

For the timetable period of 2019/2020

Charging Document (CD)

of

GYSEV ZRT

EFFECTIVE:

from 24:00 of 14 December 2019 till 24:00 of 12 December 2020

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1. Introduction

Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and Joint Decree of the Minister of Development the Minister of Finance No 58/2015 (IX.30)NFM on frameworks of the network access charging system and basic regulations of determination and implementation of acces charges(hereinafter Charging Decree) has designated the Rail Capacity Allocation Office (hereinafter VPE) as charging body as regards the network access charges to be applied by not independent Infrastructure Managers to the open access railway network.

In accordance with provisions set out in Paragraph 17 (1) of the Charging Decree, the task of the Charging Body is to prepare the Charging Methodology (hereinafter CM II¹) as a methodological documentation of charging elements.

Charging Body shall determine the concrete charging elements for the given timetable year on the basis of the CM II, the fact data of the last closed business year of the Infrastructure Manager, other data sources set out in the CM II, as well as on the basis of the expected amount of contribution from the State, and shall lay down in the Charging Document (hereinafter CD) the detailed calculations for the determination of the charging elements and also data used for calculations.

We pointedly call your attention to the fact that in the course of calculating charges mentioned in the CD, we do not use rounding at all in order to achieve the possible most accurate calculations.

For transparency reasons, cost data demonstrated in the CD shall be rounded to thousand HUF without decimals; charging elements shall be given in HUF without decimals, percentages shall be demonstrated up to two decimals, taking into account the rules.²

Charging elementsto be paid for the use of the open access railway network in Hungary shall be determined in integers, taking into account the rules of rounding and shall be published as it is stipulated in legal rules in force.

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

¹By CM II at the present CD we mean Version 5 of CM II.

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

2. General provisions

2.1. Temporal scope of CD

Infrastructure Manager of the railway network shall publish charging elements determined in the CD for the 2019/2020 timetable period in the Network Statement relevant to the given timetable year. Provisions of this CD shall be taken into consideration for the timetable period beginning on 24:00 of 14 December of 2019.

2.2. Objective scope of CD

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

2.3. Basis of Modification of the CD

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3. Description of data used as a basis of CD

3.1. Responsibility for providing data

The Infrastructure Manager is fully responsible for the accuracy of provided data and for the compliance of their content. VPE is responsible for the calculation of charging elements carried out on the basis of data provided by the Infrastructure Manager in compliance with methodology set out in CM II and in observance of legal rules in force.

3.2. Costs

Justified revenues, costs and expenditures relating (hereinafter justified costs) to certain services shall be distinguished in compliance with CM II according to the direct, the direct distributable and the indirect cost units. In case of direct costs and direct costs to be distributed, there is now a more specific subdivision as you can see below.

Direct costs

Items that can unambiguously and directly be assigned to certain services can be labelled as direct costs, which have been divided into fixed and variable cost components in case of basic services, access part of supplementary services and access part of complex supplementary services.

Values of direct costs of the Infrastructure Manager for the 2019/2020. timetable year assigned to each service can be seen in Annex 1, furthermore, these values will also be demonstrated in the text of the CD among costs related to the relevant services.

Direct costs to be distributed

Direct dividable costs comprise items that can directly be connected to the provision of services of the Infrastructure Manager but that occur in common interest of several services and for this reason are to be shared to these services 'on an in-kind basis'. Direct costs to be distributed are divided into fixed and variable cost components in case of basic services, access part of supplementary services and access part of complex supplementary services.

Values of direct costs to be distributed of the Infrastructure Manager for the 2019/2020. timetable year divided on the basis of Annex 3 of CMII can be seen in Annex 1. Furthermore, they will also be demonstrated in the text among costs related to certain services.

Summing-up table of in-kind performances used for cost sharing can be seen in Annex 4.

Indirect costs

Indirect costs contain (indirect) items that occur at non-independent infrastructure managing organizations, and to be divided among all the services. Regarding indirect costs there is distinction made at the following elements: central and governance costs of the Infrastructure Manager; costs of services provided by other organisations of a non-independent railway company to the non-independent railway company, as well as governance and central revenues, costs and expenditures occurring at a non-independent railway company and burdening the Infrastructure Manager as well.

Values of indirect costs for the 2019/2020. 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 2019/2020. timetable period 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	10 301 421	69%
Direct costs to be distributed	2 250 641	15%
Indirect costs	2 436 155	16%
Total costs	14 988 217	100%

Basic services	thousand HUF	%
Variable costs	1 453 989	21%
Fixed costs	3 995 060	59%
Indirect costs	1 339 086	20%
Total cost	6 788 135	100%

Supplementary services	thousand HUF	%
Variable costs	678 831	11%
Fixed costs	1 203 812	19%
Supply part of costs	3 300 245	53%
Indirect costs	1 019 418	16%
Total cost	6 202 306	100%

Additional services	thousand HUF	%
Direct costs	1 604 146	100%
Direct costs to be distributed	0	0%
Indirect costs	0	0%
Total cost	1 604 146	100%

Ancillary services	thousand HUF	%
Direct costs	314 327	79,9%
Direct costs to be distributed	1 653	0,4%
Indirect costs	77 651	19,7%
Total cost	393 630	100%

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

	thousand HUF	%
Basic services	6 788 135	45%
Supplementary services	6 202 306	41%
Additional services	1 604 146	11%
Ancillary services	393 630	3%
Total cost	14 988 217	100%

3.3. Business plan

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

Under point 4.5 of the CM II, determination of values to be expected in the year of charge shall be carried out on the basis of values involved in the business plan of the Infrastructure Manager. GYSEV Zrt requested that plan figures defined in its business plan for 2020 should be the basis of the fee calculation. Business plan of GYSEV for 2020 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 2017. and the 2020. timetable year available.

Values of performance indicators of GYSEV Zrt for the 2017. and the 2020. timetable period can be seen in Annex 3.

3.5. 'In-kind performances'

Based on performance indicators provided by the Infrastructure Manager it is necessary to create 'in-kind performances' that serve - when calculating - as a basis of distribution of direct distributable costs (costs which can directly be connected to the provision of services but occur in the common interest of several services of the Infrastructure Manager).

In order to distribute costs assigned to certain services in proportion to the chosen 'in-kind performance' it is required to introduce such a projection equivalent that occur at several services which can be measured in different natural measure units, and is proportional to the amount of expenditures linked to the service.

CM II uses the number of use of track route as projection equivalent in case of access part of services. Specification of projection equivalents for GYSEV Zrt can be found in Annex 3/B of CM II.

Determination of values of in-kind performances for the 2020. timetable year were carried out in line with performance indicators set out in Annex 3/B of CM II.

Tables of in-kind performances contain the number of the use of track route related to distinct services. Values of in-kind performances of the Infrastructure Manager for the 2017. and for the 2020. timetable year, can be found in Annex 4.

3.6. Applied mark-ups

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

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

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

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

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

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

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

3.7. Discounts

Point 2.1.2.3. of CM II describes the discounts that can be provided by the Infrastructure Managers.

Discounts were not applied in the course of preparation of this CD.

3.8. Amount of State contribution

Based on the letter of No. 019337/2018 sent by GYSEV, the amount of state subsidy that can be taken into account in the charging process is as follows:

- regarding basic services: 3 581 million HUF;
- regarding supplementary services: 1 795 million HUF.

Based on the referred letter, the amount to be paid has been established:

- In the freight sector, based to the 2018/19 charging year with unchanged performances, the network access charges increased by average 3%

- The unit prices for services, which are used by both the passenger sector and the freight sector will only increase in extent necessary to achieve the above objective.
- The state contribution should not result the reduction in network access charges for the 2019/2020 timetable period compared to the 2018/2019 timetable period unless if it comes from legislation, ministerial provision or cost conditions.
- Ensuring of electric energy and fuel used for traction current should not receive financial support as well as Ensuring of electric energy and fuel used for other than traction purposes.
- The following has also received support:
 - Freight trains that do not exceed 80 chargeable km and 1000 gross ton weight (segment trains of single wagon load system as well) in order to encourage the use of environmentally more favorable rail transport
 - and those freight trains which run in the international corridor route (Corridor freight trains) in accordance with Regulation 913/2010/ EU.

The letter on the distribution of state contribution is listed in Annex 7.

The distribution of the amount of state subsidy between different services can be seen in Annex 6 and the charges created after the distribution are included in Annex 5.

3.9. Segment analysis

Based on the Article 67/E (2) of the Railway Act, no market segment can be excluded from the railway infrastructure because of the volume of the network access charge set in the Network Statement as long as they can pay at least the direct costs incurred directly from providing the service and the rate of return that the market can bear.

The rate of return can be presented in the form of mark-up in the amount to be paid if the market segments can pay it based on the segment analysis.

In the segment analysis, have to be analysed in the Article 67/E (4) and the relevant ones among those included in the Decree on Charging Paragraph 9 Section (4).

As part of the charging process related to the 2019/2020 timetable year, according to the Segmentation Analysis Methodology (Annex 9 of the Charging Methodology), VPE Kft. Conducted the segmentation analysis in accordance with the Annex 6.1-3. of the Network Statement for relevant segments.

The basis for the analysis was provided by business and performance data for 2017.

On the basis of the data available to VPE Kft., The segment analysis ended with no result, as the data were inadequate to carry out the analysis as described in the methodology related to the identified relevant segments identified.

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:

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

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

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

Volume of state subsidy broken down to services

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

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 2019/2020 timetable year, the infrastructure manager is sent the related data. For the 2019/2020 timetable year the ETCS fees have been revised, but no modification of the fees became necessary, so the following ETCS fees shall continue to apply for the 2019/2020 timetable year:

ETCS bonus fee: 13 HUF/train km

ETCS malus fee: 1 Ft/train km

Rules of use of ETCS fees can be found in Chapter 6.4.3 of the Network Statement.

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

4.1. Basic Services

4.1.1. Ensuring of train path

Costs taken into account when determining the charge

Invoiced costs of VPE from direct costs of the service 'ensuring of train path' have been determined individually. In compliance with Article 5 paragraph (1) of the governmental decree No 268/2009 (XII.1.) Korm on legal relationship between the rail capacity allocation body and non-independent rail Infrastructure Managers, as of 1 January 2011, the fee to be paid to VPE may not exceed the amount of HUF 650 million that has been divided to GYSEV and MÁV in proportion of total cost involved in the calculation of charging elements.

Table3 Ensuring of train path - summing-up of costs

Ensuring of train path	Costs in 2020 (thousand HUF)
Variable cost component of direct costs	12 625
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	113 625
Fixed cost component of direct costs to be distributed	3 630
Indirect costs	31 918
Total cost	161 798

Performance indicator relating to the charge

Table4 Ensuring of train path - performance

Ensuring of train path	Performance in 2020
Ensuring of train path performance / train km	6 719 997

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 of access part	2
2. Amount of mark-up	22
3. Amount of discount	0
4. Amount fo state contribution	12
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 + amount to be paid for gross ton km * gross ton * train km

4.1.2.1 Gross ton km proportionate part for running of trains

Gross ton km proportionate part for running of trains is the same in any track section categories (I-III) for standard freight, special freight, passenger, and locomotive trains carrying out gross ton km performance.

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	Costs in 2020 (thousand HUF)
Variable cost component of direct costs	869 778
Variable cost component of direct costs to be distributed	114 409
Fixed cost component of direct costs	694 195
Fixed cost component of direct costs to be distributed	83 777
Indirect costs	433 045
Total cost	2 195 203

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 proportionate part	Performance in 2020
Gross ton km performance/gross ton	2 201 064 429

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 proportionate part	HUF
1. Amount of charge of access part	0,45
2. Amount of mark-up	0,55
3. Amount of discount	0,00
4. Amount fo state contribution	0,74
Amount to be paid (1 + 2 - 3 - 4)	0,26

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 0.26 / gross ton km.

4.1.2.2 Train km proportionate part of running of trains

- Passenger trains on track section category I

Costs taken into account when determining the charge

Table9 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 2020 (thousand HUF)
Variable cost component of direct costs	126 246
Variable cost component of direct costs to be distributed	48 339
Fixed cost component of direct costs	1 068 715
Fixed cost component of direct costs to be distributed	487 868
Indirect costs	425 429
Total cost	2 156 596

Performance indicator relating to the charge

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

Running of trains, train km proportionate part, passenger trains track section category I	Performance in 2020
Train km performance / train km	4 883 334

Determination of the amount to be paid

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

Running of trains, train km proportionate part, passenger trains/ track section category I	HUF
1. Amount of charge of access part	36
2. Amount of mark-up	406
3. Amount of discount	0
4. Amount of state contribution	132
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

Table12 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 2020 (thousand HUF)
Variable cost component of direct costs	7 888
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	46 102
Fixed cost component of direct costs to be distributed	-
Indirect costs	13 268
Total cost	67 257

Performance indicator relating to the charge

Table13 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 2020
Train km performance / train km	179 786

Determination of the amount to be paid

Table14 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 of access part	44
2. Amount of mark-up	330
3. Amount of discount	0
4. Amount fo state contribution	94
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

Table15 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 2020 (thousand HUF)
Variable cost component of direct costs	7 754
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	49 837
Fixed cost component of direct costs to be distributed	-
Indirect costs	14 153
Total cost	71 744

Performance indicator relating to the charge

Table16 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 2020
Train km performance / train km	206 841

Determination of the amount to be paid

Table17 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 of access part	37
2. Amount of mark-up	309
3. Amount of discount	0
4. Amount fo state contribution	131
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

Table18 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 2020 (thousand HUF)
Variable cost component of direct costs	9 974
Variable cost component of direct costs to be distributed	5 581
Fixed cost component of direct costs	86 962
Fixed cost component of direct costs to be distributed	56 328
Indirect costs	39 036
Total cost	197 881

Performance indicator relating to the charge

Table19 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 2020
Train km performance / train km	412 882

Determination of the amount to be paid

Table20 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 of access part	38
2. Amount of mark-up	441
3. Amount of discount	0
4. Amount fo state contribution	169
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

Table21 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 2020 (thousand HUF)
Variable cost component of direct costs	33
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	379
Fixed cost component of direct costs to be distributed	-
Indirect costs	101
Total cost	514

Performance indicator relating to the charge

Table22 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 2020
Train km performance / train km	1 377

Determination of the amount to be paid

Table23 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 of access part	24
2. Amount of mark-up	349
3. Amount of discount	0
4. Amount fo state contribution	93
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

Table24 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 2020 (thousand HUF)
Variable cost component of direct costs	0,4
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	3,4
Fixed cost component of direct costs to be distributed	-
Indirect costs	0,9
Total cost	5

Performance indicator relating to the charge

Table25 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 2020
Train km performance / train km	18

Determination of the amount to be paid

Table26 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 of access part	24
2. Amount of mark-up	247
3. Amount of discount	0
4. Amount fo state contribution	56
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

Table27 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 2020 (thousand HUF)
Variable cost component of direct costs	56 551
Variable cost component of direct costs to be distributed	10 889
Fixed cost component of direct costs	228 782
Fixed cost component of direct costs to be distributed	109 904
Indirect costs	99 804
Total cost	505 931

Performance indicator relating to the charge

Table28 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 2020
Train km performance / train km	933 891

Determination of the amount to be paid

Table29 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 of access part	72
2. Amount of mark-up	470
3. Amount of discount	0
4. Amount fo state contribution	181
Amount to be paid (1 + 2 - 3 - 4)	361

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

HUF 361/ train km.

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

Costs taken into account when determining the charge

Table30 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 2020 (thousand HUF)
Variable cost component of direct costs	2 388
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	7 603
Fixed cost component of direct costs to be distributed	-
Indirect costs	2 455
Total cost	12 447

Performance indicator relating to the charge

Table31 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 2020
Train km performance / train km	20 796

Determination of the amount to be paid

Table32 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 of access part	115
2. Amount of mark-up	484
3. Amount of discount	0
4. Amount fo state contribution	329
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

Table33 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 2020 (thousand HUF)
Variable cost component of direct costs	2
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	5
Fixed cost component of direct costs to be distributed	-
Indirect costs	2
Total cost	8

Performance indicator relating to the charge

Table34 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 proportionate part, standard freight trains, track section category III	Performance in 2020
Train km performance / train km	18

Determination of the amount to be paid

Table35 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 of access part	87
2. Amount of mark-up	363
3. Amount of discount	0
4. Amount fo state contribution	287
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

Table36 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 2020 (thousand HUF)
Variable cost component of direct costs	2 214
Variable cost component of direct costs to be distributed	163
Fixed cost component of direct costs	8 957
Fixed cost component of direct costs to be distributed	1 649
Indirect costs	3 191
Total cost	16 174

Performance indicator relating to the charge

Table37 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 2020
Train km performance / train km	36 563

Determination of the amount to be paid

Table38 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 of access part	65
2. Amount of mark-up	377
3. Amount of discount	0
4. Amount fo state contribution	280
Amount to be paid (1 + 2 - 3 - 4)	162

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 162/ 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

Table39 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 2020 (thousand HUF)
Variable cost component of direct costs	2
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	5
Fixed cost component of direct costs to be distributed	-
Indirect costs	2
Total cost	8

Performance indicator relating to the charge

Table40 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 2020
Train km performance / train km	18

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 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 of access part	87
2. Amount of mark-up	363
3. Amount of discount	0
4. Amount fo state contribution	421
Amount to be paid (1 + 2 - 3 - 4)	29

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

HUF 29 / train km.

- **Special freight trains, Corridor freight train, track section category I**

Costs taken into account when determining the charge

Table42 Train km proportionate part of running of trains, special freight trains, Corridor freight train, track section category I - summing-up of costs

Running of trains, train km proportionate part Special freight trains - Corridor freight trains - track section category I.	Costs in 2020 (thousand HUF)
Variable cost component of direct costs	2 693
Variable cost component of direct costs to be distributed	201
Fixed cost component of direct costs	10 895
Fixed cost component of direct costs to be distributed	2 031
Indirect costs	3 888
Total cost	19 708

Performance indicator relating to the charge

Table43 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, Corridor freight trains, track section category I	Performance in 2020
Train km performance / train km	44 474

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 I - determination of the amount to be paid

Running of trains, train km proportionate part, Special freight train- Corridor freight train, track section category I	HUF
1. Amount of charge of access part	65
2. Amount of mark-up	378
3. Amount of discount	0
4. Amount fo state contribution	144
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.

- **Special freight trains, Corridor freight train, track section category II**

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

- **Special freight trains, Corridor freight train, track section category III**

There is no charge on the Special freight trains, Corridor freight train, track section category III because of GYSEV data providing.

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 2020 (thousand HUF)
Variable cost component of direct costs	176 259
Variable cost component of direct costs to be distributed	-
Fixed cost component of direct costs	928 001
Fixed cost component of direct costs to be distributed	5 806
Indirect costs	272 795
Total cost	1 382 861

Performance indicator relating to the charge

Table46 Use of catenary - performance

Use of catenary	Performance in 2020
Use of catenary performance / electric train km	5 359 160

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 of access part	33
2. Amount of mark-up	225
3. Amount of discount	0
4. Amount fo state contribution	173
Amount to be paid (1 + 2 - 3 - 4)	85

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 85 / 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 2020 (thousand HUF)
Variable cost component of direct costs	19 891
Variable cost component of direct costs to be distributed	90 706
Fixed cost component of direct costs	59 673
Fixed cost component of direct costs to be distributed	152 604
Indirect costs	79 345
Total cost	402 219

Use of stations by passenger trains for stopping, station category I - supply part of service

	Costs in 2020 (thousand HUF)
Direct cost	64 234
Direct costs to be distributed	19 366
Indirect cost	20 544
Total cost	104 144

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 2020
Use of stations by passenger trains for stopping performance / use of stations for stopping	226 057

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 of access part	489
2. Amount of charge of supply part	461
3. Amount of mark-up	1290
4. Amount of discount	0
5. Amount fo state contribution	180
Amount to be paid (1 + 2 + 3 - 4 - 5)	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 2020 (thousand HUF)
Variable cost component of direct costs	23 353
Variable cost component of direct costs to be distributed	169 828
Fixed cost component of direct costs	70 060
Fixed cost component of direct costs to be distributed	285 717
Indirect costs	134 905
Total cost	683 863

_Use of stations by passenger trains for stopping, station category II - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	66 890
Direct costs to be distributed	36 259
Indirect cost	25 348
Total cost	128 497

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 2020
Use of stations by passenger trains for stopping performance / use of stations for stopping	423 243

Determination of the amount to be paid

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

Use of stations by passenger trains for stopping, station category II	HUF
1. Amount of charge of access part	456
2. Amount of charge of supply part	304
3. Amount of mark-up	1159
4. Amount of discount	0
5. Amount fo state contribution	171
Amount to be paid (1 + 2 + 3 - 4 - 5)	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 2020 (thousand HUF)
Variable cost component of direct costs	12 556
Variable cost component of direct costs to be distributed	47 463
Fixed cost component of direct costs	37 667
Fixed cost component of direct costs to be distributed	79 852
Indirect costs	43 629
Total cost	221 166

Use of stations by passenger trains for stopping, station category III - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	28 260
Direct costs to be distributed	10 133
Indirect cost	9 435
Total cost	47 829

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 2020
Use of stations by passenger trains for stopping performance / use of stations for stopping	118 287

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 of access part	507
2. Amount of charge of supply part	404
3. Amount of mark-up	1363
4. Amount of discount	0
5. Amount fo state contribution	726
Amount to be paid (1 + 2 + 3 - 4 - 5)	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 2020 (thousand HUF)
Variable cost component of direct costs	1 792
Variable cost component of direct costs to be distributed	39 155
Fixed cost component of direct costs	5 375
Fixed cost component of direct costs to be distributed	65 874
Indirect costs	27 572
Total cost	139 767

Use of stations by passenger trains for stopping, station category IV - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	1 712
Direct costs to be distributed	8 360
Indirect cost	2 475
Total cost	12 547

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 2020
Use of stations by passenger trains for stopping performance / use of stations for stopping	97 582

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 of access part	420
2. Amount of charge of supply part	129
3. Amount of mark-up	1012
4. Amount of discount	0
5. Amount fo state contribution	168
Amount to be paid (1 + 2 + 3 - 4 - 5)	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 2020 (thousand HUF)
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	13 665
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	59 950
Indirect costs	18 091
Total cost	91 706

Use of origin/destination stations by passenger trains, Station category I - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	33 662
Direct costs to be distributed	10 826
Indirect cost	10 933
Total cost	55 421

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 2020
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	42 124

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 of access part	324
2. Amount of charge of supply part	1316
3. Amount of mark-up	1853
4. Amount of discount	0
5. Amount fo state contribution	3
Amount to be paid (1 + 2 + 3 - 4 - 5)	3490

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 490 / 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 2020 (thousand HUF)
Variable cost component of direct costs	-
Variable cost component of direct costs to be distributed	7
Fixed cost component of direct costs	-
Fixed cost component of direct costs to be distributed	30
Indirect costs	9
Total cost	46

Use of origin/destination stations by passenger trains, Station category II - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	65
Direct costs to be distributed	5
Indirect cost	17
Total cost	88

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 2020
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	21

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 of access part	324
2. Amount of charge of supply part	4194
3. Amount of mark-up	1853
4. Amount of discount	0
5. Amount fo state contribution	3371
Amount to be paid (1 + 2 + 3 - 4 - 5)	3000

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

- **Station of category III**

There is no charge on the Use of origin/destination stations by passenger trains, Station 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 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 2020 (thousand HUF)
Variable cost component of direct costs	148 846
Variable cost component of direct costs to be distributed	55 685
Fixed cost component of direct costs	227 905
Fixed cost component of direct costs to be distributed	92 668
Indirect costs	129 043
Total cost	654 147

Use of stations by freight trains, Station category I - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	-
Direct costs to be distributed	11 647
Indirect cost	2 862
Total cost	14 509

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 2020
Use of stations by freight trains performance / use of stations	19 422

Determination of the amount to be paid

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

Use of stations by freight trains, Station category I	HUF
1. Amount of charge of access part	10531
2. Amount of charge of supply part	747
3. Amount of mark-up	23150
4. Amount of discount	0
5. Amount of state contribution	29428
Amount to be paid (1 + 2 + 3 - 4 - 5)	5000

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

- **Station category II**

Costs taken into account when determining the charge

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 2020 (thousand HUF)
Variable cost component of direct costs	19 238
Variable cost component of direct costs to be distributed	15 726
Fixed cost component of direct costs	18 260
Fixed cost component of direct costs to be distributed	26 171
Indirect costs	19 511
Total cost	98 905

Use of stations by freight trains, Station category II - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	-
Direct costs to be distributed	3 289
Indirect cost	808
Total cost	4 098

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 2020
Use of stations by freight trains performance / use of stations	5 485

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 of access part	6374
2. Amount of charge of supply part	747
3. Amount of mark-up	11658
4. Amount of discount	0
5. Amount fo state contribution	14779
Amount to be paid (1 + 2 + 3 - 4 - 5)	4000

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

- **Station of category III**

Costs taken into account when determining the charge

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 2020 (thousand HUF)
Variable cost component of direct costs	3 064
Variable cost component of direct costs to be distributed	1 525
Fixed cost component of direct costs	3 065
Fixed cost component of direct costs to be distributed	2 538
Indirect costs	2 505
Total cost	12 697

Use of stations by freight trains, Station category III - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	-
Direct costs to be distributed	319
Indirect cost	78
Total cost	397

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 2020
Use of stations by freight trains performance / use of stations	532

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 of access part	8627
2. Amount of charge of supply part	747
3. Amount of mark-up	15241
4. Amount of discount	0
5. Amount fo state contribution	21615
Amount to be paid (1 + 2 + 3 - 4 - 5)	3000

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

4.2.4. Storage of vehicles

Costs taken into account when determining the charge

Table75 Storage of vehicles - summing-up of costs

Storage of vehicles - access part of service	Costs in 2020 (thousand HUF)
Variable cost component of direct costs	7 451
Variable cost component of direct costs to be distributed	55
Fixed cost component of direct costs	4 968
Fixed cost component of direct costs to be distributed	243
Indirect costs	3 125
Total cost	15 843

Storage of vehicles - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	3 582
Direct costs to be distributed	44
Indirect cost	891
Total cost	4 517

Performance indicator relating to the charge

Table76 Storage of vehicles - performance

Storage of vehicles	Performance in 2020
Storage of vehicles performance / vehicle/day	76 809

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 of access part	98
2. Amount of charge of supply part	59
3. Amount of mark-up	108
4. Amount of discount	0
5. Amount fo state contribution	0
Amount to be paid (1 + 2 + 3 - 4 - 5)	265

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 265 / 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 2020 (thousand HUF)
Variable cost component of direct costs	1 675
Variable cost component of direct costs to be distributed	130
Fixed cost component of direct costs	1 116
Fixed cost component of direct costs to be distributed	568
Indirect costs	857
Total cost	4 346

Use of wagon weigh bridges (scales) - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	5 590
Direct costs to be distributed	103
Indirect cost	1 399
Total cost	7 092

Performance indicator relating to the charge

Table79 Use of wagon weigh bridges - performance

Use of wagon weigh bridges (scales)	Performance in 2020
Use of wagon weigh bridges performance/vehicle	3 593

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 of access part	502
2. Amount of charge of supply part	1974
3. Amount of mark-up	707
4. Amount of discount	0
5. Amount fo state contribution	118
Amount to be paid (1 + 2 + 3 - 4 - 5)	3065

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 065 / 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 2020 (thousand HUF)
Variable cost component of direct costs	5 723
Variable cost component of direct costs to be distributed	1 298
Fixed cost component of direct costs	3 816
Fixed cost component of direct costs to be distributed	5 693
Indirect costs	4 062
Total cost	20 591

Use of refuelling facilities - supply part of service	Costs in 2020 (thousand HUF)
Direct cost	70 868
Direct costs to be distributed	1 028
Indirect cost	17 668
Total cost	89 564

Performance indicator relating to the charge

Table82 Charge for the access to refuelling facilities - performance

Use of refuelling facilities	Performance in 2020
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 of access part	2
2. Amount of charge of supply part	22
3. Amount of mark-up	3
4. Amount of discount	0
5. Amount fo state contribution	1
Amount to be paid (1 + 2 + 3 - 4 - 5)	26

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 26/ 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 passenger train	Costs in 2020 (thousand HUF)
Direct cost	35 439
Direct costs to be distributed	186
Indirect cost	8 755
Total cost	44 380

Performance indicator relating to the charge

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

Ensuring of shunting staff for passenger train	Performance in 2020
Ensuring of shunting staff for passenger trains performance/ person/hour	2 603

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 passenger train	HUF
1. Amount of charge of supply part	17052
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	7252
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 2020 (thousand HUF)
Direct cost	227 126
Direct costs to be distributed	1 194
Indirect cost	56 109
Total cost	284 429

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 2020
Ensuring of shunting staff for freight and locomotive trains performance/ person/hour	16 676

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 of supply part	17056
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	12256
Amount to be paid (1 + 2 - 3 - 4)	4800

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 4 800 / 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 2020 (thousand HUF)
Direct cost	484 009
Direct costs to be distributed	2 545
Indirect cost	119 569
Total cost	606 123

Performance indicator relating to the charge

Table91 Availability of shunting staff for passenger trains - performance

Availability of shunting staff for passenger trains	Performance in 2020
Availability of shunting staff for passenger trains performance/ person/hour	67 520

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 of supply part	8977
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	3683
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 2020 (thousand HUF)
Direct cost	422 934
Direct costs to be distributed	2 224
Indirect cost	104 481
Total cost	529 639

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 2020
Availability of shunting staff for freight and locomotive trains performance/ person/hour	58 999

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 of supply part	8977
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	5127
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 2020 (thousand HUF)
Direct cost	121
Direct costs to be distributed	1
Indirect cost	30
Total cost	151

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 2020
Ensuring of traction unit for passenger trains performance/ vehicle/hour	4

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 of supply part	37846
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	13780
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 2020 (thousand HUF)
Direct cost	114 673
Direct costs to be distributed	603
Indirect cost	28 329
Total cost	143 604

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 2020
Ensuring of traction unit for freight and locomotive trains performance/ vehicle/hour	3 900

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 of supply part	36822
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	13822
Amount to be paid (1 + 2 - 3 - 4)	23000

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 23 000 / 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 2020 (thousand HUF)
Direct cost	282 960
Direct costs to be distributed	1 488
Indirect cost	69 902
Total cost	354 351

Performance indicator relating to the charge

Table103 Availability of traction unit for passenger trains- performance

Availability of traction unit for passenger trains	Performance in 2020
Availability of traction unit for passenger trains performance/ vehicle/hour	17 664

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 of supply part	20061
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	685
Amount to be paid (1 + 2 - 3 - 4)	19376

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 19 376/ vehicle / hour.

4.2.14. Availability of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

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 2020 (thousand HUF)
Direct cost	268 816
Direct costs to be distributed	1 413
Indirect cost	66 408
Total cost	336 638

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 2020
Availability of traction unit for freight and locomotive trains performance/ vehicle/hour	16 649

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 of supply part	20220
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	2560
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 2020 (thousand HUF)
Direct cost	1 033 321
Direct costs to be distributed	-
Indirect cost	-
Total cost	1 033 321

Performance indicator relating to the charge

Table109 Ensuring of fuel for traction - performance

Ensuring of fuel for traction	Performance in 2020
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 of supply part	258
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)	258

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

4.2.16. Ensuring of water for water supply

Costs taken into account when determining the charge

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

Ensuring of water for water supply	Costs in 2020 (thousand HUF)
Direct cost	1 322
Direct costs to be distributed	-
Indirect cost	-
Total cost	1 322

Performance indicator relating to the charge

Table112 Charge for ensuring of water for water supply - performance

Ensuring of water for water supply	Performance in 2020
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 of supply part	688
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)	688

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 688 / m³**.

4.2.17. Train preparation

Costs taken into account when determining the charge

Table 114 Train preparation - summing-up of costs

Train preparation	Costs in 2020 (thousand HUF)
Direct cost	43 400
Direct costs to be distributed	228
Indirect cost	10 721
Total cost	54 350

Performance indicator relating to the charge

Table 115 Charge for train preparation - performance

Train preparation	Performance in 2020
Train preparation performance / person/hour	6 214

Determination of the amount to be paid

Table 116 Charge for train preparation - determination of the amount to be paid

Train preparation	HUF
1. Amount of charge of supply part	8746
2. Amount of mark-up	0
3. Amount of discount	0
4. Amount fo state contribution	4146
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.

Table 117 Ensuring of traction current - summing-up of costs

Ensuring of traction current (Costs in 2020, thousand HUF)	Transmitted traction current	System-use	Network loss of transmitted	Energy tax	Funds in accordance with Vet.
Direct cost	895 767	227 737	75 912	22 774	296 059
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	895 767	227 737	75 912	22 774	296 059

Performance indicator relating to the charge

Table 118 Ensuring of traction current - performance

Ensuring of electric energy used on traction current **Performance in 2020**

Ensuring of traction current / kWh 47 754 686

Determination of the amount to be paid

Table 119 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 under the Act on Electricity
1. Amount of charge of supply part	18,8	4,8	1,6	0,5	6,2
2. Amount of mark-up	0,0	0,0	0,0	0,0	0,0
3. Amount of discount	0,0	0,0	0,0	0,0	0,0
4. Amount of state contribution	0,0	0,0	0,0	0,0	0,0
Amount to be paid (1 + 2 - 3 - 4)	18,8	4,8	1,6	0,5	6,2

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

- **Transmitted traction current:** **HUF 18.8/kWh**
- **Use of the system:** **HUF 4.8/kWh**
- **Network loss of the transmitted traction current:** **HUF 1.6/kWh**
- **Energy tax** **HUF 0.5kWh**
- **Funds under the Act on Electricity** **HUF 6.2/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 2020, thousand HUF)	Transmitted traction current	System-use	Network loss of transmitted traction	Energy tax	Funds in accordance with Vet.
Direct cost	50 679	12 884	4 295	1 288	16 750
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	50 679	12 884	4 295	1 288	16 750

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

Performance in 2020

Amount of transmitted electric energy used for other than traction purposes performance / kWh 2 315 481

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 under the Act on Electricity
1. Amount of charge of supply part	21,9	5,6	1,9	0,6	7,2
2. Amount of mark-up	0,0	0,0	0,0	0,0	0,0
3. Amount of discount	0,0	0,0	0,0	0,0	0,0
4. Amount of state contribution	0,0	0,0	0,0	0,0	0,0
Amount to be paid (1 + 2 - 3 - 4)	21,9	5,6	1,9	0,6	7,2

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

- **Transmitted electric energy used for other than traction purposes: HUF 21.9/kWh**
- **Use of the system: HUF 5.6/kWh**
- **Network loss of the transmitted electric energy used for other than traction purposes: HUF 1.9/kWh**
- **Energy tax HUF 0.6/kWh**
- **Funds under the Act on Electricity HUF 7.2/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 2020 (thousand HUF)
Direct cost	312 833
Direct costs to be distributed	1 645
Indirect cost	77 282
Total cost	391 760

Performance indicator relating to the charge

Table124 Charge for technical inspection of railway vehicles - performance

Technical inspection of railway vehicles	Performance in 2020
Technical inspection of railway vehicles performance / train	47 635

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 of supply part	8224
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)	8224

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 8 224/ train.

4.4.2. Ticketing and reckoning activity

Costs taken into account when determining the charge

Table 126 Ticket and reckoning activity - summing-up of costs

Ticketing and reckoning activity	Costs in 2020 (thousand HUF)
Direct cost	1 493
Direct costs to be distributed	8
Indirect cost	369
Total cost	1 870

Performance indicator relating to the charge

Table 127 Ticket and reckoning activity - performance

Ticketing and reckoning activity	Performance in 2020
Ticketing and reckoning activity performance / ticket	48 945

Determination of the amount to be paid

Table 128 Ticket and reckoning activity - determination of the amount to be paid

Ticketing and reckoning activity	HUF
1. Amount of charge	38
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)	38

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

HUF 38/ ticket

5. Annexes

Annex 1: All costs of GYSEV Zrt for 2020 broken down to services

Annex 2: Business plan of GYSEV Zrt for 2020

Annex 3: Performance indicators of GYSEV Zrt for 2017 and 2020

Annex 4: In-kind performances of GYSEV Zrt for 2017 and 2020

Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2019/2020 timetable period

Annex 6: Summing-up table of network access charges including state subsidy for the 2019/2020 timetable period for GYSEV Zrt

Annex 7: Letter of GYSEV Zrt of No. 019337/2018

Annex 1: All costs of GYSEV Zrt for 2020 broken down to services

Services	Direct costs	Direct costs to be distributed	Indirect costs	Total cost
Ensuring of train path	126 250	3 630	31 918	161 798
Running of trains				
Running of trains -Gross ton km proportionate part	1 563 972	198 186	433 045	2 195 203
Running of trains - Train km proportionate part				
Passenger trains				
track section category I	1 194 961	536 207	425 429	2 156 596
track section category II	53 989	-	13 268	67 257
track section category III	57 591	-	14 153	71 744
Locomotive trains				
track section category I	96 936	61 909	39 036	197 881
track section category II	412	-	101	514
track section category III	4	-	1	5
Standard freight trains				
track section category I	285 333	120 794	99 804	505 931
track section category II	9 991	-	2 455	12 447
track section category III	6	-	2	8
Special freight trains - Single wagon road				
track section category I	11 171	1 812	3 191	16 174
track section category II	-	-	-	-
track section category III	6	-	2	8
Special freight trains - Corridor freight train				
track section category I	13 588	2 232	3 888	19 708
track section category II	-	-	-	-
track section category III	-	-	-	-
Use of catenary	1 104 259	5 806	272 795	1 382 861
Use of stations by passenger trains for stopping				
I. station category	143 798	262 676	99 890	506 363
II. station category	160 303	491 804	160 253	812 360
III. station category	78 482	137 448	53 064	268 995
IV. station category	8 878	113 389	30 047	152 314
Use of origin/destination stations by passenger trains				
I. station category	33 662	84 441	29 023	147 126
II. station category	65	42	26	134
III. station category	-	-	-	-
IV. station category	-	-	-	-
Use of stations by freight trains				
I. station category	376 752	160 000	131 905	668 657
II. station category	37 497	45 186	20 319	103 002
III. station category	6 129	4 383	2 583	13 095
Storage of vehicles	16 001	342	4 016	20 359
Use of wagon weigh bridges (scales)	8 381	800	2 256	11 438
Use of refuelling facilities	80 407	8 018	21 730	110 155
Ensuring of shunting staff for passenger trains	35 439	186	8 755	44 380
Ensuring of shunting staff for freight and locomotive trains	227 126	1 194	56 109	284 429
Availability of shunting staff for passenger trains	484 009	2 545	119 569	606 123
Availability of shunting staff for freight and locomotive trains	422 934	2 224	104 481	529 639
Ensuring of traction unit for passenger trains	121	1	30	151
Ensuring of traction unit for freight and locomotive trains	114 673	603	28 329	143 604
Availability of traction unit for passenger trains	282 960	1 488	69 902	354 351
Availability of traction unit for freight and locomotive trains	268 816	1 413	66 408	336 638
Ensuring of fuel for traction	1 033 321	-	-	1 033 321
Ensuring of water for water supply	1 322	-	-	1 322
Train preparation	43 400	228	10 721	54 350
Ensuring of traction current				
Transmitted traction current	895 767	-	-	895 767
System use	227 737	-	-	227 737
Network loss of transmitted traction current	75 912	-	-	75 912
Energy tax	22 774	-	-	22 774
Funds in accordance with Vet.	296 059	-	-	296 059
Ensuring of electric energy used for other than traction purposes (preheating,precooling)				
Transmitted traction current	50 679	-	-	50 679
System use	12 884	-	-	12 884
Network loss of transmitted traction current	4 295	-	-	4 295
Energy tax	1 288	-	-	1 288
Funds in accordance with Vet.	16 750	-	-	16 750
Technical inspection of railway vehicles	312 833	1 645	77 282	391 760
Ticketing and reckoning activity	1 493	8	369	1 870
Total	10 301 421	2 250 641	2 436 155	14 988 217

Annex 2: Business plan of GYSEV Zrt for 2020

	2017 All cost	2017 Cost in charges	2020 All cost	2020 Cost in charges
Cost of Material and contracted services	5 106 280	6 688 290	8 927 738	8 728 124
Cost of goods sold (fuel oil)		489 601	489 601	489 601
Accounting value of sold (mediated) services (electric energy)		369 010	484 592	484 592
All material expenses	5 106 280	7 546 901	9 901 931	9 702 317
Personal expenses	4 717 916	4 541 157	5 529 921	5 495 789
Depreciation	2 679 603	468 243	2 922 136	470 917
Central internal services and allocated management services by branch				
Internal expenditures	2 824 452			
Other expenditures	559 556	595 838	51 928	51 928
All operating cost	15 887 807	13 152 138	18 405 915	15 720 951
Capitalized value of self-manufactured assets	- 240 685	- 240 685	- 652 180	- 652 180
Payable interests and expenses	1 170	1 170	635	635
Other operating of financial expenditures	7 661	7 661	4 352	4 352
Total Costs and Expenditures	15 655 953	12 920 284	17 758 722	15 073 758
Net sales revenues	- 3 311 460			
Other incomes	- 6 145 646	- 6 088 724	- 2 451 218	- 87 746
.....of which State compensation		- 3 888 921		
Other interests receivable and similar incomes				
Internal revenues	- 6 185 348			
Other profit on financial transactions	- 6 780	- 6 780	- 2 400	- 2 400
Total revenues	- 15 649 234	- 6 095 504	- 2 453 618	- 90 146
In Total	6 719	6 824 780	15 305 104	14 983 612

Annex 3: Performance indicators of GYSEV Zrt for 2017 and 2020

Services		2017	2019/2020	Unit		
Ensuring of train path		6 636 734	6 719 997	train km		
Running of trains	Gross ton km performance		2 007 718 840	2 201 064 429	gross ton km	
	Train km performance	Total	6 636 734	6 719 997	train km	
		Passenger	Total	5 242 320	5 269 961	train km
			I.	4 392 309	4 883 334	train km
			II.	641 966	179 786	train km
		Locomotive	Total	402 807	414 276	train km
			I.	353 090	412 882	train km
			II.	49 717	1 377	train km
		Standard freight trains	Total	947 690	954 705	train km
			I.	877 700	933 891	train km
			II.	69 990	20 796	train km
		Special freight trains - Single wagon road	Total	43 917	36 581	train km
			I.	43 869	36 563	train km
	II.		48	0	train km	
	Special freight trains - Corridor freight trains	Total	0	44 474	train km	
		I.	0	44 474	train km	
		II.	0	0	train km	
	Use of catenary performance		5 120 871	5 359 160	electric train km	
	Use of stations by passenger trains for stopping performance	Total	863 357	865 169	use of stations	
		Station category I	225 808	226 057	use of stations	
Station category II		409 927	423 243	use of stations		
Station category III		97 983	118 287	use of stations		
Station category IV		129 639	97 582	use of stations		
Use of origin/destination stations by passenger trains performance	Total	40 576	42 145	use of stations		
	Station category I	40 320	42 124	use of stations		
	Station category II	256	21	use of stations		
	Station category III	0	0	use of stations		
	Station category IV	0	0	use of stations		
Use of stations by freight trains performance	Total	24 134	25 439	use of stations		
	Station category I	18 729	19 422	use of stations		
	Station category II	5 101	5 485	use of stations		
	Station category III	304	532	use of stations		
Storage of vehicles performance		59 009	76 809	vehicle/day		
Use of wagon weigh bridges (scales) performance		2 751	3 593	vehicle		
Use of refuelling facilities		3 990 155	4 000 000	litre		
Ensuring of shunting staff for passenger trains performance		2 350	2 603	person/hour		
Ensuring of shunting staff for freight and locomotive trains performance		17 105	16 676	person/hour		
Availability of shunting staff for passenger trains performance		77 894	67 520	person/hour		
Availability of shunting staff for freight and locomotive trains performance		67 448	58 999	person/hour		
Ensuring of traction unit for passenger trains performance		0	4	vehicle/hour		
Ensuring of traction unit for freight and locomotive trains performance		3 901	3 900	vehicle/hour		
Availability of traction unit for passenger trains performance		17 520	17 664	vehicle/hour		
Availability of traction unit for freight and locomotive trains performance		18 002	16 649	vehicle/hour		
Ensuring of traction current performance		3 990 155	4 000 000	kWh		
Ensuring of fuel for traction performance		1 920	1 920	litre		
Ensuring of water for water supply performance		6 598	6 214	m3		
Train preparation performance		45 631 328	47 754 686	person/hour		
Ensuring of electric energy used for other than traction purposes (preheating, precooling) performance		2 315 481	2 315 481	kWh		
Technical inspection of railway vehicles performance		49 994	47 635	train		
Ticketing and reckoning activity performance		46 268	48 945	ticket		

Annex 4: In-kind performances of GYSEV Zrt for 2017 and 2020

Denomination of In-kind performances	2017	2019/2020
Number of use of track routes by departing trains	184478	188213
Number of use of track routes by through trains	1764508	1778616
Passenger	1336558	1319180
track section category I	1147566	1319180
track section category II	188992	0
track section category III	0	0
Locomotive	139718	152308
track section category I	114998	152308
track section category II	24720	0
track section category III	0	0
Standard freight	282872	297178
track section category I	256760	297178
track section category II	26112	0
track section category III	0	0
Special freight - Single wagon road	5360	4459
track section category I	5350	4459
track section category II	10	0
track section category III	0	0
Special freight -Corridor freight train	0	5491
track section category I		5491
track section category II		0
track section category III		0
Number of use of track routes by passenger trains for stopping	863357	865169
station of category I	225808	226057
station of category II	409927	423243
station of category III	97983	118287
station of category IV	129639	97582
Number of use of track routes by passenger trains for reversing direction	121728	126435
station of category I	120960	126372
station of category II	768	63
station of category III	0	0
station of category IV	0	0
Number of use of track routes by freight trains	168938	178073
I. kategóriájú állomás	131103	135954
II. kategóriájú állomás	35707	38395
III. kategóriájú állomás	2128	3724
Number of use of track routes for access to refuelling facilities	11970	12000
Number of use of track routes for access to wagon weigh bridges	917	1198
Number of use of track routes for storage of vehicles	393	512

Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2019/2020 timetable period

Services	Charge of access part	Charge of supply part	Mark-up	Discount	State subsidy	Amount to be paid
Ensuring of train path	2	-	22	-	12	12
Running of trains						
Gross ton km proportionate part	0,45	-	0,55	-	0,74	0,26
Train km proportionate part						
Passenger trains						
track section category I	36	-	406	-	132	310
track section category II	44	-	330	-	94	280
track section category III	37	-	309	-	131	215
Locomotive trains						
track section category I	38	-	441	-	169	310
track section category II	24	-	349	-	93	280
track section category III	24	-	247	-	56	215
Standard freight trains						
track section category I	72	-	470	-	181	361
track section category II	115	-	484	-	329	270
track section category III	87	-	363	-	287	163
Special freight trains - Single wagon road						
track section category I	65	-	377	-	280	162
track section category II	-	-	-	-	-	-
track section category III	87	-	363	-	421	29
Special freight trains - Corridor freight train						
track section category I	65	-	378	-	144	299
track section category II	-	-	-	-	-	-
track section category III	-	-	-	-	-	-
Use of catenary	33	-	225	-	173	85
Use of stations by passenger trains for stopping						
I. station category	489	461	1 290	-	180	2 060
II. station category	456	304	1 159	-	171	1 748
III. station category	507	404	1 363	-	726	1 548
IV. station category	420	129	1 012	-	168	1 393
Use of origin/destination stations by passenger trains						
I. station category	324	1 316	1 853	-	3	3 490
II. station category	324	4 194	1 853	-	3 371	3 000
III. station category	-	-	-	-	-	-
IV. station category	-	-	-	-	-	-
Use of stations by freight trains						
I. station category	10 531	747	23 150	-	29 428	5 000
II. station category	6 374	747	11 658	-	14 779	4 000
III. station category	8 627	747	15 241	-	21 615	3 000
Storage of vehicles	98	59	108	-	-	265
Use of wagon weigh bridges (scales)	502	1 974	707	-	118	3 065
Use of refuelling facilities	2	22	3	-	1	26
Ensuring of shunting staff for passenger trains	-	17 052	-	-	7 252	9 800
Ensuring of shunting staff for freight and locomotive trains	-	17 056	-	-	12 256	4 800
Availability of shunting staff for passenger trains	-	8 977	-	-	3 683	5 294
Availability of shunting staff for freight and locomotive trains	-	8 977	-	-	5 127	3 850
Ensuring of traction unit for passenger trains	-	37 846	-	-	13 780	24 066
Ensuring of traction unit for freight and locomotive trains	-	36 822	-	-	13 822	23 000
Availability of traction unit for passenger trains	-	20 061	-	-	685	19 376
Availability of traction unit for freight and locomotive trains	-	20 220	-	-	2 560	17 660
Ensuring of fuel for traction	-	258	-	-	-	258
Ensuring of water for water supply	-	688	-	-	-	688
Train preparation	-	8 746	-	-	4 146	4 600
Ensuring of traction current						
Transmitted traction current	-	18,8	-	-	-	18,8
System use	-	4,8	-	-	-	4,8
Network loss of transmitted traction current	-	1,6	-	-	-	1,6
Energy tax	-	0,5	-	-	-	0,5
Funds in accordance with Vet.	-	6,2	-	-	-	6,2
Ensuring of electric energy used for other than traction purposes (preheating,precooling)						
Transmitted traction current	-	21,9	-	-	-	21,9
System use	-	5,6	-	-	-	5,6
Network loss of transmitted traction current	-	1,9	-	-	-	1,9
Energy tax	-	0,6	-	-	-	0,6
Funds in accordance with Vet.	-	7,2	-	-	-	7,2
Technical inspection of railway vehicles	-	8 224	-	-	-	8 224
Ticketing and reckoning activity	-	38	-	-	-	38

Annex 6: Summing-up table of network access charges including state subsidy for the 2019/2020 timetable period for GYSEV Zrt

Figures in the table in Hungarien Forint			Volume of state subsidy broken down to services		
Basic	Ensuring of train path		81 158 313		
		Running of trains	Train km proportionate part	Gross ton km proportionate part	1 622 926 571
	Passenger			I. kat. psz.	642 762 798
				II. kat. psz.	16 917 097
				III. kat. psz.	27 273 174
	Locomotive			I. kat. psz.	69 887 355
				II. kat. psz.	128 100
				III. kat. psz.	979
	Freight - Standard			I. kat. psz.	169 227 274
				II. kat. psz.	6 831 720
				III. kat. psz.	5 026
	Freight-Single wagon road			I. kat. psz.	10 251 068
				II. kat. psz.	0
				III. kat. psz.	7 371
Corridor freight train	I. kat. psz.	6 410 001			
	II. kat. psz.	0			
	III. kat. psz.	0			
	Use of catenary		927 332 211		
Supplementary	Use of stations by passenger trains for stopping	Station category I	40 685 782		
		Station category II	72 531 221		
		Station category III	85 886 562		
		Station category IV	16 382 626		
	Use of origin/destination stations by passenger trains	Station category I	113 492		
		Station category II	70 795		
		Station category III	0		
		Station category IV	0		
	Use of stations by freight trains	Station category I	81 062 452		
		Station category II	11 498 847		
		Station category III	571 546 687		
		Use of wagon weigh bridges (scales)		0	
		Use of refuelling facilities		425 259	
	Storage of vehicles		6 155 462		
Supplementary supply part of service	Ensuring of shunting staff for passenger trains		18 874 692		
	Ensuring of shunting staff for freight and locomotive trains		204 382 327		
	Availability of shunting staff for passenger trains		248 673 106		
	Availability of shunting staff for freight and locomotive trains		302 492 255		
	Ensuring of traction unit for passenger trains		55 119		
	Ensuring of traction unit for freight and locomotive trains		53 904 279		
	Availability of traction unit for passenger trains		12 092 849		
	Availability of traction unit for freight and locomotive trains		42 616 172		
	Ensuring of fuel for traction		0		
	Ensuring of water for water supply		0		
	Train preparation		25 765 147		
Összesen (alap + járulékos szolgáltatás)			5 376 334 187		
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		
	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		
Ancillary	Technical inspection of railway vehicles		0		
	Ticketing and reckoning activity		0		
Total (additional services)			0		
Total			5 376 334 187		

Annex 7: Letter of GYSEV Zrt of No. 019337/2018



GYŐR - SOPRON - EBENFURTI VASÚT ZRT.

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

<i>Cégnév</i>	VPE Kft.	<i>Ügyiratszám</i>	019337/2018
		<i>Hív. szám</i>	
<i>Címzett</i>	Németh Réka ügyvezető	<i>Tárgy</i>	2019/2020 menetrendi időszakra vonatkozó állami költségterítés
		<i>Előadó</i>	Bencsics József
<i>Cím</i>	1054 Budapest Bajcsy-Zsilinszky u. 48.	<i>Telefonszám</i>	07/73-03 jbencsics@gysev.hu
		<i>Dátum</i>	2018.11.06.

Tisztelt Ügyvezető Úrhölgy!

Az Innovációs és Technológiai Minisztérium jelen levélhez csatolt VIF/51613-3/2018-ITM iktatószámú ügyiratában felhatalmazta a GYSEV Zrt-t, mint a pályahálózat működtetésre kötött szerződés szolgáltatóját, hogy a költségterítés díjszámítás során figyelembe veendő részét meghatározza. Az Innovációs és Technológiai Minisztérium ügyiratában megfogalmazott elvek figyelembe vételével a GYSEV Zrt. a 2019/2020 menetrendi időszakra az állami szerepvállalás mértékét 5 376 334 187 Ft-ban határozza meg.


A hálózat-hozzáférési díjak meghatározása során az állami szerepvállalás mértékeként az egyes szolgáltatásokhoz lehetőség szerint az alábbi összegeket szíveskedjen figyelembe venni.

Szolgáltatás megnevezése			Állami szerepvállalás (Ft)
Menetvonal biztosítás			81 158 313
Közlekedtetés - Bruttótonna kilométer alapú rész			1 622 926 571
Közlekedtetés - Vonatkilométer alapú rész	Személyvonat	I. kategória	642 762 798
		II. kategória	16 917 097
		III. kategória	27 273 174
	Mozdonyvonat	I. kategória	69 887 355
		II. kategória	128 100
		III. kategória	979
	Általános tehervonat	I. kategória	169 227 274
		II. kategória	6 831 720
		III. kategória	5 026
	Egyes kocsis forgalom	I. kategória	10 251 068
		II. kategória	-
		III. kategória	7 371
Korridor tehervonat	I. kategória	6 410 001	
	II. kategória	-	
	III. kategória	-	

Felsővezetéki rendszerek használata		927 332 211
Személyszállító vonatok megállási célú állomáshasználata	I. kategória	40 685 782
	II. kategória	72 531 221
	III. kategória	85 886 562
	IV. kategória	16 382 626
Személyszállító vonatok kiinduló-/végállomás használata	I. kategória	113 492
	II. kategória	70 795
	III. kategória	-
	IV. kategória	-
Tehervonatok állomáshasználata	I. kategória	571 546 687
	II. kategória	81 062 452
	III. kategória	11 498 847
Járműtárolás		-
Vasúti járműmérleg használata		425 259
Üzemanyag vételező helyek használata		6 155 462
Tolatószemélyzet biztosítása személyszállító vonatok részére		18 874 692
Tolatószemélyzet biztosítása teher- és mozdonyvonatok számára		204 382 327
Tolatószemélyzet rendelkezésre állása személyszállító vonatok számára		248 673 106
Tolatószemélyzet rendelkezésre állása teher- és mozdonyvonatok számára		302 492 255
Vontatójármű biztosítása személyszállító vonatok számára		55 119
Vontatójármű biztosítása teher- és mozdonyvonatok számára		53 904 279
Vontatójármű rendelkezésre állása személyszállító vonatok számára		12 092 849
Vontatójármű rendelkezésre állása teher- és mozdonyvonatok számára		42 616 172
Vonat-előkészítés		25 765 147
Állami szerepvállalás összesen:		5 376 334 187 Ft

Melléklet: VIF/51613-3/2018-ITM ügyirat

Üdvözlettel:


Ikker Tibor
Pályavasúti igazgató

Győr-Ebén-Ebentúri Vasút Zártkörűen
Működő Részvénytársaság



INNOVÁCIÓS ÉS TECHNOLÓGIAI
MINISZTERIUM

DR. MOSÓCZI LÁSZLÓ
KÖZLEKEDÉSPOLITIKÁÉRT FELELŐS ÁLLAMTITKÁR

Iktatószám: VIF/51613-3/2018-ITM

Kövesdi Szilárd István úr részére
vezérigazgató

GYSEV Zrt.

Sopron
Mátyás király utca 19.
9400

Tárgy: Pályaműködtetési tevékenység 2019/2020. menetrendi évre vonatkozó állami költségtérítése

Tisztelt Vezérigazgató Úr!

A Győr-Sopron-Ebenfurti Vasút Zrt. és a Magyar Állam között 2015. december 21-én létrejött, a vasúti pályahálózat működtetésre kötött KIF/567/2015-NFM_SZERZ számú szerződés keretein belül a 2019/2020-as menetrendi évre vonatkozóan az állami költségtérítés mértékét 7 263,791 millió Ft-ban állapítom meg.

A fenti teljes költségtérítés csak a díjszámításnál alapul vett üzleti terv szerinti eredménykimutatásban feltüntetett indokolt költségek és ráfordítások mértékében vehető figyelembe a díjszámítás során. A költségtérítés fennmaradó részét az Innovációs és Technológiai Minisztérium – mint a pályahálózat működtetésre kötött szerződés megrendelője – által jóváhagyott szinten tartó felújítási és beruházási munkák finanszírozására kell fordítani.

A fenti teljes költségtérítés díjszámítás során figyelembe veendő részének a 2017. évi tényadatok, a díjszámítás alapjául szolgáló 2020. évi üzleti terv szerinti eredménykimutatás és az alábbiakban meghatározott szempontok alapján történő meghatározására a GYSEV Zrt.-t, mint a pályahálózat működtetésre kötött szerződés szolgáltatóját hatalmazom fel.

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Kérem, hogy a hálózat-hozzáférési díjkalkuláció során a következőket is szíveskedjék figyelembe venni:

- A GYSEV Zrt. 2019/2020. évi alap- és járulékos szolgáltatásaiból származó vasúti hálózat-hozzáférési díjtömege az árufuvarozási szektor vonatkozásában a 2018/2019. menetrendi évre vonatkozó díjképzés során leadott teljesítményadatok figyelembevételével, változatlan teljesítmény esetén 3%-kal növekedjen.
- A személyszállítási- és az árufuvarozási szektor közös szolgáltatásainak díjai kizárólag csak a fentebbi cél eléréséhez szükséges mértékben emelkedjenek.
- Az állami költségterítés hatásából adódóan a 2018/2019-es menetrendi évhez képest a 2019/2020. évi fizetendő összegek ne csökkenjenek, kivéve, ha ez jogszabályból vagy e dokumentum előírásaiból, illetve a költségviszonyokból következik.
- A vontatási és nem vontatási célú villamos energia, illetve a vontatási és a nem vontatási célú üzemanyag biztosítása szolgáltatások ne részesüljenek támogatásban.
- A 2018/2019. menetrendi évhez hasonlóan a vasút versenyképességével összefüggő közlekedéspolitikai célok érvényesítése érdekében az állami szerepvállalás felosztása során az alábbi érintett tehervonatok közlekedtetésért (mind vonatkm, mind bruttótonnkm arányos rész) fizetendő összegét csökkentsék úgy, hogy az árufuvarozási szektor által fizetendő alap- és járulékos szolgáltatásokból származó összesített bevétel a fentiek szerint változzon:
 - a 80 díjszabási km-t és 1000 bruttótonna tömeget meg nem haladó tehervonatok („egyes kocsi forgalom”);
 - a 913/2010/EU rendelet szerinti korridorokon közlekedő, korridor vonatnemben közlekedő tehervonatok („korridor vonatok”).

Kérem, hogy a fentieknek megfelelően szíveskedjék a költségterítés felosztását elvégezni és a díjkalkulációt végző vasúti pályakapacitás-elosztó szervezetet tájékoztatni a kalkulációt megalapozó adatszolgáltatás során.

Budapest, 2018. 10. 30. ”.

Üdvözlettel:



Dr. Mosóczy László

Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.

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