

For the timetable period of 2015/2016

Charging Document (CD)

of

GYSEV ZRT

EFFECTIVE:

from 00:00 of 13 December 2015 till 24:00 of 10 December 2016

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1. Introduction

Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and Joint Decree of the Minister of Economy and Transport and the Minister of Finance No 83/2007 (X.6)GKM-PM on frameworks of the network access charging system and basic regulations of determination and implementation of network access charges (hereinafter Charging Decree) has designated the Rail Capacity Allocation Office (hereinafter VPE) as charging body as regards the network access charges to be applied by not independent Infrastructure Managers to the open access railway network.

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

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

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

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

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

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

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

2. General provisions

2.1 TEMPORAL SCOPE OF CD

Infrastructure Manager of the railway network shall publish charges determined in the CD for the 2015/2016 timetable period in the Network Statement relevant to the given timetable year. Provisions of this CD shall be taken into consideration for the timetable period beginning on 13 December of 2015, 00:00.

2.2 OBJECTIVE SCOPE OF CD

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

2.3 BASIS OF MODIFICATION OF THE CD

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3. Description of data used as a basis of CD

3.1 RESPONSIBILITY FOR PROVIDING DATA

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

3.2 COSTS

Justified revenues, costs and expenditures relating to certain services shall be distinguished in compliance with CM II according to direct, direct distributable and indirect cost units. In case of direct costs and direct costs to be distributed, there is now a more specific subdivision as you can see below.

Direct costs

Items that can unambiguously and directly be assigned to certain services can be labelled as direct costs, which have been divided into fixed and variable cost components in case of basic services, access part of supplementary services and access part of complex supplementary services.

Values of direct costs of the Infrastructure Manager for 2016 assigned to each service can be seen in Annex 1, furthermore, these values will also be demonstrated in the text of the CD among costs related to the relevant services.

Direct costs to be distributed

Direct dividable costs comprise items that can directly be connected to the provision of services of the Infrastructure Manager but that occur in common interest of several services and for this reason are to be shared to these services 'on an in-kind basis'. Direct costs to be distributed are divided into fixed and variable cost components in case of basic services, access part of supplementary services and access part of complex supplementary services.

Values of direct costs to be distributed of the Infrastructure Manager for 2016 divided on the basis of Annex 3 of CM II can be seen in Annex 1. Furthermore, they will also be demonstrated in the text among costs related to certain services.

Summing-up table of in-kind performances used for cost sharing can be seen in Annex 4.

Indirect costs

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

Values of indirect costs for 2016 assigned to services of the Infrastructure Manager can be seen in Annex 1; furthermore, they are also demonstrated in the text at costs linked to certain services.

The calculation of indirect costs assigned to certain services happens in proportion of direct costs and expenditures as well as direct costs and expenditures to be shared 'on an in-kind basis'.

Summing-up of costs for the 2016 year can be seen in the following tables.

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

	2016	
	thousand HUF	%
Direct costs	10 431 111	81.02%
Direct costs to be distributed	1 694 980	13.16%
Indirect costs	749 343	5.82%
Total cost	12 875 434	100.00%

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

	2016	
	thousand HUF	%
Basic services	4 088 002	31.75%
Supplementary services	2 615 766	20.32%
Additional services	5 826 141	45.25%
Ancillary services	345 525	2.68%
Total cost	12 875 434	100.00%

Basic services	thousand HUF	%
Variable costs	1 270 397	31%
Fixed costs	2 482 794	61%
Indirect costs	334 811	8%
Total cost	4 088 002	100%

Supplementary services	thousand HUF	%
Variable costs	518 925	20%
Fixed costs	1 362 865	52%
Supply part of costs	519 743	20%
Indirect costs	214 233	8%
Total cost	2 615 766	100%

Additional services	thousand HUF	%
Direct costs	5 639 022	97%
Direct costs to be distributed	15 119	0,3%
Indirect costs	172 000	3%
Total cost	5 826 141	100%

Ancillary services	thousand HUF	%
Direct costs	314 739	91%
Direct costs to be distributed	2 488	1%
Indirect costs	28 299	8%
Total cost	345 525	100%

3.3 CORRECTION INDEXES

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

When preparing this CD, GYSEV Zrt did not diverge from the correction principles set out in point 5.4 of CM II. According to this, the applied correction indicators are as follows:

- rate of price level change taken into consideration in case of personnel expenditures: 104.9%
- rate of price level change taken into consideration in case of non-personnel expenditures: 102.9%
- special forint corrections

Details of corrections taken into consideration are listed in Annex II.

3.4 PERFORMANCE INDICATORS

As part of data supply, GYSEV Zrt has made values of performance indicators of 2013 and 2016 available.

Values of performance indicators of GYSEV Zrt for 2013 and 2016 can be seen in Annex 3.

3.5 'IN-KIND PERFORMANCES'

Based on performance indicators provided by the Infrastructure Manager it is necessary to create 'in-kind performances' that serve - when calculating - as a basis of distribution of direct distributable costs (costs which can directly be connected to the provision of services but occur in the common interest of several services of the Infrastructure Manager).

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

CM II uses the number of use of track route as projection equivalent in case of access part of services. Specification of projection equivalents for GYSEV Zrt can be found in Annex 3/B of CM II.

Determination of values of in-kind performances for 2016 were carried out in line with performance indicators set out in Annex 3/B of CM II.

Tables of in-kind performances contain the number of the use of track route related to services. Values of in-kind performances of the Infrastructure Manager for 2013 and for 2016, can be found in Annex 4.

3.6 APPLIED MARK-UPS

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

In accordance with the Decree on Charging Paragraph 4 Section (3) and (4) a), fixed and indirect costs falling on basic services, access part of supplementary services and complex services containing such elements may not be taken into account when charging. In order that network access charges to be paid and to be accounted should cover the justified costs of the Infrastructure Managers, in compliance with Article 55 (8) of Railway Act a general mark-up may be determined falling on these services.

In accordance with provisions of Paragraph 6 of the Decree on Charging if the Infrastructure Manager operates regional, suburban railway network which comprises also nationwide railway tracks or railway tracks owned by State, and if network access charges to be paid by the authorised applicants and to be accounted to them and the sum of the provided state subsidy do not cover the entire amount of justified costs and expenditures of the Infrastructure Manager to be expected in connection with its activity, charging body shall charge mark-ups defined by Article 55 (8) of Railway Act.

In accordance with Paragraph 6 of the Decree on Charging, prior to adding the mark-up to the charge, we have to analyse if there is a segment that cannot pay the network access charge increased with the mark-up paid for the basic services, access part of supplementary services or complex services containing access part. This analysis is needed because the volume of charges shall not exclude segments from the market that are not able to pay the network access charge increased with mark-up regarding the above-mentioned services. Section 3.9 gives a more detailed description of the segment analysis.

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

Volume of mark-ups related to services can be seen in Annex 5.

3.7 DISCOUNTS

Point 6.4 of CM II describes the discounts that can be provided by the Infrastructure Managers.

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

3.8 AMOUNT OF STATE CONTRIBUTION

Based on the letter of No. 021705/2014 sent by GYSEV, the amount of state subsidy that can be taken into account in the charging process is as follows:

- regarding basic and supplementary services: 2 664 million HUF;
- regarding additional services: 480 million HUF.

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

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

3.9 SEGMENT ANALYSIS

Based on the Decree on Charging Paragraph 6, no market segment can be excluded from the railway infrastructure because of the volume of the network access charge set in the Network Statement as long as they can pay at least the direct costs incurred directly from providing the service and the rate of return that the market can bear.

The rate of return can be presented in the form of mark-up in the amount to be paid if the market segments can pay it based on the segment analysis.

In the segment analysis, only the relevant ones have to be analysed among those included in the Decree on Charging Paragraph 6 Section (4). Segment analysis for timetable period of 2015/2016 concluded that all the segments are able to pay the mark-up related to basic services, access part of supplementary services and access part of complex supplementary services.

3.10 MODE OF CALCULATION OF CHARGES

Determination of charges relating to services in accordance with relevant provisions of CM II is as follows (based on this formula):

Basic services and access part of supplementary services:

$$\frac{\text{variable cost component of direct costs + variable cost component of direct costs to be distributed}}{\text{performance relating to the service}} = \text{charge}$$

Complex supplementary services:

$$\frac{\begin{aligned} &\text{variable cost component of direct costs related to access part of service} \\ &+ \text{variable cost component of direct costs to be distributed} \\ &\text{related to access part of service + direct costs related to supply part of service} \\ &+ \text{direct costs to be distributed related to to supply part of service} \\ &+ \text{indirect costs related to supply part of service} \end{aligned}}{\text{performance relating to the service}} = \text{charge}$$

Supply part of supplementary service, additional and ancillary service:

$$\frac{\text{direct costs + direct costs to be distributed + indirect costs}}{\text{performance relating to the service}} = \text{charge}$$

In accordance with provisions of point 3.6, fixed costs and indirect costs falling on basic services and access part of supplementary service will be demonstrated as general mark-ups. Mark-ups will be calculated on the basis of the following formula:

Basic services and access part of supplementary services:

$$\frac{\text{fixed cost component of direct costs + fixed cost component of costs to be distributed + indirect costs}}{\text{performance relating to the service}} = \text{mark-up}$$

Complex supplementary services:

$$\frac{\text{fixed cost component of direct costs related to access part of service + fixed cost component of direct costs to be distributed related to access part of service + indirect costs of access part of service}}{\text{performance relating to the service}} = \text{mark-up}$$

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

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

4. Charges for services provided to Railway Undertakings by GYSEV Zrt

4. 1 BASIC SERVICES

4.1.1 Charge for ensuring of train path

Costs taken into account when determining the charge

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

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

Charge for ensuring of train path	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	6 487
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	58 385
Fixed cost component of direct costs to be distributed	2 212
Indirect costs	5 984
Total cost	73 068

Performance indicator relating to the charge

Table 4: Charge for ensuring of train path - performance

Charge for ensuring of train path	Performance in 2016
number of train paths	146 305

Determination of amount to be paid

Table 5: Charge for ensuring of train path - determination of the amount to be paid

Charge for ensuring of train path	HUF
1. Amount of charge	44
2. Amount of mark-up	455
3. Amount of discount	-
4. Amount of state contribution	62
Charge to be paid (1 + 2 - 3 - 4)	437

On the basis of the table above, amount to be paid by the user of the service comes to HUF 437 / train path.

4.1.2 Charge for running of trains

Costs taken into account when determining the charge

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

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

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

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

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

Gross ton km proportionate part of charge	2016 (thousand HUF)
Variable cost component of direct costs	1 010 951
Variable cost component of direct costs to be distributed	24 814
Fixed cost component of direct costs	630 658
Fixed cost component of direct costs to be distributed	15 317
Indirect costs	150 023
Total cost	1 831 762

Performance indicator relating to the charge

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

Charge for running of trains gross ton proportionate part of charge	Performance 2016
Performed gross ton km	1 983 696 784

Determination of the charge to be paid

Table 8: Gross ton km proportionate part of charge for running of trains - determination of amount to be paid

Gross ton km proportionate part of charge	HUF
1. Amount of charge	0.52
2. Amount of mark-up	0.40
3. Amount of discount	-
4. Amount of state contribution	0.69
Amount to be paid (1 + 2 - 3 - 4)	0.23

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 0.23 / gross ton km.**

Train km proportionate part of the charge for running of trains

In case of train proportionate part of charge, GYSEV Zrt has applied the possibility of optional deviation described in point 6.3 of CM II, therefore the charges to be paid have been calculated this way:

Train km data taken into account:

Track section category I	239.80
Track section category II	151.60
Track section category III	39.70
Total:	431.10

Both cost-based charges and charges calculated with optional deviation are demonstrated with the charges.

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

Costs taken into account when determining the charge

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

Charge for running of trains, train km proportionate part of charge, Freight trains, track section category I	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	31 823
Variable cost component of direct costs to be distributed	4 981
Fixed cost component of direct costs	219 099
Fixed cost component of direct costs to be distributed	40 148
Indirect costs	26 410
Total cost	322 460

Performance indicator relating to the charge

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

Charge for running of trains, train km proportionate part of charge, freight trains, track section category I	Performance in 2016
performed train km	817 038

Determination of the amount to be paid

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

Charge for running of trains, train km proportionate part of charge Freight trains / track section category I	Based on costs that can be taken into account (HUF)	Applying optional deviation
1. Amount of charge	45	40
2. Amount of mark-up	350	357
3. Amount of discount	-	
4. Amount of state contribution	127	127
Amount to be paid (1 + 2 - 3 - 4)	268	270

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

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

Costs taken into account when determining the charge

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

Charge for running of trains train km proportionate part of charge Freight trains/ track section category II	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	10 969
Variable cost component of direct costs to be distributed	2 154
Fixed cost component of direct costs	41 079
Fixed cost component of direct costs to be distributed	17 363
Indirect costs	6 384
Total cost	77 949

Performance indicator relating to the charge

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

Charge fo running of trains, train km proportionate part of charge Freight trains/ track section category II	Performance in 2016
Performed train km	177 084

Determination of the amount to be paid

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

Charge for running of trains, train km proportionate part of charge Freight trains / track section category II	Based on costs that can be taken into account (HUF)	Applying optional deviation
1. Amount of charge	74	31
2. Amount of mark-up	366	233
3. Amount of discount	-	
4. Amount of state contribution	2	2
Amount to be paid (1 + 2 - 3 - 4)	438	262

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

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

Costs taken into account when determining the charge

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

Charge for running of trains, train km proportionate part of charge Freight trains / track section category III	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	1
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	3
Fixed cost component of direct costs to be distributed	-
Indirect costs	0
Total cost	4

Performance indicator relating to the charge

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

Charge for running of trains, train km proportionate part of charge Freight trains/ track section category III	Performance in 2016
performed train km	35

Determination of the amount to be paid

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

Charge for running of trains, train km proportionate part of charge Freight trains / track section category III	Based on costs that can be taken into account (HUF)	Applying optional deviation
1. Amount of charge	22	11
2. Amount of mark-up	80	89
3. Amount of discount	-	0
4. Amount of state contribution	-	-
Amount to be paid (1 + 2 - 3 - 4)	102	100

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 100 / train km.

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

Costs taken into account when determining the charge

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

Charge for running of trains, train km proportionate part of charge Passenger trains / track section category I	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	83 936
Variable cost component of direct cost to be distributed	17 921
Fixed cost component of direct costs	742 735
Fixed cost component of direct costs to be distributed	144 462
Indirect costs	88 231
Total cost	1 077 285

Performance indicator relating to the charge

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

Charge for running of trains train km proportionate part of charge, Passenger trains/ track section category I	Performance in 2016
performed train km	3 161 504

Determination of the amount to be paid

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

Charge for running of trains, train km proportionate part of charge Passenger trains / track section category I	Based on costs that can be taken into account (HUF)	Applying optional deviation
1. Amount of charge	32	40
2. Amount of mark-up	309	357
3. Amount of discount	-	
4. Amount of state contribution	120	120
Amount to be paid (1 + 2 - 3 - 4)	221	277

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

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

Costs taken into account when determining the charge

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

Charge for running of trains, train km proportionate part of charge Passenger trains / track section category II	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	40 040
Variable cost component of direct costs to be distributed	14 614
Fixed cost component of direct costs	282 182
Fixed cost component of direct costs to be distributed	117 799
Indirect costs	40 557
Total cost	495 192

Performance indicator relating to the charge

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

Charge for running of trains, train km proportionate part of charge Passenger trains / track section category II	Performance in 2016
performed train km	1 409 399

Determination of the amount to be paid

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

Charge for running of trains, train km proportionate part of charge Passenger trains / track section category II	Based on costs that can be taken into account (HUF)	Applying optional deviation
1. Amount of charge	39	31
2. Amount of mark-up	313	233
3. Amount of discount	-	-
4. Amount of state contribution	-	-
Amount to be paid (1 + 2 - 3 - 4)	351	264

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 264 / train km.

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

Costs taken into account when determining the charge

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

Charge for running of trains, train km proportionate part of charge Passenger trains/ track section category III	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	6 966
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	49 982
Fixed cost component of direct costs to be distributed	-
Indirect costs	5 080
Total cost	62 028

Performance indicator relating to the charge

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

Charge for running of trains, train km proportionate part of charge Passenger trains/ track section category III	Performance in 2016
performed train km	226 161

Determination of the amount to be paid

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

Charge for running of trains, train km proportionate part of charge Passenger trains/ track section category III	Based on costs that can be taken into account (HUF)	Applying optional deviation
1. Amount of charge	31	11
2. Amount of mark-up	243	89
3. Amount of discount	-	-
4. Amount of state contribution	-	-
Amount to be paid (1 + 2 - 3 - 4)	274	100

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 100 / train km.

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

Costs taken into account when determining the charge

Table 27: Train km proportionate part of the charge for running of trains, locomotive trains on track section category I - summing-up of costs

Charge for running of trains train km proportionate part of charge Locomotive trains/ track section category I	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	7 352
Variable cost component of direct costs to be distributed	1 580
Fixed cost component of direct costs	63 520
Fixed cost component of direct costs to be distributed	12 732
Indirect costs	7 599
Total cost	92 783

Performance indicator relating to the charge

Table 28: Train km proportionate part of the charge for running of trains, locomotive trains on track section category I - performance

Charge for running of trains, train km proportionate part of charge, locomotive trains/ track section category I	Performance in 2016
performed train km	300 653

Determination of the amount to be paid

Table 29: Train km proportionate part of the charge for running of trains, locomotive trains on track section category I - determination of the amount to be paid

Charge for running of trains, train km proportionate part of charge Locomotive trains / track section category I	Based on costs that can be taken into account (HUF)	Applying optional deviation
1. Amount of charge	30	40
2. Amount of mark-up	279	357
3. Amount of discount	-	-
4. Amount of state contribution	81	81
Amount to be paid (1 + 2 - 3 - 4)	228	316

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 316 / train km.

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

Costs taken into account when determining the charge

Table 30: Train km proportionate part of the charge for running of trains, locomotive trains on track section category II - summing-up of costs

Charge for running of trains train km proportionate part of charge Locomotive trains/ track section category II	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	3 949
Variable cost component of direct costs to be distributed	1 860
Fixed cost component of direct costs	30 120
Fixed cost component of direct costs to be distributed	14 991
Indirect costs	4 542
Total cost	55 462

Performance indicator relating to the charge

Table 31: Train km proportionate part of the charge for running of trains, locomotive trains on track section category II - performance

Charge for running of trains, train km proportionate part of charge, Locomotive trains/ track section category II	Performance in 2016
performed train km	161 471

Determination of the amount to be paid

Table 32: Train km proportionate part of the charge for running of trains, locomotive trains on track section category II - determination of the amount to be paid

Charge for running of trains, train km proportionate part of charge Locomotive trains/ track section category II	Based on costs that can be taken into account (HUF)	Applying optional deviation
1. Amount of charge	36	31
2. Amount of mark-up	308	233
3. Amount of discount	-	-
4. Amount of state contribution	-	-
Amount to be paid (1 + 2 - 3 - 4)	343	264

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 264 / train km.

- Locomotive trains on track section category III

Costs taken into account when determining the charge

Table 33: Train km proportionate part of the charge for running of trains, locomotive trains on track section category III - summing-up of costs

Charge for running of trains, train km proportionate part of charge Locomotive trains/ track section category III	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	1
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	7
Fixed cost component of direct costs to be distributed	-
Indirect costs	1
Total cost	8

Performance indicator relating to the charge

Table 34: Train km proportionate part of the charge for running of trains, locomotive trains on track section category III - performance

Charge for running of trains, train km proportionate part of charge, Locomotive trains/ track section category III	Performance in 2016
performed train km	35

Determination of the amount to be paid

Table 35: Train km proportionate part of the charge for running of trains, locomotive trains on track section category III - determination of the amount to be paid

Charge for running of trains, train km proportionate part of charge Locomotive trains/ track section category III	Based on costs that can be taken into account (HUF)	Applying optional deviation
1. Amount of charge	24	11
2. Amount of mark-up	205	89
3. Amount of discount	-	-
4. Amount of state contribution	-	-
Amount to be paid (1 + 2 - 3 - 4)	230	100

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 100 / train km.

4.2 SUPPLEMENTARY SERVICES

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

- Station of category I

Costs taken into account when determining the charge

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

Charge for the use of stations for stopping Passenger trains / station category I - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	12 437
Variable cost component of direct costs to be distributed	49 820
Fixed cost component of direct costs	42 475
Fixed cost component of direct costs to be distributed	117 431
Indirect costs	19 818
Total cost	241 981

Charge for the use of stations for stopping Passenger trains / station category I - supply part of service	Costs in 2016 (thousand HUF)
Direct cost	52 698
Direct costs to be distributed	44 328
Indirect cost	8 655
Total cost	105 682

Performance indicator relating to the charge

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

Charge for the use of stations category I by passenger trains for stopping	Performance in 2016
performed use of station	200 943

Determination of the amount to be paid

Table 38: Charge for the use of stations of category I by passenger trains for stopping - determination of the amount to be paid

Charge for the use of stations for stopping Passenger trains / station category I	HUF
1. Amount of charge	836
2. Amount of mark-up	894
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	1 730

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 730 / use of station.

- **Station of category II**

Costs taken into account when determining the amount to be paid

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

Charge for the use of stations for stopping Passenger trains / station category II - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	17 596
Variable cost component of direct costs to be distributed	102 830
Fixed cost component of direct costs	59 899
Fixed cost component of direct costs to be distributed	242 381
Indirect costs	37 708
Total cost	460 414

Charge for the use of stations for stopping Passenger trains / station category II - supply part of service	Costs in 2016 (thousand HUF)
Direct cost	55 208
Direct costs to be distributed	91 495
Indirect cost	13 087
Total cost	159 789

Performance indicator relating to the charge

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

Charge for the use of stations category II by passenger trains for stopping	Performance in 2016
performed use of station	414 733

Determination of the amount to be paid

Table 41: Charge for the use of stations of category II by passenger trains for stopping - determination of the amount to be paid

Charge for the use of stations for stopping Passenger trains / station category II	HUF
1. Amount of charge	676
2. Amount of mark-up	820
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	1 495

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 495 / station use.

- **Station of category III**

Costs taken into account when determining the charge

Table 42: Charge for the use of stations of category III by passenger trains for stopping - summing-up of costs

Charge for the use of stations for stopping Passenger trains / station category III - access part fo service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	11 440
Variable cost component of direct costs to be distributed	23 451
Fixed cost component of direct costs	39 430
Fixed cost component of direct costs to be distributed	55 277
Indirect costs	11 561
Total cost	141 159

Charge for the use of stations for stopping Passenger trains / station category III - supply part of service	Costs in 2016 (thousand HUF)
Direct cost	45 681
Direct costs to be distributed	20 866
Indirect cost	5 936
Total cost	72 484

Performance indicator relating to the charge

Table 43: Charge for the use of stations of category III by passenger trains for stopping - performance

Charge for the use of stations category III by passenger trains for stopping	Performance in 2016
performed use of station	94 584

Determination of the amount to be paid

Table 44: Charge for the use of stations of category III by passenger trains for stopping - determination of the amount to be paid

Charge for the use of stations for stopping Passenger trains / station category III	HUF
1. Amount of charge	1 135
2. Amount of mark-up	1 124
3. Amount of discount	-
4. Amount of state contribution	964
Amount to be paid (1 + 2 - 3 - 4)	1 295

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 295 / use of station.

• **Station of category IV**

Costs taken into account when determining the charge

Table 45: Charge for the use of stations of category IV by passenger trains for stopping - summing-up of costs

Charge for the use of stations for stopping Passenger trains / station category IV - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	4 183
Variabel cost component of direct costs to be distributed	34 162
Fixed cost component of direct costs	13 248
Fixed cost component of direct costs to be distributed	80 523
Indirect costs	11 786
Total cost	143 901

Charge for the use of stations for stopping Passenger trains / station category IV - supply part of service	Costs in 2016 (thousand HUF)
Direct cost	-
Direct costs to be distributed	30 396
Indirect cost	2 712
Total cost	33 108

Performance indicator relating to the charge

Table 46: Charge for the use of stations of category IV by passenger trains for stopping - performance

Charge for the use of stations category IV by passenger trains for stopping	Performance in 2016
performed use of station	137 781

Determination of the amount to be paid

Table 47: Charge for the use of stations of category IV by passenger trains for stopping - determination of the amount to be paid

Charge for the use of stations for stopping Passenger trains / station category IV	HUF
1. Amount of charge	519
2. Amount of mark-up	766
3. Amount of discount	-
4. Amount of state contribution	99
Amount to be paid (1 + 2 - 3 - 4)	1 186

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 1 186 / use of station.**

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

- Station of category I

Costs taken into account when determining the charge

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

Charge for the use of origin/destination stations

Passenger trains / station category I -
access part of service

Costs in 2016 (thousand HUF)

Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	13 646
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	74 234
Indirect costs	7 840
Total cost	95 720

Charge for the use of origin/destination stations

Passenger trains / station category I -
supply part of service

Costs in 2016 (thousand HUF)

Direct costs	21 595
Direct costs to be distributed	34 358
Indirect costs	4 991
Total cost	60 945

Performance indicator relating to the charge

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

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

Performance in 2016

performed use of station	51 914
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Determination of the amount to be paid

Table 50: Charge for the use of origin/destination stations of category I by passenger trains - determination of the amount to be paid

Charge for the use of origin/destination stations

Passenger trains / station category I

HUF

1. Amount of charge	1 437
2. Amount of mark-up	1 581
3. Amount of discount	-
4. Amount of state contribution	1 195
Amount to be paid (1 + 2 - 3 - 4)	1 823

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 823 / use of station.

- **Station of category II**

Costs taken into account when determining the charge

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

Charge for the use of origin/destination stations	
Passenger trains / station category II - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	49
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	266
Indirect costs	28
Total cost	343

Charge for the use of origin/destination stations	
Passenger trains / station category II - supply part of service	Costs in 2016 (thousand HUF)
Direct cost	925
Direct costs to be distributed	123
Indirect cost	93
Total cost	1 141

Performance indicator relating to the charge

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

Charge of the use of origin/destination stations category II by passenger trains	Performance in 2016
performed use of station	186

Determination of the amount to be paid

Table 53: Charge for the use of origin/destination stations of category II by passenger trains - determination of the amount to be paid

Charge for the use of origin/destination stations	HUF
Passenger trains / station category II	
1. Amount of charge	6 399
2. Amount of mark-up	1 581
3. Amount of discount	-
4. Amount of state contribution	6 269
Amount to be paid (1 + 2 - 3 + 4)	1 711

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 1 711 / station use.**

Station of category III

Costs taken into account when determining the charge

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

Charge for the use of origin/destination stations Passenger trains / station category III - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	2
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	10
Indirect costs	1
Total cost	13

Charge for the use of origin/destination stations Passenger trains / station category III - supply part of service	Costs in 2016 (thousand HUF)
Direct costs	-
Direct costs to be distributed	5
Indirect costs	0
Total cost	5

Performance indicator relating to the charge

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

Charge of the use of origin/destination stations category III by passenger trains	Performance in 2016
Performed use of station	7

Determination of the amount to be paid

Table 56: Charge for the use of origin/destination stations of category III by passenger trains - determination of the amount to be paid

Charge for the use of origin/destination stations Passenger trains / station category III	HUF
1. Amount of charge	984
2. Amount of mark-up	1 581
3. Amount of discount	-
4. Amount of state contribution	1 019
Amount to be paid (1 + 2 - 3 - 4)	1 546

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 546 / station use.

4.2.3 Charge for the use of stations by freight trains

- Station of category I

Costs taken into account when determining the charge

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

Charge for the use of stations	
Freight trains / station category I - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	127 662
Variable cost component of direct costs to be distributed	40 820
Fixed cost component of direct costs	163 878
Fixed cost component of direct costs to be distributed	95 351
Indirect costs	38 155
Total cost	465 866

Charge for the use of stations	
Freight trains / station category I - supply part of service	Costs in 2016 (thousand HUF)
Direct cost	-
Direct costs to be distributed	35 874
Indirect cost	3 200
Total cost	39 074

Performance indicator relating to the charge

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

Charge for the use of stations station category I by freight trains	Performance in 2016
performed use of station	23 230

Determination of the amount to be paid

Table 59: Charge for the use of stations of category I by freight trains - determination of the amount to be paid

Charge for the use of stations Freight trains / station category I	HUF
1. Amount of charge	8 935
2. Amount of mark-up	12 802
3. Amount of discount	-
4. Amount of state contribution	18 737
Amount to be paid (1 + 2 - 3 - 4)	3 000

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

- **Station category II**

Costs taken into account when determining the charge

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

Charge for the use of stations Freight trains / station category II - access part of service	Costs in 2016 (thousand HUF)
Variabel cost component of direct costs	14 722
Variable cost component of direct costs to be distributed	7 192
Fixed cost component of direct costs	6 639
Fixed cost component of direct costs to be distributed	16 800
Indirect costs	4 046
Total cost	49 399

Charge for the use of stations Freight trains / station category II - supply part of service	Costs in 2016 (thousand HUF)
Direct cost	-
Direct costs to be distributed	6 321
Indirect cost	564
Total cost	6 885

Performance indicator relating to the charge

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

Charge for the use of stations station category II by freight trains	Performance in 2016
Performed use of station	4 093

Determination of the amount to be paid

Table 62: Charge for the use of stations of category II by freight trains - determination of the amount to be paid

Charge for the use of stations Freight trains / station category II	HUF
1. Amount of charge	7 036
2. Amount of mark-up	6 715
3. Amount of discount	-
4. Amount of state contribution	11 501
Amount to be paid (1 + 2 - 3 - 4)	2 250

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 2 250 / station use.

- **Station of category III**

Costs taken into account when determining the charge

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

Charge for the use of stations Freight trains / station category III - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	2 515
Variable cost component of direct costs to be distributed	2 523
Fixed cost component of direct costs	1 231
Fixed cost component of direct costs to be distributed	5 894
Indirect costs	1 085
Total cost	13 248

Charge for the use of stations Freight trains / station category III - supply part of service	Costs in 2016 (thousand HUF)
Direct cost	-
Direct costs to be distributed	2 218
Indirect cost	198
Total cost	2 415

Performance indicator relating to the charge

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

Charge of the use of stations station category III by freight trains	Performance in 2016
Performed use of station	1 436

Determination of the amount to be paid

Table 65: Charge for the use of stations of category III by freight trains - determination of the amount to be paid

Charge for the use of stations Freight trains / station category III	HUF
1. Amount of charge	5 191
2. Amount of mark-up	5 717
3. Amount of discount	-
4. Amount of state contribution	9 408
Amount to be paid (1 + 2 - 3 - 4)	1 500

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 500 / station use.

4.2.4 Charge for the use of catenary

Costs taken into account when determining the charge

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

<u>Charge for the use of catenary</u>	<u>Costs in 2016 (thousand HUF)</u>
Variable cost component of direct costs	43 845
Variabel cost component of direct costs to be distributed	-
Fixed cost component of direct costs	325 279
Fixed cost component of direct costs to be distributed	2 917
Indirect costs	33 189
Total cost	405 230

Performance indicator relating to the charge

Table 67: Charge for the use of catenary - performance

<u>Charge for the use of catenary</u>	<u>Performance in 2016</u>
electric train kilometer performed by freight, passenger and loco trains	3 915 408

Determination of the amount to be paid

Table 68: Charge of the use of catenary - determination of the amount to be paid

<u>Charge for the use of catenary</u>	<u>HUF</u>
1. Amount of charge	11
2. Amount of mark-up	92
3. Amount of discount	-
4. Amount of state contribution	22
Amount to be paid (1 + 2 - 3 - 4)	81

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

HUF 81 / electric train km.

4.2.5 Charge for the use of refuelling facilities

Costs taken into account when determining the charge

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

Charge for the access to refuelling facilities - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	2 466
Variable cost component of direct costs to be distributed	1 341
Fixed cost component of direct costs	3 951
Fixed cost component of direct costs to be distributed	7 296
Indirect costs	1 343
Total cost	16 397

Charge for the access to refuelling facilities - supply part of service	Costs in 2016 (thousand HUF)
Direct costs	70 112
Direct costs to be distributed	3 377
Indirect costs	6 556
Total cost	80 045

Performance indicator relating to the charge

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

Charge for the access to refuelling facilities	Performance in 2016
Amount of fuel taken	5 102 104

Determination of the amount to be paid

Table 71: Charge for the access to refuelling facilities - determination of amount to be paid

Charge for the access to refuelling facilities	HUF
1. Amount of charge	16
2. Amount of mark-up	2
3. Amount of discount	-
4. Amount of state contribution	3
Amount to be paid (1 + 2 - 3 - 4)	16

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 16 / litre.**

4.2.6 Charge for the use of wagon weigh bridges (scales)

Costs taken into account when determining the charge

Table 72: Charge for the use of wagon weigh bridges- summing-up of costs

Charge for the use of wagon weigh bridges - access part of service	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	1 429
Variable cost component of direct costs to be distributed	58
Fixed cost component of direct costs	1 928
Fixed cost component of direct costs to be distributed	314
Indirect costs	333
Total cost	4 061

Charge for the use of wagon weigh bridges - supply part of service	Costs in 2016 (thousand HUF)
Direct costs	3 917
Direct costs to be distributed	145
Indirect costs	362
Total cost	4 425

Performance indicator relating to the charge

Table 73: Charge for the use of wagon weigh bridges - performance

Charge for the access to wagon weigh bridges	Performance in 2016
Vehicles weighed	1 978

Determination of the amount to be paid

Table 74: Charge for the use of wagon weigh bridges - determination of the amount to be paid

Charge for the access to wagon weigh bridges	HUF
1. Amount of charge	2 989
2. Amount of mark-up	1 302
3. Amount of discount	-
4. Amount of state contribution	2 148
Amount to be paid (1 + 2 - 3 - 4)	2 142

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 2 142 / vehicle.

4.2.7 Charge for the storage of vehicles

Costs taken into account when determining the charge

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

Charge for storage of vehicles	Costs in 2016 (thousand HUF)
Variable cost component of direct costs	4 700
Variable cost component of direct costs to be distributed	37
Fixed cost component of direct costs	5 919
Fixed cost component of direct costs to be distributed	293
Indirect costs	977
Total cost	11 925

Performance indicator relating to the charge

Table 76: Charge for the storage of vehicles - performance

Charge for storage of vehicles	Performance in 2016
Length of time of storage of vehicles beyond 24 hours	62 968

Determination of the amount to be paid

Table 77: Charge for the storage of vehicles - determination of the amount to be paid

Charge for storage of vehicles	HUF
1. Amount of charge	75
2. Amount of mark-up	114
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	189

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 189 / vehicle / day.

4.2.8 Charge for suspension of service stoppage

Costs taken into account when determining the charge

Table 78: Charge for suspension of service stoppage - summing-up of costs

Charge for suspension of service stoppage	Costs in 2016 (thousand HUF)
Direct cost	1
Direct cost to be distributed	101
Indirect cost	9
Total cost	110

Performance indicator relating to the charge

Table 79: Charge for suspension of service stoppage - performance

Charge for suspension of service stoppage	Performance in 2016
time devoted by service staff	18

Determination of the amount to be paid

Table 80: Charge for suspension of service stoppage - determination of the amount to be paid

Charge for suspension of service stoppage	HUF
1. Amount of charge	6 118
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	6 118

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 6 118 / person / hour.

4.3 ADDITIONAL SERVICES

4.3.1 Charge for train preparation

Costs taken into account when determining the charge

Table 81: Charge for train preparation - summing-up of costs

Charge for train preparation	Costs in 2016 (thousand HUF)
Direct cost	35 269
Direct cost to be distributed	279
Indirect costs	3 171
Total costs	38 719

Performance indicator relating to the charge

Table 82: Charge for train preparation - performance

Charge for train preparation	Performance in 2016
time devoted by staff for train preparation	9 590

Determination of the amount to be paid

Table 83: Charge for train preparation - determination of the amount to be paid

Charge for train preparation	HUF
1. Amount of charge	4 037
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	67
Amount to be paid (1 + 2 - 3 - 4)	3 970

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 970 / person / hour.

4.3.2 Charge for ensuring of shunting staff for passenger trains

Costs taken into account when determining the charge

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

Charge for ensuring shunting staff for passenger trains	Costs in 2016 (thousand HUF)
Direct cost	97
Direct costs to be distributed	1
Indirect cost	9
Total cost	107

Performance indicator relating to the charge

Table 85: Charge for ensuring of shunting staff for passenger trains - performance

Charge for ensuring of shunting staff for passenger trains	Performance in 2016
time devoted by shunting staff	20

Determination of the amount to be paid

Table 86: Charge for ensuring of shunting staff for passenger trains- determination of the amount to be paid

Charge for ensuring of shunting staff for passenger trains	HUF
1. Amount of charge	5 328
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	5 328

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 5 328 / person / hour.

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

Costs taken into account when determining the charge

Table 87: Charge for ensuring of shunting staff for freight and locomotive trains- summing-up of costs

Charge for ensuring shunting staff for freight and locomotive trains	Costs in 2016 (thousand HUF)
Direct cost	23 350
Direct costs to be shared	185
Indirect cost	2 099
Total cost	25 634

Performance indicator relating to the charge

Table 88: Charge for ensuring of shunting staff for freight and locomotive trains - performance

Charge for ensuring of shunting staff for freight and locomotive trains	Performance in 2016
time devoted by shunting staff	4 640

Determination of the amount to be paid

Table 89: Charge for ensuring of shunting staff for freight and locomotive trains- determination of the amount to be paid

Charge for ensuring of shunting staff for freight and locomotive trains	HUF
1. Amount of charge	5 525
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	1 555
Amount to be paid (1 + 2 - 3 - 4)	3 970

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 970 / person / hour.

4.3.4 Charge for the availability of shunting staff for passenger trains

Costs taken into account when determining the charge

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

Charge for the availability of shunting staff for passenger trains	Costs in 2016 (thousand HUF)
Direct cost	407 191
Direct costs to be distributed	3 218
Indirect cost	36 611
Total cost	447 021

Performance indicator relating to the charge

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

Charge for the availability of shunting staff for passenger trains	Performance in 2016
time devoted by shunting staff	116 748

Determination of the amount to be paid

Table 92: Charge for the availability of shunting staff for passenger trains- determination of the amount to be paid

Charge for the availability of shunting staff for passenger trains	HUF
1. Amount of charge	3 829
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	3 829

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 829 / person / hour.

4.3.5 Charge for the availability of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

Table 93: Charge for the availability of shunting staff for freight and locomotive trains- summing-up of costs

Charge for the availability of shunting staff for freight and locomotive trains	Costs in 2016 (thousand HUF)
Direct cost	499 365
Direct costs to be shared	3 947
Indirect cost	44 899
Total cost	548 211

Performance indicator relating to the charge

Table 94: Charge for the availability of shunting staff for freight and locomotive trains - performance

Charge for the availability of shunting staff for freight and locomotive trains	Performance in 2016
time devoted by shunting staff	142 206

Determination of the amount to be paid

Table 95: Charge for the availability of shunting staff for freight and locomotive trains- determination of the amount to be paid

Charge for the availability of shunting staff for freight and locomotive trains	HUF
1. Amount of charge	3 855
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	1 895
Amount to be paid (1 + 2 - 3 - 4)	1 960

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 960 / person / hour.

4.3.6 Charge for ensuring of traction unit for passenger trains

Costs taken into account when determining the charge

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

Charge for ensuring of traction unit for passenger trains	Costs in 2016 (thousand HUF)
Direct cost	82
Direct costs to be distributed	1
Indirect cost	7
Total cost	90

Performance indicator relating to the charge

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

Charge for ensuring of traction unit for passenger trains	Performance in 2016
Length of time of service provided by traction units	4

Determination of the amount to be paid

Table 98: Charge for ensuring of traction unit for passenger trains - determination of the amount to be paid

Charge for ensuring of traction unit for passenger trains	HUF
1. Amount of charge	22 593
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	22 593

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 22 593 / vehicle / hour.

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

Costs taken into account when determining the charge

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

Charge for ensuring of traction unit for freight and locomotive trains	Costs in 2016 (thousand HUF)
Direct cost	2 789
Direct costs to be shared	22
Indirect cost	251
Total cost	3 061

Performance indicator relating to the charge

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

Charge for ensuring of traction unit for freight and locomotive trains	Performance in 2016
Length of time of service provided by traction units	120

Determination of the amount to be paid

Table 101: Charge for ensuring of traction unit for freight and locomotive trains - determination of the amount to be paid

Charge for ensuring of traction unit for freight and locomotive trains	HUF
1. Amount of charge	25 511
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	3 511
Amount to be paid (1 + 2 - 3 - 4)	22 000

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 22 000 / vehicle / hour.

4.3.8 Charge for the availability of traction unit for passenger trains

Costs taken into account when determining the charge

Table 102: Charge for the availability of traction unit for passenger trains - summing-up of costs

Charge for the availability of traction unit for passenger trains	Costs in 2016 (thousand HUF)
Direct cost	295 545
Direct costs to be distributed	2 336
Indirect cost	26 573
Total cost	324 454

Performance indicator relating to the charge

Table 103: Charge for the availability of traction unit for passenger trains - performance

Charge for the availability of traction unit for passenger trains	Performance in 2016
Length of time of service provided by traction units	20 388

Determination of the amount to be paid

Table 104: Charge for the availability of traction unit for passenger trains - determination of the amount to be paid

Charge for the availability of traction unit for passenger trains	HUF
1. Amount of charge	15 914
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	15 914

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 15 914 / vehicle / hour.

4.3.9 Charge for the availability of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

Table 105: Charge for the availability of traction unit for freight and locomotive trains - summing-up of costs

Charge for the availability of traction unit for freight and locomotive trains	Costs in 2016 (thousand HUF)
Direct cost	649 292
Direct costs to be shared	5 132
Indirect cost	58 379
Total cost	712 803

Performance indicator relating to the charge

Table 106: Charge for the availability of traction unit for freight and locomotive trains - performance

Charge for the availability of traction unit for freight and locomotive trains	Performance in 2016
Length of time of service provided by traction units	44 791

Determination of the amount to be paid

Table 107: Charge for the availability of traction unit for freight and locomotive trains - determination of the amount to be paid

Charge for the availability of traction unit for freight and locomotive trains	HUF
1. Amount of charge	15 914
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	4 514
Amount to be paid (1 + 2 - 3 - 4)	11 400

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 11 400 / vehicle / hour.

4.3.10 Charge for ensuring of fuel for traction

Costs taken into account when determining the charge

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

Charge for ensuring of fuel for traction	Costs in 2016 (thousand HUF)
Direct cost	2 033 886
Direct costs to be distributed	-
Indirect cost	-
Total cost	2 033 886

Performance indicator relating to the charge

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

Charge for ensuring of fuel for traction	Performance in 2016
Amount of diesel fuel used for shunting	5 102 104

Determination of the amount to be paid

Table 110: Charge for ensuring of fuel for traction - determination of the amount to be paid

Charge for ensuring of fuel for traction	HUF
1. Amount of charge	399
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	399

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 399 / litre.

4.3.11 Charge for ensuring of traction current

Costs taken into account when determining the charge

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

Table 111: Charge for ensuring of traction current - summing-up of costs

Charge for ensuring of traction current	Charge for transmitted traction current	Charge for system-use	Charge for the network loss of transmitted traction current	Charge for the energy tax	Charge for funds in accordance with Vet.	Other operational charge
Direct cost	1 129 324	136 825	238 463	18 238	90 261	-
Direct costs to be distributed	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
Total cost	1 129 324	136 825	238 463	18 238	90 261	-

Performance indicator relating to the charge

Table 112: Charge for ensuring of traction current - performance

Charge for ensuring of traction current	Charge for transmitted traction current	Charge for system-use	Charge for the network loss of transmitted traction current	Charge for the energy tax	Charge for funds in accordance with Vet.	Other operational charge
Amount of traction current transmitted (kWh)	63 738 169	63 738 169	63 738 169	63 738 169	63 738 169	63 738 169

Determination of the amount to be paid

Table 113: Charge for ensuring of traction current - determination of the amount to be paid

Charge for ensuring of traction current	Charge for transmitted traction current	Charge for system-use	Charge for the network loss of transmitted traction current	Charge for the energy tax	Charge for funds in accordance with Vet.	Other operational charge
1. Amount of charge	17.7	2.1	3.7	0.3	1.4	-
2. Amount of mark-up	-	-	-			-
3. Amount of discount	-	-	-			-
4. Amount of state contribution	-	-	-			-
Amount to be paid (1+2-3-4)	17.7	2.1	3.7	0.3	1.4	-

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

- **Charge for transmitted traction current:** HUF 17.7/kWh
- **Charge for the use of the system:** HUF 2.1/kWh
- **Charge for the network loss of the transmitted traction current:** HUF 3.7/kWh
- **Charge for energy tax** HUF 0.3/kWh
- **Charge for funds under the Act on Electricity** HUF 1.4/kWh
- **Other operational charges:** -

Total: HUF 25.3/kWh.

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

Costs taken into account when determining the charge

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

Table 114: Charge for ensuring of electric energy used for other than traction purposes - summing-up of costs

Charge for ensuring of electric energy used for other than traction purposes	Charge for transmitted electric energy used for other than traction purposes	Charge for system-use	Charge for the network loss of transmitted electric energy used for other than traction purposes	Charge for the energy tax	Charge for funds in accordance with Vet.	Other operational charge
Direct cost	54 690	6 626	11 548	883	4 371	-
Direct costs to be shared	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
Total cost	54 690	6 626	11 548	883	4 371	-

Performance indicator relating to the charge

Table 115: Charge for ensuring of electric energy used for other than traction purposes - performance

Charge for ensuring of electric energy used for other than traction purposes	Charge for transmitted electric energy used for other than traction purposes	Charge for system-use	Charge for the network loss of transmitted electric energy used for other than traction purposes	Charge for the energy tax	Charge for funds in accordance with vet.	Other operational charge
Amount of transmitted electric energy used for other than traction purposes (kWh)	2 961 324	2 961 324	2 961 324	2 961 324	2 961 324	-

Determination of the amount to be paid

Table 116: Charge for ensuring of electric energy used for other than traction purposes - determination of the amount to be paid

Charge for ensuring of electric energy used for other than traction purposes	Charge for the transmitted electric energy used for other than traction purposes	Charge for the use of the system	Charge for network loss of the transmitted electric energy used for other than traction purposes	Charge for energy tax	Charge for funds under the Act on Electricity	Other operational charges
1. Amount of charge	18.5	2.2	3.9	0.3	1.5	-
2. Amount of mark-up	-	-	-	-	-	-
3. Amount of discount	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-
Amount to be paid (1+2-3-4)	18.5	2.2	3.9	0.3	1.5	-

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

- Charge for the transmitted electric energy used for other than traction purposes: HUF 18.5/kWh
- Charge for the use of the system: HUF 2.2/kWh
- Charge for the network loss of the transmitted electric energy used for other than traction purposes: HUF 3.9/kWh
- Charge for energy tax: HUF 0.3/kWh
- Charge for funds under the Act on Electricity: HUF 1.5/kWh
- Other operational charges: -

Total: HUF 26.4 /kWh.

4.3.13 Charge for ensuring of water for water supply

Costs taken into account when determining the charge

Table 117: Charge for ensuring of water for water supply - summing-up of costs

Charge for ensuring of water for water supply	Costs in 2016 (thousand HUF)
Direct cost	926
Direct costs to be shared	-
Indirect cost	-
Total cost	926

Performance indicator relating to the charge

Table 118: Charge for ensuring of water for water supply - performance

Charge for ensuring of water for water supply	Performance in 2016
Amount of water used for water supply	1 942

Determination of the amount to be paid

Table 119: Charge for ensuring of water for water supply - determination of the amount to be paid

Charge for ensuring of water for water supply	HUF
1. Amount of charge	477
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	477

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 477 / m³.

4.4 ANCILLARY SERVICES

4.4.1 Charge for technical inspection of railway vehicles

Costs taken into account when determining the charge

Table 120: Charge for technical inspection of railway vehicles - summing-up of costs

Charge for technical inspection of railway vehicles	Costs in 2016(thousand HUF)
Direct cost	314 739
Direct costs to be distributed	2 488
Indirect cost	28 299
Total cost	345 525

Performance indicator relating to the charge

Table 121: Charge for technical inspection of railway vehicles - performance

Charge for technical inspection of railway vehicles	Performance in 2016
Trains undergone technical inspection	54 380

Determination of the amount to be paid

Table 122: Charge for technical inspection of railway vehicles - determination of the amount to be paid

Charge for technical inspection of railway vehicles	HUF
1. Amount of charge	6 354
2. Amount of mark-up	-
3. Amount of discount	-
4. Amount of state contribution	-
Amount to be paid (1 + 2 - 3 - 4)	6 354

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 6 354 / train.

5. Compulsory revision of the charging system

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

- revenues of the Infrastructure Manager from charges accounted, paid respectively, by Railway Undertakings,
- amount of state subsidy given to the Infrastructure Manager,
- size of the open access railway network operated by the Infrastructure Manager.

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

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

6. Annexes

- Annex 1: All costs of GYSEV Zrt for 2016 broken down to services
- Annex 2: Corrections applied by GYSEV Zrt when preparing the Charging Document
- Annex 3: Performance indicators of GYSEV Zrt for 2013 and 2016
- Annex 4: In-kind performances of GYSEV Zrt for 2013 and 2016
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2015/2016 timetable year
- Annex 6: Summing-up table of network access charges including state subsidy for the 2015-2016 timetable year for GYSEV Zrt
- Annex 7: Letter of GYSEV Zrt of No. 021705/2014

Annex 1: All costs of GYSEV Zrt for 2016 broken down to services

Basic services

Charge item	Variable cost component of direct costs (thousand HUF)	Fixed cost component of direct costs (thousand HUF)	Variable cost component of direct costs to be distributed (thousand HUF)	Fixed cost component of direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Charge for ensuring of train path	6 487	58 385	-	2 212	5 984	73 068
Charge for running of trains						
Gross ton proportionate part of charge	1 010 951	630 658	24 814	15 317	150 023	1 831 762
Train km proportionate part of charge						
Freight train						
track section category I	31 823	219 099	4 981	40 148	26 410	322 460
track section category II	10 969	41 079	2 154	17 363	6 384	77 949
track section category III	1	3	-	-	0	4
Passenger train						
track section category I	83 936	742 735	17 921	144 462	88 231	1 077 285
track section category II	40 040	282 182	14 614	117 799	40 557	495 192
track section category III	6 966	49 982	-	-	5 080	62 028
Locomotive train						
track section category I	7 352	63 520	1 580	12 732	7 599	92 783
track section category II	3 949	30 120	1 860	14 991	4 542	55 462
track section category III	1	7	-	-	1	8

Supplementary services

Charge item	Variable cost component of direct costs (thousand HUF)	Variable cost component of direct costs to be distributed (thousand HUF)	Fixed cost component of direct costs (thousand HUF)	Fixed cost component of direct costs to be distributed (thousand HUF)	Supply part of direct costs (thousand HUF)	Supply part of direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Charge for the use of stations by passenger trains for stopping								
station of category I	12 437	49 820	42 475	117 431	52 698	44 328	28 474	347 663
station of category II	17 596	102 830	59 899	242 381	55 208	91 495	50 795	620 204
station of category III	11 440	23 451	39 430	55 277	45 681	20 866	17 498	213 643
station of category IV	4 183	34 162	13 248	80 523	-	30 396	14 497	177 009
Charge for the use of origin/destination stations by passenger trains								
station of category I	-	13 646	-	74 234	21 595	34 358	12 831	156 665
station of category II	-	49	-	266	925	123	122	1 484
station of category III	-	2	-	10	-	5	1	18
station of category IV	-	-	-	-	-	-	-	-
Charge for the use of stations by freight trains								
station of category I	127 662	40 820	163 878	95 351	-	35 874	41 355	504 940
station of category II	14 722	7 192	6 639	16 800	-	6 321	4 610	56 283
station of category III	2 515	2 523	1 231	5 894	-	2 218	1 283	15 664
Charge for the use of catenary	43 845	-	325 279	2 917	-	-	33 189	405 230
Charge for the use of refuelling facilities	2 466	1 341	3 951	7 296	70 112	3 377	7 899	96 442
Charge for the use of wagon weigh bridges (scales)	1 429	58	1 928	314	3 917	145	695	8 487
Charge for the storage of vehicles	4 700	37	5 919	293	-	-	977	11 925
Charge for suspension of service stoppage	-	-	-	1	101	-	9	110

Additional and Ancillary services

Charge item	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Charge for train preparation	35 269	279	3 171	38 719
Charge for ensuring of shunting staff for passenger trains	97	1	9	107
Charge for ensuring of shunting staff for freight and locomotive trains	23 350	185	2 099	25 634
Charge for the availability of shunting staff for passenger trains	407 191	3 218	36 611	447 021
Charge for the availability of shunting staff for freight and locomotive trains	499 365	3 947	44 899	548 211
Charge for ensuring of traction unit for passenger trains	82	1	7	90
Charge for ensuring of traction unit for freight and locomotive trains	2 789	22	251	3 061
Charge for the availability of traction unit for passenger trains	295 545	2 336	26 573	324 454
Charge for the availability of traction unit for freight and locomotive trains	649 292	5 132	58 379	712 803
Charge for ensuring of fuel for traction	2 033 886	-	-	2 033 886
Charge for transmitted traction current	1 129 324	-	-	1 129 324
Charge for system-use	136 825	-	-	136 825
Charge for the network loss of transmitted traction current	238 463	-	-	238 463
Charge for the energy tax	18 238	-	-	18 238
Charge for funds in accordance with Vet.	90 261	-	-	90 261
Other operational charge	-	-	-	-
Charge for transmitted electric energy used for other than traction purposes (preheating, precooling)	54 690	-	-	54 690
Charge for system-use	6 626	-	-	6 626
Charge for the network loss of transmitted electric energy used for other than traction purposes (preheating, precooling)	11 548	-	-	11 548
Charge for the energy tax	883	-	-	883
Charge for funds in accordance with Vet.	4 371	-	-	4 371
Other operational charge	-	-	-	-
Charge for ensuring of water for water supply	926	-	-	926
Charge for technical inspection of railway vehicles	314 739	2 488	28 299	345 525

Annex 2: Corrections applied by GYSEV Zrt when preparing the Charging Document

PROVISIONS OF THE CHARGING METHODOLOGY		
Rate of price level changing that can be taken into consideration to certain items:	%	Period
the consumer price index given by KSH (Central Statistics Office) for the period from the basis period up to the end of the quarter prior to the month of determination of charges	100,7%	01 January 2014-30 June 2014
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	100%	01 July 2014-31 December 2014
	102,5%	01 January 2015-31 December 2015
correction percentage taken into account related to certain items	102,9%	
Rate of price level changing that can be taken into consideration to personnel expenditures:	%	Period
for the year following the basis period (year of charge calculation) is the degree of wage-increase set out in the collective agreement or, in absence of this, degree of wage-increase approved by OÉT	100,0%	01 January 2014-30 June 2014
for the year following the basis period (year of charge calculation) is the degree of wage-increase set out in the collective agreement or, in absence of this, degree of wage-increase approved by OÉT	102,4%	01 July 2014-31 December 2014
for the period from the year after the basis period (year of charge calculation) to the charge-year, is the degree of national economic gross income-increase forecast by MNB	103,7%	2015
correction percentage taken into account related to personnel expenditures	104,9%	
Price level changing cannot be taken into account:		
- for costs of depreciation and loss in value		
- for revenues and expenditures of financial transactions		
- provisions for liabilities and charges		
- for extraordinary revenues and expenditures		
Items for correction (thousand HUF)		
Creation of provision		
for the year of 2016	57 848	
One-off corrections for costs		
for the year of 2016	170 398	
Fiscal depreciation		
for the year of 2016	-1 920 565	

Annex 3: Performance indicators of GYSEV Zrt for 2013 and 2016

Charges			Performance Indicators		Measure Unit	
			2013	2016		
Charge for ensuring of train path			149 522	146 305	train paths (pcs)	
Charge for running of trains	Train km proportionate part of charge	Freight train	Total	1 019 655	994 157	performed train km
			track section category I	630 675	817 038	
			track section category II	388 980	177 084	
			track section category III	-	35	
		Passenger train	Total	5 897 579	4 797 064	
			track section category I	1 747 611	3 161 504	
			track section category II	3 941 368	1 409 399	
			track section category III	208 600	226 161	
		Locomotive train	Total		462 159	
			track section category I	193 585	300 653	
			track section category II	164 580	161 471	
			track section category III	35	35	
	Gross ton km proportionate part of charge	Freight train	Total	1 061 090 731	1 012 606 430	performed gross ton km
			track section category I	712 307 427	818 510 006	
			track section category II	348 783 304	194 078 924	
			track section category III	-	17 500	
		Passenger train	Total	957 114 428	921 543 119	
			track section category I	421 979 506	715 531 135	
			track section category II	514 091 398	186 240 399	
			track section category III	21 043 524	19 771 585	
Locomotive train		Total	36 701 529	49 547 235		
		track section category I	19 171 767	30 820 440		
		track section category II	17 527 434	18 724 596		
		track section category III	2 328	2 200		

Charges		Performance Indicators		Measure Unit
		2013	2016	
Charge for the use of stations by passenger trains for stopping	station of category I	151 693	200 934	performed use of station for stopping
	station of category II	216 492	414 733	
	station of category III	482 793	94 584	
	station of category IV	7 071	137 781	
Charge for the use of origin/destination stations by passenger trains	station of category I	55 227	51 914	performed use of origin/destination station
	station of category II	12 918	186	
	station of category III	66	7	
	station of category IV	-	-	
Charge for the use of stations by freight trains	station of category I	22 264	23 230	performed use of stations
	station of category II	7 433	4 093	
	station of category III	519	1 436	
Charge for the use of catenary		3 959 279	3 915 408	electric train km performed by passenger, freight and loco trains
Charge for the use of refuelling facilities		6 373 248	5 102 104	amount of the fuel taken (l)
Charge for the use of wagon weigh bridges (scales)		1 985	1 978	vehicles weighed (number of vehicles)
Charge for the storage of vehicles		61 384	62 968	vehicle / day vehicles stored steadily beyond 24 hours (number of vehicles) duration of storage (number of days)
Charge for suspension of service stoppage		36	18	HUF / hour number of service staff ensured (person), duration of service (hour)

Charges	Performance Indicators		Measure Unit
	2013	2016	
Charge for train preparation	9 227	9 590	person / hour number of ensured staff for train acceptance (person), duration of service (hour)
Charge for ensuring of shunting staff for passenger trains	66 424	20	person / hour number of ensured shunting staff (person), duration of service (hour)
Charge for ensuring of shunting staff for freight and locomotive trains	129 169	4 640	person / hour number of ensured shunting staff (person), duration of service (hour)
Charge for the availability of shunting staff for passenger trains	-	116 748	person / hour number of ensured shunting staff (person), duration of service (hour)
Charge for the availability of shunting staff for freight and locomotive trains	-	142 206	person / hour number of ensured shunting staff (person), duration of service (hour)
Charge for ensuring of traction unit for passenger trains	20 009	4	number of ensured traction unit (piece) duration of service (hour)
Charge for ensuring of traction unit for freight and locomotive trains	39 143	120	number of ensured traction unit (piece) duration of service (hour)
Charge for the availability of traction unit for passenger trains	-	20 388	number of ensured traction unit (piece) duration of service (hour)
Charge for the availability of traction unit for freight and locomotive trains	-	44 791	number of ensured traction unit (piece) duration of service (hour)

Charges	Performance Indicators		Measure Unit
	2013	2016	
Charge for ensuring of fuel for traction	6 373 248	5 102 104	volume of diesel fuel used for shunting (litre)
Charge for transmitted traction current	64 690 113	63 738 169	volume of traction current transmitted (kWh)
Charge for system-use	64 690 113	63 738 169	
Charge for the network loss of transmitted traction current	64 690 113	63 738 169	
Charge for the energy tax	64 690 113	63 738 169	
Charge for funds in accordance with Vet.	64 690 113	63 738 169	
Other operational charge	64 690 113	63 738 169	
Charge for transmitted electric energy used for other than traction purposes (preheating, precooling)	3 011 432	2 961 324	volume of traction current transmitted (kWh)
Charge for system-use	3 011 432	2 961 324	
Charge for the network loss of transmitted electric energy used for other than traction purposes (preheating, precooling)	3 011 432	2 961 324	
Charge for the energy tax	3 011 432	2 961 324	
Charge for funds in accordance with Vet.	3 011 432	2 961 324	
Other operational charge	3 011 432	2 961 324	
Charge for ensuring of water for water supply	1 899	1 942	volume of water used for water supply (m3)
Charge for technical inspection of railway vehicles	50 264	54 380	trains undergone technical inspection (pcs)

Annex 4: In-kind performances of GYSEV Zrt for 2013 and 2016

Denomination of in-kind performances	Value	
	2013	2016
Number of use of track routes by departing trains	149 522	146 305
Number of use of track routes by through trains	803 910	803 574
Freight trains	130 472	132 991
track section category I	71 724	92 840
track section category II	58 748	40 151
track section category III	-	-
Passenger trains	618 608	606 473
track section category I	189 647	334 065
track section category II	428 961	272 408
track section category III	-	-
Locomotive trains	54 830	64 110
track section category I	21 094	29 443
track section category II	33 736	34 667
track section category III	-	-
Number of use of track routes by passenger trains for stopping	858 049	848 032
station of category I	151 693	200 934
station of category II	216 492	414 733
station of category III	482 793	94 584
station of category IV	7 071	137 781
Number of use of track routes by passenger trains for reversing direction	204 633	156 321
station of category I	165 681	155 742
station of category II	38 754	558
station of category III	198	21
station of category IV	-	-
Number of use of track routes by freight trains	211 512	201 313
station of category I	155 848	162 610
station of category II	52 031	28 651
station of category III	3 633	10 052
Number of use of track routes for access to refuelling facilities	19 120	15 306
Number of use of track routes for access to wagon weigh bridges	662	659
Number of use of track routes for storage of vehicles	409	420

Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2015/2016 timetable year (in Hungarian Forint)

Charge item	Charge	Mark-up	Discount	State subsidy	Amount to be paid
Charge for ensuring of train path	44	455	-	62	437
Charge for running of trains					
Gross ton proportionate part of charge	0,52	0,40	-	0,69	0,23
Train km proportionate part of charge					
Freight train					
track section category I	40	357	-	127	270
track section category II	31	233	-	2	262
track section category III	11	89	-	-	100
Passenger train					
track section category I	40	357	-	120	277
track section category II	31	233	-	-	264
track section category III	11	89	-	-	100
Locomotive train					
track section category I	40	357	-	81	316
track section category II	31	233	-	-	264
track section category III	11	89	-	-	100
Charge for the use of stations by passenger trains for stopping					
station of category I	836	894	-	-	1 730
station of category II	676	820	-	-	1 495
station of category III	1 135	1 124	-	964	1 295
station of category IV	519	766	-	99	1 186
Charge for the use of origin/destination stations by passenger trains					
station of category I	1 437	1 581	-	1 195	1 823
station of category II	6 399	1 581	-	6 269	1 711
station of category III	984	1 581	-	1 019	1 546
station of category IV	-	-	-	-	-
Charge for the use of stations by freight trains					
station of category I	8 935	12 802	-	18 737	3 000
station of category II	7 036	6 715	-	11 501	2 250
station of category III	5 191	5 717	-	9 408	1 500
Charge for the use of catenary	11	92	-	22	81
Charge for the use of refuelling facilities	16	2	-	3	16
Charge for the use of wagon weigh bridges (scales)	2 989	1 302	-	2 148	2 142
Charge for the storage of vehicles	75	114	-	-	189
Charge for suspension of service stoppage	6 118	-	-	-	6 118
Charge for train preparation	4 037	-	-	67	3 970
Charge for ensuring of shunting staff for passenger trains	5 328	-	-	-	5 328
Charge for ensuring of shunting staff for freight and locomotive trains	5 525	-	-	1 555	3 970
Charge for the availability of shunting staff for passenger trains	3 829	-	-	-	3 829
Charge for the availability of shunting staff for freight and locomotive trains	3 855	-	-	1 895	1 960
Charge for ensuring of traction unit for passenger trains	22 593	-	-	-	22 593
Charge for ensuring of traction unit for freight and locomotive trains	25 511	-	-	3 511	22 000
Charge for the availability of traction unit for passenger trains	15 914	-	-	-	15 914
Charge for the availability of traction unit for freight and locomotive trains	15 914	-	-	4 514	11 400
Charge for ensuring of fuel for traction	399	-	-	-	399
Charge for transmitted traction current	17,7	-	-	-	17,7
Charge for system-use	2,1	-	-	-	2,1
Charge for the network loss of transmitted traction current	3,7	-	-	-	3,7
Charge for the energy tax	0,3	-	-	-	0,3
Charge for funds in accordance with Vet.	1,4	-	-	-	1,4
Other operational charge	-	-	-	-	-
Charge for transmitted electric energy used for other than traction purposes (preheating, precooling)	18,5	-	-	-	18,5
Charge for system-use	2,2	-	-	-	2,2
Charge for the network loss of transmitted electric energy used for other than traction purposes (preheating, precooling)	3,9	-	-	-	3,9
Charge for the energy tax	0,3	-	-	-	0,3
Charge for funds in accordance with Vet.	1,5	-	-	-	1,5
Other operational charge	-	-	-	-	-
Charge for ensuring of water for water supply	477	-	-	-	477
Charge for technical inspection of railway vehicles	6 354	-	-	-	6 354

Annex 6: Summing-up table of network access charges including state subsidy for the 2015/2016 timetable year for GYSEV Zrt (in Hungarian Forint)

Figures in the table are indicated in Hungarian Forint			Volume of state subsidy broken down to services	
BASIC SERVICES	Charge for ensuring of train path		9 132 842	
	Charge for running of trains	Gross ton km proportionate part of charge	Freigh train	1 376 535 590
			Passenger train	
	Locomotive train			
	Train km proportionate part of charge	Freigh train	track section category I	103 661 541
			track section category II	441 107
			track section category III	-
		Passenger train	track section category I	378 984 768
			track section category II	-
			track section category III	-
Locomotive train		track section category I	24 315 270	
		track section category II	-	
		track section category III	-	
SUPPLEMENTARY SERVICES	Charge for the use of stations by passenger trains for stopping		track section category I	-
			track section category II	-
			track section category III	91 156 668
	Charge for the use of origin/destination stations by passenger trains		track section category IV	13 600 330
			track section category I	62 025 541
			track section category II	1 166 030
	Charge for the use of stations by freight trains		track section category III	7 131
			track section category IV	-
			track section category I	435 249 742
	Charge for the use of catenary		track section category II	47 073 891
	Charge for the use of refuelling facilities		track section category III	13 509 635
	Charge for the use of wagon weigh bridges (scales)			88 081 943
	Charge for the use of wagon weigh bridges (scales)			14 808 240
Charge for the storage of vehicles			4 249 732	
Charge for suspension of service stoppage			-	
Total (basic + supplementary services)			2 664 000 000	
ADDITIONAL SERVICES	Charge for train preparation		646 355	
	Charge for ensuring of shunting staff for passenger trains		-	
	Charge for ensuring of shunting staff for freight and locomotive trains		7 213 496	
	Charge for the availability of shunting staff for passenger trains			
	Charge for the availability of shunting staff for freight and locomotive trains		269 532 893	
	Charge for ensuring of traction unit for passenger trains		-	
	Charge for ensuring of traction unit for freight and locomotive trains		421 357	
	Charge for the availability of traction unit for passenger trains		-	
	Charge for the availability of traction unit for freight and locomotive trains		202 185 899	
	Charge for ensuring of fuel for traction		-	
	Charge for transmitted traction current		-	
	Charge for system-use		-	
	Charge for the network loss of transmitted traction current		-	
	Charge for the energy tax		-	
	Charge for funds in accordance with Vet.		-	
	Other operational charge		-	
	Charge for transmitted electric energy used for other than traction purposes (preheating, precooling)		-	
	Charge for system-use		-	
	Charge for the network loss of transmitted electric energy used for other than traction purposes (preheating, precooling)		-	
	Charge for the energy tax		-	
Charge for funds in accordance with Vet.		-		
Other operational charge		-		
Charge for ensuring of water for water supply		-		
ANCILLARY	Charge for technical inspection of railway vehicles		-	
Total (additional services)			480 000 000	
TOTAL			3 144 000 000	

Annex 7: Letter of GYSEV Zrt of No. 021705/2014



GYŐR - SOPRON - EBENFURTI VASÚT ZRT.

Cím: H-9400 Sopron, Mátyás király u. 19. • Levelezési cím: H-9401 Sopron, Pf.104.

<i>Cégnév</i>	GYSEV Zrt.	<i>Ügyiratszám</i>	021705/2014
		<i>Hív. szám</i>	
<i>Címzett</i>	VPE Kft.	<i>Tárgy</i>	2015/2016 menetrendi időszakra vonatkozó állami költségtérítés
	Németh Réka ügyvezető	<i>Előadó</i>	Bencsics József
		<i>Telefonszám</i>	07/73-03 jbensics@gysev.hu
<i>Cím</i>	1054 Budapest Bajcsy-Zsilinszky u. 48.	<i>Dátum</i>	2014.11.04.

Tisztelt Ügyvezető Úrhölgy!

A 2015/2016. menetrendi évre vonatkozó hálózat-hozzáférési díjak meghatározása során a működési költségtérítés összegét 3 144 millió Ft-ban szíveskedjen figyelembe venni.

Kérem, hogy a hálózat-hozzáférési díj kalkuláció során a következőket is szíveskedjék figyelembe venni:

- Az alap és járulékos szolgáltatások 2 664 millió Ft támogatásban részesüljenek
- Az áru fuvarozási szektor alap- és járulékos szolgáltatásainak vasúti hálózat-hozzáférési díj terhei változatlan teljesítmények mellett ne növekedjenek a 2014/2015. menetrendi évhez képest.
- Az állami költségtérítés hatásából adódóan a 2014/2015-ös menetrendi évhez képest a 2015/2016 évi díjak ne csökkenjenek, hacsak ez jogszabály (alapszolgáltatások díjképzése a szolgáltatáshoz közvetlenül kapcsolódó költségek alapján) vagy e dokumentum előírásaiból, ill. a költségviszonyokból nem következik.
- A vonal- és állomáskategóriák közötti minőségi különbségek a díjakban is jelenjenek meg, ezért a közlekedtetési díj vonatkm arányos díjrésze esetében a bázis díjak opcionális eltérítése kerüljön alkalmazásra (DM 6.3).
- A kiegészítő szolgáltatások legfeljebb 480 millió Ft támogatásban részesüljenek.
- A kiegészítő szolgáltatások közül a személyszállításra vonatkozó díjtételek, valamint az energiahordozók értékesítése ne részesüljön támogatásban.

A 2015/2016 évi díjak megállapítását a fentiek figyelembe vételével kérem elvégezni.

Üdvözlettel:

Ikker Tibor
Pályavasúti Üzletág vezető

Győr-Sopron-Ebenfurti Vasút Zrt.

