

For the timetable period of 2016/2017

Charging Document (CD)

of

GYSEV ZRT

EFFECTIVE:

from 00:00 of 11 December 2016 till 24:00 of 09 December 2017

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1. Introduction

Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and Joint Decree of the Minister of Development the Minister of Finance No 58/2015 (IX.30)NFM on frameworks of the network access charging system and basic regulations of determination and implementation of acces 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 17 (1) of the Charging Decree, the task of the Charging Body is to prepare the Charging Methodology (hereinafter CM II¹) as a methodological documentation of charging elements.

Charging Body shall determine the concrete charging elements 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 charging elements 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; charging elements shall be given in HUF without decimals, percentages shall be demonstrated up to two decimals, taking into account the rules.²

Charging elements 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 the charging elements, after adding up of data contained by tables, a charge deviating in a slight degree from the amount to be paid may result. These differences come from the rounding of individual elements, they are not calculation mistakes.

¹ By CM II at the present CD we mean CM II.

² 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 charging elements determined in the CD for the 2016/2017 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 11 December of 2016, 00:00.

2.2. Objective scope of CD

Scope of this CD covers detailed calculations for the determination of charging elements that are to be paid for the use of the open access railway network 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 charging elements 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 (hereinafter justified costs) to certain services shall be distinguished in compliance with CM II according to the direct, the direct distributable and the 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 the 2017. timetable year 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 the 2017. timetable year 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 the 2017. timetable year 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 distributed direct costs.

Summing-up of costs for the 2017. timetable year can be seen in the following tables.

Table1 Distribution of costs of GYSEV Zrt to direct, direct distributable and indirect cost groups

	thousand HUF	%
Direct cost	10 219 369	75.51%
Direct cost to be distributed	1 859 730	13.74%
Indirect costs	1 454 964	10.75%
Total cost	13 534 064	100%
Basic services	thousand HUF	%
Variable costs	917 450	18.51%
Fixed costs	3 318 255	66.94%
Indirect costs	721 148	14.55%
Total cost	4 956 854	100%
Supplementary services	thousand HUF	%
Variable costs	392 261	5.7%
Fixed costs	1 298 224	18.86%
Supply part of costs	4 492 157	65.26%
Indirect costs	701 243	10.19%
Total cost	6 883 886	100%
Additional services	thousand HUF	%
Direct costs	1 469 435	100%
Direct cost to be distributed	0	0%
Indirect costs	0	0%
Total cost	1 469 435	100%
Ancillary services	thousand HUF	%
Direct costs	189 768	84.76%
Direct cost to be distributed	1 548	0.69%
Indirect costs	32 572	14.55%
Total cost	223 888	100%

Table2 Costs-distribution of GYSEV Zrt according to the types of services

	thousand HUF	%
Basic services	4 956 854	36.63%
Supplementary services	6 883 886	50.86%
Additional services	1 469 435	10.86%
Ancillary services	223 888	1.65%
Total cost	13 534 064	100%

3.3. Business plan

Some three years may go by between the basis period - i.e. the last closed business year which is the basis of justified costs that can be taken into account in charging - and the year of charge. Consequently, in the period between the basis period and the year of charge (partly based on facts, partly predictable) price-level changes and other considerable changes that influence the amount of charges shall be taken into account.

Under point 4.5 of the CM II, determination of values to be expected in the year of charge shall be carried out on the basis of values involved in the business plan of the Infrastructure Manager. GYSEV Zrt requested that plan figures defined in its business plan for 2017 should be the basis of the fee calculation. Business plan of GYSEV for 2017 can be found in Annex 2.

3.4. Performance indicators

As part of data supply, GYSEV Zrt has made values of performance indicators of the 2014. and the 2017. timetable year available.

Values of performance indicators of GYSEV Zrt for the 2014. and the 2017. timetable period 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 costs 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 the 2017. timetable year 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 distinct services. Values of in-kind performances of the Infrastructure Manager for the 2014. and for the 2017. timetable year, can be found in Annex 4.

3.6. Applied mark-ups

In accordance with Article 67/B (2) of the Railway Act, charges to be paid for basic services and access to service facilities can not exceed the costs directly incurred as a result of operating the train service.

In accordance with the Decree on Charging Paragraph 5 costs directly incurred as a result of operating the train service which are the basis of the charges to be paid for basic services and access to service facilities (access part of supplementary services and complex services containing such elements) can not contain such costs which the infrastructure manager has to bear even in those cases if the services are not used by the applicants (fixed and indirect costs). 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 67/E (1) of Railway Act a general mark-up may be determined falling on these services.

In accordance with provisions of Article 9 (1) of the Decree on Charging if the network access charges to be expected to be paid by applicants and to be accounted to them and the sum of the provided state subsidy do not cover the entire amount of justified costs of the Infrastructure Manager to be expected in connection with its activity, charging body shall charge mark-ups defined by Article 67/E (1) of Railway Act.

In accordance with Paragraph 9 (2) of the Decree on Charging, prior to adding the mark-up to the charge, we have to analyse the market if there is a segment that cannot pay the network access charge increased with the mark-up paid for the basic services and access to service facilities.

In accordance with Article 67/E (2) of the Railway Act the segment analysis is needed because the volume of charges shall not exclude segments from the use of network that are able to pay the costs directly incurred as a result of operating the train service, plus a rate of return which the market can bear. Section 3.9 gives a more information about the segment analysis.

At individual charge items extension of the applied mark-up will be shown.

Values of mark-ups assigned to each service can be seen in Annex 5.

3.7. Discounts

Point 2.1.2.3. 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 CD.

3.8. Amount of State contribution

Based on the letter of No. 021986/2015 sent by GYSEV, the amount of state subsidy that can be taken into account in the charging process is as follows:

- regarding basic services: 2 355 million HUF;
- regarding supplementary services: 1011 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 Article 67/E (2) of the Railway Act, 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, have to be analysed in the Article 67/E (4) and the relevant ones among those included in the Decree on Charging Paragraph 9 Section (4). Segment analysis for timetable period of 2016/2017 timetable period concluded that all the segments are able to pay the mark-up related to basic services, access part of supplementary services and complex supplementary services.

List of examined segments is included in Annex 6.1.3 of the Network Statement. In compliance with paragraph 67/E (5) of the Railway Act, this segment list is valid for 5 years.

Trains of the single wagon load segment received priority support from state contribution determined for the 2016/2017 timetable period. State contribution that has been assigned to the train kilometer-based part of the service "Running of trains" used by these special freight trains is higher than that of any other freight trains, thus lower fees and surcharges have been determined. Values of imposed charges and surcharges shall be described with the relevant service.

3.10. Mode of calculation of charging elements

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

Basic services and access part of supplementary services:

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

Complex supplementary services:

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

Supply part of supplementary service, additional and ancillary service:

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

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

Basic services and access part of supplementary services:

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

Complex supplementary services:

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

Determination of the state subsidy decreasing the amount to be paid is based on this formula:

$$\frac{\text{Volume of state subsidy broken down to services}}{\text{performance of services}} = \text{state subsidy}$$

3.11. ETCS fee

ETCS fee shall be determined apart from the other charging elements. Considering that the aim of the ETCS fee is that traction units should be equipped with ETCS devices, so determination of the fee has not been carried out on cost-base. For the determination of ETCS fee, VPE has sent a questionnaire to the Railway Undertakings, and also, under paragraph 15 of the Decree on charging, with the cooperation of Infrastructure Managers, VPE has harmonised ETCS fee with RUs within a personal consultation. Taking account of the answers to the questionnaire and remarks in the personal consultation, the following ETCS fees shall be introduced for the 2016/2017 timetable year:

ETCS bonus fee: 13 HUF/train km

ETCS malus fee: 1 Ft/train km

Rules of use of ETCS fees can be found in Chapter 6.4.4 of the Network Statement.

4. Charging elements of services provided to Railway Undertakings by GYSEV Zrt

4.1. Basic Services

4.1.1. 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 charging elements.

Table3 Ensuring of train path - summing-up of costs

Ensuring of train path	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	6 990
Variable cost component of direct costs to be distributed	0
Fixed cost component of direct costs	62 908
Fixed cost component of direct costs to be distributed	2 475
Indirect costs	12 322
Total cost	84 695

Performance indicator relating to the charge

Table4 Ensuring of train path - performance

Ensuring of train path	Performance in 2017
Ensuring of train path performance / train km	6 387 716

Determination of amount to be paid

Table5 Ensuring of train path - determination of the amount to be paid

Ensuring of train path	HUF
1. Amount of charge	1
2. Amount of mark-up	12
3. Amount of discount	0
4. Amount of state contribution	1
Charge to be paid (1 + 2 - 3 - 4)	12

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

4.1.2. Running of trains

Costs taken into account when determining the charge

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

Amount to be paid for running of trains = amount to be paid for train km * train km + amount to be paid for gross ton km * gross ton * train km

Gross ton km proportionate part for running of trains

Gross ton km proportionate part 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.

Table6 Gross ton km proportionate part for running of trains - summing-up of costs

Gross ton km proportionate part of charge	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	585 665
Variable cost component of direct costs to be distributed	36 894
Fixed cost component of direct costs	1 003 070
Fixed cost component of direct costs to be distributed	60 743
Indirect costs	287 113
Total cost	1 973 485

Performance indicator relating to the charge

Table7 Gross ton km proportionate part of charge for running of trains - performance

Gross ton km proportionate part of charge	Performance in 2017
Gross ton km performance/gross ton	1 750 876 670

Determination of the charge to be paid

Table8 Gross ton km proportionate part of charge for running of trains - determination of amount to be paid

Gross ton km proportionate part for running of trains	HUF
1. Amount of charge	0,36
2. Amount of mark-up	0,77
3. Amount of discount	0,00
4. Amount of state contribution	0,90
Charge 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 running of trains

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

Costs taken into account when determining the charge

Table9 Train km proportionate part of running of trains, freight trains on track section category I - summing-up of costs

Train km proportionate part of running of trains - Freight trains - track section category I.	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	30 668
Variable cost component of direct costs to be distributed	5 990
Fixed cost component of direct costs	223 269
Fixed cost component of direct costs to be distributed	48 457
Indirect costs	52 504
Total cost	360 889

Performance indicator relating to the charge

Table10 Train km proportionate part for running of trains, freight trains on track section category I - performance

Train km proportionate part of running of trains - Freight trains - track section category I.	Performance in 2017
Train km performance / train km	863 937

Determination of the amount to be paid- STANDARD FREIGHT TRAINS

Table11 Train km proportionate part of running of trains, freight trains on track section category I - determination of the amount to be paid

Train km proportionate part of running of trains - Freight trains - track section category I.	HUF
1. Amount of charge	42
2. Amount of mark-up	375
3. Amount of discount	0
4. Amount of state contribution	143
Charge to be paid (1 + 2 - 3 - 4)	274

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

HUF 274 / train km.

Determination of the amount to be paid- SPECIAL FREIGHT TRAINS

Table12 Train km proportionate part of running of trains, freight trains on track section category I - determination of the amount to be paid

Train km proportionate part of running of trains - Freight trains - track section category I.	HUF
1. Amount of charge	42
2. Amount of mark-up	375
3. Amount of discount	0
4. Amount of state contribution	213
Charge to be paid (1 + 2 - 3 - 4)	204

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

HUF 204 / train km.

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

Costs taken into account when determining the charge

Table13 Train km proportionate part of running of trains, freight trains on track section category II - summing up of costs

Train km proportionate part of running of trains - Freight trains - track section category II.	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	2 353
Variable cost component of direct costs to be distributed	217
Fixed cost component of direct costs	6 082
Fixed cost component of direct costs to be distributed	1 754
Indirect costs	1 772
Total cost	12 178

Performance indicator relating to the charge

Table14 Train km proportionate part of running of trains, freight trains on track section category II - performance

Train km proportionate part of running of trains - Freight trains - track section category II.	Performance in 2017
Train km performance/ train km	19 749

Determination of the amount to be paid-STANDARD FREIGHT TRAINS

Table15 Train km proportionate part of running of trains, freight trains on track section category II - determination of the amount to be paid

Train km proportionate part of running of trains - Freight trains - track section category II.	HUF
1. Amount of charge	130
2. Amount of mark-up	486
3. Amount of discount	0
4. Amount of state contribution	350
Charge to be paid (1 + 2 - 3 - 4)	266

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 266 / train km.

Determination of the amount to be paid- SPECIAL FREIGHT TRAINS

Table16 Train km proportionate part of running of trains, freight trains on track section category II - determination of the amount to be paid

Train km proportionate part of running of trains - Freight trains - track section category II.	HUF
1. Amount of charge	130
2. Amount of mark-up	486
3. Amount of discount	0
4. Amount of state contribution	420
Charge to be paid (1 + 2 - 3 - 4)	196

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 196 / train km.

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

Costs taken into account when determining the charge

Table17 Train km proportionate part of the charge for running of trains, freight trains on track section category III - summing-up of costs

Train km proportionate part of running of trains - Freight trains - track section category III.	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	2
Variable cost component of direct costs to be distributed	0
Fixed cost component of direct costs	5
Fixed cost component of direct costs to be distributed	0
Indirect costs	1
Total cost	9

Performance indicator relating to the charge

Table18 Train km proportionate part of the charge for running of trains, freight trains on track section category -III- performance

Train km proportionate part of running of trains - Freight trains - track section category III.	Performance in 2017
Train km performance/ train km	35

Determination of the amount to be paid- STANDARD FREIGHT TRAINS

Table19 Train km proportionate part of running of trains, freight trains on track section category III- determination of the amount to be paid

Train km proportionate part of running of trains - Freight trains - track section category III.	HUF
1. Amount of charge	57
2. Amount of mark-up	193
3. Amount of discount	0
4. Amount of state contribution	87
Charge to be paid (1 + 2 - 3 - 4)	163

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

HUF 163 / train km.

Determination of the amount to be paid-SPECIAL FREIGHT TRAINS

Table20 Train km proportionate part of running of trains, freight trains on track section category III- determination of the amount to be paid

Train km proportionate part of running of trains - Freight trains - track section category III.	HUF
1. Amount of charge	57
2. Amount of mark-up	193
3. Amount of discount	0
4. Amount of state contribution	157
Charge to be paid (1 + 2 - 3 - 4)	93

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

HUF 93 / train km.

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

Costs taken into account when determining the charge

Table21 Train km proportionate part of running of trains, passenger trains on track section category I- summing-up of costs

Train km proportionate part of running of trains - Passenger trains on track section category I	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	86 346
Variable cost component of direct costs to be distributed	31 396
Fixed cost component of direct costs	769 194
Fixed cost component of direct costs to be distributed	253 971
Indirect costs	194 245
Total cost	1 335 151

Performance indicator relating to the charge

Table22 Train km proportionate part of running of trains, passenger trains on track section category I - performance

Train km proportionate part of running of trains - Passenger trains on track section category I	Performance in 2017
Train km performance/ train km	4 193 466

Determination of the amount to be paid

Table23 Train km proportionate part of running of trains, passenger trains on track section category I - determination of the amount to be paid

Train km proportionate part of running of trains - Passenger trains on track section category I	HUF
1. Amount of charge	28
2. Amount of mark-up	290
3. Amount of discount	0
4. Amount of state contribution	41
Charge to be paid (1 + 2 - 3 - 4)	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

Table24 Train km proportionate part of running of trains, passenger trains on track section category II - summing-up of costs

Train km proportionate part of running of trains - Passenger trains on track section category II	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	35 229
Variable cost component of direct costs to be distributed	6 369
Fixed cost component of direct costs	269 914
Fixed cost component of direct costs to be distributed	51 517
Indirect costs	61 807
Total cost	424 835

Performance indicator relating to the charge

Table25 Train km proportionate part of running of trains, passenger trains on track section category II - performance

Train km proportionate part of running of trains - Passenger trains on track section category II	Performance in 2017
Train km performance/ train km	663 453

Determination of the amount to be paid

Table26 Train km proportionate part of running of trains, passenger trains on track section category II - determination of the amount to be paid

Train km proportionate part of running of trains - Passenger trains on track section category II	HUF
1. Amount of charge	63
2. Amount of mark-up	578
3. Amount of discount	0
4. Amount of state contribution	369
Charge to be paid (1 + 2 - 3 - 4)	272

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

HUF 272 / train km.

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

Costs taken into account when determining the charge

Table27 Train km proportionate part of running of trains, passenger trains on track section category III - summing-up of costs

Train km proportionate part of running of trains - Passenger trains on track section category III	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	5 042
Variable cost component of direct costs to be distributed	0
Fixed cost component of direct costs	31 786
Fixed cost component of direct costs to be distributed	0
Indirect costs	6 270
Total cost	43 098

Performance indicator relating to the charge

Table28 Train km proportionate part of running of trains, passenger trains on track section category III - performance

Train km proportionate part of running of trains - Passenger trains on track section category III	Performance in 2017
Train km performance/ train km	197 591

Determination of the amount to be paid

Table29 Train km proportionate part of running of trains, passenger trains on track section category III - determination of the amount to be paid

Train km proportionate part of running of trains - Passenger trains on track section category III	HUF
1. Amount of charge	26
2. Amount of mark-up	193
3. Amount of discount	0
4. Amount of state contribution	56
Charge to be paid (1 + 2 - 3 - 4)	163

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

- Locomotive trains on track section category I

Costs taken into account when determining the charge

Table30 Train km proportionate part of running of trains, locomotive trains on track section category I - summing-up of costs

Train km proportionate part of running of trains - Locomotive trains on track section category I	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	7 530
Variable cost component of direct costs to be distributed	3 525
Fixed cost component of direct costs	68 310
Fixed cost component of direct costs to be distributed	28 514
Indirect costs	18 367
Total cost	126 247

Performance indicator relating to the charge

Table31 Train km proportionate part of running of trains, locomotive trains on track section category I- performance

Train km proportionate part of running of trains - Locomotive trains on track section category I	Performance in 2017
Train km performance/ train km	423 382

Determination of the amount to be paid

Table32 Train km proportionate part of running of trains, locomotive trains on track section category I- determination of the amount to be paid

Train km proportionate part of running of trains - Locomotive trains on track section category I	HUF
1. Amount of charge	26
2. Amount of mark-up	272
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	298

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

HUF 298 / train km.

- Locomotive trains on track section category II

Costs taken into account when determining the charge

Table33 Train km proportionate part of running of trains, locomotive trains on track section category II - summing-up of costs

Train km proportionate part of running of trains - Locomotive trains on track section category II	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	4 044
Variable cost component of direct costs to be distributed	442
Fixed cost component of direct costs	31 544
Fixed cost component of direct costs to be distributed	3 576
Indirect costs	6 743
Total cost	46 350

Performance indicator relating to the charge

Table34 Train km proportionate part of running of trains, locomotive trains on track section category II - performance

Train km proportionate part of running of trains - Locomotive trains on track section category II	Performance in 2017
Train km performance / train km	26 068

Determination of the amount to be paid

Table35 Train km proportionate part of running of trains, locomotive trains on track section category II - determination of the amount to be paid

Train km proportionate part of running of trains - Locomotive trains on track section category II	HUF
1. Amount of charge	172
2. Amount of mark-up	1 606
3. Amount of discount	0
4. Amount of state contribution	1 506
Charge to be paid (1 + 2 - 3 - 4)	272

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 272 / train km.

- Locomotive trains on track section category III

Costs taken into account when determining the charge

Table36 Train km proportionate part of running of trains, locomotive trains on track section category III - summing-up of costs

Train km proportionate part of running of trains - Locomotive trains on track section category III	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	1
Variable cost component of direct costs to be distributed	0
Fixed cost component of direct costs	7
Fixed cost component of direct costs to be distributed	0
Indirect costs	1
Total cost	9

Performance indicator relating to the charge

Table37 Train km proportionate part of running of trains, locomotive trains on track section category III - performance

Train km proportionate part of running of trains - Locomotive trains on track section category III	Performance in 2017
Train km performance / train km	35

Determination of the amount to be paid

Table38 Train km proportionate part of running of trains, locomotive trains on track section category III - determination of the amount to be paid

Train km proportionate part of running of trains - Locomotive trains on track section category III	HUF
1. Amount of charge	25
2. Amount of mark-up	233
3. Amount of discount	0
4. Amount of state contribution	95
Charge to be paid (1 + 2 - 3 - 4)	163

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

HUF 163 / train km.

4.1.3. Use of catenary

Costs taken into account when determining the charge

Table39 Use of catenary - summing-up of costs

Use of catenary	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	68 747
Variable cost component of direct costs to be distributed	0
Fixed cost component of direct costs	397 356
Fixed cost component of direct costs to be distributed	3 802
Indirect costs	80 004
Total cost	549 909

Performance indicator relating to the charge

Table40 Use of catenary - performance

Use of catenary	Performance in 2017
Use of catenary performance / train km	4 457 512

Determination of the amount to be paid

Table41 Use of catenary - determination of the amount to be paid

Use of catenary	HUF
1. Amount of charge	15
2. Amount of mark-up	108
3. Amount of discount	0
4. Amount of state contribution	42
Charge 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. Supplementary services

4.2.1. Use of stations by passenger trains for stopping

- Station of category I

Costs taken into account when determining the charge

Table42 Use of stations of category I by passenger trains for stopping - summing-up of costs

Use of stations by passenger trains for stopping- Access part of service -

Passenger trains on station category I	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	11 998
Variable cost component of direct costs to be distributed	50 145
Fixed cost component of direct costs	44 414
Fixed cost component of direct costs to be distributed	174 078
Indirect costs	47 779
Total cost	328 414

Use of stations by passenger trains for stopping- Supply part of service -

Passenger trains on station category I	Cost in 2017 (thousand HUF)
Direct cost	55 641
Direct cost to be distributed	28 436
In direct cost	14 314
Total cost	98 391

Performance indicator relating to the charge

Table43 Use of stations of category I by passenger trains for stopping - performance

Use of stations by passenger trains for stopping- Passenger trains on station category I

	Performance in 2017
Use of stations by passenger trains for stopping performance / use of stations	219 892

Determination of the amount to be paid

Table44 Use of stations of category I by passenger trains for stopping - determination of the amount to be paid

Use of stations by passenger trains for stopping- Passenger trains on station category I

	HUF
1. Amount of charge	730
2. Amount of mark-up	1 211
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	1 941

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

HUF 1 941 / use of station.

- **Station of category II**

Costs taken into account when determining the amount to be paid

Table45 Use of stations of category II by passenger trains for stopping - summing-up of costs

Use of stations by passenger trains for stopping-

Access part of service -

Passenger trains on station category II	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	17 153
Variable cost component of direct costs to be distributed	91 860
Fixed cost component of direct costs	62 561
Fixed cost component of direct costs to be distributed	318 888
Indirect costs	83 503
Total cost	573 964

Use of stations by passenger trains for stopping-

Supply part of service -

Passenger trains on station category II	Cost in 2017 (thousand HUF)
Direct cost	58 230
Direct cost to be distributed	52 092
In direct cost	18 783
Total cost	129 104

Performance indicator relating to the charge

Table46 Use of stations of category II by passenger trains for stopping - performance

Use of stations by passenger trains for stopping-

Passenger trains on station category II

Performance in 2017

Use of stations by passenger trains for stopping performance/ use of stations	402 813
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Determination of the amount to be paid

Table47 Use of stations of category II by passenger trains for stopping - determination of the amount to be paid

Use of stations by passenger trains for stopping-

Passenger trains on station category II

HUF

1. Amount of charge	591
2. Amount of mark-up	1 154
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	1 745

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 745 / station use.

- Station of category III

Costs taken into account when determining the charge

Table48 Use of stations of category III by passenger trains for stopping - summing-up of costs

Use of stations by passenger trains for stopping-

Access part of service -

Passenger trains on station category III	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	10 160
Variable cost component of direct costs to be distributed	23 330
Fixed cost component of direct costs	38 861
Fixed cost component of direct costs to be distributed	80 988
Indirect costs	26 107
Total cost	179 446

Use of stations by passenger trains for stopping-

Supply part of service -

Passenger trains on station category III	Cost in 2017 (thousand HUF)
Direct cost	47 922
Direct cost to be distributed	13 230
In direct cost	10 411
Total cost	71 563

Performance indicator relating to the charge

Table49 Use of stations of category III by passenger trains for stopping - performance

Use of stations by passenger trains for stopping-

Passenger trains on station category III	Performance in 2017
Use of stations by passenger trains for stopping performance/ use of stations	102 303

Determination of the amount to be paid

Table50 Use of stations of category III by passenger trains for stopping - determination of the amount to be paid

Use of stations by passenger trains for stopping-

Passenger trains on station category III	HUF
1. Amount of charge	1 027
2. Amount of mark-up	1 427
3. Amount of discount	0
4. Amount of state contribution	804
Charge to be paid (1 + 2 - 3 - 4)	1 650

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 650 / use of station.

- Station of category IV

Costs taken into account when determining the charge

Table51 Use of stations of category IV by passenger trains for stopping - summing-up of costs

Use of stations by passenger trains for stopping-

Acces part of service -

Passenger trains on station category IV	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	7 514
Variable cost component of direct costs to be distributed	29 508
Fixed cost component of direct costs	23 184
Fixed cost component of direct costs to be distributed	102 437
Indirect costs	27 691
Total cost	190 334

Use of stations by passenger trains for stopping-

Supply part of service -

Passenger trains on station category IV	Cost in 2017 (thousand HUF)
Direct cost	127
Direct cost to be distributed	16 733
In direct cost	2 871
Total cost	19 732

Performance indicator relating to the charge

Table52 Use of stations of category IV by passenger trains for stopping - performance

Use of stations by passenger trains for stopping-

Passenger trains on station category IV	Performance in 2017
Use of stations by passenger trains for stopping performance/ use of stations	129 396

Determination of the amount to be paid

Table53 Use of stations of category IV by passenger trains for stopping - determination of the amount to be paid

Use of stations by passenger trains for stopping-

Passenger trains on station category IV	HUF
1. Amount of charge	1 027
2. Amount of mark-up	1 427
3. Amount of discount	0
4. Amount of state contribution	804
Charge to be paid (1 + 2 - 3 - 4)	1 650

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 650 / use of station.

4.2.2. Use of origin/destination stations by passenger trains

- Station of category I

Costs taken into account when determining the charge

Table54 Use of origin/destination stations of category I by passenger trains - summing-up of costs

Use of origin/destination stations by passenger trains - Acces part of service - Passenger trains on station category I		Cost in 2017 (thousand HUF)
Variable cost component of direct costs		0
Variable cost component of direct costs to be disributed		15 858
Fixed cost component of direct costs		0
Fixed cost component of direct costs to be distributed		54 368
Indirect costs		11 956
Total cost		82 182

Use of origin/destination stations by passenger trains-

Supply part of service -

Passenger trains on station category I		Cost in 2017 (thousand HUF)
Direct cost		23 685
Direct cost to be distributed		9 262
In direct cost		5 609
Total cost		38 557

Performance indicator relating to the charge

Table55 Use of origin/destination stations of category I by passenger trains - performance

Use of origin/destination stations by passenger trains - Passenger trains on station category I		Performance in 2017
Use of origin/destination stations by passenger trains performance/ use of stations		23 873

Determination of the amount to be paid

Table56 Use of origin/destination stations of category I by passenger trains - determination of the amount to be paid

Use of origin/destination stations by passenger trains - Passenger trains on station category I		HUF
1. Amount of charge		2 279
2. Amount of mark-up		2 778
3. Amount of discount		0
4. Amount of state contribution		2 657
Charge to be paid (1 + 2 - 3 - 4)		2 400

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 2 400 / use of station.

- **Station of category II**

Costs taken into account when determining the charge

Table 57 Use of origin/destination stations of category II by passenger trains - summing-up of costs

Use of origin/destination stations by passenger trains -

Access part of service -

Passenger trains on station category II	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	0
Variable cost component of direct costs to be distributed	80
Fixed cost component of direct costs	0
Fixed cost component of direct costs to be distributed	273
Indirect costs	60
Total cost	413

Use of origin/destination stations by passenger trains-

Supply part of service -

Passenger trains on station category II

Cost in 2017 (thousand HUF)

Direct cost	1 922
Direct cost to be distributed	47
In direct cost	335
Total cost	2 304

Performance indicator relating to the charge

Table 58 Use of origin/destination stations of category II by passenger trains - performance

Use of origin/destination stations by passenger trains -

Passenger trains on station category II

Performance in 2017

Use of origin/destination stations by passenger trains performance/ use of stations	120
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Determination of the amount to be paid

Table 59 Use of origin/destination stations of category II by passenger trains - determination of the amount to be paid

Use of origin/destination stations by passenger trains -

Passenger trains on station category II

HUF

1. Amount of charge	19 867
2. Amount of mark-up	2 778
3. Amount of discount	0
4. Amount of state contribution	20 645
Charge to be paid (1 + 2 - 3 - 4)	2 000

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 2 000 / station use.

- **Station of category III**

Costs taken into account when determining the charge

Table60 Use of origin/destination stations of category III by passenger trains - summing-up of costs

Use of origin/destination stations by passenger trains -

Access part of service -

Passenger trains on station category III	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	0
Variable cost component of direct costs to be distributed	5
Fixed cost component of direct costs	0
Fixed cost component of direct costs to be distributed	18
Indirect costs	4
Total cost	28

Use of origin/destination stations by passenger trains-

Supply part of service -

Passenger trains on station category III	Cost in 2017 (thousand HUF)
Direct cost	42
Direct cost to be distributed	3
In direct cost	8
Total cost	53

Performance indicator relating to the charge

Table61 Use of origin/destination stations of category III by passenger trains - performance

Use of origin/destination stations by passenger trains -

Passenger trains on station category III	Performance in 2017
Use of origin/destination stations by passenger trains performance/ use of stations	8

Determination of the amount to be paid

Table62 Use of origin/destination stations of category III by passenger trains - determination of the amount to be paid

Use of origin/destination stations by passenger trains -

Passenger trains on station category III	HUF
1. Amount of charge	7 315
2. Amount of mark-up	2 778
3. Amount of discount	0
4. Amount of state contribution	8 493
Charge to be paid (1 + 2 - 3 - 4)	1 600

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 600 / station use.

4.2.3. Use of stations by freight trains

- Station of category I

Costs taken into account when determining the charge

Table63 Use of stations of category I by freight trains - summing-up of costs

Use of stations by freight trains -

Acces part of service -

Freight trains on station category I

Cost in 2017 (thousand HUF)

Variable cost component of direct costs	68 727
Variable cost component of direct costs to be disributed	34 157
Fixed cost component of direct costs	197 791
Fixed cost component of direct costs to be distributed	117 548
Indirect costs	0
Total cost	0

Use of stations by freight trains -

Supply part of service -

Freight trains on station category I

Cost in 2017 (thousand HUF)

Direct cost	0
Direct cost to be distributed	19 027
In direct cost	3 239
Total cost	22 267

Performance indicator relating to the charge

Table64 Use of stations of category I by freight trains - performance

Use of stations by freight trains -

Freight trains on station category I

Performance in 2017

Use of stations by freight trains performance/ use of stations	21 019
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Determination of the amount to be paid

Table65 Use of stations of category I by freight trains - determintion of the amount to be paid

Use of stations by freight trains -

Freight trains on station category I

HUF

1. Amount of charge	5 954
2. Amount of mark-up	18 390
3. Amount of discount	0
4. Amount of state contribution	19 844
Charge to be paid (1 + 2 - 3 - 4)	4 500

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

- **Station category II**

Costs taken into account when determining the charge

Table66 Use of stations of category II by freight trains - summing-up of costs

Use of stations by freight trains -

Access part of service -

Freight trains on station category II	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	10 163
Variable cost component of direct costs to be distributed	10 155
Fixed cost component of direct costs	16 303
Fixed cost component of direct costs to be distributed	34 947
Indirect costs	0
Total cost	0

Use of stations by freight trains -

Supply part of service -

Freight trains on station category II	Cost in 2017 (thousand HUF)
Direct cost	0
Direct cost to be distributed	5 657
In direct cost	963
Total cost	6 620

Performance indicator relating to the charge

Table67 Use of origin/destination stations of category II by freight trains - performance

Use of stations by freight trains -

Freight trains on station category II

Performance in 2017

Use of stations by freight trains performance/ use of stations	6 249
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Determination of the amount to be paid

Table68 Use of stations of category II by freight trains - determination of the amount to be paid

Use of stations by freight trains -

Freight trains on station category II

HUF

1. Amount of charge	4 311
2. Amount of mark-up	10 151
3. Amount of discount	0
4. Amount of state contribution	11 087
Charge to be paid (1 + 2 - 3 - 4)	3 375

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 375 / station use.

- **Station of category III**

Costs taken into account when determining the charge

Table69 Use of stations of category III by freight trains - summing-up of costs

Use of stations by freight trains -

Access part of service -

Freight trains on station category III	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	1 180
Variable cost component of direct costs to be distributed	156
Fixed cost component of direct costs	1 900
Fixed cost component of direct costs to be distributed	537
Indirect costs	0
Total cost	0

Use of stations by freight trains -

Supply part of service -

Freight trains on station category III

Cost in 2017 (thousand HUF)

Direct cost	0
Direct cost to be distributed	87
In direct cost	15
Total cost	102

Performance indicator relating to the charge

Table70 Use of stations of category III by freight trains - performance

Use of stations by freight trains -

Freight trains on station category III

Performance in 2017

Use of stations by freight trains performance/ use of stations	96
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Determination of the amount to be paid

Table71 Use of stations of category III by freight trains - determination of the amount to be paid

Use of stations by freight trains -

Freight trains on station category III

HUF

1. Amount of charge	14 975
2. Amount of mark-up	32 071
3. Amount of discount	0
4. Amount of state contribution	44 821
Charge to be paid (1 + 2 - 3 - 4)	2 225

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 2 225 / station use.

4.2.4. Storage of vehicles

Costs taken into account when determining the charge

Table72 Storage of vehicles - summing-up of costs

Storage of vehicles	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	3 215
Variable cost component of direct costs to be distributed	74
Fixed cost component of direct costs	9 000
Fixed cost component of direct costs to be distributed	297
Indirect costs	2 143
Total cost	14 729

Performance indicator relating to the charge

Table73 Storage of vehicles - performance

Storage of vehicles	Performance in 2017
Storage of vehicles performance/ vehicle/day	50 114

Determination of the amount to be paid

Table74 Storage of vehicles - determination of the amount to be paid

Storage of vehicles	HUF
1. Amount of charge	66
2. Amount of mark-up	228
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	294

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

HUF 294 / vehicle / day.

4.2.5. Use of wagon weigh bridges (scales)

Costs taken into account when determining the charge

Table75 Use of wagon weigh bridges- summing-up of costs

Use of wagon weigh bridges - Access part of service	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	1 520
Variable cost component of direct costs to be distributed	194
Fixed cost component of direct costs	1 969
Fixed cost component of direct costs to be distributed	663
Indirect costs	740
Total cost	5 086

Use of wagon weigh bridges - Supply part of service	Cost in 2017 (thousand HUF)
Direct cost	4 160
Direct cost to be distributed	113
In direct cost	728
Total cost	5 001

Performance indicator relating to the charge

Table76 Use of wagon weigh bridges - performance

Use of wagon weigh bridges	Performance in 2017
Use of wagon weigh bridges performance/vehicle	2 622

Determination of the amount to be paid

Table77 Use of wagon weigh bridges - determination of the amount to be paid

Use of wagon weigh bridges	HUF
1. Amount of charge	2 561
2. Amount of mark-up	1 286
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	3 847

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 847 / vehicle.

4.2.6. Use of refuelling facilities

Costs taken into account when determining the charge

Table78 Charge for the access to refuelling facilities - summing up of costs

Use of refuelling facilities - Access part of service	Cost in 2017 (thousand HUF)
Variable cost component of direct costs	1 720
Variable cost component of direct costs to be distributed	3 389
Fixed cost component of direct costs	5 580
Fixed cost component of direct costs to be distributed	11 619
Indirect costs	3 798
Total cost	26 107

Use of refuelling facilities - Supply part of service	Cost in 2017 (thousand HUF)
Direct cost	75 058
Direct cost to be distributed	1 979
In direct cost	13 116
Total cost	90 153

Performance indicator relating to the charge

Table79 Charge for the access to refuelling facilities - performance

Use of refuelling facilities	Performance in 2017
Use of refuelling facilities performance/ litre	5 102 105

Determination of the amount to be paid

Table80 Charge for the access to refuelling facilities - determination of amount to be paid

Use of refuelling facilities	HUF
1. Amount of charge	19
2. Amount of mark-up	4
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	23

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 23 / litre.

4.2.7. Ensuring of shunting staff for passenger trains

Costs taken into account when determining the charge

Table81 Ensuring of shunting staff for passenger trains- summing-up of costs

Ensuring of shunting staff for passenger trains	Cost in 2017 (thousand HUF)
Direct cost	2 918
Direct cost to be distributed	24
Indirect cost	501
Total cost	3 442

Performance indicator relating to the charge

Table82 Charge for ensuring of shunting staff for passenger trains - performance

Ensuring of shunting staff for passenger trains	Performance in 2017
Ensuring of shunting staff for passenger trains performance/ person/hour	365

Determination of the amount to be paid

Table83 Charge for ensuring of shunting staff for passenger trains- determination of the amount to be paid

Ensuring of shunting staff for passenger trains	HUF
1. Amount of charge	9 430
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	9 430

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

HUF 9 430 / person / hour.

4.2.8. Ensuring of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

Table84 Ensuring of shunting staff for freight and locomotive trains- summing-up of costs

Ensuring of shunting staff for freight and locomotive trains	Cost in 2017 (thousand HUF)
Direct cost	38 026
Direct cost to be distributed	310
Indirect cost	6 527
Total cost	44 863

Performance indicator relating to the charge

Table85 Charge for ensuring of shunting staff for freight and locomotive trains - performance

Ensuring of shunting staff for freight and locomotive trains	Performance in 2017
Ensuring of shunting staff for freight and locomotive trains performance/ person/hour	4 640

Determination of the amount to be paid

Table86 Charge for ensuring of shunting staff for freight and locomotive trains- determination of the amount to be paid

Ensuring of shunting staff for freight and locomotive trains	HUF
1. Amount of charge	9 669
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	5 219
Charge to be paid (1 + 2 - 3 - 4)	4 450

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 4 450 / person / hour.

4.2.9. Availability of shunting staff for passenger trains

Costs taken into account when determining the charge

Table87 Availability of shunting staff for passenger trains- summing-up of costs

Availability of shunting staff for passenger trains	Cost in 2017 (thousand HUF)
Direct cost	384 834
Direct cost to be distributed	3 139
Indirect cost	66 054
Total cost	454 027

Performance indicator relating to the charge

Table88 Availability of shunting staff for passenger trains - performance

Availability of shunting staff for passenger trains	Performance in 2017
Availability of shunting staff for freight and locomotive trains performance/ person/hour	82 840

Determination of the amount to be paid

Table89 Availability of shunting staff for passenger trains- determination of the amount to be paid

Availability of shunting staff for passenger trains	HUF
1. Amount of charge	5 481
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	5 481

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

HUF 5 481 / person / hour.

4.2.10. Availability of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

Table90 Availability of shunting staff for freight and locomotive trains- summing-up of costs

Availability of shunting staff for freight and locomotive trains	Cost in 2017 (thousand HUF)
Direct cost	559 990
Direct cost to be distributed	4 568
Indirect cost	96 119
Total cost	660 677

Performance indicator relating to the charge

Table91 Availability of shunting staff for freight and locomotive trains - performance

Availability of shunting staff for freight and locomotive trains	Performance in 2017
Availability of shunting staff for freight and locomotive trains performance/ person/hour	120 450

Determination of the amount to be paid

Table92 Availability of shunting staff for freight and locomotive trains- determination of the amount to be paid

Availability of shunting staff for freight and locomotive trains	HUF
1. Amount of charge	5 485
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	1 685
Charge to be paid (1 + 2 - 3 - 4)	3 800

On the basis of the table above, amount to be paid by the user of the service comes to: HUF 3 800 / person / hour.

4.2.11. Ensuring of traction unit for passenger trains

Costs taken into account when determining the charge

Table93 Charge for ensuring of traction unit for passenger trains - summing-up of costs

Ensuring of traction unit for passenger trains	Cost in 2017 (thousand HUF)
Direct cost	85
Direct cost to be distributed	1
Indirect cost	15
Total cost	100

Performance indicator relating to the charge

Table94 Charge for ensuring of traction unit for passenger trains- performance

Ensuring of traction unit for passenger trains	Performance in 2017
Ensuring of traction unit for passenger trains performance/ vehicle/hour	4

Determination of the amount to be paid

Table95 Charge for ensuring of traction unit for passenger trains - determination of the amount to be paid

Ensuring of traction unit for passenger trains	HUF
1. Amount of charge	24 988
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	24 988

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 24 988 / vehicle / hour.

4.2.12. Ensuring of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

Table96 Charge for ensuring of traction unit for freight and locomotive trains - summing-up of costs

Ensuring of traction unit for freight and locomotive trains	Cost in 2017 (thousand HUF)
Direct cost	8 942
Direct cost to be distributed	73
Indirect cost	1 535
Total cost	10 549

Performance indicator relating to the charge

Table97 Charge for ensuring of traction unit for freight and locomotive trains- performance

Ensuring of traction unit for freight and locomotive trains	Performance in 2017
Ensuring of traction unit for freight and locomotive trains performance/ vehicle/hour	363

Determination of the amount to be paid

Table98 Charge for ensuring of traction unit for freight and locomotive trains - determination of the amount to be paid

Ensuring of traction unit for freight and locomotive trains	Ft
1. Amount of charge	29 062
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	7 062
Charge 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.

4.2.13. Availability of traction unit for passenger trains

Costs taken into account when determining the charge

Table99 Availability of traction unit for passenger trains - summing-up of costs

Availability of traction unit for passenger trains	Cost in 2017 (thousand HUF)
Direct cost	348 189
Direct cost to be distributed	2 840
Indirect cost	59 764
Total cost	410 793

Performance indicator relating to the charge

Table100 Availability of traction unit for passenger trains - performance

Availability of traction unit for passenger trains	Performance in 2017
Availability of traction unit for passenger trains performance/ vehicle/hour	20 380

Determination of the amount to be paid

Table101 Availability of traction unit for passenger trains - determination of the amount to be paid

Availability of traction unit for passenger trains	HUF
1. Amount of charge	20 157
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	20 157

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

HUF 20 157 / vehicle / hour.

4.2.14. Availability of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

Table102 Availability of traction unit for freight and locomotive trains - summing-up of costs	
Availability of traction unit for freight and locomotive trains	Cost in 2017 (thousand HUF)
Direct cost	623 596
Direct cost to be distributed	5 087
Indirect cost	107 036
Total cost	735 719

Performance indicator relating to the charge

Table103 Availability of traction unit for freight and locomotive trains - performance	
Availability of traction unit for freight and locomotive trains	Performance in 2017
Availability of traction unit for freight and locomotive trains performance/ vehicle/hour	36 500

Determination of the amount to be paid

Table104 Availability of traction unit for freight and locomotive trains - determination of the amount to be paid	
Availability of traction unit for freight and locomotive trains	HUF
1. Amount of charge	20 157
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	3 657
Charge to be paid (1 + 2 - 3 - 4)	16 500

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

HUF 16 500 / vehicle / hour.

4.2.15. Ensuring of fuel for traction

Costs taken into account when determining the charge

Table105 Ensuring of fuel for traction - summing-up of costs	
Ensuring of fuel for traction	Cost in 2017 (thousand HUF)
Direct cost	2 062 895
Direct cost to be distributed	0
Indirect cost	0
Total cost	2 062 895

Performance indicator relating to the charge

Table106 Ensuring of fuel for traction - performance	
Ensuring of fuel for traction	Performance in 2017
Ensuring of fuel for traction performance/litre	5 102 104

Determination of the amount to be paid

Table107 Ensuring of fuel for traction - determination of the amount to be paid	
Ensuring of fuel for traction	HUF
1. Amount of charge	404
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	404

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 404 / litre.

4.2.16. Ensuring of water for water supply

Costs taken into account when determining the charge

Table108 Ensuring of water for water supply - summing-up of costs	
Ensuring of water for water supply	Cost in 2017 (thousand HUF)
Direct cost	953
Direct cost to be distributed	0
Indirect cost	0
Total cost	953

Performance indicator relating to the charge

Table109 Charge for ensuring of water for water supply - performance	
Ensuring of water for water supply	Performance in 2017
Ensuring of water for water supply performance/ m3	2 080

Determination of the amount to be paid

Table110 Charge for ensuring of water for water supply - determination of the amount to be paid	
Ensuring of water for water supply	HUF
1. Amount of charge	458
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	458

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 458 / m³**.

4.2.17. Train preparation

Costs taken into account when determining the charge

Table111 Train preparation - summing-up of costs

Train preparation	Cost in 2017 (thousand HUF)
Direct cost	31 973
Direct cost to be distributed	261
Indirect cost	5 488
Összes költség	37 722

Performance indicator relating to the charge

Table112 Charge for train preparation - performance

Train preparation	Performance in 2017
Train preparation / person/hour	8 437

Determination of the amount to be paid

Table113 Charge for train preparation - determination of the amount to be paid

Train preparation	HUF
1. Amount of charge	4 471
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	4 471

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

HUF 4 471 / person / hour.

4.3. Additional services

4.3.1. 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.

Table114 Ensuring of traction current - summing-up of costs

Ensuring of traction current	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity.	Other operational
Direct cost	961 463	85 405	213 506	16 254	114 604	-
Direct costs to be distributed	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
Total cost	961 463	85 405	213 506	16 254	114 604	-

Performance indicator relating to the charge

Table115 Ensuring of traction current - performance

Ensuring of traction current	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity	Other operational
Ensuring of traction current / kWh	44 023 747	44 023 747	44 023 747	44 023 747	44 023 747	44 023 747

Determination of the amount to be paid

Table116 Ensuring of traction current - determination of the amount to be paid

Ensuring of traction current	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity	Other operational
1. Amount of charge	21.8	1.9	4.8	0.4	2.6	-
2. Amount of mark-up	-	-	-	-	-	-
3. Amount of discount	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-
Amount to be paid (1+2-3-4)	21.8	1.9	4.8	0.4	2.6	-

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

- **Transmitted traction current:** HUF 21.8/kWh
- **Use of the system:** HUF 1.9/kWh
- **Network loss of the transmitted traction current:** HUF 4.8/kWh
- **Energy tax** HUF 0.4/kWh
- **Funds under the Act on Electricity** HUF 2.6/kWh
- **Other operational charges:** -
- Total:** HUF 31.5/kWh.

4.3.2. 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.

Ensuring of electric energy used for other than traction purposes	Transmitted electric energy used for other than traction purposes	Use of the system	Network loss of transmitted electric energy used for other than traction purposes	Energy tax	Funds under the Act on Electricity	Other operational charge
Direct cost	54 045	4 801	12 001	914	6 442	-
Direct costs to be shared	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
Total cost	54 045	4 801	12 001	914	6 442	-

Performance indicator relating to the charge

Ensuring of electric energy used for other than traction purposes	Transmitted electric energy used for other than traction purposes	Use of the system	Network loss of transmitted electric energy used for other than traction purposes	Energy tax	Funds under the Act on Electricity	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

Ensuring of electric energy used for other than traction purposes	Transmitted electric energy used for other than traction purposes	Use of the system	Network loss of the transmitted electric energy used for other than traction purposes	Energy tax	Funds under the Act on Electricity	Other operational charges
1. Amount of charge	19.3	1.7	4.3	0.3	2.3	-
2. Amount of mark-up	-	-	-	-	-	-
3. Amount of discount	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-
Amount to be paid (1+2-3-4)	19.3	1.7	4.3	0.3	2.3	-

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

- Transmitted electric energy used for other than traction purposes: HUF 18.5/kWh
- Use of the system: HUF 2.2/kWh
- Network loss of the transmitted electric energy used for other than traction purposes: HUF 3.9/kWh
- Energy tax: HUF 0.3/kWh
- Funds under the Act on Electricity: HUF 1.5/kWh
- Other operational charges: -

Total: HUF 26.4 /kWh.

4.4. Ancillary services

4.4.1. Technical inspection of railway vehicles

Costs taken into account when determining the charge

Table120 Charge for technical inspection of railway vehicles - summing-up of costs

Technical inspection of railway	Cost in 2017 (thousand HUF)
Direct cost	188 715
Direct costs to be distributed	1 539
Indirect cost	32 392
Total cost	222 646

Performance indicator relating to the charge

Table121 Charge for technical inspection of railway vehicles - performance

Technical inspection of railway	Performance in 2017
Technical inspection of railway / train	33 029

Determination of the amount to be paid

Table122 Charge for technical inspection of railway vehicles - determination of the amount to be paid

Technical inspection of railway	HUF
1. Amount of charge	6 741
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	6 741

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

HUF 6 741 / train.

4.4.2. Ticketing and reckoning activity

Costs taken into account when determining the charge

Table123 Ticket and reckoning activity - summing-up of costs

Ticket and reckoning activity	Cost in 2017 (thousand HUF)
Direct cost	1 053
Direct costs to be distributed	9
Indirect cost	181
Total costs	1 242

Performance indicator relating to the charge

Table124 Ticket and reckoning activity - performance

Ticket and reckoning activity	Performance in 2017
Ticket and indicator reckoning activity performance / ticket	48 200

Determination of the amount to be paid

Table125 Ticket and reckoning activity - determination of the amount to be paid

Ticket and reckoning activity	HUF
1. Amount of charge	26
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	26

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

HUF 26 / ticket

5. Annexes

- Annex 1: All costs of GYSEV Zrt for 2017 broken down to services
- Annex 2: Business plan of GYSEV Zrt for 2017
- Annex 3: Performance indicators of GYSEV Zrt for 2014 and 2017
- Annex 4: In-kind performances of GYSEV Zrt for 2014 and 2017
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2016/2017 timetable year
- Annex 6: Summing-up table of network access charges including state subsidy for the 2016-2017 timetable year for GYSEV Zrt
- Annex 7: Letter of GYSEV Zrt of No. 021986/2015

Annex 1: All costs of GYSEV Zrt for 2017 broken down to services

Basic services

Basic services	Variable cost component of direct costs	Variable cost component of direct costs to be distributed	Fixed cost component of direct costs	Fixed cost component of direct costs to be distributed	Indirect costs	Total cost
Ensuring of train path	6 990	0	62 908	2 475	12 322	84 695
Running of trains						
Gross ton km proportionate part	585 665	36 894	1 003 070	60 743	287 113	1 973 485
Train km proportionate part						
Passenger						
I. track section category	86 346	31 396	769 194	253 971	194 245	1 335 151
II. track section category	35 229	6 369	269 914	51 517	61 807	424 835
III. track section category	5 042	0	31 786	0	6 270	43 098
Freight						
I. track section category	30 668	5 990	223 269	48 457	52 504	360 889
II. track section category	2 353	217	6 082	1 754	1 772	12 178
III. track section category	2	0	5	0	1	9
Locomotive						
I. track section category	7 530	3 525	68 310	28 514	18 367	126 247
II. track section category	4 044	442	31 544	3 576	6 743	46 350
III. track section category	1	0	7	0	1	9
Use of catenary	68 747	0	397 356	3 802	80 004	549 909
Total	832 618	84 832	2 863 446	454 810	721 148	4 956 854

Supplementary services

Supplementary services	Variable cost component of direct costs	Variable cost component of direct costs to be distributed	Fixed cost component of direct costs	Fixed cost component of direct costs to be distributed	Direct cost - Supply part	Direct cost to be distributed - Supply	Indirect costs	Total cost
Use of stations by passenger trains for stopping								
I. station category	11 998	50 145	44 414	174 078	55 641	28 436	62 094	426 806
II. station category	17 153	91 860	62 561	318 888	58 230	52 092	102 286	703 068
III. station category	10 160	23 330	38 861	80 988	47 922	13 230	36 518	251 009
IV. station category	7 514	29 508	23 184	102 437	127	16 733	30 561	210 065
Use of origin/destination stations by passenger trains								
I. station category	0	15 858	0	54 368	23 685	9 262	17 566	120 739
II. station category	0	80	0	273	1 922	47	395	2 717
III. station category	0	5	0	18	42	3	12	81
IV. station category	0	0	0	0	0	0	0	0
Use of stations by freight trains								
I. station category	68 727	34 157	197 791	117 548	0	19 027	74 444	511 694
II. station category	10 163	10 155	16 303	34 947	0	5 657	13 148	90 374
III. station category	1 180	156	1 900	537	0	87	657	4 516
Storage of vehicles	3 215	74	9 000	297	0	0	2 143	14 729
Use of wagon weigh bridges (scales)	1 520	194	1 969	663	4 160	113	1 467	10 087
Use of refuelling facilities	1 720	3 389	5 580	11 619	75 058	1 979	16 914	116 260
Ensuring of shunting staff for passenger trains	0	0	0	0	2 918	24	501	3 442
Ensuring of shunting staff for freight and locomotive trains	0	0	0	0	38 026	310	6 527	44 863
Availability of shunting staff for passenger trains	0	0	0	0	384 834	3 139	66 054	454 027
Availability of shunting staff for freight and locomotive trains	0	0	0	0	559 990	4 568	96 119	660 677
Ensuring of traction unit for passenger trains	0	0	0	0	85	1	15	100
Ensuring of traction unit for freight and locomotive trains	0	0	0	0	8 942	73	1 535	10 549
Availability of traction unit for passenger trains	0	0	0	0	348 189	2 840	59 764	410 793
Availability of traction unit for freight and locomotive trains	0	0	0	0	623 596	5 087	107 036	735 719
Ensuring of fuel for traction	0	0	0	0	2 062 895	0	0	2 062 895
Ensuring of water for water supply	0	0	0	0	953	0	0	953
Train preparation	0	0	0	0	31 973	261	5 488	37 722
Total	133 350	258 911	401 563	896 662	4 329 189	162 968	701 243	6 883 886

Additional and Ancillary services

Additional and Ancillary services	Direct cost	Direct costs to be distributed	Indirect cost	Total cost
Ensuring of traction current				
Transmitted traction current	961 463	0	0	961 463
System use	85 405	0	0	85 405
Network loss of transmitted traction current	213 506	0	0	213 506
Funds in accordance with Vet.	114 604	0	0	114 604
Energy tax	16 254	0	0	16 254
Other operational	0	0	0	0
Ensuring of electric energy used for other than traction purposes (preheating,precooling)				
Transmitted traction current	54 045	0	0	54 045
System use	4 801	0	0	4 801
Network loss of transmitted traction current	12 001	0	0	12 001
Funds in accordance with Vet.	6 442	0	0	6 442
Energy tax	914	0	0	914
Other operational	0	0	0	0
Technical inspection of railway vehicles	188 715	1 539	32 392	222 646
Ticketing and reckoning activity	1 053	9	181	1 242
Total	1 659 203	1 548	32 572	1 693 323

Annex 2: Business plan of GYSEV Zrt for 2017

	[2014] All cost	[2014] Cost in charges	[2017] All cost	[2017] Cost in charges
Costs				
Cost of Materials and contracted services	8 002 653	7 758 722	8 143 386	8 143 386
Cost of products sold (Gas oil) (812)	728 449	728 449	728 449	728 449
Purchasing cost of services sold (mediated) (electric energy) (813)	271 944	271 944	271 944	271 944
Material costs	9 003 045	8 759 115	9 143 779	9 143 779
Personal expenses (52)	3 731 269	3 668 175	4 077 205	4 077 205
Depreciation (55)	2 946 392	2 944 169	519 488	519 488
Central internal services and allocated management services by branch (594+596)				
Other expenses (861+862+863+864+867+868)	1 225 661	1 225 661	104 082	104 082
All operating cost	16 906 367	16 597 120	13 844 555	13 844 555
Self-constructed assets (58)	- 214 497	- 214 497	- 214 497	- 214 497
Interests payable and expenses (871)	18 396	18 396	18 396	18 396
Other expenditures of financial transactions (874,876)	4 675			
Extraordinary expenses (88)				
Total	16 714 941	16 401 019	13 648 454	13 648 454
Other incomes (961+962+963+964+966+967+968)	2 870 487	2 908 886	75 207	75 207
Other received interests and interest-type revenues (972)	34 192	34 192	34 192	34 192
Other revenues of financial transactions (974,976)	4 360			
Extraordinary revenues (98)	3 253 347	3 253 347	959	959
Total	6 162 386	6 196 425	110 358	110 358
In total	10 552 556	10 204 594	13 538 096	13 538 096

Annex 3: Performance indicators of GYSEV Zrt for 2014 and 2017

Services		2 014	2 017	Unit		
Ensuring of train path		147 613	6 387 716	train km		
Running of trains	Train km performance	Passenger	I.	1 674 077	4 193 466	train km
			II.	2 921 941	663 453	train km
			III.	216 073	197 591	train km
		Freight	I.	621 857	863 937	train km
			II.	351 200	19 749	train km
			III.	-	35	train km
	Locomotive	I.	187 587	423 382	train km	
		II.	254 040	26 068	train km	
		III.	18	35	train km	
	Gross ton km performance	Passenger	I.	407 800 938	737 641 037	gross ton km
			II.	478 129 138	78 844 619	gross ton km
			III.	20 777 986	19 131 882	gross ton km
Freight		I.	677 645 443	846 667 680	gross ton km	
		II.	316 629 619	23 741 608	gross ton km	
		III.	-	17 500	gross ton km	
Locomotive		I.	18 348 182	41 910 990	gross ton km	
		II.	26 816 391	2 919 604	gross ton km	
		III.	310	1 750	gross ton km	
Use of catenary performance		3 879 460	4 457 512	electric train km		
Use of stations by passenger trains for stopping performance	Station category I	151 118	219 892	use of stations		
	Station category II	226 276	402 813	use of stations		
	Station category III	310 036	102 303	use of stations		
	Station category IV	153 526	129 396	use of stations		
Use of origin/destination stations by passenger trains performance	Station category I	46 592	23 873	use of stations		
	Station category II	6 099	120	use of stations		
	Station category III	15	8	use of stations		
	Station category IV	-	-	use of stations		
Use of stations by freight trains performance	Station category I	21 297	21 019	use of stations		
	Station category II	7 640	6 249	use of stations		
	Station category III	309	96	use of stations		
Storage of vehicles performance		52 102	50 114	vehicle/day		
Use of wagon weigh bridges (scales) performance		2 116	2 622	vehicle		
Use of refuelling facilities		6 467 268	5 102 105	litre		
Ensuring of shunting staff for passenger trains performance		72 775	365	person/hour		
Ensuring of shunting staff for freight and locomotive trains performance		95 905	4 640	person/hour		
Availability of shunting staff for passenger trains performance		-	82 840	person/hour		
Availability of shunting staff for freight and locomotive trains performance		-	120 450	person/hour		
Ensuring of traction unit for passenger trains performance		16 235	4	vehicle/hour		
Ensuring of traction unit for freight and locomotive trains performance		31 572	363	vehicle/hour		
Availability of traction unit for passenger trains performance		-	20 380	vehicle/hour		
Availability of traction unit for freight and locomotive trains performance		-	36 500	vehicle/hour		
Ensuring of traction current performance		43 445 536	44 023 747	kWh		
Ensuring of fuel for traction performance		6 467 268	5 102 105	litre		
Ensuring of water for water supply performance		2 080	2 080	m3		
Train preparation performance		9 381	8 437	person/hour		
Ensuring of electric energy used for other than traction purposes (preheating,precooling) performance		3 080 660	2 800 742	kWh		
Technical inspection of railway vehicles performance		57 151	33 029	train		
Ticketing and reckoning activity performance		-	48 200	ticket		

Annex 4: In-kind performances of GYSEV Zrt for 2014 and 2017

Denomination of In-kind performances	2014	2017
Number of use of track routes by departing trains	147 613	152 305
Number of use of track routes by through trains	813 530	827 146
Passenger	620 346	651 598
track section category I	196 894	541 714
track section category II	423 452	109 884
track section category III	-	-
Freight	125 930	107 100
track section category I	65 600	103 358
track section category II	60 330	3 742
track section category III	-	-
Locomotive	67 254	68 448
track section category I	26 671	60 820
track section category II	40 583	7 628
track section category III	-	-
Number of use of track routes by passenger trains for stopping	840 956	854 404
station of category I	151 118	219 892
station of category II	226 276	402 813
station of category III	310 036	102 303
station of category IV	153 526	129 396
Number of use of track routes by passenger trains for reversing direction	158 118	72 003
station of category I	139 776	71 619
station of category II	18 297	360
station of category III	45	24
station of category IV	-	-
Number of use of track routes by freight trains	204 722	191 548
I. kategóriájú állomás	149 079	147 133
II. kategóriájú állomás	53 480	43 743
III. kategóriájú állomás	2 163	672
Number of use of track routes for access to refuelling facilities	19 402	15 306
Number of use of track routes for access to wagon weigh bridges	705	874
Number of use of track routes for storage of vehicles	347	334

Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2016/2017 timetable year

Díjtétel	Charge	Mark-up	Discount	State subsidy	Amount to be paid
Ensuring of train path	1	12	0	1	12
Running of trains					
Gross ton km proportionate part	0,36	0,77	0,00	0,90	0,23
Train km proportionate part					
Passenger					
I. track section category	28	290	0	41	277
II. track section category	63	578	0	369	272
III. track section category	26	193	0	56	163
Freight - Standard					
I. track section category	42	375	0	143	274
II. track section category	130	486	0	350	266
III. track section category	57	193	0	87	163
Freight - Special					
I. track section category	42	375	0	213	204
II. track section category	130	486	0	420	196
III. track section category	57	193	0	157	93
Locomotive					
I. track section category	26	272	0	0	298
II. track section category	172	1606	0	1506	272
III. track section category	25	233	0	95	163
Use of catenary	15	108	0	42	81
Use of stations by passenger trains for stopping					
I. station category	730	1 211	0	0	1 941
II. station category	591	1 154	0	0	1 745
III. station category	1 027	1 427	0	804	1 650
IV. station category	439	1 185	0	74	1 550
Use of origin/destination stations by passenger trains					
I. station category	2 279	2 778	0	2 657	2 400
II. station category	19 867	2 778	0	20 645	2 000
III. station category	7 315	2 778	0	8 493	1 600
IV. station category	0	0	0	0	0
Use of stations by freight trains					
I. station category	5 954	18 390	0	19 844	4 500
II. station category	4 311	10 151	0	11 087	3 375
III. station category	14 975	32 071	0	44 821	2 225
Storage of vehicles	66	228	0	0	294
Use of wagon weigh bridges (scales)	2 561	1 286	0	0	3 847
Use of refuelling facilities	19	4	0	0	23
Ensuring of shunting staff for passenger trains	9 430	0	0	0	9 430
Ensuring of shunting staff for freight and locomotive trains	9 669	0	0	5 219	4 450
Availability of shunting staff for passenger trains	5 481	0	0	0	5 481
Availability of shunting staff for freight and locomotive trains	5 485	0	0	1 685	3 800
Ensuring of traction unit for passenger trains	24 988	0	0	0	24 988
Ensuring of traction unit for freight and locomotive trains	29 062	0	0	7 062	22 000
Availability of traction unit for passenger trains	20 157	0	0	0	20 157
Availability of traction unit for freight and locomotive trains	20 157	0	0	3 657	16 500
Ensuring of fuel for traction	404	0	0	0	404
Ensuring of water for water supply	458	0	0	0	458
Train preparation	4 471	0	0	0	4 471
Ensuring of traction current					
Transmitted traction current	21,8	0,0	0,0	0,0	21,8
System use	1,9	0,0	0,0	0,0	1,9
Network loss of transmitted traction current	4,8	0,0	0,0	0,0	4,8
Funds in accordance with Vet.	2,6	0,0	0,0	0,0	2,6
Energy tax	0,4	0,0	0,0	0,0	0,4
Other operational	0,00	0,00	0,00	0,00	0,00
Ensuring of electric energy used for other than traction purposes (preheating,precooling)					
Transmitted traction current	19,3	0,0	0,0	0,0	19,3
System use	1,7	0,0	0,0	0,0	1,7
Network loss of transmitted traction current	4,3	0,0	0,0	0,0	4,3
Funds in accordance with Vet.	2,3	0,0	0,0	0,0	2,3
Energy tax	0,3	0,0	0,0	0,0	0,3
Other operational	0,00	0,00	0,00	0,00	0,00
Technical inspection of railway vehicles	6 741	0	0	0	6 741
Ticketing and reckoning activity	26	0	0	0	26

Annex 6: Summing-up table of network access charges including state subsidy for the 2016-2017 timetable year for GYSEV Zrt

Figures in the table in Hungarien Forint				Volume of state subsidy broken down to services	
Basic	Ensuring of train path			8 042 066	
	Running of trains	Gross ton km proportionate part		1 557 802 121	
		Passenger	I. track section category	173 560 970	
			II. track section category	244 376 161	
			III. track section category	10 890 644	
		Freight - Standard	I. track section category	121 651 113	
			II. track section category	6 908 302	
			III. track section category	-	
		Freight - Special	I. track section category	3 746 771	
			II. track section category	19 307	
			III. track section category	5 487	
		Locomotive	I. track section category	-	
			II. track section category	39 259 641	
III. track section category	3 322				
Use of catenary				188 850 384	
Supplementary	Use of stations by passenger trains for stopping	I. station category	-		
		II. station category	-		
		III. station category	82 209 076		
		IV. station category	9 501 234		
	Use of origin/destination stations by passenger trains	I. station category	63 443 599		
		II. station category	2 477 364		
		III. station category	67 944		
		IV. station category	-		
	Use of stations by freight trains	I. station category	417 108 302		
		II. station category	69 283 345		
		III. station category	4 302 829		
	Use of wagon weigh bridges (scales)				-
	Use of refuelling facilities				-
	Storage of vehicles				-
	Ensuring of shunting staff for passenger trains				-
	Ensuring of shunting staff for freight and locomotive trains				24 214 960
	Availability of shunting staff for passenger trains				-
Availability of shunting staff for freight and locomotive trains				202 966 894	
Ensuring of traction unit for passenger trains				-	
Ensuring of traction unit for freight and locomotive trains				2 563 453	
Availability of traction unit for passenger trains				-	
Availability of traction unit for freight and locomotive trains				133 469 223	
Ensuring of fuel for traction				-	
Ensuring of water for water supply				-	
Train preparation				-	
Total (basic + supplementary services)				3 365 491 702	
Additional	Ensuring of traction current	Transmitted traction current		-	
		System use		-	
		Network loss of transmitted traction current		-	
		Funds in accordance with Vet.		-	
		Energy tax		-	
	Other operational		-		
	Ensuring of electric energy used for other than traction purposes (preheating,precooling)	Transmitted traction current		-	
		System use		-	
		Network loss of transmitted traction current		-	
		Funds in accordance with Vet.		-	
Energy tax		-			
Other operational		-			
Ancillary	Technical inspection of railway vehicles			-	
	Ticketing and reckoning activity			-	
Total (additional services)				-	
Total (additional services)				3 365 491 702	



GYŐR - SOPRON - EBENFURTI VASÚT ZRT.

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

<i>Cégnév</i>	GYSEV Zrt.	<i>Ügyiratszám</i>	021986/2015
		<i>Hív. szám</i>	
<i>Címzett</i>	VPE Kft.	<i>Tárgy</i>	2016/2017 menetrendi időszakra vonatkozó állami költségterítés
	Németh Réka ügyvezető	<i>Előadó</i>	Bencsics József
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<i>Cím</i>	1054 Budapest Bajcsy-Zsilinszky u. 48.	<i>Dátum</i>	2015.11.09.

Tisztelt Ügyvezető Úrhölgy!

A 2016/2017. menetrendi évre vonatkozó hálózat-hozzáférési díjak meghatározása során az egyes szolgáltatásokhoz az alábbi összegeket szíveskedjen figyelembe venni.

Szolgáltatás	Figyelembe veendő ÁSZ (Ft)
Menetvonal-biztosítási díj	8 042 066
Közlekedtetési díj - Bruttótonnák arányos díjrész	1 570 782 917
Közlekedtetési díj - Tehervonatok vonatkm arányos díjrész	132 330 979
Közlekedtetési díj - Személyszállító vonatok vonatkm arányos díjrész	428 827 776
Közlekedtetési díj - Mozdonyvonatok vonatkm arányos díjrész	39 262 964
Felsővezeték használat	188 850 384
Személyszállító vonatok megállási célú állomáshasználati díja III. kategória	82 209 076
Személyszállító vonatok megállási célú állomáshasználati díja IV. kategória	9 501 234
Személyszállító vonatok induló- /célállomás használati díja I. kategória	63 443 599
Személyszállító vonatok induló- /célállomás használati díja II. kategória	2 477 364
Személyszállító vonatok induló- /célállomás használati díja III. kategória	67 944
Tehervonatok állomáshasználati díja I. kategória	417 108 302
Tehervonatok állomáshasználati díja II. kategória	69 283 345
Tehervonatok állomáshasználati díja III. kategória	4 302 829
Tolatőszemélyzet biztosítási díj teher- és mozdonyvonatok részére	24 214 960
Tolatőszemélyzet rendelkezésre állása teher- és mozdonyvonatok részére	202 966 894
Vontatójármű biztosítási díj teher- és mozdonyvonatok részére	2 563 453
Vontatójármű rendelkezésre állása teher- és mozdonyvonatok részére	133 469 223
Mindösszesen:	3 379 705 309

Kérem, hogy a hálózat-hozzáférési díj kalkuláció során a közlekedtetési díj tehervonatok vonatkm arányos díjrészét úgy szíveskedjen meghatározni, hogy az egyes kocsí forgalom szegmens (szórt küldemények) által fizetendő összeg 70 Ft/vkm-el kedvezőbb legyen, mint az egyéb tehervonatok által fizetendő összeg.

Üdvözlettel:



Ikker Tibor
Pályavasúti üzletág vezető

Győr-Sopron-Ebenfuri Vasút Zrt.