

For the timetable period of 2017/2018

Charging Document (CD)

of

GYSEV ZRT

EFFECTIVE:

from 00:00 of 10 December 2017 till 24:00 of 08 December 2018

CONTENTS

1. INTRODUCTION	5
2. GENERAL PROVISIONS	6
2.1. TEMPORAL SCOPE OF CD	6
2.2. OBJECTIVE SCOPE OF CD.....	6
2.3. BASIS OF MODIFICATION OF THE CD.....	6
3. DESCRIPTION OF DATA USED AS A BASIS OF CD.....	7
3.1. RESPONSIBILITY FOR PROVIDING DATA	7
3.2. COSTS.....	7
3.3. BUSINESS PLAN.....	9
3.4. PERFORMANCE INDICATORS	9
3.5. 'IN-KIND PERFORMANCES'	9
3.6. APPLIED MARK-UPS	10
3.7. DISCOUNTS.....	10
3.8. AMOUNT OF STATE CONTRIBUTION.....	10
3.9. SEGMENT ANALYSIS.....	11
3.10. MODE OF CALCULATION OF CHARGING ELEMENTS	12
3.11. ETCS FEE	13
4. CHARGING ELEMENTS OF SERVICES PROVIDED TO RAILWAY UNDERTAKINGS BY GYSEV ZRT	14
4.1. BASIC SERVICES	14
4.1.1. ENSURING OF TRAIN PATH	14
4.1.2. RUNNING OF TRAINS.....	15
4.1.3. USE OF CATENARY	28
4.2. SUPPLEMENTARY SERVICES	29
4.2.1. USE OF STATIONS BY PASSENGER TRAINS FOR STOPPING.....	29
4.2.2. USE OF ORIGIN/DESTINATION STATIONS BY PASSENGER TRAINS.....	33
4.2.3. USE OF STATIONS BY FREIGHT TRAINS	36
4.2.4. STORAGE OF VEHICLES.....	39
4.2.5. USE OF WAGON WEIGH BRIDGES (SCALES).....	40
4.2.6. USE OF REFUELLING FACILITIES	41
4.2.7. ENSURING OF SHUNTING STAFF FOR PASSENGER TRAINS	42
4.2.8. ENSURING OF SHUNTING STAFF FOR FREIGHT AND LOCOMOTIVE TRAINS	43
4.2.9. AVAILABILITY OF SHUNTING STAFF FOR PASSENGER TRAINS	44
4.2.10. AVAILABILITY OF SHUNTING STAFF FOR FREIGHT AND LOCOMOTIVE TRAINS	45
4.2.11. ENSURING OF TRACTION UNIT FOR PASSENGER TRAINS.....	46
4.2.12. ENSURING OF TRACTION UNIT FOR FREIGHT AND LOCOMOTIVE TRAINS	47
4.2.13. AVAILABILITY OF TRACTION UNIT FOR PASSENGER TRAINS.....	48
4.2.14. AVAILABILITY OF TRACTION UNIT FOR FREIGHT AND LOCOMOTIVE TRAINS	49
4.2.15. ENSURING OF FUEL FOR TRACTION.....	50
4.2.16. ENSURING OF WATER FOR WATER SUPPLY	51
4.2.17. TRAIN PREPARATION	52
4.3. ADDITIONAL SERVICES	53
4.3.1. ENSURING OF TRACTION CURRENT	53

4.3.2. ENSURING OF ELECTRIC ENERGY USED FOR OTHER THAN TRACTION PURPOSES (PREHEATING, PRECOOLING).....	54
4.4. ANCILLARY SERVICES	55
4.4.1. TECHNICAL INSPECTION OF RAILWAY VEHICLES	55
4.4.2. TICKETING AND RECKONING ACTIVITY	56
5. ANNEXES	57

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 elementsto 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.

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

²Exceptions 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 2017/2018 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 10 December of 2017, 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

-

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 CMII 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 2018. 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 2018. timetable year divided on the basis of Annex 3 of CMII 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 2018. 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 2018. 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	9 024 117	71.7%
Direct cost to be distributed	2 095 036	16.65%
Indirect costs	1 466 011	11.65%
Total cost	12 585 164	100%
Basic services	thousand HUF	%
Variable costs	958 784	17.35%
Fixed costs	3 772 378	68.27%
Indirect costs	794 377	14.38%
Total cost	5 525 539	100%
Supplementary services	thousand HUF	%
Variable costs	424 352	7.91%
Fixed costs	1 247 458	23.27%
Supply part of costs	3 067 021	57.2%
Indirect costs	622 870	11.62%
Total cost	5 361 702	100%
Additional services	thousand HUF	%
Direct costs	1 358 734	100%
Direct cost to be distributed	0	0%
Indirect costs	0	0%
Total cost	1 358 734	100%
Ancillary services	thousand HUF	%
Direct costs	288 139	84.95%
Direct cost to be distributed	2 286	0.67%
Indirect costs	48 763	14.38%
Total cost	339 188	100%

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

	thousand HUF	%
Basic services	5 525 539	43.91%
Supplementary services	5 361 702	42.6%
Additional services	1 358 734	10.8%
Ancillary services	339 188	2.7%
Total cost	12 585 164	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 2018 should be the basis of the fee calculation. Business plan of GYSEV for 2018 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 2015. and the 2018. timetable year available.

Values of performance indicators of GYSEV Zrt for the 2015. and the 2018. 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 2018. 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 2018. 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.

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. 019554/2016 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 637million HUF;
- regarding supplementary services: 847 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 2017/2018 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 2017/2018 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. The context of providing information about 2017/2018 timetable year, the infrastructure manager is sent the related data. There is no significant difference between the provided data of 2017/2018 timetable year and the data of 2016/2017 timetable year, so the following ETCS fees shall be introduced for the 2017/2018 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 2018(thousand HUF)
Variable cost component of direct costs	7 089
Variable cost component of direct costs to be distributed	0
Fixed cost component of direct costs	63 801
Fixed cost component of direct costs to be distributed	3 370
Indirect costs	12 469
Total cost	86 729

Performance indicator relating to the charge

Table4 Ensuring of train path - performance

Ensuring of train path	Performance in 2018
Ensuring of train path performance / train km	6 476 405

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 12 / 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

4.1.2.1 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 standard freight, special freight, passenger, and locomotive trains carrying out gross ton km performance.

4.1.2.1.1 Passenger, standard freight, and locomotive trains

Costs taken into account when determining the charge

Table6 Gross ton km proportionate part for running of trains, passenger trains, standard freight trains, locomotive trains - summing-up of costs

Gross ton km proportionate part of charge - passenger trains, standard freight trains, locomotive trains	Cost in 2018 (thousand HUF)
Variable cost component of direct costs	525 044
Variable cost component of direct costs to be distributed	52 778
Fixed cost component of direct costs	910 760
Fixed cost component of direct costs to be distributed	86 261
Indirect costs	264 421
Total cost	1 839 264

Performance indicator relating to the charge

Table7 Gross ton km proportionate part of charge for running of trains, passenger trains, standard freight trains, locomotive trains - performance

Gross ton km proportionate part of charge - passenger trains, standard freight trains, locomotive trains	Performance in 2018
Gross ton km performance/gross ton	1 779 212 892

Determination of the charge to be paid

Table8 Gross ton km proportionate part of charge for running of trains, passenger trains, standard freight trains, locomotive trains - determination of amount to be paid

Gross ton km proportionate part for running of trains - passenger trains, standard freight trains, locomotive trains	HUF
1. Amount of charge	0,32
2. Amount of mark-up	0,71
3. Amount of discount	0,00
4. Amount of state contribution	0,79
Charge to be paid (1 + 2 - 3 - 4)	0,24

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 0.24 / gross ton km.

4.1.2.1.2 Special freight trains - single wagon road on track section

Costs taken into account when determining the charge

Table9 Gross ton km proportionate part for running of trains, special freight trains, single wagon road - summing-up of costs

Gross ton km proportionate part of charge	Cost in 2018(thousand HUF)
Variable cost component of direct costs	3 952
Variable cost component of direct costs to be distributed	103
Fixed cost component of direct costs	6 855
Fixed cost component of direct coststo be distributed	168
Indirect costs	1 860
Total cost	12 936

Performance indicator relating to the charge

Table10 Gross ton km proportionate part of charge for running of trains, special freight trains, single wagon road - performance

Gross ton km proportionate part of charge	Performance in 2018
Gross ton km performance/gross ton	13 385 401

Determination of the charge to be paid

Table11 Gross ton km proportionate part of charge for running of trains, special freight trains, single wagon road - determination of amount to be paid

Gross ton km proportionate part for running of trains	HUF
1. Amount of charge	0,30
2. Amount of mark-up	0,66
3. Amount of discount	0,00
4. Amount of state contribution	0,73
Charge to be paid (1 + 2 - 3 - 4)	0,24

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 0.24 / gross ton km.

Train km proportionate part of running of trains

- Passenger trains on track section category I

Costs taken into account when determining the charge

Table12 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 2018 (thousand HUF)
Variable cost component of direct costs	122 883
Variable cost component of direct costs to be distributed	59 780
Fixed cost component of direct costs	1 074 079
Fixed cost component of direct coststo be distributed	476 615
Indirect costs	291 036
Total cost	2 024 393

Performance indicator relating to the charge

Table13 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 2018
Train km performance/ train km	4 832 161

Determination of the amount to be paid

Table14 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	38
2. Amount of mark-up	381
3. Amount of discount	0
4. Amount of state contribution	109
Charge to be paid (1 + 2 - 3 - 4)	310

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 310 / train km.

- Passenger trains on track section category II

Costs taken into account when determining the charge

Table15 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 2018 (thousand HUF)
Variable cost component of direct costs	7 961
Variable cost component of direct costs to be distributed	266
Fixed cost component of direct costs	44 120
Fixed cost component of direct coststo be distributed	2 119
Indirect costs	9 145
Total cost	63 611

Performance indicator relating to the charge

Table16 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 2018
Train km performance/ train km	178 761

Determination of the amount to be paid

Table17 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	46
2. Amount of mark-up	310
3. Amount of discount	0
4. Amount of state contribution	76
Charge to be paid (1 + 2 - 3 - 4)	280

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

HUF 280/ train km.

- Passenger trains on track section category III

Costs taken into account when determining the charge

Table 18 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 2018 (thousand HUF)
Variable cost component of direct costs	8 296
Variable cost component of direct costs to be distributed	0
Fixed cost component of direct costs	51 852
Fixed cost component of direct costs to be distributed	0
Indirect costs	10 099
Total cost	70 248

Performance indicator relating to the charge

Table 19 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 2018
Train km performance/ train km	210 239

Determination of the amount to be paid

Table 20 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	39
2. Amount of mark-up	295
3. Amount of discount	0
4. Amount of state contribution	119
Charge to be paid (1 + 2 - 3 - 4)	215

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 215/ train km.

- Locomotive trains on track section category I

Costs taken into account when determining the charge

Table21 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 2018 (thousand HUF)
Variable cost component of direct costs	9 963
Variable cost component of direct costs to be distributed	5 654
Fixed cost component of direct costs	82 861
Fixed cost component of direct coststo be distributed	45 079
Indirect costs	24 104
Total cost	167 660

Performance indicator relating to the charge

Table22 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 2018
Train km performance/ train km	376 587

Determination of the amount to be paid

Table23 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	41
2. Amount of mark-up	404
3. Amount of discount	0
4. Amount of state contribution	135
Charge to be paid (1 + 2 - 3 - 4)	310

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

HUF 310/ train km.

- Locomotive trains on track section category II

Costs taken into account when determining the charge

Table24 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 2018 (thousand HUF)
Variable cost component of direct costs	32
Variable cost component of direct costs to be distributed	1
Fixed cost component of direct costs	362
Fixed cost component of direct coststo be distributed	10
Indirect costs	68
Total cost	473

Performance indicator relating to the charge

Table25 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 2018
Train km performance / train km	1 202

Determination of the amount to be paid

Table26 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	27
2. Amount of mark-up	366
3. Amount of discount	0
4. Amount of state contribution	114
Charge to be paid (1 + 2 - 3 - 4)	280

On the basis of the table above, amount to be paid by the user of the service comes to: HUF 280 / train km.

- Locomotive trains on track section category III

Costs taken into account when determining the charge

Table27 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 2018 (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 coststo be distributed	0
Indirect costs	1
Total cost	9

Performance indicator relating to the charge

Table28 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 2018
Train km performance / train km	35

Determination of the amount to be paid

Table29 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	26
2. Amount of mark-up	236
3. Amount of discount	0
4. Amount of state contribution	48
Charge to be paid (1 + 2 - 3 - 4)	215

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

HUF 215 / train km.

- **Standard freight trains on track section category I**

Costs taken into account when determining the charge

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

Train km proportionate part of running of trains - Standard freight trains - track section category I.	Cost in 2018 (thousand HUF)
Variable cost component of direct costs	30 517
Variable cost component of direct costs to be distributed	10 820
Fixed cost component of direct costs	208 786
Fixed cost component of direct coststo be distributed	86 268
Indirect costs	56 481
Total cost	392 872

Performance indicator relating to the charge

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

Train km proportionate part of running of trains - Standard freight trains - track section category I.	Performance in 2018
Train km performance / train km	839 028

Determination of the amount to be paid

Table32 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 - Standard freight trains - track section category I.	HUF
1. Amount of charge	49
2. Amount of mark-up	419
3. Amount of discount	0
4. Amount of state contribution	169
Charge to be paid (1 + 2 - 3 - 4)	299

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

HUF 299/ train km.

- **Standard freight trains on track section category II**

Costs taken into account when determining the charge

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

Train km proportionate part of running of trains - Standard freight trains - track section category II.	Cost in 2018 (thousand HUF)
Variable cost component of direct costs	1 873
Variable cost component of direct costs to be distributed	2
Fixed cost component of direct costs	2 410
Fixed cost component of direct coststo be distributed	17
Indirect costs	772
Total cost	5 024

Performance indicator relating to the charge

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

Train km proportionate part of running of trains - Standard freight trains - track section category II.	Performance in 2018
Train km performance/ train km	1 196

Determination of the amount to be paid

Table35 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 - Standard freight trains - track section category II.	HUF
1. Amount of charge	1 568
2. Amount of mark-up	2 634
3. Amount of discount	0
4. Amount of state contribution	3 932
Charge to be paid (1 + 2 - 3 - 4)	270

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

- **Standard freight trains on track section category III**

Costs taken into account when determining the charge

Table36 Train km proportionate part of the charge for running of trains, standard freight trains on track section category III - summing-up of costs

Train km proportionate part of running of trains - Standard freight trains - track section category III.	Cost in 2018 (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	3
Fixed cost component of direct coststo be distributed	0
Indirect costs	1
Total cost	5

Performance indicator relating to the charge

Table37 Train km proportionate part of the charge for running of trains, standard freight trains on track section category -III- performance

Train km proportionate part of running of trains - Standard freight trains - track section category III.	Performance in 2018
Train km performance/ train km	18

Determination of the amount to be paid

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

Train km proportionate part of running of trains - Standard freight trains - track section category III.	HUF
1. Amount of charge	75
2. Amount of mark-up	218
3. Amount of discount	0
4. Amount of state contribution	130
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.

- **Special freight trains, single wagon road on track section category I**

Costs taken into account when determining the charge

Table39 Train km proportionate part of running of trains, special freight trains, single wagon road on track section category I - summing-up of costs

Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category I.	Cost in 2018 (thousand HUF)
Variable cost component of direct costs	1 352
Variable cost component of direct costs to be distributed	149
Fixed cost component of direct costs	9 249
Fixed cost component of direct costs to be distributed	1 185
Indirect costs	2 004
Total cost	13 939

Performance indicator relating to the charge

Table40 Train km proportionate part for running of trains, special freight trains, single wagon road on track section category I - performance

Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category I.	Performance in 2018
Train km performance / train km	37 162

Determination of the amount to be paid

Table41 Train km proportionate part of running of trains, special freight trains, single wagon road on track section category I - determination of the amount to be paid

Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category I.	HUF
1. Amount of charge	40
2. Amount of mark-up	335
3. Amount of discount	0
4. Amount of state contribution	165
Charge to be paid (1 + 2 - 3 - 4)	210

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

HUF 210/ train km.

- **Special freight trains, single wagon road on track section category II**

There is no charge on the Special freight trains, single wagon road on track section category II because of GYSEV data providing.

- **Special freight trains, single wagon road on track section category III**

Costs taken into account when determining the charge

Table42 Train km proportionate part of the charge for running of trains, special freight trains, single wagon road on track section category III - summing-up of costs

Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category III.	Cost in 2018 (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	3
Fixed cost component of direct coststo be distributed	0
Indirect costs	1
Total cost	5

Performance indicator relating to the charge

Table43 Train km proportionate part of the charge for running of trains, special freight trains, single wagon road on track section category -III- performance

Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category III.	Performance in 2018
Train km performance/ train km	18

Determination of the amount to be paid

Table44 Train km proportionate part of running of trains, special freight trains, single wagon road on track section category III- determination of the amount to be paid

Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category III.	HUF
1. Amount of charge	75
2. Amount of mark-up	218
3. Amount of discount	0
4. Amount of state contribution	200
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.

4.1.3. Use of catenary

Costs taken into account when determining the charge

Table45 Use of catenary - summing-up of costs	
Use of catenary	Cost in 2018 (thousand HUF)
Variable cost component of direct costs	110 267
Variable cost component of direct costs to be distributed	0
Fixed cost component of direct costs	610 420
Fixed cost component of direct coststo be distributed	5 717
Indirect costs	121 966
Total cost	848 370

Performance indicator relating to the charge

Table46 Use of catenary - performance	
Use of catenary	Performance in 2018
Use of catenary performance / train km	5 013 116

Determination of the amount to be paid

Table47 Use of catenary- determination of the amount to be paid	
Use of catenary	HUF
1. Amount of charge	22
2. Amount of mark-up	147
3. Amount of discount	0
4. Amount of state contribution	87
Charge to be paid (1 + 2 - 3 - 4)	82

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

HUF 82 / 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

Table48 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 2018 (thousand HUF)
Variable cost component of direct costs	16 361
Variable cost component of direct costs to be distributed	56 676
Fixed cost component of direct costs	60 613
Fixed cost component of direct costs to be distributed	164 332
Indirect costs	50 032
Total cost	348 014

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

Passenger trains on station category I	Cost in 2018 (thousand HUF)
Direct cost	70 274
Direct cost to be distributed	35 574
In direct cost	17 772
Total cost	123 620

Performance indicator relating to the charge

Table49 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 2018
Use of stations by passenger trains for stopping performance/ use of stations	228 987

Determination of the amount to be paid

Table50 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	859
2. Amount of mark-up	1 201
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	2 060

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 2 060 / use of station.

- Station of category II

Costs taken into account when determining the amount to be paid

Table51 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 2018 (thousand HUF)
Variable cost component of direct costs	17 894
Variable cost component of direct costs to be distributed	102 901
Fixed cost component of direct costs	67 242
Fixed cost component of direct costs to be distributed	298 362
Indirect costs	81 668
Total cost	568 067

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

Passenger trains on station category II	Cost in 2018 (thousand HUF)
Direct cost	71 181
Direct cost to be distributed	64 588
In direct cost	22 796
Total cost	158 564

Performance indicator relating to the charge

Table52 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 2018
Use of stations by passenger trains for stopping performance/ use of stations	415 749

Determination of the amount to be paid

Table53 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	672
2. Amount of mark-up	1 076
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	1 748

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 748 / station use.

- Station of category III

Costs taken into account when determining the charge

Table54 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 2018 (thousand HUF)
Variable cost component of direct costs	4 244
Variable cost component of direct costs to be distributed	29 339
Fixed cost component of direct costs	21 066
Fixed cost component of direct costs to be distributed	85 068
Indirect costs	23 459
Total cost	163 176

Use of stations by passenger trains for stopping-

Supply part of service-

Passenger trains on station category III	Cost in 2018 (thousand HUF)
Direct cost	24 736
Direct cost to be distributed	18 415
In direct cost	7 245
Total cost	50 396

Performance indicator relating to the charge

Table55 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 2018
Use of stations by passenger trains for stopping performance/ use of stations	118 537

Determination of the amount to be paid

Table56 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	708
2. Amount of mark-up	1 093
3. Amount of discount	0
4. Amount of state contribution	254
Charge to be paid (1 + 2 - 3 - 4)	1 548

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 548/ use of station.

• Station of category IV

Costs taken into account when determining the charge

Table57 Use of stations of category IV 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 IV	Cost in 2018 (thousand HUF)
Variable cost component of direct costs	2 760
Variable cost component of direct costs to be distributed	24 660
Fixed cost component of direct costs	4 301
Fixed cost component of direct costs to be distributed	71 502
Indirect costs	17 331
Total cost	120 554

Use of stations by passenger trains for stopping-

Supply part of service-

Passenger trains on station category IV	Cost in 2018 (thousand HUF)
Direct cost	127
Direct cost to be distributed	15 478
In direct cost	2 620
Total cost	18 226

Performance indicator relating to the charge

Table58 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 2018

Use of stations by passenger trains for stopping performance/ use of stations	99 633
---	--------

Determination of the amount to be paid

Table59 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	458
2. Amount of mark-up	935
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	1 393

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 393 / 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

Table60 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 2018 (thousand HUF)
Variable cost component of direct costs	0
Variable cost component of direct costs to be distributed	9 876
Fixed cost component of direct costs	0
Fixed cost component of direct coststo be distributed	51 452
Indirect costs	10 297
Total cost	71 625

Use of origin/destination stations by passenger trains-

Supply part of service-

Passenger trains on station category I	Cost in 2018 (thousand HUF)
Direct cost	44 012
Direct cost to be distributed	17 208
In direct cost	10 279
Total cost	71 500

Performance indicator relating to the charge

Table61 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 2018

Use of origin/destination stations by passenger trainsperformance/ use of stations	36 923
---	--------

Determination of the amount to be paid

Table62 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	2 204
2. Amount of mark-up	1 672
3. Amount of discount	0
4. Amount of state contribution	36
Charge to be paid (1 + 2 - 3 - 4)	3 840

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 840 / use of station.

- Station of category II

Costs taken into account when determining the charge

Table63 Use of origin/destination stations of category II by passenger trains - summing-up of costs

Use of origin/destination stations by passenger trains -

Acces part of service-

Passenger trains on station category II	Cost in 2018 (thousand HUF)
Variable cost component of direct costs	0
Variable cost component of direct costs to be disributed	95
Fixed cost component of direct costs	0
Fixed cost component of direct coststo be distributed	497
Indirect costs	100
Total cost	693

Use of origin/destination stations by passenger trains-

Supply part of service-

Passenger trains on station category II	Cost in 2018 (thousand HUF)
Direct cost	3 621
Direct cost to be distributed	166
In direct cost	636
Total cost	4 424

Performance indicator relating to the charge

Table64 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 2018
Use of origin/destination stations by passenger trainsperformance/ use of stations	357

Determination of the amount to be paid

Table65 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	12 659
2. Amount of mark-up	1 672
3. Amount of discount	0
4. Amount of state contribution	11 332
Charge to be paid (1 + 2 - 3 - 4)	3 000

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

- **Station of category III**

Costs taken into account when determining the charge

Table66 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 2018 (thousand HUF)
Variable cost component of direct costs	0
Variable cost component of direct costs to be distributed	1
Fixed cost component of direct costs	0
Fixed cost component of direct costs to be distributed	3
Indirect costs	1
Total cost	4

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	41
Direct cost to be distributed	1
In direct cost	7
Total cost	49

Performance indicator relating to the charge

Table67 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 2018
Use of origin/destination stations by passenger trains performance/ use of stations	2

Determination of the amount to be paid

Table68 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	24 688
2. Amount of mark-up	1 672
3. Amount of discount	0
4. Amount of state contribution	24 361
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.

4.2.3. Use of stations by freight trains

- Station of category I

Costs taken into account when determining the charge

Table69 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 2018 (thousand HUF)

Variable cost component of direct costs	92 831
Variable cost component of direct costs to be disributed	32 829
Fixed cost component of direct costs	256 443
Fixed cost component of direct coststo be distributed	94 526
Indirect costs	80 028
Total cost	556 657

Use of stations by freight trains -

Supply part of service-

Freight trains on station category I

Cost in 2018 (thousand HUF)

Direct cost	0
Direct cost to be distributed	20 243
In direct cost	3 399
Total cost	23 642

Performance indicator relating to the charge

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

Use of stations by freight trains -

Freight trains on station category I

Performance in 2018

Use of stations by freight trainsperformance/ use of stations	18 615
---	--------

Determination of the amount to be paid

Table71 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	8 020
2. Amount of mark-up	23 153
3. Amount of discount	0
4. Amount of state contribution	26 174
Charge to be paid (1 + 2 - 3 - 4)	5000

On the basis of the table above, amount to be paid by the user of the service comes to: HUF 5 000/ station use.

- **Station category II**

Costs taken into account when determining the charge

Table72 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 2018 (thousand HUF)
Variable cost component of direct costs	12 914
Variable cost component of direct costs to be distributed	8 103
Fixed cost component of direct costs	19 448
Fixed cost component of direct costs to be distributed	23 331
Indirect costs	10 712
Total cost	74 508

Use of stations by freight trains -

Supply part of service-

Freight trains on station category II	Cost in 2018 (thousand HUF)
Direct cost	0
Direct cost to be distributed	4 997
In direct cost	839
Total cost	5 835

Performance indicator relating to the charge

Table73 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 2018

Use of stations by freight trains performance/ use of stations	4 595
--	-------

Determination of the amount to be paid

Table74 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	5 844
2. Amount of mark-up	11 642
3. Amount of discount	0
4. Amount of state contribution	13 486
Charge to be paid (1 + 2 - 3 - 4)	4 000

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 4 000/ station use.

- Station of category III

Costs taken into account when determining the charge

Table75 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 2018 (thousand HUF)
Variable cost component of direct costs	2 302
Variable cost component of direct costs to be distributed	1 008
Fixed cost component of direct costs	3 697
Fixed cost component of direct costs to be distributed	2 902
Indirect costs	1 664
Total cost	11 572

Use of stations by freight trains -

Supply part of service-

Freight trains on station category III	Cost in 2018 (thousand HUF)
Direct cost	0
Direct cost to be distributed	621
In direct cost	105
Total cost	726

Performance indicator relating to the charge

Table76 Use of stations of category III by freight trains - performance

Use of stations by freight trains -

Freight trains on station category III	Performance in 2018
Use of stations by freight trains performance/ use of stations	571

Determination of the amount to be paid

Table77 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	7 063
2. Amount of mark-up	14 458
3. Amount of discount	0
4. Amount of state contribution	18 521
Charge to be paid (1 + 2 - 3 - 4)	3 000

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

4.2.4. Storage of vehicles

Costs taken into account when determining the charge

Table 78 Storage of vehicles - summing-up of costs	
Storage of vehicles	Cost in 2018 (thousand HUF)
Variable cost component of direct costs	4 290
Variable cost component of direct costs to be distributed	37
Fixed cost component of direct costs	10 323
Fixed cost component of direct costs to be distributed	260
Indirect costs	2 504
Total cost	17 415

Performance indicator relating to the charge

Table 79 Storage of vehicles - performance	
Storage of vehicles	Performance in 2018
Storage of vehicles performance/ vehicle/day	63 025

Determination of the amount to be paid

Table 80 Storage of vehicles - determination of the amount to be paid	
Storage of vehicles	HUF
1. Amount of charge	69
2. Amount of mark-up	208
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	276

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

HUF 276 / vehicle / day.

4.2.5. Use of wagon weigh bridges (scales)

Costs taken into account when determining the charge

Table81 Use of wagon weigh bridges- summing-up of costs

Use of wagon weigh bridges-Access part of service	Cost in 2018 (thousand HUF)
Variable cost component of direct costs	1 484
Variable cost component of direct costs to be distributed	66
Fixed cost component of direct costs	662
Fixed cost component of direct coststo be distributed	341
Indirect costs	429
Total cost	2 982

Use of wagon weigh bridges-Supply part of service	Cost in 2018 (thousand HUF)
Direct cost	4 148
Direct cost to be distributed	114
In direct cost	716
Total cost	4 978

Performance indicator relating to the charge

Table82 Use of wagon weigh bridges - performance

Use of wagon weigh bridges	Performance in 2018
Use of wagon weigh bridges performance/vehicle	2 204

Determination of the amount to be paid

Table83 Use of wagon weigh bridges - determination of the amount to be paid

Use of wagon weigh bridges	HUF
1. Amount of charge	2 961
2. Amount of mark-up	650
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	3 611

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 611 / vehicle.

4.2.6. Use of refuelling facilities

Costs taken into account when determining the charge

Table84 Charge for the access to refuelling facilities - summing up of costs

Use of refuelling facilities - Access part of service	Cost in 2018 (thousand HUF)
Variable cost component of direct costs	2 616
Variable cost component of direct costs to be distributed	1 067
Fixed cost component of direct costs	5 526
Fixed cost component of direct coststo be distributed	5 560
Indirect costs	2 480
Total cost	17 248

Use of refuelling facilities - Supply part of service	Cost in 2018 (thousand HUF)
Direct cost	73 984
Direct cost to be distributed	1 859
In direct cost	12 734
Total cost	88 578

Performance indicator relating to the charge

Table85 Charge for the access to refuelling facilities - performance

Use of refuelling facilities	Performance in 2018
Use of refuelling facilitiesperformance/ litre	3 989 774

Determination of the amount to be paid

Table86 Charge for the access to refuelling facilities - determination of amount to be paid

Use of refuelling facilities	HUF
1. Amount of charge	23
2. Amount of mark-up	3
3. Amount of discount	0
4. Amount of state contribution	0
Charge to be paid (1 + 2 - 3 - 4)	27

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 27/ litre.

4.2.7. Ensuring of shunting staff for passenger trains

Costs taken into account when determining the charge

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

Ensuring of shunting staff for passenger trains	Cost in 2018 (thousand HUF)
Direct cost	37 429
Direct cost to be distributed	297
Indirect cost	6 334
Total cost	44 061

Performance indicator relating to the charge

Table88 Charge for ensuring of shunting staff for passenger trains - performance

Ensuring of shunting staff for passenger trains	Performance in 2018
Ensuring of shunting staff for passenger trainsperformance/ person/hour	4 015

Determination of the amount to be paid

Table89 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	10 974
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	1174
Charge to be paid (1 + 2 - 3 - 4)	9 800

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

HUF 9 800 / person / hour.

4.2.8. Ensuring of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

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

Ensuring of shunting staff for freight and locomotive trains	Cost in 2018 (thousand HUF)
Direct cost	150 134
Direct cost to be distributed	1 191
Indirect cost	25 408
Total cost	176 733

Performance indicator relating to the charge

Table91 Charge for ensuring of shunting staff for freight and locomotive trains - performance

Ensuring of shunting staff for freight and locomotive trains	Performance in 2018
Ensuring of shunting staff for freight and locomotive trainsperformance/ person/hour	15 976

Determination of the amount to be paid

Table92 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	11 062
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	6 562
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 / person / hour.

4.2.9. Availability of shunting staff for passenger trains

Costs taken into account when determining the charge

Table93 Availability of shunting staff for passenger trains- summing-up of costs

Availability of shunting staff for passenger trains	Cost in 2018 (thousand HUF)
Direct cost	356 320
Direct cost to be distributed	2 827
Indirect cost	60 302
Total cost	419 448

Performance indicator relating to the charge

Table94 Availability of shunting staff for passenger trains - performance

Availability of shunting staff for passenger trains	Performance in 2018
Availability of shunting staff for freight and locomotive trainsperformance/ person/hour	79 227

Determination of the amount to be paid

Table95 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	5 294
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)	5 294

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

HUF 5 294 / person / hour.

4.2.10. Availability of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

Table96 Availability of shunting staff for freight and locomotive trains- summing-up of costs

Availability of shunting staff for freight and locomotive trains	Cost in 2018 (thousand HUF)
Direct cost	292 778
Direct cost to be distributed	2 323
Indirect cost	49 548
Total cost	344 649

Performance indicator relating to the charge

Table97 Availability of shunting staff for freight and locomotive trains - performance

Availability of shunting staff for freight and locomotive trains	Performance in 2018
Availability of shunting staff for freight and locomotive trainsperformance/ person/hour	67 383

Determination of the amount to be paid

Table98 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	5 115
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	1 265
Charge to be paid (1 + 2 - 3 - 4)	3 850

On the basis of the table above, amount to be paid by the user of the service comes to: HUF 3 850 / person / hour.

4.2.11. Ensuring of traction unit for passenger trains

Costs taken into account when determining the charge

Table99 Charge for ensuring of traction unit for passenger trains - summing-up of costs	
Ensuring of traction unit for passenger trains	Cost in 2018 (thousand HUF)
Direct cost	102
Direct cost to be distributed	1
Indirect cost	17
Total cost	120

Performance indicator relating to the charge

Table100 Charge for ensuring of traction unit for passenger trains- performance	
Ensuring of traction unit for passenger trains	Performance in 2018
Ensuring of traction unit for passenger trainsperformance/ vehicle/hour	5

Determination of the amount to be paid

Table101 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	24 066
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)	24 066

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 24 066/ vehicle / hour.

4.2.12. Ensuring of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

Table102 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 2018 (thousand HUF)
Direct cost	92 513
Direct cost to be distributed	734
Indirect cost	15 657
Total cost	108 904

Performance indicator relating to the charge

Table103 Charge for ensuring of traction unit for freight and locomotive trains- performance

Ensuring of traction unit for freight and locomotive trains	Performance in 2018
Ensuring of traction unit for freight and locomotive trainsperformance/ vehicle/hour	3 891

Determination of the amount to be paid

Table104 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	27 989
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	5 789
Charge to be paid (1 + 2 - 3 - 4)	22 200

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

HUF 22 200 / vehicle / hour.

4.2.13. Availability of traction unit for passenger trains

Costs taken into account when determining the charge

Table105 Availability of traction unit for passenger trains - summing-up of costs

Availability of traction unit for passenger trains	Cost in 2018 (thousand HUF)
Direct cost	294 739
Direct cost to be distributed	2 338
Indirect cost	49 881
Total cost	346 958

Performance indicator relating to the charge

Table106 Availability of traction unit for passenger trains- performance

Availability of traction unit for passenger trains	Performance in 2018
Availability of traction unit for passenger trainsperformance/ vehicle/hour	17 907

Determination of the amount to be paid

Table107 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	19 376
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)	19 376

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

HUF 19 376/ vehicle / hour.

4.2.14. Availability of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

Table108 Availability of traction unit for freight and locomotive trains - summing-up of costs

Availability of traction unit for freight and locomotive trains	Cost in 2018 (thousand HUF)
Direct cost	298 656
Direct cost to be distributed	2 369
Indirect cost	50 543
Total cost	351 568

Performance indicator relating to the charge

Table109 Availability of traction unit for freight and locomotive trains- performance

Availability of traction unit for freight and locomotive trains	Performance in 2018
Availability of traction unit for freight and locomotive trainsperformance/ vehicle/hour	18 144

Determination of the amount to be paid

Table110 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	19 376
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	1 716
Charge to be paid (1 + 2 - 3 - 4)	17 660

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

HUF 17 660 / vehicle / hour.

4.2.15. Ensuring of fuel for traction

Costs taken into account when determining the charge

Table111 Ensuring of fuel for traction - summing-up of costs	
Ensuring of fuel for traction	Cost in 2018 (thousand HUF)
Direct cost	1 028 216
Direct cost to be distributed	0
Indirect cost	0
Total cost	1 028 216

Performance indicator relating to the charge

Table112 Ensuring of fuel for traction - performance	
Ensuring of fuel for traction	Performance in 2018
Ensuring of fuel for traction performance/litre	3 989 774

Determination of the amount to be paid

Table113 Ensuring of fuel for traction - determination of the amount to be paid	
Ensuring of fuel for traction	HUF
1. Amount of charge	258
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)	258

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 258 / litre.

4.2.16. Ensuring of water for water supply

Costs taken into account when determining the charge

Table 114 Ensuring of water for water supply - summing-up of costs	
Ensuring of water for water supply	Cost in 2018 (thousand HUF)
Direct cost	920
Direct cost to be distributed	0
Indirect cost	0
Total cost	920

Performance indicator relating to the charge

Table 115 Charge for ensuring of water for water supply - performance	
Ensuring of water for water supply	Performance in 2018
Ensuring of water for water supply performance/ m ³	1 920

Determination of the amount to be paid

Table 116 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	479
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)	479

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 479 / m³**.

4.2.17. Train preparation

Costs taken into account when determining the charge

Table 117 Train preparation - summing-up of costs

Train preparation	Cost in 2018 (thousand HUF)
Direct cost	31 495
Direct cost to be distributed	250
Indirect cost	5 330
Összes költség	37 075

Performance indicator relating to the charge

Table 118 Charge for train preparation - performance

Train preparation	Performance in 2018
Train preparation / person/hour	7 503

Determination of the amount to be paid

Table 119 Charge for train preparation - determination of the amount to be paid

Train preparation	HUF
1. Amount of charge	4 941
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount of state contribution	341
Charge to be paid (1 + 2 - 3 - 4)	4 600

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

HUF 4 600 / 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.

Table120 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	886 378	78 735	196 832	14 985	105 654	-
Direct costs to be distributed	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
Total cost	886 378	78 735	196 832	14 984	105 654	-

Performance indicator relating to the charge

Table121 Ensuring of traction current - performance

Ensuring of traction current	Performance in 2018
Ensuring of traction current / kWh	66 241 680

Determination of the amount to be paid

Table122 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	13.4	1.2	3.0	0.2	1.6	-
2. Amount of mark-up	-	-	-	-	-	-
3. Amount of discount	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-
Amount to be paid (1+2-3-4)	13.4	1.2	3.0	0.2	1.6	-

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

- Transmitted traction current: HUF 13.4/kWh
- Use of the system: HUF 1.2/kWh
- Network loss of the transmitted traction current: HUF 3.0/kWh
- Energy tax: HUF 0.2/kWh
- Funds under the Act on Electricity: HUF 1.6/kWh
- Other operational charges: -
- Total: HUF 19.4/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	52 627	4 675	11 686	890	6 273	-
Direct costs to be shared	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
Total cost	52 627	4 675	11 686	890	6 273	-

Performance indicator relating to the charge

Ensuring of electric energy used of other than traction purposes	Performance in 2018
Ensuring of traction current / kWh	3 276 511

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	16.1	1.4	3.6	0.3	1.9	-
2. Amount of mark-up	-	-	-	-	-	-
3. Amount of discount	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-
Amount to be paid (1+2-3-4)	16.1	1.4	3.6	0.3	1.9	-

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 16.1/kWh
- Use of the system: HUF 1.4/kWh
- Network loss of the transmitted electric energy used for other than traction purposes: HUF 3.6/kWh
- Energy tax: HUF 0.3/kWh
- Funds under the Act on Electricity: HUF 1.9/kWh
- Other operational charges: -

Total: HUF 23.3/kWh.

4.4. Ancillary services

4.4.1. Technical inspection of railway vehicles

Costs taken into account when determining the charge

Table126 Charge for technical inspection of railway vehicles - summing-up of costs

Technical inspection of railway	Cost in 2018 (thousand HUF)
Direct cost	287 086
Direct costs to be distributed	2 277
Indirect cost	48 585
Total cost	337 948

Performance indicator relating to the charge

Table127 Charge for technical inspection of railway vehicles - performance

Technical inspection of railway	Performance in 2018
Technical inspection of railway / train	49 786

Determination of the amount to be paid

Table128 Charge for technical inspection of railway vehicles - determination of the amount to be paid

Technical inspection of railway	HUF
1. Amount of charge	6 788
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)	6 788

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 6 788/ train.

4.4.2. Ticketing and reckoning activity

Costs taken into account when determining the charge

Table 129 Ticket and reckoning activity - summing-up of costs

Ticket and reckoning activity	Cost in 2018 (thousand HUF)
Direct cost	1 054
Direct costs to be distributed	8
Indirect cost	178
Total costs	1 240

Performance indicator relating to the charge

Table 130 Ticket and reckoning activity - performance

Ticket and reckoning activity	Performance in 2018
Ticket and indicator reckoning activity performance / ticket	48 200

Determination of the amount to be paid

Table 131 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 2018 broken down to services
- Annex 2: Business plan of GYSEV Zrt for 2018
- Annex 3: Performance indicators of GYSEV Zrt for 2015 and 2018
- Annex 4: In-kind performances of GYSEV Zrt for 2015 and 2018
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2017/2018 timetable year
- Annex 6: Summing-up table of network access charges including state subsidy for the 2017-2018 timetable year for GYSEV Zrt
- Annex 7: Letter of GYSEV Zrt of No. 019554/2016

Annex 1: All costs of GYSEV Zrt for 2018 broken down to services

Services	Direct costs	Direct costs to be distributed	Indirect costs	Total cost
Ensuring of train path	70 890	3 370	12 469	86 729
Running of trains				
Running of trains -Gross ton km proportionate part				
Passenger, Standard freight, Locomotive	1 435 804	139 039	264 421	1 839 264
Special freight - single wagon road	10 806	270	1 860	12 936
Running of trains - Train km proportionate part				-
Passenger				-
I. track section category	1 196 962	536 395	291 036	2 024 393
II. track section category	52 081	2 385	9 145	63 611
III. track section category	60 148	-	10 099	70 248
Locomotive				-
I. track section category	63 494	50 733	19 179	133 406
II. track section category	29 725	11	4 993	34 729
III. track section category	6	-	1	8
Standard freight				-
I. track section category	239 302	97 089	56 481	392 872
II. track section category	4 283	19	722	5 024
III. track section category	4	-	1	5
Special freight				-
I. track section category	10 601	1 334	2 004	13 939
II. track section category	-	-	-	-
III. track section category	4	-	1	5
Use of catenary	720 688	5 717	121 966	848 370
Use of stations by passenger trains for stopping				-
I. station category	147 247	256 582	67 804	471 633
II. station category	156 317	465 850	104 464	726 631
III. station category	50 046	132 822	30 704	213 572
IV. station category	7 189	111 640	19 952	138 780
Use of origin/destination stations by passenger trains				-
I. station category	44 012	78 536	20 576	143 125
II. station category	3 621	759	736	5 116
III. station category	41	4	8	53
IV. station category	-	-		-
Use of stations by freight trains				-
I. station category	349 274	147 599	83 426	580 299
II. station category	32 362	36 431	11 551	80 344
III. station category	5 999	4 531	1 768	12 298

Services	Direct costs	Direct costs to be distributed	Indirect costs	Total cost
Storage of vehicles	14 613	298	2 504	17 415
Use of wagon weigh bridges (scales)	6 294	521	1 144	7 959
Use of refuelling facilities	82 126	8 486	15 214	105 826
Ensuring of shunting staff for passenger trains	52 429	416	8 873	61 718
Ensuring of shunting staff for freight and locomotive trains	150 134	1 191	25 408	176 733
Availability of shunting staff for passenger trains	341 320	2 708	57 763	401 790
Availability of shunting staff for freight and locomotive trains	292 778	2 323	49 548	344 649
Ensuring of traction unit for passenger trains	102	1	17	120
Ensuring of traction unit for freight and locomotive trains	92 513	734	15 657	108 904
Availability of traction unit for passenger trains	294 739	2 338	49 880	346 957
Availability of traction unit for freight and locomotive trains	298 656	2 369	50 543	351 568
Ensuring of fuel for traction	1 028 216	-	-	1 028 216
Ensuring of water for water supply	920	-	-	920
Train preparation	31 495	250	5 330	37 075
Ensuring of traction current				-
Transmitted traction current	886 378			886 378
System use	78 735			78 735
Network loss of transmitted traction current	196 832			196 832
Energy tax	14 985			14 985
Funds in accordance with Vet.	105 654			105 654
Other operational	-			-
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				-
Transmitted traction current	52 627			52 627
System use	4 675			4 675
Network loss of transmitted traction current	11 686			11 686
Energy tax	890			890
Funds in accordance with Vet.	6 273			6 273
Other operational	-			-
Technical inspection of railway vehicles	287 086	2 277	48 585	337 948
Ticketing and reckoning activity	1 054	8	178	1 240
Total	9 024 116	2 095 036	1 466 011	12 585 164

Annex 2: Business plan of GYSEV Zrt for 2018

	[2015] All cost	[2015] Cost in charges	[2018] All cost	[2018] Cost in charges
Costs				
Cost of Materials and contracted services	7 718 966	7 493 166	7 302 383	7 302 383
Cost of products sold (Gas oil) (812)	622 115	622 115	416 817	416 817
Purchasing cost of services sold (mediated) (electric energy) (813)	377 838	377 838	377 838	377 838
Material costs	6 718 920	8 493 119	8 097 039	8 097 039
Personal expenses (52)	4 010 029	3 963 973	4 376 807	4 376 807
Depreciation (55)	2 974 882	511 193	511 193	511 193
Central internal services and allocated management services by branch (594+596)				
Other expenses (861+862+863+864+867+868)	92 509	92 509	86 136	86 136
All operating cost	15 796 340	13 060 795	13 071 175	13 071 175
Self-constructed assets (58)	- 382 072	- 382 072	- 382 072	- 382 072
Interests payable and expenses (871)	20 352	20 352	20 352	20 352
Other expenditures of financial transactions (874,876)	49 572			
Total	15 484 192	12 699 075	12 709 455	12 709 455
Other incomes (961+962+963+964+966+967+968)	5 829 329	5 909 392	118 563	118 563
Other received interests and interest-type revenues (972)	18 309	18 309	18 309	18 309
Other revenues of financial transactions (974,976)	8 563			
Total	5 856 201	5 927 701	136 872	136 872
In total	9 627 991	6 771 374	12 572 583	12 572 583

Annex 3: Performance indicators of GYSEV Zrt for 2015 and 2018

Services			2 015	2 018	Unit	
Ensuring of train path			147 045	6 476 405	train km	
Running of trains	Gross ton km performance	Passenger, Standar freight, Locomotive	1 804 513 800	1 779 212 892	gross ton km	
		Special freight - Single wagon road	16 956 398	13 385 401	gross ton km	
	Train km performance	Passenger	I.	1 739 256	4 832 161	train km
			II.	2 893 648	178 761	train km
			III.	216 895	210 239	train km
		Locomotive	I.	239 213	376 587	train km
			II.	197 549	1 202	train km
			III.	18	35	train km
		Standard freight	I.	606 118	839 028	train km
			II.	262 820	1 196	train km
			III.	-	18	train km
	Special freight - Single wagon road	I.	18 256	37 162	train km	
		II.	-	-	train km	
III.		-	18	train km		
Use of catenary performance			4 149 561	5 013 116	electric train km	
Use of stations by passenger trains for stopping performance	Station category I		167 455	228 987	use of stations	
	Station category II		300 740	415 749	use of stations	
	Station category III		219 413	118 537	use of stations	
	Station category IV		158 346	99 633	use of stations	
Use of origin/destination stations by passenger trains performance	Station category I		39 741	36 923	use of stations	
	Station category II		4 515	357	use of stations	
	Station category III		17	2	use of stations	
	Station category IV		-	-	use of stations	
Use of stations by freight trains performance	Station category I		20 922	18 615	use of stations	
	Station category II		6 386	4 595	use of stations	
	Station category III		130	571	use of stations	
Storage of vehicles performance			46 150	63 025	vehicle/day	
Use of wagon weigh bridges (scales) performance			2 652	2 204	vehicle	
Use of refuelling facilities			5 807 531	3 989 774	litre	
Ensuring of shunting staff for passenger trains performance			74 057	4 015	person/hour	
Ensuring of shunting staff for freight and locomotive trains performance			95 681	15 976	person/hour	
Availability of shunting staff for passenger trains performance			-	79 227	person/hour	
Availability of shunting staff for freight and locomotive trains performance			-	67 383	person/hour	
Ensuring of traction unit for passenger trains performance			16 304	5	vehicle/hour	
Ensuring of traction unit for freight and locomotive trains performance			23 594	3 891	vehicle/hour	
Availability of traction unit for passenger trains performance			-	17 907	vehicle/hour	
Availability of traction unit for freight and locomotive trains performance			-	18 144	vehicle/hour	
Ensuring of traction current performance			54 830 948	66 241 680	kWh	
Ensuring of fuel for traction performance			5 807 531	3 989 774	litre	
Ensuring of water for water supply performance			1 920	1 920	m3	
Train preparation performance			8 260	7 503	person/hour	
Ensuring of electric energy used for other than traction purposes (preheating,precooling) performance			3 276 511	3 276 511	kWh	
Technical inspection of railway vehicles performance			57 771	49 786	train	
Ticketing and reckoning activity performance			-	48 200	ticket	

Annex 4: In-kind performances of GYSEV Zrt for 2015 and 2018

Denomination of In-kind performances	2015	2018
Number of use of track routes by departing trains	147 045	153 479
Number of use of track routes by through trains	1 628 498	1 730 704
Passenger	1 255 456	1 355 400
track section category I	415 160	1 349 400
track section category II	840 296	6 000
track section category III	-	-
Locomotive	140 510	127 656
track section category I	58 216	127 628
track section category II	82 294	28
track section category III	-	-
Standard freight	228 750	244 292
track section category I	139 644	244 244
track section category II	89 106	48
track section category III	-	-
Special freight - Single wagon road	3 782	3 356
track section category I	2 856	3 356
track section category II	-	-
track section category III	-	-
Number of use of track routes by passenger trains for stopping	845 954	862 906
station of category I	167 455	228 987
station of category II	300 740	415 749
station of category III	219 413	118 537
station of category IV	158 346	99 633
Number of use of track routes by passenger trains for reversing direction	132 819	111 846
station of category I	119 223	110 769
station of category II	13 545	1 071
station of category III	51	6
station of category IV	-	-
Number of use of track routes by freight trains	192 066	166 468
I. kategóriájú állomás	146 454	130 305
II. kategóriájú állomás	44 702	32 163
III. kategóriájú állomás	910	4 000
Number of use of track routes for access to refuelling facilities	17 423	11 969
Number of use of track routes for access to wagon weigh bridges	884	735
Number of use of track routes for storage of vehicles	308	420

Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2017/2018 timetable year

Services	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					
Passenger, Standard freight, Locomotive	0.32	0.71	0	0.79	0.24
Special freight - Single wagon road	0.30	0.66	0	0.73	0.24
Train km proportionate part					
Passenger					
I. track section category	38	381	0	109	310
II. track section category	46	310	0	76	280
III. track section category	39	295	0	119	215
Locomotive					
I. track section category	41	404	0	135	310
II. track section category	27	366	0	114	280
III. track section category	26	236	0	48	215
Standard freight					
I. track section category	49	419	0	169	299
II. track section category	1568	2634	0	3932	270
III. track section category	75	218	0	130	163
Special freight - Single wagon road					
I. track section category	40	335	0	165	210
II. track section category	0	0	0	0	0
III. track section category	75	218	0	200	93
Use of catenary	22	147	0	87	82
Use of stations by passenger trains for stopping					
I. station category	859	1 201	0	0	2 060
II. station category	672	1 076	0	0	1 748
III. station category	708	1 093	0	254	1 548
IV. station category	458	935	0	0	1 393
Use of origin/destination stations by passenger trains					
I. station category					
II. station category	2 204	1 672	0	36	3 840
III. station category	12 659	1 672	0	11 332	3 000
IV. station category	24 688	1 672	0	24 361	2 000
Use of stations by freight trains					
I. station category	8 020	23 153	0	26 174	5 000
II. station category	5 844	11 642	0	13 486	4 000
III. station category	7 063	14 458	0	18 521	3 000
Storage of vehicles	69	208	0	0	276
Use of wagon weigh bridges (scales)	2 961	650	0	0	3 611
Use of refuelling facilities	23	3	0	0	27
Ensuring of shunting staff for passenger trains	10 974	0	0	1 174	9 800
Ensuring of shunting staff for freight and locomotive trains	11 062	0	0	6 562	4 500
Availability of shunting staff for passenger trains	5 294	0	0	0	5 294
Availability of shunting staff for freight and locomotive trains	5 115	0	0	1 265	3 850
Ensuring of traction unit for passenger trains	24 066	0	0	0	24 066
Ensuring of traction unit for freight and locomotive trains	27 989	0	0	5 789	22 200
Availability of traction unit for passenger trains	19 376	0	0	0	19 376
Availability of traction unit for freight and locomotive trains	19 376	0	0	1 716	17660
Ensuring of fuel for traction	258	0	0	0	258
Ensuring of water for water supply	479	0	0	0	479
Train preparation	4 941	0	0	341	4 600
Ensuring of traction current					
Transmitted traction current	13.4	0,0	0,0	0,0	13.4
System use	1.2	0,0	0,0	0,0	1.2
Network loss of transmitted traction current	3.0	0,0	0,0	0,0	3.0
Funds in accordance with Vet.	1.6	0,0	0,0	0,0	1.6
Energy tax	0.2	0,0	0,0	0,0	0.2
Other operational	0	0,0	0,0	0,0	0,00
Ensuring of electric energy used for other than traction purposes (preheating,precooling)					
Transmitted traction current	16.1	0,0	0,0	0,0	16.1
System use	1.4	0,0	0,0	0,0	1.4
Network loss of transmitted traction current	3.4	0,0	0,0	0,0	3.4
Funds in accordance with Vet.	1.9	0,0	0,0	0,0	1.9
Energy tax	0.3	0,0	0,0	0,0	0.3
Other operational	0.0	0,0	0,0	0,0	0.0
Technical inspection of railway vehicles	6788	0	0	0	6788
Ticketing and reckoning activity	26	0	0	0	26

Annex 6: Summing-up table of network access charges including state subsidy for the 2017/2018 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			9 012 237	
	Running of trains	Gross ton km proportionate part		Passenger, Standar freight, Locomotive special freight - Single wagon road	1 412 252 729
		Train km proportionate part	Passenger	I. track section category	526 422 923
				II. track section category	13 558 169
				III. track section category	25 046 191
			Locomotive	I. track section category	50 918 353
				II. track section category	136 749
				III. track section category	1 672
			Freight - Standard	I. track section category	142 002 823
				II. track section category	4 701 469
				III. track section category	2 275
		Freight - Special	I. track section category	6 134 823	
			II. track section category	-	
			III. track section category	3 500	
Use of catenary				437 294 967	
Supplementary	Use of stations by passenger trains for stopping	I. station category		-	
		II. station category		-	
		III. station category		30 076 449	
		IV. station category		-	
	Use of origin/destination stations by passenger trains	I. station category		-	
		II. station category		1 340 822	
		III. station category		4 045 399	
		IV. station category		48 722	
	Use of stations by freight trains	I. station category		487 223 544	
		II. station category		61 965 081	
		III. station category		10 583 419	
	Use of wagon weigh bridges (scales)				-
	Use of refuelling facilities				-
	Storage of vehicles				-
	Ensuring of shunting staff for passenger trains				4 713 801
	Ensuring of shunting staff for freight and locomotive trains				104 841 015
	Availability of shunting staff for passenger trains				-
	Availability of shunting staff for freight and locomotive trains				85 226 023
	Ensuring of traction unit for passenger trains				-
	Ensuring of traction unit for freight and locomotive trains				22 525 862
Availability of traction unit for passenger trains				-	
Availability of traction unit for freight and locomotive trains				31 142 761	
Ensuring of fuel for traction				-	
Ensuring of water for water supply				-	
Train preparation				2 561 082	
Total (basic + supplementary services)				3 483 506 421	
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				3 483 506 421	



GYŐR - SOPRON - EBENFURTI VASÚT ZRT.

Cím: H-9400 Sopron, Máttyás király u. 19. • Levelzési 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 költségtérítés
	Németh Réka ügyvezető	<i>Előadó</i>	Bencsics József
		<i>Telefonszám</i>	07/73-03 jbensics@gysev.hu
<i>Cím</i>	1054 Budapest Bajcsy-Zsilinszky u. 48.	<i>Dátum</i>	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 - Bruttótonnakm arányos díjrész	1 570 782 917
Közlekedtetési díj - Tehervonatok vonatkm arányos díjrész	132 330 979
Közlekedtetési díj - Személyszállító 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
Tolatószemélyzet biztosítási díj teher- és mozdonyvonatok részére	24 214 960
Tolatószemélyzet 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-Ebenfűri Vasút Zrt.