

ANNEX

Annex 6.1-1- Charging Methodology

Due to the change in the Annex 2017/2018 timetable period to the charging principles, the following changes have been reclassified:

Charging Methodology II Modification No 5

Valid: from 08 September 2016

Effective: from 00:00 of 10 December 2017

Timetable period: 2017/2018

2.3.2. The compulsory modification of the Charging System

The following clarifications have been transcribed:

Beyond the above, VPE is obliged to carry out the modification of the charging system if modification becomes necessary because elements are used which are applicable upon occurrence as defined in Article 2.1.2, or infrastructure manager decides to modify services that were taken into account when the charging system for the given year was established **or in the change state distribution is declared significant by the IM.**

In compliance with Paragraph 3 of Governmental Decree No 268/2009, infrastructure manager shall make **available to VPE, without delay, the basis for the change, and related to services provided for the changes to those data which are involved in charging.**

2.3.4. Revision involving only a certain part of services

The following clarifications have been transcribed in this point:

If the revision takes place because of the introduction of (a) new service(s), revision may not affect elements already published. In this case all the costs delivered by the infrastructure manager as regards services shall be considered as direct costs in the network access charge of the new service. The already distributed dividable direct costs and indirect **costs and the state distribution in which that value remains unchanged** shall not be distributed again.

If the revision of fees takes place because a service which was involved in the charging process ceases, revision may affect the already published elements only if the service is deleted as an individual service, but it can be used further on within the framework of all the other earlier published services. In this case all the costs connected to the deleted service shall be ranked into the costs of the integrating service by keeping the former cost ranking, so the affected charging elements of the integrating service shall change. **The discontinuing service split value of state distribution shall be ranked into the integrating service value of state distribution. If the process results in a negative charge then the value of the state distribution shall be allocated into any other service in the elements of the charging system.**

Should the service involved in the charging process cease in that way that it is not integrated by another service, costs connected to the service and involved in charging shall be ranked into costs not

involved in the charging process. **The value of state distribution in the discontinuing services shall be allocated to the other services.**

3.2.1. Use of stations for stopping by passenger trains - complex service

The following clarifications have been transcribed in this point:

The access part of service includes:

- ensuring access to and use of track network and other facilities of passenger stations, halts and stops used for passenger transport and not included in basic services,
- ensuring access to and use of passenger service buildings, facilities, passenger areas, platforms, underpasses and footbridges,
- **ensuring direction change,**
- ensuring the use of traffic operation activity related to stopping **and direction change** of trains at stations and necessary for dispatching and receiving of trains.

3.2.3. Use of stations by freight trains - complex service

The following clarifications have been transcribed in this point:

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- **ensuring direction change**
- use of traffic operation activity at stations related to dispatch and reception **and direction change** of trains but not included in basic services (traffic control, recording of data of train run),

3.5. Services in NS which were announced without service fee

The following new point shall be added with new intension:

Charging process is not related to these services but according to point 4.3.3 of NS, the applicants must order capacity.

3.5.1. Use of public loading sidings

The following new point shall be added with new intension:

Requests for use of public loading sidings and loading areas belonging to these sidings owned by MÁV Zrt.

3.5.2. Indication of shunting for own operation

The following new point shall be added with new intension:

Shunting without the usage of shunting staff of the IM and/or traction unit ensured by the IM. The authorised applicant must indicate its own shunting in the train path requesting IT system of VPE.

3.5.3. Service stoppage

The following new point shall be added with new intension:

IM shall publish in Annex 3.5-2 those service places where the availability of service staff is limited. Indication that the applicant intends to use the capacity for the number of NS 3.5-2 Annex announced service locations and times in different place and time.

4.6.2 Distribution of indirect items involved in charging

The following clarifications have been transcribed:

In absence of 'in-kind performances' which could be used as an adequate projecting basis, distribution of indirect costs occurred at the infrastructure manager to the services provided by the infrastructure manager - but regarding charging of running of trains, and within this charge distribution of indirect costs to part of charges proportional to gross ton kilometres on one hand and to part of proportional to train kilometres on the other hand - shall take place proportionately to the sum of direct items and direct items to be distributed.

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

- other indirect items.

4.6.5. The cost difference determining the value of the charging regulation 16 § (4)

The following new point shall be added with new intension:

Based on the charging regulation 16 § (4), in the interest of IMs being able to recover all reasonable costs which are in relation to the services covered by the NS, connection with the various services fees which are paid or declared income data by applicant to the IMs, the data are compared with that closed business year data when the value of the planned year, planned services fee to the charging system as elements are taken into account and determined.

After the aggregation of individual values related to services it will be determined how the total values differ from each other. If the two values differ by 10% from each other in the next period charging process among the types of reasonable costs. If the past business year actually accounted for all income paid on the basis of the elements of the charging system based on the applicants or accounted for a higher value, then a negative sign, cost-reduction item, if the planned total cost of the revived year is higher, then a positive sign, cost-increasing item.

If the IMs contract contains a clause numerical value for the cost differences in case it is necessary to take into account the settlement. The IMs shall make available to VPE the data necessary for the calculation.

4.7. Distribution of state contribution to services

From the point of the following paragraph has been deleted:

~~In view of regulations set out in the infrastructure operation agreement for the distribution of the state contribution, and/or ad hoc provisions laid down in other commitment document issued by the minister~~

~~responsible for transportation, beyond service categories or service break-down involved in charging, the establishment of further categories or any structure other than the existing one may become necessary. This provision may also refer to a given timetable period independently.~~

The following new paragraph shall be added to this point:

Distributions of state contribution is only possible for services which were established during the pricing process a cost-based fee by the DM II. and based on the principles, cost and performance data provided by DM II. A cost-based fee a service in no case shall be broken down further by gender, category, or segment of the state contribution in the process of allocation. If the IMs contract specifies additional services specify, in that case the IMs are required to initiate the taking up of new services into the DM II, which can be determined by cost-based fee for services in the expected breakdown.

4.11. Additional data in the reporting process

The following new point shall be added to this point:

VPE may request additional data during the charging process related to the costs, performance of services and includes additional breakdown information in basic data services.

Such data is particularly related to:

- achievement of ensuring train path in broken down by gender - pieces
- data of train km
- use of catenary system in broken down by gender
- achievement of vehicles in broken down by gender
- charge of ETCS costs, performance
- costs and performance of special trains
- number of cancelled trains, etc.
- network access fee revenue (post calculation)

The additional data used in the calculation are described fully in the Charging Document.

Between the disclosure and publication date of Charging Methodology II Modification 5 the Charging Methodology is changed the following two points, based on the comments received from applicant, and the guidelines (No. PU/VA/NS/A/610/2/2016) of Hungarian Traffic Authority.

I.

4.6.5. The cost difference determining the value of the charging regulation 16 § (4)

Based on the charging regulation 16 § (4), in the interest of IMs being able to recover all reasonable costs which are in relation to the services covered by the NS, connection with the various services fees which are paid or declared income data by applicant to the IMs, the data are compared with that closed

business year data when the value of the planned year, planned services fee to the charging system as elements are taken into account and determined.

After the aggregation of individual values related to services it will be determined how the total values differ from each other. If the two values differ **by at least 10%** from each other, **the differential enforcement of the IMs is obliged to declare in accordance with the contract which was signed between the State and IMs**, in the next period charging process among the types of reasonable costs. If the past business year actually accounted for all income paid on the basis of the elements of the charging system based on the applicants or accounted for a higher value, then a negative sign, cost-reduction item, if the planned total cost of the revived year is higher, then a positive sign, cost-increasing item.

If the IMs contract contains a clause numerical value for the cost differences in case it is necessary to take into account the settlement. The IMs shall make available to VPE the data necessary for the calculation. **The statement of compensation of cost differences is the IMs responsibility, and in accordance with the preparation of the DD charging regulation 19. § it shall be forward it to VPE within 30 calendar days after the reporting deadline for VPE.**

II.

4.11. Additional data in the reporting process

VPE may request additional data during the charging process related to the costs, performance of services and includes additional breakdown information in basic data services.

Such data is particularly related to:

- achievement of ensuring train path in broken down by gender - pieces
- data of train km
- use of catenary system in broken down by gender
- achievement of vehicles in broken down by gender
- charge of ETCS costs, performance
- ~~- costs and performance of special trains~~
- number of cancelled trains, etc.
- ~~- network access fee revenue (post calculation)~~

The additional data used in the calculation are described fully in the Charging Document.