehicle.

7.2.7.6 Other remarks

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7.2.8 Charge of ensuring track access to privately owned railway networks

7.2.8.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Ensuring track access to privately owned railway network.

7.2.8.2 Charge categories

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7.2.8.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.8.4 Performance indicator as the basis when determining the charge

Number of wagons using the service „Ensuring track access to privately owned railway networks”. Data source that can be considered when determining performances is the performance-measuring system of the infrastructure manager.



7.2.8.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be considered when determining the charge) / (number of wagons to be expected to use the service “Ensuring track access to privately owned railway networks” in the year of charge). Measure unit of the rate of charge: HUF/vehicle.

7.2.8.6 Other remarks

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7.2.9 Charge of access to wagon weigh bridges (scales)

7.2.9.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Access to wagon weigh bridges (scales).

7.2.9.2 Charge categories

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7.2.9.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.9.4 Performance indicator as the basis when determining the charge

Number of weighed vehicles. The data source which can be taken into consideration when determining the performances is the weighing statement prepared at certain weighing places and authenticated by both the Infrastructure Manager and the railway undertaking.

7.2.9.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be considered when determining the rate of charge) / (number of vehicles to be expectedly weighed in the year of charge). Measure unit of the rate of charge: HUF/vehicle

7.2.9.6 Other remarks

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7.2.10 Charge of access to refuelling facilities

7.2.10.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service “Ensuring access to refuelling facilities”.

7.2.10.2 Charge categories

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7.2.10.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.10.4 Performance indicator as the basis when determining the charge

Volume of fuel supplied.

Data source that can be considered when determining performances is the data store system of the infrastructure manager.

7.2.10.5 Method of determining the rate of the charge

If the measure unit is HUF/litre:

(Revenues, costs and expenditures that can be considered when determining the rate of the charge) / (Volume of fuel to be expectedly consumed in the year of charge). Measure unit of the rate of charge: HUF/litre.

7.2.10.6 Other remarks

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7.2.11 Charge of storage of vehicles

7.2.11.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service “Storage of vehicles”.

7.2.11.2 Charge categories

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7.2.11.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.11.4 Performance indicator as the basis when determining the charge

Number of vehicles and duration of the storage of those vehicles which stand more than 24 hours on the track (vehicle, day). Data source that can be considered when determining the performance is the trainload statement authenticated by both the infrastructure manager and the railway undertaking.

7.2.11.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be considered when determining the rate of charge) / (number of days when vehicles are to be expectedly stored in the year of charge) (Measure unit of the item: HUF/vehicle/day)

7.2.11.6 Other remarks

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7.2.12 Charge of access to facilities enabling transshipment between different gauges

7.2.12.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Access to facilities enabling transshipment between different gauges”.

7.2.12.2 Charge categories

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7.2.12.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.12.4 Performance indicator as the basis when determining the charge

Number of wagons in the Záhony Area using the Axle-exchange service. Data source that can be considered when determining the performance is the Záhony Automated Control System.



7.2.12.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be considered when determining the rate of charge) / (Number of wagons whose axles expectedly need to be exchanged in the year of charge). Measure unit of the rate of charge (HUF/vehicle).

7.2.12.6 Other remarks

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7.2.13 Charge of access to rail rolling stock maintenance facilities

7.2.13.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service “Ensuring access to rail rolling stock maintenance facilities”

7.2.13.2 Charge categories

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7.2.13.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.13.4 Performance indicator as the basis when determining the charge

Number of vehicles using rail rolling stock maintenance facilities. Data resource that can be taken into consideration when determining performances is the IT system used by the infrastructure manager.

7.2.13.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that may be taken into account when determining the rate of charge) / (Length of time (in hour) to be expectedly used in the year of charge for maintaining rail rolling stock). Measure unit of the rate of charge: HUF/vehicle.

7.2.13.6 Other remarks

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7.2.14 Charge of use of overhead contact wire (catenary) system

7.2.14.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Use of the catenary system.”

7.2.14.2 Charge categories

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7.2.14.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.14.4 Performance indicator as the basis when determining the charge

Electric train kilometre achieved by passenger trains, freight trains and loco trains. Data source that can be considered when determining the performance is the transport management information system used by the infrastructure manager.

7.2.14.5 Method of determining the rate of the charge

(Revenues, costs and expenditures can be taken into account when determining the rate of charge) / (electric train kilometre to be expectedly performed in the year of charge). (Measure unit of the rate of charge: HUF/electric train kilometre)

7.2.14.6 Other remarks

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7.2.15 Charge of ensuring of staff (in case of suspension of service stoppage)

7.2.15.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Suspension of service stoppage”.

7.2.15.2 Charge categories

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7.2.15.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.15.4 Performance indicator as the basis when determining the charge

Number of service staff ensured and duration of the service (person, hour).

Data source that can be considered is the manual data sheets of realized services and the invoicing and statistical system of the infrastructure manager.

7.2.15.5 Method of determining the rate of the charge

(Revenues, costs and expenditures assigned to ensuring of service staff in connection with the service Suspension of service stoppage) / (time need of service staff to be expectedly ensured in the year of charge). Measure unit of the rate of charge: (HUF/person/hour).

7.2.15.6 Other remarks

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7.2.16 Charge of ensuring of staff (in case of suspension of service interruption)

7.2.16.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Suspension of service interruption”

7.2.16.2 Charge categories

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7.2.16.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.16.4 Performance indicator as the basis when determining the charge

Number of (events of) service provision.

Data source that can be considered is the manual data sheets of realized services and the invoicing and statistical system of the infrastructure manager.



7.2.16.5 Method of determining the rate of the charge

(Revenues, costs and expenditures assigned to ensuring of service staff in connection with the service Suspension of service interruption) / (time need of service staff to be expectedly ensured in the year of charge). Measure unit of the rate of charge: (HUF/person/hour).

7.2.16.6 Other remarks

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7.2.17 Charge of train acceptance staff

7.2.17.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Outdoor train acceptance”.

7.2.17.2 Charge categories

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7.2.17.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.17.4 Performance indicator as the basis when determining the charge

Number of service staff ensured and duration of the service (person, hour).

Data source that can be considered is the manual data sheets of realized services provided by the infrastructure manager and the invoicing and statistical system of the infrastructure manager.

7.2.17.5 Method of determining the rate of the charge

(Revenues, costs and expenditures assigned to ensuring train acceptance staff in connection with the service Outdoor train acceptance) / (time need of train acceptance staff to be expectedly ensured in the year of charge). Measure unit of the rate of charge: HUF/person/hour.

7.2.17.6 Other remarks

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7.2.18 Charge of train arrangement staff

7.2.18.1 Revenues, costs and expenditures that can be considered when determining the charge k

Revenues, costs and expenditures assigned to the service „Train arrangement”.

7.2.18.2 Charge categories

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7.2.18.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.18.4 Performance indicator as the basis when determining the charge

Number of staff ensured and duration of the service (person, hour).

Data source that can be considered is the manual data sheets of realized services provided by the infrastructure manager and the invoicing and statistical system of the infrastructure manager.

7.2.18.5 Method of determining the rate of the charge

(Revenues, costs and expenditures assigned to ensuring train arrangement staff) / time need of the train arrangement staff to be expectedly ensured in the year of charge). Measure unit of the rate of charge: HUF/person/hour.

7.2.18.6 Other remarks

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7.2.19 Charge of ensuring of shunting staff

7.2.19.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Ensuring of shunting staff”.

7.2.19.2 Charge categories

- for passenger trains
- for freight and loco trains



7.2.19.3 Distribution of items to individual charge categories that can be considered when determining the charge

Revenues, costs and expenditures directly booked or distributed to the shunting activity shall be assigned to the shunting service ensured for passenger, freight and loco trains as they in fact occurred.

7.2.19.4 Performance indicator as the basis when determining the charge

Number of service staff ensured and duration of the service (person, hour).

Data source that can be considered is the manual data sheets of the realized services provided by the infrastructure manager and the invoicing and statistical system of the infrastructure manager.

7.2.19.5 Method of determining the rate of the charge

(Regarding passenger trains, revenues, costs and expenditures assigned to the shunting staff required for shunting of passenger couches) / (time need of shunting staff for passenger couches to be expectedly ensured in the year of charge). Measure unit of the rate of charge: HUF/person/hour.

(Regarding freight and loco trains, revenues, costs and expenditures assigned to the shunting staff required for shunting of freight and loco trains) / (time need of shunting staff for freight and loco trains to be expectedly ensured in the year of charge). Measure unit of the rate of charge: HUF/person/hour.

7.2.19.6 Other remarks

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7.2.20 Charge of ensuring of traction unit

7.2.20.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Ensuring of traction unit”.

7.2.20.2 Charge categories

- for passenger trains
- for freight and loco trains



7.2.20.3 Distribution of items to individual charge categories that can be considered when determining the charge

Revenues, costs and expenditure booked directly or distributed to the service Ensuring of traction unit shall be assigned to shunting services ensured for passenger trains and freight and loco trains as they in fact occurred.

7.2.20.4 Performance indicator as the basis when determining the charge

Number of the ensured traction unit and their performance expressed in time (number of units, hour). Data source that can be taken into account is the traffic traction statistical system (FVS) or the (passenger) transport management information system used by the infrastructure manager.

7.2.20.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be taken into account when determining the rate of charge) / (number of hours when the locomotive is expected to work in the year of charge). Measure unit of the rate of charge: (HUF/locomotive/hour).

7.2.20.6 Other remarks

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7.2.21 Charge of availability of shunting staff

7.2.21.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Availability of shunting staff”.

7.2.21.2 Charge categories

- for passenger trains
- for freight and loco trains

7.2.21.3 Distribution of items to individual charge categories that can be considered when determining the charge

Revenues, costs and expenditure booked directly or distributed to the service Availability of shunting staff shall be assigned to shunting services ensured for passenger trains and freight and loco trains as they in fact occurred.



7.2.21.4 Performance indicator as the basis when determining the charge

Duration (hour) of the ensured service and number of service staff (person) ensured.

Data source that can be considered is the manual data sheets of the realized services provided by the infrastructure manager and the invoicing and statistical system of the infrastructure manager.

7.2.21.5 Method of determining the rate of the charge

(For passenger trains, revenues, costs and expenditures necessary to the availability of shunting staff for passenger coaches) / (availability of shunting staff for passenger trains to be expectedly ensured in the year of charge). Measure unit of the rate of charge: HUF/person/hour.

(For freight and loco trains, revenues, costs and expenditures necessary to the availability of shunting staff for freight and loco trains) / (availability of shunting staff for freight and loco trains to be expectedly ensured in the year of charge). Measure unit of the rate of charge: HUF/person/hour.

7.2.21.6 Other remarks

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7.2.22 Charge of availability of traction unit for shunting

7.2.22.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Availability of traction unit for shunting”.

7.2.22.2 Charge categories

- for passenger trains
- for freight and loco trains

7.2.22.3 Distribution of items to individual charge categories that can be considered when determining the charge

Revenues, costs and expenditure booked directly or distributed to the service Availability of traction unit for shunting shall be assigned to shunting services ensured for passenger trains and freight and loco trains as they in fact occurred.



7.2.22.4 Performance indicator as the basis when determining the charge

Number of the ensured traction units and their availability expressed in time (number of units, hour). The data source that can be taken into account is the traffic traction statistical system (FVS) or the (passenger) transport management information system used by the infrastructure manager.

7.2.22.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be taken into account when determining the rate of charge) / (number of hours when the locomotive is expected to work in the year of charge). Measure unit of the rate of charge: (HUF/locomotive/hour).

7.2.22.6 Other remarks

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7.2.23 Charge of staff ensured for weighing

7.2.23.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Ensuring staff for weighing”.

7.2.23.2 Charge categories

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7.2.23.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.23.4 Performance indicator as the basis when determining the charge

Number of weighed vehicles.

Data source that can be taken into consideration is the Track-use Invoicing and Statistical System of MÁV Zrt. Infrastructure Operation.

7.2.23.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be taken into account when determining the rate of charge) / (number of vehicles to be expectedly weighed in the charge year). Measure unit of the rate of charge: (HUF/vehicle).



7.2.23.6 Other remarks

The charge of staff ensured for weighing does not include the ensuring of getting to the scale. If, for getting to the scale, a locomotive, driving crew, station shunting crew are required, they should be ordered by the railway undertaking additionally.

7.2.24 Charge of energy for traction

7.2.24.1 Charge of fuel for traction

7.2.24.1.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Ensuring fuel for traction”.

7.2.24.1.2 Charge categories

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7.2.24.1.3 Distribution of items to individual charge categories that can be considered when determining the charge

When calculating the fee of fuel for traction, exclusively costs related to the procurement of fuel can be considered..

7.2.24.1.4 Performance indicator as the basis when determining the charge

Volume of diesel fuel provided for traction purposes (l).

Data source that can be taken into account when determining performances is the (passenger)transport management information system used by the Infrastructure Manager. For MÁV Zrt, gas oil well information system (Kutinfo) operated by MÁV Zrt.. Method of determining the rate of the charge

(Procurement price of diesel fuel applying to the infrastructure manager) / (Volume of diesel fuel to be expectedly used in the year of charge). Measure unit of the rate of charge: HUF/l.

7.2.24.1.5 Other remarks

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7.2.24.2 Charge of traction current

7.2.24.2.1 Revenues, costs and expenditures that can be considered when determining the charge



Revenues, costs and expenditures assigned to the service „Ensuring of traction current”.

7.2.24.2.2 *Charge categories*

- charge of transmitted traction current
- Charge of system-use (transmitted service)
- Charge of network loss of transmitted traction current
- Charge of energy tax (related to the transmitted traction current and network loss)
- Charge of funds in accordance with Electric Energy Law (Vet)
- Other operational charge (operational costs not comprised by the service „Use of overhead contact wire (catenary) system”)

7.2.24.2.3 *Distribution of items to individual charge categories that can be considered when determining the charge*

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7.2.24.2.4 *Performance indicator as the basis when determining the charge*

Volume of traction current to be expectedly transmitted in the year of charge (kWh).

Data source that may be taken into consideration when determining performances is the Data store system of the infrastructure manager.

7.2.24.2.5 *Method of determining the rate of the charge*

Charge of the transmitted traction current:

Selling costs of the total volume of traction current to be prospectively transmitted in the given business year / volume of traction current to be prospectively transmitted in the year of charge.

Measure unit: HUF/kWh

Charge of the system-use:

Cost of system-use (transmitted service) to be expected in the given business year as regards the transmitted traction current and related network loss / volume of traction current to be prospectively transmitted in the year of charge.

Measure unit: HUF/kWh

Charge of network loss of transmitted traction current:

Costs of the network loss related to the total volume of traction current to be prospectively transmitted in the given business year / volume of traction current to be prospectively transmitted in the year of charge



Measure unit: HUF/kWh

Charge of energy tax:

Cost of tax coming to the transmitted traction current and to related network loss in the given business year in accordance with legal rules / volume of traction current to be prospectively transmitted in the year of charge

Measure unit: HUF/kWh

Charge of finances in compliance with Electric Energy Law (Vet):

Cost of finances coming to the transmitted traction current and to related network loss in the given business year in accordance with § 147 of Vet / volume of traction current to be prospectively transmitted in the year of charge.

Measure unit: HUF/kWh

Other operational charge:

Other operational costs prospectively emerging in the year of charge and relating to the procurement and sale of transmitted traction current that is not included in the charge of the service “Use of overhead contact wire (catenary) system” / volume of traction current to be prospectively transmitted in the year of charge

Measure unit: HUF/kWh

7.2.24.2.6 Other remarks

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7.2.25 Charge of energy used for other than traction purposes (for preheating, precooling)

7.2.25.1 Charge of fuel used for other than traction purposes (for preheating, precooling)

7.2.25.1.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to fuel used for other than traction purposes (for preheating, precooling).

7.2.25.1.2 Charge categories

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7.2.25.1.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.25.1.4 Performance indicator as the basis when determining the charge



Volume of diesel fuel used for other than traction purposes (for preheating, precooling) (l).

Data source that can be taken into account when determining performances is the (passenger)transport management information system used by the Infrastructure Manager. Regarding MÁV Zrt, gas oil well information system (Kutinfo) operated by MÁV Zrt.

7.2.25.1.5 Method of determining the rate of the charge

(Procurement price of diesel fuel applying to the infrastructure manager) / (Volume of diesel fuel for other than traction purposes (for preheating, precooling) to be expectedly used in the year of charge). Measure unit of the rate of charge: HUF/l.

7.2.25.1.6 Other remarks

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

7.2.25.2.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Ensuring electric energy for other than traction purposes (for preheating, precooling)”

7.2.25.2.2 Charge categories

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

Charge of system-use (transmitted service)

Charge of network loss of transmitted electric energy used for other than traction purposes (for preheating, precooling)

Charge of energy tax (related to transmitted electric energy used for other than traction purposes and to network loss)

Charge of finances in compliance with Vet

Other operational charge (operational costs not included in the service „Use of station infrastructure-2 by passenger trains”)

7.2.25.2.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.25.2.4 *Performance indicator as the basis when determining the charge*

Volume of transmitted electric energy for other than traction purposes (for preheating, precooling) to be prospectively used in the year of charge (kWh).

Data source that may be taken into consideration when determining performances is the Data store system of the infrastructure manager.

7.2.25.2.5 *Method of determining the rate of the charge*

Charge of transmitted electric energy used for other than traction purposes (for preheating, precooling):

Selling costs of the total volume of transmitted electric energy for other than traction purposes (for preheating, precooling) to be prospectively used in the given business year / volume of transmitted electric energy for other than traction purposes (for preheating, precooling) to be prospectively used in the year of charge.

Measure unit: HUF/kWh

Charge of system-use:

Cost of system-use (transmitted service) to be expected in the given business year as regards transmitted electric energy used for other than traction purposes (for preheating and precooling) and related network loss / volume of transmitted electric energy for other than traction purposes (for preheating, precooling) to be prospectively used in the year of charge

Measure unit: HUF/kWh

Charge of network loss of transmitted electric energy used for other than traction purposes (for preheating, precooling):

Costs of the network loss related to the total volume of electric energy for other than traction purposes (for preheating, precooling) to be prospectively transmitted in the given business year / volume of electric energy for other than traction purposes (for preheating, precooling) to be prospectively transmitted in the year of charge

Measure unit: HUF/kWh

Charge of energy tax:

Cost of tax coming to the transmitted electric energy used for other than traction purposes (for preheating, precooling) and to related network loss in the given business year in accordance with legal rules / volume of transmitted electric energy for other than traction purposes (for preheating, precooling) to be prospectively used in the year of charge

Measure unit: HUF/kWh

Charge of finances in compliance with Vet:

Cost of finances coming to the transmitted electric energy used for other than traction purposes (for preheating, precooling) and to related network loss in the



given business year in accordance with § 147 of Vet / volume of traction current to be prospectively transmitted in the year of charge.

Measure unit: HUF/kWh

Other operational charge:

Other operational costs prospectively emerging in the year of charge and relating to the procurement and sales of transmitted electric energy used for other than traction purposes (for preheating, precooling) not included in the charge of the service “Use of station infrastructure-2 by passenger trains” / volume of transmitted electric energy for other than traction purposes (for preheating, precooling) to be prospectively used in the year of charge

Measure unit: HUF/kWh

7.2.25.2.6 Other remarks

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7.2.26 Charge of water used for water supply

7.2.26.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service ensuring of water for water supply.

7.2.26.2 Charge categories

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7.2.26.3 Distribution of items to individual charge categories that can be considered when determining the charge

- The sum of costs and expenditures which can be taken into account when calculating the fee of water used for water supply is equal to the costs and expenditures related to the procurement of water.

7.2.26.4 Performance indicator as the basis when determining the charge

Volume of water used for water supply (m³).

Data source which can be taken into account when determining performances is the output-measuring system used by the Infrastructure Manager.



7.2.26.5 Method of determining the rate of the charge

(Procurement price of water applying to the infrastructure manager) / (volume of water to be expectedly used for water supply in the year of charge) (HUF/m³)

7.2.26.6 Other remarks

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7.2.27 Charge of issuing of permit for forwarding of exceptional consignments

7.2.27.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Forwarding of exceptional consignments”.

7.2.27.2 Charge categories

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7.2.27.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.27.4 Performance indicator as the basis when determining the charge

Number of permits of exceptional consignments. Data source that can be considered when determining performances is the trainload statement authenticated by both the infrastructure manager and the railway undertaking.

7.2.27.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be taken into account when determining the rate of charge) / (number of permits for exceptional consignments to be expectedly issued in the year of charge). Measure unit of the rate of charge: HUF/permit.

7.2.27.6 Other remarks

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7.2.28 Charge of exchange of axles

7.2.28.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Exchange of axles”.

7.2.28.2 Charge categories

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7.2.28.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.28.4 Performance indicator as the basis when determining the charge

The number of wagons the axles of which need to be exchanged at Záhony Area. Data source that can be taken into account when determining performances is the Záhony Automated Control System.

7.2.28.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be taken into account when determining the rate of charge) / (Number of wagons to be expected to use the service Exchange of Axles in the year of charge). Measure unit of the rate of charge: (HUF/wagon).

7.2.28.6 Other remarks

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7.2.29 Charge of the use of bogies

7.2.29.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Use of bogies”.

7.2.29.2 Charge categories

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7.2.29.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.29.4 Performance indicator as the basis when determining the charge

Number of wagons using the service „Use of bogies” and duration of using this service (number, hour). Data source which can be taken into account when determining performances is the Záhony Automated Control System..

7.2.29.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be taken into account when determining the rate of charge) / (Use of bogies expected to be performed in the year of charge). Measure unit of the rate of charge: HUF/hour/bogie.

7.2.29.6 Other remarks

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7.2.30 Charge of technical inspection of rolling stock

7.2.30.1 Revenues, costs and expenditures that can be considered when determining the charge

Revenues, costs and expenditures assigned to the service „Technical inspection of rolling stock.

7.2.30.2 Charge categories

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7.2.30.3 Distribution of items to individual charge categories that can be considered when determining the charge

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7.2.30.4 Performance indicator as the basis when determining the charge

Number of technically examined railway vehicles. Data source that can be considered when determining performances is the statistical system of the infrastructure manager.

7.2.30.5 Method of determining the rate of the charge

(Revenues, costs and expenditures that can be considered when determining the charge) / (Number of trains to be prospectively examined in the year of charge). Measure unit of the rate of charge: HUF/train

7.2.30.6 Other remarks

When determining the charge of the service, also charges used by other suppliers may be considered in accordance with paragraph 4 (5) b) of the Charging Decree.



8 Discounts, mark-ups

8.1 Discounts

Discount may relate directly to the charge of a service, consequently no discount is allowed in charging in such a way that it reduces in percetal magnitude the charge to be paid for a certain service portfolio.

When granting discounts, account must be taken of the fact that discount should not result in distortion of competition between railway undertakings. Consequently, both general discounts and individual discount may be granted only in compliance with certain criteria.

Calculation of discounts shall always be documented and shall base on the data supply of the infrastructure manager.

General discounts

Granting of a general discount is possible only if infrastructure manager, when providing services, achieves such savings in the administrative costs that were not taken into account when network access charges were calculated, or infrastructure manager could not consider them when charges were determined, or in cases when infrastructure manager receives compensation in order to compensate environmental, accident and infrastructure costs caused by transportation functions of the infrastructure manager other than railway transportation functions and are demonstrably not recovered from any other sources.

Requirements for granting general discounts are as follows:

- discount may only be granted on a definitive section of an open access railway network that must unambiguously be defined; the entire open access network operated by one infrastructure manager cannot be considered as a defined section,
- similar discount shall apply for similar services, ,
- regarding compensations, authorised applicants must receive proportionate discounts in non-discriminatory manner,
- in case of ad hoc and short term train path request, no general discount may be granted.

As regards granting a general discount, a general coverage principle applies to cases when granting of discounts affects regional and suburban open access railway networks of national railway tracks or railway tracks owned by the state. In these cases it must be shown that network access charges to be paid by authorised applicants and to be invoiced to them plus state subsidy equal to total



justified costs and expenditures incurred as a result of operating the service by the infrastructure manager.

Individual discounts

Granting of individual discounts is only possible upon request in writing of any authorised applicant or on initiative of VPE as a result of negotiations referred to in legal rules and supervised by the regulatory body.

Granting of individual discounts is possible exclusively in the following cases:

- on considerably underutilised railway sections in order to increase traffic, or
- to temporally encourage development and introduction of new services on certain section of railway lines in a maximum time span of two consecutive timetable years.

Written request of the authorised applicant or the proposal of VPE shall clearly demonstrate which discount-type or which line section it relates to. Magnitude of traffic-increase on the considerably underutilised line section must also be shown, if possible, by model calculations or by enclosing supportive documents. Development of new services does not necessarily mean services provided by the infrastructure manager, but also services authorised applicants intend to introduce may be taken into account, provided that discount may not be limited to one single authorised applicant, discount must apply to the service. As a result of the introduction of the new service, demonstrable traffic-increase shall have proceeded, or existing traffic flows must have been shifted to this railway section from other transport modes or from other networks.

8.2 Mark-ups

Mark-up may relate only directly to the charge of a service, consequently no payable surplus is allowed in charging in such a way that it adds up in percental magnitude to the charge to be paid for a certain service portfolio.

When levying charges it must bear in mind, that mark-up may not distort the competition between railway undertakings. Consequently, both general mark-ups and individual mark-ups may be levied only if certain criteria have been met.

Calculation of mark-ups shall always be documented and shall base on the data supply of the infrastructure manager.

General mark-up



If network access charges are not expected to cover all the justified costs and expenditures of the infrastructure manager, charge of services may be increased by a general mark-up up to the magnitude at the most that covers all the justified costs and expenditures.

In terms of applying general mark-ups, in order to supervise that conditions stipulated in legal rules are met, VPE is obliged to examine whether authorised applicants are able to pay the network access charge plus a general mark-up. VPE is also obliged to benchmark charges levied on similar services in the surrounding countries. If any of these examinations finds out that the meeting of conditions stipulated by legal rules cannot be ensured, no mark-up may be levied.

Individual mark-up

On initiative of the infrastructure manager, individual mark-up may be levied in certain cases to handle the following events:

- on congested sections of the railway network that can unambiguously be identified, in order to facilitate the efficient use of the railway network (traffic-deflecting impact in time and space),
- in case of environmental impacts that can be connected to an unambiguously identifiable part of the railway network causing costs, a mark-up reflecting the cost-increase can be levied on the given section of the railway network if similar mark-up is applied to other transportation functions (environmental mark-up) as well,
- for development or renewal investments or establishment of new railway line sections if investments were not be recovered without levying mark-ups, or exclusively in that case if investment will result in a better use of the railway network, or gives rise to improvement in results of the infrastructure managers and/or railway undertakings.