

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:

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

Complex supplementary services:

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

Supply part of supplementary service, additional and ancillary service:

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

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:

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

Complex supplementary services:

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

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 for 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 | HUF |
|--|--------------|
| Passenger trains / station category II | |
| 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 |
|--------------------------|--------|

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 | |
|--|--------------|
| Passenger trains / station category II | HUF |
| 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

| Charge for the use of catenary | Costs in 2016 (thousand HUF) |
|---|------------------------------|
| 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

| Charge for the use of catenary | Performance in 2016 |
|---|---------------------|
| 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

| Charge for the use of catenary | HUF |
|--|-----------|
| 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 of 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 | |
|--|---|---|----------------------------|----------------------------|---|-------------|
| BASICS 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 | |
| | | | track section category IV | | 13 600 330 | |
| | Charge for the use of origin/destination stations by passenger trains | | track section category I | | 62 025 541 | |
| | | | track section category II | | 1 166 030 | |
| | | | track section category III | | 7 131 | |
| | | | track section category IV | | - | |
| | Charge for the use of stations by freight trains | | track section category I | | 435 249 742 | |
| | | | track section category II | | 47 073 891 | |
| | | | track section category III | | 13 509 635 | |
| | Charge for the use of catenary | | | | 88 081 943 | |
| | Charge for the use of refuelling facilities | | | | 14 808 240 | |
| | Charge for the use of wagon weigh bridges (scales) | | | | 4 249 732 | |
| Charge for the storage of vehicles | | | | - | | |
| 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.

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

Üdvözléssel:

Ikker Tibor
Pályavasúti Üzletág vezető

Győr-Sopron-Ebenfurti Vasút Zrt.

