For the timetable period of 2017/2018

Charging Document (CD)

of

GYSEV ZRT

Modification No. 1

EFFECTIVE:

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

CONTENTS

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 access charges(hereinafter Charging Decree) has designated the Rail Capacity Allocation Office (hereinafter VPE) as charging body as regards the network access charges to be applied by not independent Infrastructure Managers to the open access railway network.

In accordance with provisions set out in Paragraph 17 (1) of the Charging Decree, the task of the Charging Body is to prepare the Charging Methodology (hereinafter CM II[1]) 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.

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

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

2. General provisions

2.1. Temporal scope of CD

Infrastructure Manager of the railway network shall publish charging elements determined in the CD for the 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 period from 1 January 2018, 00:00 until 8 December 2018, 24:00. For the period from December 10, 2017, 00:00 to December 31, 2017, the DD pre-modification requirements should be considered.

2.2. Objective scope of CD

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

2.3. Basis of Modification of the CD

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CD Modification No. 1

According to the Letter of No. 005734/2018 wich was sent by GYSEV Zrt. on 22 March 2018, the level of state contribution increased by + 39,4% compared to the amount recorded in the data provision for the 2017/2018 timetable. (The referenced letter is in Annex 7.)

In accordance with Section 2.3.2 Charging Methodology the Charging System is mandatory modify, if the state contribution of the infrastructure manager changes at least 10% compared to the value taken into account when setting the elements of the charging system.

Based on the above, the VPE completed the review of network access charges.

In the modification No. 1 varried amount to be paid decreased or not changed based on the calculation, therefore this modification will be entered into force 30 days after the draft modification publication. The changing amount to be paid will be used from 1 January 2018 based on the decision of GYSEV Zrt.

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 cots

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 sharedto 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 yeardivided 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.

Indirectcosts

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 Zrtto direct, direct distributable and indirect cost groups

	thousand HUF	%
Direct costs	9 725 567	70%
Direct costs to be distributed	2 348 004	17%
Indirect costs	1 800 589	13%
Total costs	13 874 160	100%

Basic services	thousand HUF	%
Variable costs	1 440 580	22%
Fixed costs	4 032 945	63%
Indirect costs	993 011	15%
Total cost	6 466 537	100%

Supplementary services	thousand HUF	%
Variable costs	590 689	10%
Fixed costs	1 204 759	21%
Supply part of costs	3 227 598	56%
Indirect costs	743 830	13%
Total cost	5 766 876	100%

Additional services	thousand HUF	%
Direct costs	1 225 615	100%
Direct costs to be distributed	0	0%
Indirect costs	0	0%
Total cost	1 225 615	100%

Ancillary servises	thousand HUF	%
Direct costs	349 546	84%
Direct costs to be distributed	1 838	0,5%
Indirect costs	63 748	15,5%
Total cost	415 132	100%

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

	thousand HUF	%
Basic services	6 466 537	47%
Supplementary services	5 766 876	41%
Additional services	1 225 615	9%
Ancillary servises	415 132	3%
Total cost	13 874 160	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 modified and accepted 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 2016. and the 2018. timetable year available.

Values of performance indicators of GYSEV Zrt forthe 2016. 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 servicesin 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 ofCM 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 ofCM II.

Tables of in-kind performancescontain the number of the use of track route related todistinct services. Values of in-kind performances of the Infrastructure Manager for the 2016. 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 acces 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 acces 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 acces to service facilities.

In accordance with 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 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. 005734/2018 sent by GYSEV, the amount of state subsidy that can be taken into account in the charging process is as follows: 4 856 948 000 HUF which is allocated as follows:

- regarding basic services: 3 421 330 898 HUF;
- regarding supplementary services: 1 367 259 127 HUF;
- regarding ancillary services: 68 357 975 HUF

The letter on the distribution of state contribution is listed in Annex 6.
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.

In Modification 1 and review of network access charges, segment analysis was not repeated as the charges for the services concerned remained unchanged.

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 paidis 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

During the review, ETCS fees have not been changed.

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

4. Charging elementsof 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.

During the review, the DM II. 2.3.3, the Infrastructure Manager's business plan served as the basis for the cost of the service, as the cost accounted for in the original calculation is expected to be less than the business plan's data, and thus taking the original cost would unreasonably increase the service charge.

Table3 Ensuring of train path - summing-up of costs

Ensuring of train path	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	8 668
Variable cost component of direct costs to be distribut	-
Fixed cost component of direct costs	78 016
Fixed cost component of direct costs to be distributed	3 436
Indirect costs	16 350
Total cost	106 471

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	6 738 586

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	15
3. Amount of discount	0
4. Amount fo state contribution	4
Amount 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 + amunt 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

Running of trains - Gross ton km proportionate part, Passenger train, standard freight train, locomotive train	**Costs in 2018 (thousand HUF)**
Variable cost component of direct costs	879 793
Variable cost component of direct costs to be distribut	110 738
Fixed cost component of direct costs	713 130
Fixed cost component of direct costs to be distributed	82 661
Indirect costs	324 076
Total cost	2 110 397

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

Running of trains - Gross ton km proportionate part, Passenger train, standard freight train, locomotive train	**Performance in 2018**
Gross ton km performance/gross ton	2 004 832 978

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

Running of trains - Gross ton km proportionate part, Passenger train, standard freight train, locomotive train	**HUF**
1. Amount of charge	0,49
2. Amount of mark-up	0,56
3. Amount of discount	0,00
4. Amount fo state contribution	0,81
Amount 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

Running of trains - Gross ton km proportionate part, Single wagon road	**Costs in 2018 (thousand HUF)**
Variable cost component of direct costs	6 622
Variable cost component of direct costs to be distribut	629
Fixed cost component of direct costs	5 367
Fixed cost component of direct costs to be distributed	469
Indirect costs	2 374
Total cost	15 461

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

Running of trains - Gross ton km proportionate part, Single wagon road	**Performance in 2018**
Gross ton km performance/gross ton	14 226 596

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

Running of trains - Gross ton km proportionate part, Single wagon road	**HUF**
1. Amount of charge	0,51
2. Amount of mark-up	0,58
3. Amount of discount	0,00
4. Amount fo state contribution	0,85
Amount 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

Running of trains, train km proportionate part, passenger trains / train section category I	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	132 714
Variable cost component of direct costs to be distribut	50 945
Fixed cost component of direct costs	1 169 285
Fixed cost component of direct costs to be distributed	511 079
Indirect costs	338 173
Total cost	2 202 196

Performance indicator relating to the charge

Table13 Train km proportionate part of running of trains, passenger trains on track section category I - performance

Running of trains, traind km proportionate part, passenger trains track section category I	Performance in 2018
Train km performance / train km	4 947 495

Determination of the amount to be paid

Table14 Train km proportionate part of running of trains, passenger trains on track section category I - determintion of the amount to be paid

Running of trains, train km proportionate part, passenger trains/ track section category I	HUF
1. Amount of charge	37
2. Amount of mark-up	408
3. Amount of discount	0
4. Amount fo state contribution	135
Amount 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

Running of trains, train km proportionate part, passenger trains / train section category II	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	10 588
Variable cost component of direct costs to be distribut	1 129
Fixed cost component of direct costs	54 462
Fixed cost component of direct costs to be distributed	11 324
Indirect costs	14 060
Total cost	91 563

Performance indicator relating to the charge

Table16 Train km proportionate part of running of trains, passenger trains on track section category II - performance

Running of trains, train km proportionate part, passenger trains / train section category II	Performance in 2018
Train km performance / train km	185 272

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

Running of trains - train km proportionate part, passenger trains/ track section category II	HUF
1. Amount of charge	63
2. Amount of mark-up	431
3. Amount of discount	0
4. Amount fo state contribution	214
Amount 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

Table18 Train km proportionate part of running of trains, passenger trains on track section category III - summing-up of costs

Running of trains, train km proportionate part, passenger trains / train section category III	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	7 891
Variable cost component of direct costs to be distribut	-
Fixed cost component of direct costs	53 895
Fixed cost component of direct costs to be distributed	-
Indirect costs	11 209
Total cost	72 996

Performance indicator relating to the charge

Table19 Train km proportionate part of running of trains, passenger trains on track section category III - performance

Running of trains, train km proportionate part, passenger trains / train section category III	Performance in 2018
Train km performance / train km	206 328

Determination of the amount to be paid

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

Running of trains - train km proportionate part, passenger trains/ track section category III	HUF
1. Amount of charge	38
2. Amount of mark-up	316
3. Amount of discount	0
4. Amount fo state contribution	139
Amount 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

Running of trains, train km proportionate part, Loco trains, track section category I	**Costs in 2018 (thousand HUF)**
Variable cost component of direct costs	9 621
Variable cost component of direct costs to be distribut	4 062
Fixed cost component of direct costs	86 557
Fixed cost component of direct costs to be distributed	40 745
Indirect costs	25 577
Total cost	166 561

Performance indicator relating to the charge

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

Running of trains, train km proportionate part, Locomotive trains, track section category I	**Performance in 2018**
Train km performance / train km	375 293

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

Running of trains, train km proportionate part, Loco trains, track section category I	**HUF**
1. Amount of charge	36
2. Amount of mark-up	408
3. Amount of discount	0
4. Amount fo state contribution	134
Amount 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

Running of trains, train km proportionate part, Loco trains, track section category II	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	132
Variable cost component of direct costs to be distribut	31
Fixed cost component of direct costs	1 242
Fixed cost component of direct costs to be distributed	308
Indirect costs	311
Total cost	2 023

Performance indicator relating to the charge

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

Running of trains, train km proportionate part, Locomotive trains, track section category II	Performance in 2018
Train km performance / train km	5 597

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

Running of trains, train km proportionate part, Loco trains, track section category II	HUF
1. Amount of charge	29
2. Amount of mark-up	332
3. Amount of discount	0
4. Amount fo state contribution	81
Amount 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

Running of trains, train km proportionate part, Loco trains, track section category III	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	1
Variable cost component of direct costs to be distribut	-
Fixed cost component of direct costs	5
Fixed cost component of direct costs to be distributed	-
Indirect costs	1
Total cost	7

Performance indicator relating to the charge

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

Running of trains, train km proportionate part, Locomotive trains, track section category III	Performance in 2018
Train km performance / train km	17

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

Running of trains, train km proportionate part, Loco trains, track section category III	HUF
1. Amount of charge	36
2. Amount of mark-up	350
3. Amount of discount	0
4. Amount fo state contribution	171
Amount 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

Running of trains, train km proportionate part, Standard Freight trains, track section category I	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	45 377
Variable cost component of direct costs to be distribut	10 136
Fixed cost component of direct costs	249 657
Fixed cost component of direct costs to be distributed	101 688
Indirect costs	73 813
Total cost	480 671

Performance indicator relating to the charge

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

Running of trains, train km proportionate part, Standard freight trains, track section category I	Performance in 2018
Train km performance / train km	971 997

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

Running of trains, train km proportionate part, Standard freight trains, track section category I	HUF
1. Amount of charge	57
2. Amount of mark-up	438
3. Amount of discount	0
4. Amount fo state contribution	196
Amount 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

Running of trains, train km proportionate part, Standard Freight trains, track section category II	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	551
Variable cost component of direct costs to be distribut	32
Fixed cost component of direct costs	2 043
Fixed cost component of direct costs to be distributed	323
Indirect costs	535
Total cost	3 484

Performance indicator relating to the charge

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

Running of trains, train km proportionate part, Standard freight trains, track section category II	Performance in 2018
Train km performance / train km	1 360

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

Running of trains - train km proportionate part, Standard freight trains, track section category II	HUF
1. Amount of charge	429
2. Amount of mark-up	2134
3. Amount of discount	0
4. Amount fo state contribution	2293
Amount 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

Running of trains, train km proportionate part, Standard Freight trains, track section category III	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	1
Variable cost component of direct costs to be distribut	-
Fixed cost component of direct costs	5
Fixed cost component of direct costs to be distributed	-
Indirect costs	1
Total cost	7

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

Running of trains, train km proprotionate part, standard freight trains, track section category III	Performance in 2018
Train km performance / train km	17

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

Running of trains - train km proportionate part, Standard freight trains, track section category III	HUF
1. Amount of charge	57
2. Amount of mark-up	337
3. Amount of discount	0
4. Amount fo state contribution	231
Amount 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

Running of trains, train km proportionate part, Special freight trains - single wagon road, track section category I	**Costs in 2018 (thousand HUF)**
Variable cost component of direct costs	2 010
Variable cost component of direct costs to be distribut	377
Fixed cost component of direct costs	11 060
Fixed cost component of direct costs to be distributed	3 779
Indirect costs	3 125
Total cost	20 351

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

Running of trains, train km proportionate part, Special freight trains, single wagon road, track section category I	**Performance in 2018**
Train km performance / train km	45 193

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

Running of trains, train km proportionate part, Special freight train- Single wagon road, track section category I	**HUF**
1. Amount of charge	53
2. Amount of mark-up	397
3. Amount of discount	0
4. Amount fo state contribution	240
Amount 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

Running of trains, train km proportionate part, Special freight trains - single wagon road, track section category III	**Costs in 2018 (thousand HUF)**
Variable cost component of direct costs	1
Variable cost component of direct costs to be distribut	-
Fixed cost component of direct costs	5
Fixed cost component of direct costs to be distributed	-
Indirect costs	1
Total cost	7

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

Running of trains, train km proportionate part, Special freight trains, single wagon road, track section category III	**Performance in 2018**
Train km performance / train km	17

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

Running of trains, train km proportionate part,Special freight train- Single wagon road, track section category III	**HUF**
1. Amount of charge	57
2. Amount of mark-up	337
3. Amount of discount	0
4. Amount fo state contribution	301
Amount 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	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	158 533
Variable cost component of direct costs to be distribut	-
Fixed cost component of direct costs	847 117
Fixed cost component of direct costs to be distributed	5 288
Indirect costs	183 405
Total cost	1 194 344

Performance indicator relating to the charge

Table46 Use of catenary - performance

Use of catenary	Performance in 2018
Use of catenary performance / electic train km	5 284 331

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	30
2. Amount of mark-up	196
3. Amount of discount	0
4. Amount fo state contribution	144
Amount 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, station category I - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	18 671
Variable cost component of direct costs to be distributed	82 222
Fixed cost component of direct costs	65 825
Fixed cost component of direct costs to be distributed	157 468
Indirect costs	58 814
Total cost	383 000

Use of stations by passenger trains for stopping, station category I - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	69 832
Direct costs to be distributed	42 439
Indirect cost	20 368
Total cost	132 639

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, station category I	Performance in 2018
Use of stations by passenger trains for stopping performance / use of stations for stopping	237 555

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, station category I	HUF
1. Amount of charge	983
2. Amount of mark-up	1188
3. Amount of discount	0
4. Amount fo state contribution	111
Amount to be paid (1 + 2 - 3 - 4)	2060

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, station category II - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	22 752
Variable cost component of direct costs to be distributed	144 191
Fixed cost component of direct costs	80 749
Fixed cost component of direct costs to be distributed	276 150
Indirect costs	95 036
Total cost	618 879

Use of stations by passenger trains for stopping, station category II - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	70 549
Direct costs to be distributed	74 425
Indirect cost	26 301
Total cost	171 274

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, station category II	Performance in 2018
Use of stations by passenger trains for stopping performance / use of stations for stopping	416 597

Determination of the amount to be paid

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

Use of stations by passenger trains for stopping, station category II	HUF
1. Amount of charge	812
2. Amount of mark-up	1085
3. Amount of discount	0
4. Amount fo state contribution	149
Amount to be paid (1 + 2 - 3 - 4)	1748

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, station category III - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	12 038
Variable cost component of direct costs to be distributed	34 723
Fixed cost component of direct costs	44 655
Fixed cost component of direct costs to be distributed	66 501
Indirect costs	28 649
Total cost	186 567

Use of stations by passenger trains for stopping, station category III - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	25 553
Direct costs to be distributed	17 922
Indirect cost	7 887
Total cost	51 362

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, station category III	Performance in 2018
Use of stations by passenger trains for stopping performance / use of stations for stopping	100 322

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, station category III	HUF
1. Amount of charge	978
2. Amount of mark-up	1394
3. Amount of discount	0
4. Amount fo state contribution	824
Amount to be paid (1 + 2 - 3 - 4)	1548

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, station category IV - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	1 746
Variable cost component of direct costs to be distributed	46 375
Fixed cost component of direct costs	6 952
Fixed cost component of direct costs to be distributed	88 815
Indirect costs	26 104
Total cost	169 991

Use of stations by passenger trains for stopping, station category IV - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	131
Direct costs to be distributed	23 936
Indirect cost	4 366
Total cost	28 434

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, station category IV	Performance in 2018
Use of stations by passenger trains for stopping performance / use of stations for stopping	133 985

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, station category IV	HUF
1. Amount of charge	571
2. Amount of mark-up	910
3. Amount of discount	0
4. Amount fo state contribution	88
Amount to be paid (1 + 2 - 3 - 4)	1393

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, Station category I - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	32 654
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	69 108
Indirect costs	18 462
Total cost	120 224

Use of origin/destination stations by passenger trains, Station category I - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	25 742
Direct costs to be distributed	21 356
Indirect cost	8 544
Total cost	55 642

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, Station category I	Performance in 2018
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	39 847

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, Station category I	HUF
1. Amount of charge	2216
2. Amount of mark-up	2198
3. Amount of discount	0
4. Amount fo state contribution	574
Amount to be paid (1 + 2 - 3 - 4)	3840

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, Station category II - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	5
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	10
Indirect costs	3
Total cost	18

Use of origin/destination stations by passenger trains, Station category II - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	66
Direct costs to be distributed	3
Indirect cost	13
Total cost	82

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, Station category II	Performance in 2018
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	6

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, Station category II	HUF
1. Amount of charge	14408
2. Amount of mark-up	2197
3. Amount of discount	0
4. Amount fo state contribution	13605
Amount to be paid (1 + 2 - 3 - 4)	3000

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

- **Station of category III**

There is no charge on the Use of origin/destination stations by passenger trains station of category III. because of GYSEV data providing.

- **Station of category IV**

There is no charge on the Use of origin/destination stations by passenger trains station of category IV. because of GYSEV data providing.

4.2.3. Use of stations by freight trains

- **Station of category I**

Costs taken into account when determining the charge

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

Use of stations by freight trains, Station category I - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	98 997
Variable cost component of direct costs to be distributed	47 545
Fixed cost component of direct costs	192 162
Fixed cost component of direct costs to be distributed	89 945
Indirect costs	77 766
Total cost	506 415

Use of stations by freight trains, Station category I - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	-
Direct costs to be distributed	24 010
Indirect cost	4 356
Total cost	28 366

Performance indicator relating to the charge

Table67 Use of stations of category I by freight trains - performance

Use of stations by freight trains, Station category I	Performance in 2018
Use of stations by freight trains performance / use of stations	19 200

Determination of the amount to be paid

Table68 Use of stations of category I by freight trains - determintion of the amount to be paid

Use of stations by freight trains, Station category I	HUF
1. Amount of charge	9110
2. Amount of mark-up	18743
3. Amount of discount	0
4. Amount fo state contribution	22853
Amount 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 / use of station.**

- **Station category II**

Costs taken into account when determining the charge

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

Use of stations by freight trains, Station category II - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	19 178
Variable cost component of direct costs to be distributed	12 721
Fixed cost component of direct costs	19 119
Fixed cost component of direct costs to be distributed	24 065
Indirect costs	13 622
Total cost	88 704

Use of stations by freight trains, Station category II - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	-
Direct costs to be distributed	6 424
Indirect cost	1 165
Total cost	7 589

Performance indicator relating to the charge

Table70 Use of origin/destination stations of category II by freight trains - performance

Use of stations by freight trains, Station category II	Performance in 2018
Use of stations by freight trains performance / use of stations	5 137

Determination of the amount to be paid

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

Use of stations by freight trains, Station category II	HUF
1. Amount of charge	7687
2. Amount of mark-up	11058
3. Amount of discount	0
4. Amount fo state contribution	14745
Amount to be paid (1 + 2 - 3 - 4)	4000

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

- **Station of category III**

Costs taken into account when determining the charge

Table72 Use of stations of category III by freight trains - summing-up of costs

Use of stations by freight trains, Station category III - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	878
Variable cost component of direct costs to be distributed	215
Fixed cost component of direct costs	944
Fixed cost component of direct costs to be distributed	408
Indirect costs	444
Total cost	2 888

Use of stations by freight trains, Station category III - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	-
Direct costs to be distributed	109
Indirect cost	20
Total cost	129

Performance indicator relating to the charge

Table73 Use of stations of category III by freight trains - performance

Use of stations by freight trains, Station category III	Performance in 2018
Use of stations by freight trains performance / use of stations	87

Determination of the amount to be paid

Table74 Use of stations of category III by freight trains - determination of the amount to be paid

Use of stations by freight trains, Station category III	HUF
1. Amount of charge	14046
2. Amount of mark-up	20632
3. Amount of discount	0
4. Amount fo state contribution	31678
Amount to be paid (1 + 2 - 3 - 4)	3000

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

4.2.4. Storage of vehicles

Costs taken into account when determining the charge

Table75 Storage of vehicles – summing-up of costs

Storage of vehicles	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	6 700
Variable cost component of direct costs to be distributed	108
Fixed cost component of direct costs	8 695
Fixed cost component of direct costs to be distributed	300
Indirect costs	2 867
Total cost	18 671

Performance indicator relating to the charge

Table76 Storage of vehicles – performance

Storage of vehicles	Performance in 2018
Storage of vehicles performance / vehicle/day	59 400

Determination of the amount to be paid

Table77 Storage of vehicles – determination of the amount to be paid

Storage of vehicles	HUF
1. Amount of charge	115
2. Amount of mark-up	199
3. Amount of discount	0
4. Amount fo state contribution	38
Amount 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

Table78 Use of wagon weigh bridges- summing-up of costs

Use of wagon weigh bridges (scales) - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	1 522
Variable cost component of direct costs to be distributed	248
Fixed cost component of direct costs	1 068
Fixed cost component of direct costs to be distributed	524
Indirect costs	610
Total cost	3 972

Use of wagon weigh bridges (scales) - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	4 877
Direct costs to be distributed	162
Indirect cost	914
Total cost	5 953

Performance indicator relating to the charge

Table79 Use of wagon weigh bridges - performance

Use of wagon weigh bridges (scales)	Performance in 2018
Use of wagon weigh bridges performance/vehicle	2 720

Determination of the amount to be paid

Table80 Use of wagon weigh bridges - determination of the amount to be paid

Use of wagon weigh bridges (scales)	HUF
1. Amount of charge	2839
2. Amount of mark-up	810
3. Amount of discount	0
4. Amount fo state contribution	38
Amount to be paid (1 + 2 - 3 - 4)	3611

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

Table81 Charge for the access to refuelling facilities - summing up of costs

Use of refuelling facilities - access part of service	Costs in 2018 (thousand HUF)
Variable cost component of direct costs	3 921
Variable cost component of direct costs to be distributed	3 278
Fixed cost component of direct costs	4 359
Fixed cost component of direct costs to be distributed	6 937
Indirect costs	3 355
Total cost	21 850

Use of refuelling facilities - supply part of service	Costs in 2018 (thousand HUF)
Direct cost	70 718
Direct costs to be distributed	2 144
Indirect cost	13 219
Total cost	86 081

Performance indicator relating to the charge

Table82 Charge for the access to refuelling facilities - performance

Use of refuelling facilities	Performance in 2018
Use of refuelling facilities performance/ litre	4 000 000

Determination of the amount to be paid

Table83 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	4
3. Amount of discount	0
4. Amount fo state contribution	0
Amount 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

Table84 Ensuring of shunting staff for passenger trains- summing-up of costs

Ensuring of shunting staff for passanger train	Costs in 2018 (thousand HUF)
Direct cost	52 788
Direct costs to be distributed	278
Indirect cost	9 627
Total cost	62 693

Performance indicator relating to the charge

Table85 Charge for ensuring of shunting staff for passenger trains - performance

Ensuring of shunting staff for passanger train	Performance in 2018
Ensuring of shunting staff for passenger trains performance/ person/hour	2 665

Determination of the amount to be paid

Table86 Charge for ensuring of shunting staff for passenger trains- determination of the amount to be paid

Ensuring of shunting staff for passanger train	HUF
1. Amount of charge	23525
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	13725
Amount to be paid (1 + 2 - 3 - 4)	9800

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

Table87 Ensuring of shunting staff for freight and locomotive trains- summing-up of costs

Ensuring of shunting staff for freight and loco trains	Costs in 2018 (thousand HUF)
Direct cost	184 420
Direct costs to be distributed	970
Indirect cost	33 634
Total cost	219 024

Performance indicator relating to the charge

Table88 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 trains performance/ person/hour	16 700

Determination of the amount to be paid

Table89 Charge for ensuring of shunting staff for freight and locomotive trains- determination of the amount to be paid

Ensuring of shunting staff for for freight and loco trains	HUF
1. Amount of charge	13115
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	8615
Amount to be paid (1 + 2 - 3 - 4)	4500

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

Table90 Availability of shunting staff for passenger trains- summing-up of costs

Availability of shunting staff for passenger trains	Costs in 2018 (thousand HUF)
Direct cost	443 498
Direct costs to be distributed	2 332
Indirect cost	80 883
Total cost	526 713

Performance indicator relating to the charge

Table91 Availability of shunting staff for passenger trains - performance

Availability of shunting staff for passenger trains	Performance in 2018
Availability of shunting staff for passenger trains performance/ person/hour	66 800

Determination of the amount to be paid

Table92 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	7885
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	2591
Amount to be paid (1 + 2 - 3 - 4)	5294

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

Table93 Availability of shunting staff for freight and locomotive trains- summing-up of costs

Availability of shunting staff for freight and locomotive trains	Costs in 2018 (thousand HUF)
Direct cost	405 198
Direct costs to be distributed	2 130
Indirect cost	73 898
Total cost	481 226

Performance indicator relating to the charge

Table94 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 trains performance/ person/hour	68 000

Determination of the amount to be paid

Table95 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	7077
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	3227
Amount to be paid (1 + 2 - 3 - 4)	3850

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

Table96 Charge for ensuring of traction unit for passenger trains - summing-up of costs

Ensuring of traction unit for passenger trains	Costs in 2018 (thousand HUF)
Direct cost	117
Direct costs to be distributed	1
Indirect cost	21
Total cost	139

Performance indicator relating to the charge

Table97 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 trains performance/ vehicle/hour	5

Determination of the amount to be paid

Table98 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	27754
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	3688
Amount to be paid (1 + 2 - 3 - 4)	24066

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

Table99 Charge for ensuring of traction unit for freight and locomotive trains - summing-up of costs

Ensuring of traction unit for for freight and loco trains	Costs in 2018 (thousand HUF)
Direct cost	114 215
Direct costs to be distributed	601
Indirect cost	20 830
Total cost	135 646

Performance indicator relating to the charge

Table100 Charge for ensuring of traction unit for freight and locomotive trains- performance

Ensuring of traction unit for for freight and locomotive trains	Performance in 2018
Ensuring of traction unit for freight and locomotive trains performance/ vehicle/hour	4 560

Determination of the amount to be paid

Table101 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 loco trains	HUF
1. Amount of charge	29747
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	7547
Amount to be paid (1 + 2 - 3 - 4)	22200

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

Table102 Availability of traction unit for passenger trains - summing-up of costs

Availability of traction unit for passenger trains	Costs in 2018 (thousand HUF)
Direct cost	289 406
Direct costs to be distributed	1 522
Indirect cost	52 780
Total cost	343 708

Performance indicator relating to the charge

Table103 Availability of traction unit for passenger trains- performance

Availability of traction unit for passenger trains	Performance in 2018
Availability of traction unit for passenger trains performance/ vehicle/hour	18 110

Determination of the amount to be paid

Table104 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	18979
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	0
Amount to be paid (1 + 2 - 3 - 4)	18979

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 18 979 / vehicle / hour.**

4.2.14. Availability of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

Table105 Availability of traction unit for freight and locomotive trains - summing-up of costs

Availability of traction unit for freight and locomotive trains	Costs in 2018 (thousand HUF)
Direct cost	282 832
Direct costs to be distributed	1 487
Indirect cost	51 581
Total cost	335 901

Performance indicator relating to the charge

Table106 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 trains performance/ vehicle/hour	18 196

Determination of the amount to be paid

Table107 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	18460
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	800
Amount to be paid (1 + 2 - 3 - 4)	17660

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

Table108 Ensuring of fuel for traction - summing-up of costs

Ensuring of fuel for traction	Costs in 2018 (thousand HUF)
Direct cost	921 889
Direct costs to be distributed	-
Indirect cost	-
Total cost	921 889

Performance indicator relating to the charge

Table109 Ensuring of fuel for traction - performance

Ensuring of fuel for traction	Performance in 2018
Ensuring of fuel for traction performance/litre	4 000 000

Determination of the amount to be paid

Table110 Ensuring of fuel for traction - determination of the amount to be paid

Ensuring of fuel for traction	HUF
1. Amount of charge	230
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	0
Amount to be paid (1 + 2 - 3 - 4)	230

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 230 / litre.**

4.2.16. Ensuring of water for water supply

Costs taken into account when determining the charge

Table111 Ensuring of water for water supply - summing-up of costs

Ensuring of water for water supply	Costs in 2018 (thousand HUF)
Direct cost	1 132
Direct costs to be distributed	-
Indirect cost	-
Total cost	1 132

Performance indicator relating to the charge

Table112 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

Table113 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	590
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	111
Amount 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 / m^3**.

4.2.17. Train preparation

Costs taken into account when determining the charge

Table114 Train preparation - summing-up of costs

Train preparation	Costs in 2018 (thousand HUF)
Direct cost	42 163
Direct costs to be distributed	222
Indirect cost	7 689
Total cost	50 074

Performance indicator relating to the charge

Table115 Charge fortrain preparation - performance

Train preparation	Performance in 2018
Train preparation performance / person/hour	6 565

Determination of the amount to be paid

Table116 Charge for train preparation - determination of the amount to be paid

Train preparation	HUF
1. Amount of charge	7627
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	3027
Amount to be paid (1 + 2 - 3 - 4)	4600

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.

Table117 Ensuring of traction current - summing-up of costs

Ensuring of traction current (Costs in 2018, thousand HUF)	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.	Other operational charge
Direct cost	886 378	78 735	73 051	14 985	105 654	-
Direct costs to be distributed	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
Total cost	886 378	78 735	73 051	14 985	105 654	-

Performance indicator relating to the charge

Table118 Ensuring of traction current - performance

Ensuring of electric energy used on traction current	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.	Other operational charge
Ensuring of traction current / kWh	66241680	66241680	61998136	66241680	66241680	-

Determination of the amount to be paid

Table119 Ensuring of traction current - determination of the amount to be paid

Ensuring of traction current (HUF)	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.	Other operational charge
1. Amount of charge	13,4	1,2	1,2	0,2	1,6	0,0
2. Amount of mark-up	0,0	0,0	0,0	0,0	0,0	0,0
3. Amount of discount	0,0	0,0	0,0	0,0	0,0	0,0
4. Amount fo state contribution	0,0	0,0	0,0	0,0	0,0	0,0
Amount to be paid (1 + 2 - 3 - 4)	13,4	1,2	1,2	0,2	1,6	0,00

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 1,2/kWh**
- **Energy tax HUF 0,2/kWh**
- **Funds under the Act on Electicity HUF 1,6/kWh**
- **Other operational charges: -**

Total: HUF 17,6/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.

Table120 Charge for ensuring of electric energy used for other than traction purposes - summing-up of costs

Ensuring of electric energy used for other than traction purposes (Costs in 2018, thousand HUF)	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.	Other operational charge
Direct cost	50 679	4 675	4 295	890	6 273	-
Direct costs to be distributed	-	-	-	-	-	-
Indirect cost	-	-	-	-	-	-
Total cost	50 679	4 675	4 295	890	6 273	-

Performance indicator relating to the charge

Table121 Charge for ensuring of electric energy used for other than traction purposes - performance

Ensuring of electric energy used for other than traction purposes	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.	Other operational charge
Amount of transmitted electic energy used for other than traction purposes performance / kWh	3644995	3276511	3644995	3276511	3276511	

Determination of the amount to be paid

Table122 Charge for ensuring of electric energy used for other than traction purposes - determination of the amount to be paid

Ensuring of electric energy used for other than traction purposes (HUF)	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.	Other operational charge
1. Amount of charge	13,9	1,4	1,2	0,3	1,9	0,0
2. Amount of mark-up	0,0	0,0	0,0	0,0	0,0	0,0
3. Amount of discount	0,0	0,0	0,0	0,0	0,0	0,0
4. Amount fo state contribution	0,0	0,0	0,0	0,0	0,0	0,0
Amount to be paid (1 + 2 - 3 - 4)	13,9	1,4	1,2	0,3	1,9	0,00

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

- **Transmitted electic energy used for other than traction purposes: HUF 13,9/kWh**
- **Use of the system: HUF 1,4/kWh**
- **Network loss of the transmitted electric energy used for other than traction purposes: HUF 1,2/kWh**
- **Energy tax HUF 0,3/kWh**
- **Funds under the Act on Electicity HUF 1,9/kWh**
- **Other operational charges: -**

Total: HUF 18,7/kWh.

4.4. Ancillary services

4.4.1. Technical inspection of railway vehicles

Costs taken into account when determining the charge

Table123 Charge for technical inspection of railway vehicles - summing-up of costs

Technical inspection of railway vehicles	Costs in 2018 (thousand HUF)
Direct cost	348 345
Direct costs to be distributed	1 832
Indirect cost	63 529
Total cost	413 706

Performance indicator relating to the charge

Table124 Charge for technical inspection of railway vehicles - performance

Technical inspection of railway vehicles	Performance in 2018
Technical inspection of railway vehicles performance / train	50 910

Determination of the amount to be paid

Table125 Charge for technical inspection of railway vehicles - determination of the amount to be paid

Technical inspection of railway vehicles	HUF
1. Amount of charge	8126
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	1338
Amount to be paid (1 + 2 - 3 - 4)	6788

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

Table126 Ticket and reckoning activity - summing-up of costs

Ticketing and reckoning activity	Costs in 2018 (thousand HUF)
Direct cost	1 201
Direct costs to be distributed	6
Indirect cost	219
Total cost	1 426

Performance indicator relating to the charge

Table127 Ticket and reckoning activity - performance

Ticketing and reckoning activity	Performance in 2018
Ticketing and reckoning activity performance / ticket	46 038

Determination of the amount to be paid

Table128 Ticket and reckoning activity - determination of the amount to be paid

Ticketing and reckoning activity	HUF
1. Amount of charge	31
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	5
Amount 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 2016 and 2018

Annex 4: In-kind performances of GYSEV Zrt for 2016 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. 005734/2018

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

Services	Direct costs (thousand HUF)	Direct costs to be disributed (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Ensuring of train path	86 685	3 436	16 350	106 471
Running of trains				
Running of trains -Gross ton km proportionate part				
Passenger train, standard freight train, locomotive train	1 592 923	193 399	324 076	2 110 397
Special freight- Single wagon road	11 989	1 098	2 374	15 461
Running of trains - Train km proportionate part				
Passenger				
I. track section category	1 301 999	562 025	338 173	2 202 196
II. track section category	65 049	12 453	14 060	91 563
III. track section category	61 786	-	11 209	72 996
Locomotive				
I. track section category	96 178	44 806	25 577	166 561
II. track section category	1 374	338	311	2 023
III. track section category	6	-	1	7
Standard freight				
I. track section category	295 034	111 824	73 813	480 671
II. track section category	2 594	355	535	3 484
III. track section category	6	-	1	7
Special freight- Single wagon road				
I. track section category	13 070	4 156	3 125	20 351
II. track section category	-	-	-	-
III. track section category	6	-	1	7
Use of catenary	1 005 651	5 288	183 405	1 194 344
Use of stations by passenger trains for stopping				
I. station category	154 328	282 129	79 182	515 640
II. station category	174 050	494 766	121 337	790 154
III. station category	82 246	119 146	36 537	237 929
IV. station category	8 828	159 126	30 470	198 424
Use of origin/destination stations by passenger trains				
I. station category	25 742	123 118	27 006	175 866
II. station category	66	19	15	100
III. station category	-	-	-	-
IV. station category	-	-	-	-
Use of stations by freight trains				
I. station category	291 159	161 500	82 122	534 781
II. station category	38 297	43 210	14 787	96 293
III. station category	1 822	732	463	3 017
Storage of vehicles	15 396	408	2 867	18 671
Use of wagon weigh bridges (scales)	7 467	934	1 524	9 925
Use of refuelling facilities	78 998	12 359	16 574	107 931
Ensuring of shunting staff for passenger trains	52 788	278	9 627	62 693
Ensuring of shunting staff for freight and locomotive trains	184 420	970	33 634	219 024
Availability of shunting staff for passenger trains	443 498	2 332	80 883	526 713
Availability of shunting staff for freight and locomotive trains	405 198	2 130	73 898	481 226
Ensuring of traction unit for passenger trains	117	1	21	139
Ensuring of traction unit for freight and locomotive trains	114 215	601	20 830	135 646
Availability of traction unit for passenger trains	289 406	1 522	52 780	343 708
Availability of traction unit for freight and locomotive trains	282 832	1 487	51 581	335 901
Ensuring of fuel for traction	921 889	-	-	921 889
Ensuring of water for water supply	1 132	-	-	1 132
Train preparation	42 163	222	7 689	50 074
Ensuring of traction current				
Transmitted traction current	886 378	-	-	886 378
System use	78 735	-	-	78 735
Network loss of transmitted traction current	73 051	-	-	73 051
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	50 679	-	-	50 679
System use	4 675	-	-	4 675
Network loss of transmitted traction current	4 295	-	-	4 295
Energy tax	890	-	-	890
Funds in accordance with Vet.	6 273	-	-	6 273
Other operational	-	-	-	-
Technical inspection of railway vehicles	348 345	1 832	63 529	413 706
Ticketing and reckoning activity	1 201	6	219	1 426
Total	**9 725 566**	**2 348 004**	**1 800 589**	13 874 159

Annex 2: Business plan of GYSEV Zrt for 2018

	[2016] All cost	[2016] Cost in charges	[2017/2018] All Coast	[2017/2018] Coast in charges
Cost of MaterialS and contracted services	7 010 170	6 826 731	8 392 095	8 161 739
Cost of products sold (Gas oil) (812)	391 209	391 209	464 746	464 746
Purchising cost of services sold (mediated) (electric energy) (813)	364 557	364 557	480 672	480 672
Material cost	7 765 936	7 582 498	9 337 512	9 107 157
Personal expenses (52)	4 298 764	4 141 275	5 290 070	5 221 532
Depreciation (55)	2 925 577	266 162	2 922 136	525 327
Central internal services and allocated management services by branch (594+596)	-			
Other expenses (861+862+863+864+867+868)	66 972	66 972	51 928	51 928
All operating cost	15 057 249	12 056 906	17 601 646	14 905 943
Self-constucted assets (58)	- 505 370	- 505 370	- 633 800	- 633 800
Interests payable and expenses (871)	6 246	6 246	2 587	2 587
Other expenditures of financial transactions (874,876)	- 961	- 961	13 200	13 200
Total cost	14 557 163	11 556 821	16 983 633	14 287 930
Other incomes (961+962+963+964+966+967+968)	- 6 209 884	- 6 200 429	- 2 396 809	- 79 272
Other received interests and interest-type revenues (972)				
Other revenues of financial transactions (974,976)	- 5 333	- 5 333	- 13 200	- 13 200
Total revenue	- 6 215 217	- 6 205 762	- 2 410 009	- 92 472
In total	8 341 946	5 351 058	14 573 624	14 195 458

Annex 3: Performance indicators of GYSEV Zrt for 2016 and 2018

Services				2016	2018	Unit
Ensuring of train path				122578	6738586	train km
Running of trains	Gross ton km performance	Total		1823265775	2019059574	gros ton km
		Passenger train, standard freight train, locomotive train		1823265775	2004832978	gros ton km
		Special freight- Single wagon road		0	14226596	gros ton km
	Train km performance	Total		6507653	6738586	train km
		Passenger	Total	5141639	5339095	train km
			I.	3625435	4947495	train km
			II.	1305947	185272	train km
			III.	210257	206328	train km
		Locomotive	Total	454622	380907	train km
			I.	361435	375293	train km
			II.	93135	5597	train km
			III.	52	17	train km
		Standard freight trains	Total	911393	973374	train km
			I.	694542	971997	train km
			II.	216851	1360	train km
			III.	0	17	train km
		Special freight trains - Single wagon road	Total	0	45210	train km
			I.		45193	train km
			II.		0	train km
			III.		17	train km
Use of catenary performance				5012551	5284331	electric train km
Use of stations by passenger trains for stopping performance	Total			853501	888459	use of stations
	Station category I			200447	237555	use of stations
	Station category II			420980	416597	use of stations
	Station category III			94895	100322	use of stations
	Station category IV			137179	133985	use of stations
Use of origin/destination stations by passenger trains performance	Total			37447	39853	use of stations
	Station category I			37130	39847	use of stations
	Station category II			317	6	use of stations
	Station category III			0	0	use of stations
	Station category IV			0		use of stations
Use of stations by freight trains performace	Total			24105	24424	use of stations
	Station category I			18827	19200	use of stations
	Station category II			4635	5137	use of stations
	Station category III			643	87	use of stations
Storage of vehicles performance				81314	59400	vehicle/day
Use of wagon weigh bridges (scales) performance				2459	2720	vehicle
Use of refuelling facilities				4103107	4000000	litre
Ensuring of shunting staff for passenger trains performance				3240	2665	person/hour
Ensuring of shunting staff for freight and locomotive trains performance				19210	16700	person/hour
Availability of shunting staff for passenger trains performance				80167	66800	person/hour
Availability of shunting staff for freight and locomotive trains performance				66899	68000	person/hour
Ensuring of traction unit for passenger trains performance				44	5	vehicle/hour
Ensuring of traction unit for freight and locomotive trains performance				4604	4560	vehicle/hour
Availability of traction unit for passenger trains performance				18679	18110	vehicle/hour
Availability of traction unit for freight and locomotive trains performance				18198	18196	vehicle/hour
Ensuring of fuel for traction performance				4103107	4000000	litre
Ensuring of water for water supply performance				2100	1920	köbméter
Train preparation performance				7452	6565	person/hour
Ensuring of traction current performance				54830948 57804382 *	66241680 61998136 *	kWh
Ensuring of electric energy used for other than traction purposes (preheating,precooling) performance				3276511 3329037 *	3276511 3644995 *	kWh
Technical inspection of railway vehicles performance				51135	50910	train
Ticketing and reckoning activity performance				0	46038	ticket

*Performance related to the review

Annex 4: In-kind performances of GYSEV Zrt for 2016 and 2018

Denomination of In-kind performances	2016	2018
Number of use of track routes by departing trains	182178	185954
Number of use of track routes by through trains	1675656	1731665
Passenger	1301722	1351712
track section category I	803106	1322411
track section category II	498616	29301
track section category III	0	0
Locomotive	126786	106223
track section category I	72340	105427
track section category II	54446	796
track section category III	0	0
Standard freight	247148	263951
track section category I	150280	263116
track section category II	96868	835
track section category III	0	0
Special freight - Single wagon road	0	9779
track section category I		9779
track section category II		0
track section category III		0
Number of use of track routes by passenger trains for stopping	853501	888459
station of categgory I	200447	237555
station of categgory II	420980	416597
station of categgory III	94895	100322
station of categgory IV	137179	133985
Number of use of track routes by passenger trains for reversing direction	112341	119559
station of categgory I	111390	119541
station of categgory II	951	18
station of categgory III	0	0
station of categgory IV	0	0
Number of use of track routes by freight trains	168735	170968
station of categgory I	131789	134400
station of categgory II	32445	35959
station of categgory III	4501	609
Number of use of track routes for access to refuelling facilities	12309	12000
Number of use of track routes for access to wagon weigh bridges	820	907
Number of use of track routes for storage of vehicles	542	396

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
Menetvonal biztosítás	1	15	-	4	12
Running of trains					
Gross ton km proportionate part					
Passenger train, standard freight train, locomotive train	0,49	0,56	-	0,81	0,24
Special freight- Single wagon road	0,51	0,58	-	0,85	0,24
Train km proportionate part					
Passenger					
I. track section category	37	408	-	135	310
II. track section category	63	431	-	214	280
III. track section category	38	316	-	139	215
Locomotive					
I. track section category	36	408	-	134	310
II. track section category	29	332	-	81	280
III. track section category	36	350	-	171	215
Standard freight					
I. track section category	57	438	-	196	299
II. track section category	429	2 134	-	2 293	270
III. track section category	57	337	-	231	163
Special freight - Single wagon road					
I. track section category	53	397	-	240	210
II. track section category	-	-	-	-	-
III. track section category	57	337	-	301	93
Use of catenary	30	196	-	144	82
Use of stations by passenger trains for stopping					
I. station category	983	1 188	-	111	2 060
II. station category	812	1 085	-	149	1 748
III. station category	978	1 394	-	824	1 548
IV. station category	571	910	-	88	1 393
Use of origin/destination stations by passenger trains					
I. station category	2 216	2 198	-	574	3 840
II. station category	14 408	2 197	-	13 605	3 000
III. station category	-	-	-	-	-
IV. station category	-	-	-	-	-
Use of stations by freight trains					
I. station category	9 110	18 743	-	22 853	5 000
II. station category	7 687	11 058	-	14 745	4 000
III. station category	14 046	20 632	-	31 678	3 000
Storage of vehicles	115	199	-	38	276
Use of wagon weigh bridges (scales)	2 839	810	-	38	3 611
Use of refuelling facilities	23	4	-	-	27
Ensuring of shunting staff for passenger trains	23 525	-	-	13 725	9 800
Ensuring of shunting staff for freight and locomotive trains	13 115	-	-	8 615	4 500
Availability of shunting staff for passenger trains	7 885	-	-	2 591	5 294
Availability of shunting staff for freight and locomotive trains	7 077	-	-	3 227	3 850
Ensuring of traction unit for passenger trains	27 754	-	-	3 688	24 066
Ensuring of traction unit for freight and locomotive trains	29 747	-	-	7 547	22 200
Availability of traction unit for passenger trains	18 979	-	-	-	18 979
Availability of traction unit for freight and locomotive trains	18 460	-	-	800	17 660
Ensuring of fuel for traction	230	-	-	-	230
Ensuring of water for water supply	590	-	-	111	479
Train preparation	7 627	-	-	3 027	4 600
Ensuring of traction current					
Transmitted traction current	13,4	-	-	-	13,4
System use	1,2	-	-	-	1,2
Network loss of transmitted traction current	1,2		-	-	1,2
Energy tax	0,2	-	-	-	0,2
Funds in accordance with Vet.	1,6	-	-	-	1,6
Other operational	-	-	-	-	-
Ensuring of electric energy used for other than traction purposes (preheating,precooling)		-			
Transmitted traction current	13,9	-	-	-	13,9
System use	1,4	-	-	-	1,4
Network loss of transmitted traction current	1,2		-	-	1,2
Energy tax	0,3	-	-	-	0,3
Funds in accordance with Vet.	1,9	-	-	-	1,9
Other operational	-	-	-	-	-
Technical inspection of railway vehicles	8 126	-	-	1 338	6 788
Ticketing and reckoning activity	31	-	-	5	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				26 507 610
	Running of trains	Gross ton km proportionate part	Passenger train, standard freight train, locomotive train		1 630 237 055
			Special freight- Single wagon		12 046 930
		Train km proportionate part	Passenger	I.	668 479 498
				II.	39 686 499
				III.	28 635 025
			Locomotive	I.	50 220 723
				II.	455 319
				III.	2 951
			Freight - Standard	I.	190 043 833
				II.	3 117 314
				III.	4 005
			Freight-Single wagon road	I.	10 860 464
				II.	0
				III.	5 216
	Felsővezetéki rendszerek használata				761 028 456
Supplementary	Use of stations by passenger trains for stopping	Station category I			26 276 573
		Station category II			61 942 228
		Station category III			82 630 677
		Station category IV			11 782 962
	Use of origin/destination stations by passenger trains	Station category I			22 853 872
		Station category II			81 631
		Station category III			0
		Station category IV			0
	Use of stations by freight trains	Station category I			438 781 157
		Station category II			75 745 391
		Station category III			2 276 287
	Use of wagon weigh bridges (scales)				103 165
	Use of refuelling facilities				2 756 009
	Storage of vehicles				0
Supplementary supply part of service	Ensuring of shunting staff for passenger trains				36 576 017
	Ensuring of shunting staff for freight and locomotive trains				143 873 674
	Availability of shunting staff for passenger trains				173 073 882
	Availability of shunting staff for freight and locomotive trains				219 426 283
	Ensuring of traction unit for passenger trains				18 442
	Ensuring of traction unit for freight and locomotive trains				34 413 856
	Availability of traction unit for passenger trains				0
	Availability of traction unit for freight and locomotive trains				14 559 164
	Ensuring of fuel for traction				0
	Ensuring of water for water supply				212 631
	Train preparation				19 875 225
Total (basic + supplementary szolgáltatás)					4 788 590 024
Additional	Ensuring of traction current	Transmitted traction current			0
		System use			0
		Network loss of transmitted traction current			0
		Funds in accordance with Vet.			0
		Energy tax			0
		Other operational			0
	Ensuring of electric energy used for other than traction purposes (preheating,precooling)	Transmitted traction current			0
		System use			0
		Network loss of transmitted traction current			0
		Funds in accordance with Vet.			0
		Energy tax			0
		Other operational			0
Ancillary	Technical inspection of railway vehicles				68 128 972
	Ticketing and reckoning activity				229 003
Total (additional + ancillary services)					68 357 975
Total					4 856 948 000

Annex 7: Letter of GYSEV Zrt of No. 005734/2018

VPE/302-3/1/2018

Jóváhagyó Balla Kéra!
...
2018. 03. 27.

GYSEV
Raaberbahn

GYŐR - SOPRON - EBENFURTI VASÚT ZRT.

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

Cégnév	**VPE Kft.**	*Ügyiratszám*	005734/2018
		Hiv. szám	
Címzett	**Németh Réka** **ügyvezető**	*Tárgy*	2017/18 évi díjképzés felülvizsgálata
		Előadó	Bencsics József
Cím	**1054 Budapest** **Bajcsy-Zsilinszky u. 48.**	*Telefonszám*	99/577-303 jbencsics@gysev.hu
		Dátum	2018. március 22.

Tisztelt Ügyvezető Úrhölgy!

A Magyar Állam és a GYSEV Zrt. között a pályahálózat működtetésére kötött szerződés 2018. évre vonatkozó éves költségtérítési záradékát a szerződő felek 2018. március 08.-án aláírták, mely az üzemeltetési költségtérítés mértékét 4 856,948 millió Ft-ban határozza meg. A 2017/2018 évi hálózat-hozzáférési díjak képzése során az állami szerepvállalás 3 483,506 millió Ft értékben lett figyelembe véve, így az állami szerepvállalás mértéke + 39,4 %-kal változott.

A Díjképzési Módszertan 2.3.2 pontja alapján a díjszámítási rendszer módosítását kötelező elvégezni, ha a pályahálózat-működtetőnek nyújtott állami szerepvállalás mértéke legalább 10 %-os értékben megváltozik a díjszabási rendszer elemeinek korábbi megállapításakor figyelembe vett értékhez képest.

Fentiek alapján kérem, hogy a 2017/2018 évi hálózat-hozzáférési díjak felülvizsgálatához az adatbekérőt szíveskedjenek előállítani.

Üdvözlettel:

Ikker Tibor
pályavasúti igazgató

Győr-Sopron-Ebenfurti Vasút Zrt.
Pályavasúti Üzletág
Sopron
1.