

For the timetable period of 2020/2021

Charging Document (CD)

of

GYSEV ZRT

EFFECTIVE: FROM 24:00 OF 12 DECEMBER 2020 TILL 24:00 OF 11 DECEMBER 2021

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

In accordance with provisions set out in Paragraph 17 (1) of the Charging Decree, the task of the Charging Body is to prepare the Charging Methodology (hereinafter CM III¹) 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 III, the fact data of the last closed business year of the Infrastructure Manager, other data sources set out in the CM III, as well as on the basis of the expected amount of contribution from the State, and shall lay down in the Charging Document (hereinafter CD) the detailed calculations for the determination of the charging elements and also data used for calculations.

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

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

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

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

¹By CM III at the present CD we mean Version 1.1 of CM III.

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 2020/2021 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 12 December of 2020.

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 III 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 III 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 2020/2021. 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 2020/2021. timetable year divided on the basis of Annex 3 of CM III 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 2020/2021. 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 2020/2021. timetable period can be seen in the following tables.

Table 1 Distribution of costs of GYSEV Zrt to direct, direct distributable and indirect cost groups

	thousand HUF	%
Direct costs	10 779 234	70%
Direct costs to be distributed	2 643 460	17%
Indirect costs	2 001 876	13%
Total costs	15 424 570	100%
Basic services	thousand HUF	%
Variable costs	1 816 742	27%
Fixed costs	3 840 201	57%
Indirect costs	1 084 064	16%
Total cost	6 741 006	100%
Supplementary services	thousand HUF	%
Variable costs	787 384	13%
Fixed costs	1 319 880	21%
Supply part of costs	3 181 550	52%
Indirect costs	852 179	14%
Total cost	6 140 993	100%
Additional services	thousand HUF	%
Direct costs	2 134 444	100%
Direct costs to be distributed	0	0%
Indirect costs	0	0%
Total cost	2 134 444	100%
Ancillary services	thousand HUF	%
Direct costs	341 278	83,6%
Direct costs to be distributed	1 216	0,3%
Indirect costs	65 634	16,1%
Total cost	408 127	100%

Table 2 : Costs-distribution of GYSEV Zrt according to the types of services

	thousand HUF	%
Basic services	6 741 006	44%
Supplementary services	6 140 993	40%
Additional services	2 134 444	14%
Ancillary services	408 127	3%
Total cost	15 424 570	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 III, 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 2021 should be the basis of the fee calculation. Business plan of GYSEV Zrt for 2021 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 2018. and the 2021. timetable year available.

Values of performance indicators of GYSEV Zrt for the 2018. and the 2021. 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 III 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 III.

Determination of values of in-kind performances for the 2021. timetable year were carried out in line with performance indicators set out in Annex 3/B of CM III.

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 2018. and for the 2021. 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 III 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

By the date of publication specified in the decree the notification was not received by VPE Kft about the amount and use of state contribution on 2020/21 timetable period.

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 2020/2021 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 2018.

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 III is as follows (based on this formula):

Basic services and access part of supplementary services:

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

Complex supplementary services:

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

Supply part of supplementary service, additional and ancillary service:

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

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

Basic services and access part of supplementary services:

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

Complex supplementary services:

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

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

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

3.11 ETCS FEE

ETCS fee shall be determined apart from the other charging elements. Considering that the aim of the ETCS fee is that traction units should be equipped with ETCS devices, so determination of the fee has not been carried out on cost-base. In the context of IMs data for 2020/2021 timetable period, GYSEV Zrt declared that those performance indicators which taken into account ETCS fee considering have not changed compared to the 2019/2020 timetable period.

Following ETCS fees shall be introduced for the 2020/2021 timetable period:

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

Costs taken into account when determining the charge

3 Table: Basic services - Ensuring train path, Running of trains, Use of catenary - summing-up of costs

Costs in 2021 (thousand HUF)	Ensuring of train path	Running of trains															Use of catenary	
		Gross ton proportionate part	Train km proportionate part															
			Passenger trains			Locomotive trains			Standard freight trains			Single wagon load			Corridor freight trains			
			Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.		Category III.
Variable cost component of direct costs	5 916	974 304	127 659	7 861	6 408	8 667	38	3	41 791	62	-	1 627	-	2	3 725	-	-	356 521
Variable cost component of direct costs to	-	204 426	58 155	-	-	5 325	-	-	12 900	-	-	203	-	-	1 149	-	-	-
Fixed cost component of direct costs	53 244	783 400	1 101 020	53 214	48 041	75 946	415	22	243 245	374	-	9 468	-	9	21 682	-	-	537 370
Fixed cost component of direct costs to be	3 133	135 371	576 863	-	-	52 825	-	-	127 965	-	-	2 016	-	-	11 394	-	-	3 185
Indirect costs	11 938	401 953	357 148	11 704	10 434	27 358	87	5	81 617	83	-	2 551	-	2	7 272	-	-	171 911
Total cost	74 231	2 499 453	2 220 845	72 779	64 883	170 122	540	30	507 518	519	-	15 865	-	12	45 222	-	-	1 068 987

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 MÁV Zrt and GYSEV Zrt based on the data of the base year in same proportion.

Performance indicator relating to the charge

4 Table: Basic services - Ensuring train path, Running of trains, Use of catenary- performance

Table: Basic services - Ensuring train path, Running of trains, Use of catenary- performance																		
Performance in 2021	Ensuring of train path	Running of trains															Use of catenary	
		Gross ton proportionate part	Train km proportionate part															
			Passenger trains			Locomotive trains			Standard freight trains			Single wagon load			Corridor freight trains			
			Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.		Category III.
Ensuring of train path performance / train km	6 752 555																	
Gross ton km performance/gross ton km		2 265 723 376																
Train km performance / train km			4 886 039	182 136	205 889	341 192	1 497	101	1 005 709	1 167	-	39 145	-	35	89 647	-	-	
Use of catenary performance / electric train km																	5 789 423	

Determination of the amount to be paid

5 Table: Basic services - Ensuring train path, Running of trains, Use of catenary- determination of the amount to be paid

2020/2021. (HUF)	Ensuring of train path	Running of trains																Use of catenary
		Gross ton proportionate part	Train km proportionate part															
			Passenger trains			Locomotive trains			Standard freight trains			Single wagon load			Corridor freight trains			
			Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	
1. Amount of charge of access part	1	0,52	38	43	31	41	25	25	54	53	-	47	-	48	54	-	-	62
2. Amount of mark-up	10	0,58	417	357	284	458	336	270	451	392	-	358	-	300	450	-	-	123
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount fo state contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	11	1,10	455	400	315	499	361	295	505	445	-	405	-	348	504	-	-	185

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

4.2 Supplementary Services

4.2.1 Use of stations

Costs taken into account when determining the charge

Table 6 : Use of stations by passenger trains for stopping - summing-up of costs

Costs in 2021 (thousand HUF)	Use of stations by passenger trains for stopping							
	Category I.		Category II.		Category III.		Category IV.	
	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	20 980		22 054		7 796		3 268	
Variable cost component of direct costs to be distributed	113 868		192 201		52 320		44 822	
Fixed cost component of direct costs	62 940		66 163		23 387		9 803	
Fixed cost component of direct costs to be distributed	190 620		321 753		87 586		75 035	
Supply part cost component of direct cost		74 601		75 047		28 869		1 736
Supply part cost component of direct cost to be distributed		13 920		23 497		6 396		5 480
Indirect costs	74 432	16 964	115 396	18 884	32 786	6 758	25 473	1 383
Total cost	462 840	105 485	717 567	117 428	203 874	42 023	158 401	8 598

Table 7 : Use of origin/destination stations by passenger trains - summing-up of costs

Costs in 2021 (thousand HUF)	Use of stations by passenger trains for stopping					
	Category I.		Category II.		Category III.	
	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	-		-		-	
Variable cost component of direct costs to be distributed	18 133		197		-	
Fixed cost component of direct costs	-		-		-	
Fixed cost component of direct costs to be distributed	63 558		690		-	
Supply part cost component of direct cost		74 676		76		-
Supply part cost component of direct cost to be distributed		6 285		68		-
Indirect costs	15 655	15 515	170	28	-	-
Total cost	97 346	96 476	1 058	172	-	-

Table 8 : Use of stations by freight trains - summing-up of costs

Costs in 2021 (thousand HUF)	Use of stations by freight trains					
	Category I.		Category II.		Category III.	
	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	201 062		16 058		2 790	
Variable cost component of direct costs to be distributed	60 758		15 641		967	
Fixed cost component of direct costs	257 697		14 740		2 819	
Fixed cost component of direct costs to be distributed	100 431		25 854		1 598	
Supply part cost component of direct cost		-		-		-
Supply part cost component of direct cost to be distributed		7 259		1 869		116
Indirect costs	118 803	1 391	13 854	358	1 567	22
Total cost	738 751	8 650	86 147	2 227	9 741	138

Performance indicator relating to the charge

Table 9 : Use of stations - performance

Performance in 2021	Category I.	Category II.	Category III.	Category IV.
Use of stations by passenger trains for stopping performance / use of stations for stopping	240 388	405 757	110 453	94 625
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	36 175	393		
Use of stations by freight trains performance / use of stations	17 908	4 610	285	

Determination of the amount to be paid

Table 10: Use of stations by passenger trains - determination of the amount to be paid

2020/2021. (HUF)	Use of stations by passenger trains for stopping				Use of origin/destination stations by passenger trains		
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.
1. Amount of charge of access part	561	528	544	508	501	501	
2. Amount of charge of supply part	439	289	380	91	2 667	437	
3. Amount of mark-up	1 364	1 240	1 302	1 166	2 190	2 190	
4. Amount of discount	-	-	-	-	-	-	
5. Amount fo state contribution	-	-	-	-	-	-	
Amount to be paid (1 + 2 + 3 - 4 - 5)	2 364	2 057	2 226	1 765	5 358	3 128	-

Table 11: Use of stations by freight trains - determination of the amount to be paid

2020/2021. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount of charge of access part	14 620	6 876	13 182
2. Amount of charge of supply part	483	483	483
3. Amount of mark-up	26 633	11 811	20 997
4. Amount of discount	-	-	-
5. Amount fo state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	41 736	19 170	34 662

4.2.2 Other complex supplementary services

Costs taken into account when determining the charge

Table 12 : Other complex supplementary services - summing-up of costs

Costs in 2021 (thousand HUF)	Storage of vehicles		Use of wagon weigh bridges (scales)		Use of refuelling facilities	
	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	6 275		2 417		3 821	
Variable cost component of direct costs to be distributed	81		123		1 754	
Fixed cost component of direct costs	4 183		1 612		2 547	
Fixed cost component of direct costs to be distributed	283		431		6 149	
Supply part cost component of direct cost		2 445		2 792		66 498
Supply part cost component of direct cost to be distributed		28		43		608
Indirect costs	2 074	474	878	543	2 735	12 860
Total cost	12 895	2 947	5 461	3 378	17 007	79 966

Performance indicator relating to the charge

Table 13 : Other complex supplementary services - performance

Performance in 2021	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
Storage of vehicles performance / vehicle/day	72 449		
Use of wagon weigh bridges performance/vehicle		2 209	
Use of refuelling facilities performance/ litre			3 500 000

Determination of the amount to be paid

Table 14 : Other complex supplementary services - determination of the amount to be paid

2020/2021. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount of charge of access part	88	1 150	2
2. Amount of charge of supply part	41	1 529	23
3. Amount of mark-up	90	1 322	3
4. Amount of discount	-	-	-
5. Amount fo state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	219	4 001	28

4.2.3 Shunting services

Costs taken into account when determining the charge

Table 15 : Shunting services - summing-up of costs

Costs in 2021 (thousand HUF)	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains
Direct cost	63	104 532	551 836	580 529	167	24 992	290 120	339 722
Direct costs to be distributed	0	372	1 966	2 068	1	89	1 034	1 210
Indirect cost	12	20 103	106 128	111 646	32	4 806	55 795	65 334
Total cost	76	125 008	659 930	694 242	199	29 888	346 948	406 266

Performance indicator relating to the charge

Table 16 : Shunting services - performance

Performance in 2021	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains
Ensuring of shunting staff performance/ person/hour	4	6 600						
Availability of shunting staff performance/ person/hour			66 200	69 642				
Ensuring of traction unit performance/ vehicle/hour					5	930		
Availability of traction unit performance/ vehicle/hour							16 427	19 141

Determination of the amount to be paid

Table 17 : Shunting services - determination of the amount to be paid

2020/2021. (HUF)	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains
1. Amount of charge of access part	-	-	-	-	-	-	-	-
2. Amount of charge of supply part	18 941	18 941	9 969	9 969	39 853	32 137	21 121	21 225
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount fo state contribution	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	18 941	18 941	9 969	9 969	39 853	32 137	21 121	21 225

4.2.4 Other supply part of supplementary services

Costs taken into account when determining the charge

Table 18 : Other supply part of supplementary services - summing-up of costs

Costs in 2021 (thousand HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation
Direct cost	840 860	1 050	48 458
Direct costs to be distributed	-	-	173
Indirect cost	-	-	9 319
Total cost	840 860	1 050	57 950

Performance indicator relating to the charge

Table 19 : Other supply part of supplementary services - performance

Performance in 2021	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation
Ensuring of fuel for traction performance/litre	3 500 000		
Ensuring of water for water supply performance / m ³		1 920	
Train preparation performance / person/hour			7 038

Determination of the amount to be paid

Table 20 : Other supply part of supplementary services - determination of the amount to be paid

2020/2021. (HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation
1. Amount of charge of access part	-	-	-
2. Amount of charge of supply part	240	547	8 234
3. Amount of mark-up	-	-	-
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	240	547	8 234

4.3 ADDITIONAL SERVICES

Costs taken into account when determining the charge

Table 21 : Additional Services - summing-up of costs

Costs in 2021 (thousand HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.
Direct cost	1 203 575	305 994	101 998	30 599	397 792
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	1 203 575	305 994	101 998	30 599	397 792

Costs in 2021 (thousand HUF)	Ensuring of electric energy used for other than traction purposes				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.
Direct cost	55 747	14 173	4 724	1 417	18 425
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	55 747	14 173	4 724	1 417	18 425

Performance indicator relating to the charge

Table 22 : Additional Services - performance

Performance in 2021	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.
Ensuring of traction current / kWh	71 161 493	71 161 493	71 161 493	71 161 493	71 161 493
Amount of transmitted electric energy used for other than traction purposes performance / kWh	3 176 537	3 176 537	3 176 537	3 176 537	3 176 537

Determination of the amount to be paid

Table 23 : Additional Services - determination of the amount to be paid

2020/2021. (HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.
1. Amount of charge of supply part	16,9	4,3	1,4	0,4	5,6
2. Amount of mark-up					
3. Amount of discount					
4. Amount for state contribution					
Amount to be paid (1 + 2 - 3 - 4)	16,9	4,3	1,4	0,4	5,6

2020/2021. (HUF)	Ensuring of electric energy used for other than traction purposes				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds in accordance with Vet.
1. Amount of charge of supply part	17,5	4,5	1,5	0,4	5,8
2. Amount of mark-up					
3. Amount of discount					
4. Amount for state contribution					
Amount to be paid (1 + 2 - 3 - 4)	17,5	4,5	1,5	0,4	5,8

4.4 ANCILLARY SERVICES

Costs taken into account when determining the charge

Table 24 : Ancillary services - summing-up of costs

Costs in 2021 (thousand HUF)	Technical inspection of railway vehicles	Ticketing and reckoning activity
Direct cost	339 422	1 856
Direct costs to be distributed	1 209	7
Indirect cost	65 277	357
Total cost	405 908	2 219

Performance indicator relating to the charge

Table 25 : Ancillary services - performance

Performance in 2021	Technical inspection of railway vehicles	Ticketing and reckoning activity
Technical inspection of railway vehicles performance / train	48 805	
Ticketing and reckoning activity performance / ticket		45 318

Determination of the amount to be paid

Table 26 : Ancillary services - determination of the amount to be paid

2020/2021. (HUF)	Technical inspection of railway vehicles	Ticketing and reckoning activity
1. Amount of charge of supply part	8 317	49
2. Amount of mark-up		
3. Amount of discount		
4. Amount fo state contribution		
Amount to be paid (1 + 2 - 3 - 4)	8 317	49

5 Annexes

- Annex 1: All direct costs, direct costs to be distributed and indirect costs of GYSEV Zrt for 2021 broken down to services
- Annex 2: Data from the updated business plan of GYSEV Zrt for 2018 and 2021
- Annex 3: Performance indicators of GYSEV Zrt for 2018 and 2021
- Annex 4: In-kind performances of GYSEV Zrt for 2018 and 2021
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2020/2021 timetable year

Annex 1: All direct costs, direct costs to be distributed and indirect costs of GYSEV Zrt for 2021 broken down to services

Szolgáltatás	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total (thousand HUF)
Ensuring of train path	59 160	3 133	11 938	74 231
Running of trains				
Gross ton proportionate part	1 757 704	339 797	401 953	2 499 453
Train km proportionate part				
Passenger train				
track section category I	1 228 679	635 018	357 148	2 220 845
track section category II	61 075	-	11 704	72 779
track section category III	54 449	-	10 434	64 883
Locomotive train				
track section category I	84 613	58 151	27 358	170 122
track section category II	453	-	87	540
track section category III	25	-	5	30
Standard freight train				
track section category I	285 036	140 865	81 617	507 518
track section category II	436	-	83	519
track section category III	-	-	-	-
Special freight train - Single wagon load				
track section category I	11 094	2 219	2 551	15 865
track section category II	-	-	-	-
track section category III	10	-	2	12
Special freight train - Corridor freight train				
track section category I	25 408	12 542	7 272	45 222
track section category II	-	-	-	-
track section category III	-	-	-	-
Use of catenary	893 892	3 185	171 911	1 068 987
Use of stations by passenger trains for stopping				
I. station category	158 521	318 409	91 396	568 326
II. station category	163 264	537 450	134 281	834 995
III. station category	60 051	146 302	39 544	245 897
IV. station category	14 806	125 337	26 856	166 999
Use of origin/destination stations by passenger trains				
I. station category	74 676	87 975	31 170	193 822
II. station category	76	956	198	1 229
Use of stations by freight trains				
I. station category	458 759	168 448	120 194	747 401
II. station category	30 798	43 363	14 212	88 374
III. station category	5 609	2 681	1 589	9 879
Storage of vehicles	12 903	392	2 548	15 842
Use of wagon weigh bridges (scales)	6 821	597	1 421	8 839
Use of refuelling facilities	72 867	8 512	15 595	96 973
Ensuring of shunting staff for passenger trains	63	0	12	76
Ensuring of shunting staff freight and locomotive trains	104 532	372	20 103	125 008
Availability of shunting staff for passenger trains	551 836	1 966	106 128	659 930
Availability of shunting staff freight and locomotive trains	580 529	2 068	111 646	694 242
Ensuring of traction unit for passenger trains	167	1	32	199
Ensuring of traction unit for freight and locomotive trains	24 992	89	4 806	29 888
Availability of traction unit for passenger trains	290 120	1 034	55 795	346 948
Availability of traction unit for freight and locomotive trains	339 722	1 210	65 334	406 266
Ensuring of fuel for traction	840 860	-	-	840 860
Ensuring of water for water supply	1 050	-	-	1 050
Train preparation	48 458	173	9 319	57 950
Ensuring of traction current				
Transmitted traction current	1 203 575	-	-	1 203 575
System-use	305 994	-	-	305 994
Network loss of transmitted traction current	101 998	-	-	101 998
Energy tax	30 599	-	-	30 599
Funds under the Act on Electricity	397 792	-	-	397 792
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
Transmitted traction current	55 747	-	-	55 747
System-use	14 173	-	-	14 173
Network loss of transmitted traction current	4 724	-	-	4 724
Energy tax	1 417	-	-	1 417
Funds under the Act on Electricity	18 425	-	-	18 425
Technical inspection of railway vehicles	339 422	1 209	65 277	405 908
Ticketing and reckoning activity	1 856	7	357	2 219
Total	10 779 234	2 643 460	2 001 876	15 424 570

Annex 2: Data from the updated business plan of GYSEV Zrt for 2018 and 2021

	2 018	[2018] Cost in charges	2020/2021	[2020/2021] Cost in charges
Net domestic sales				
Net external sales	9 990 206	66 362	10 254 917	62 719
I. NET SALES REVENUE	9 990 206	66 362	10 254 917	62 719
II. OWN PERFORMANCE CAPITALIZED	544 884	246 420	496 554	496 554
III. OTHER INCOME	7 168 304	7 105 932	2 368 758	6 480
.....of which State compensation	4 333 332	4 333 332	-	-
Cost of raw materials and consumables				
Cost of services				
Cost of other service activities	8 172 668	7 795 234	9 036 955	8 835 035
Cost of goods sold	520 546	520 546	464 746	464 746
Cost of services sold (intermediated)	489 475	489 475	683 355	683 355
IV. MATERIAL COSTS	9 182 689	8 805 255	10 185 056	9 983 136
Wages and salaries	3 677 319	3 488 867	4 096 710	4 071 400
Other employee benefits	567 810	545 279	584 822	581 376
Contributions on wages and salaries	865 294	825 956	992 330	986 955
V. STAFF COSTS	5 110 424	4 860 102	5 673 863	5 639 730
VI. DEPRECIATION	2 706 600	361 175	2 683 666	321 388
VII. OTHER OPERATING CHARGES	767 359	706 527	45 054	45 054
A. OPERATING (TRADING) PROFIT	- 63 677	- 7 314 344	- 5 467 409	- 15 423 555
INCOME FROM FINANCIAL TRANSACTIONS	29 398	29 398	6 000	6 000
EXPENSES ON FINANCIAL TRANSACTIONS	- 752	- 752	7 615	7 615
B. PROFIT OR LOSS FROM FINANCIAL TRANSACTIONS	30 150	30 150	- 1 615	- 1 615
PROFIT BEFORE TAX	- 33 527	- 7 284 194	- 5 469 024	- 15 425 170
TAX PAYABLE				
PROFIT AFTER TAX	- 33 527	- 7 284 194	- 5 469 024	- 15 425 170

Annex 3: Performance indicators of GYSEV Zrt for 2018 and 2021

Services				2018	2020/2021	Measure unit
Ensuring of train path				6 922 292	6 752 555	train km
Running of trains	Gross ton km proportionate part			2 319 642 617	2 265 723 376	gross ton km
	Train km proportionate part	Total		6 922 292	6 752 555	train km
		Passenger trains	Total	5 283 378	5 274 063	train km
			I.	4 894 686	4 886 039	train km
			II.	181 719	182 136	train km
			III.	206 972	205 889	train km
		Locomotive trains	Total	399 464	342 790	train km
			I.	398 162	341 192	train km
			II.	1 302	1 497	train km
			III.	0	101	train km
		Standard freight trains	Total	1 200 165	1 006 875	train km
			I.	1 198 912	1 005 709	train km
			II.	1 253	1 167	train km
			III.	0	0	train km
		Special freight trains - Single wagon load	Total	34 358	39 180	train km
			I.	34 358	39 145	train km
			II.	0	0	train km
			III.	0	35	train km
		Special freight trains - Corridor freight trains	Total	4 928	89 647	train km
			I.	4 928	89 647	train km
			II.	0	0	train km
			III.	0	0	train km
Use of catenary				5 425 508	5 789 423	electric train km
Use of stations by passenger trains for stopping	Total			865 950	851 223	use of stations
	Station category I			227 361	240 388	use of stations
	Station category II			424 530	405 757	use of stations
	Station category III			115 709	110 453	use of stations
	Station category IV			98 350	94 625	use of stations
Use of origin/destination stations by passenger trains	Total			41 787	36 568	use of stations
	Station category I			41 647	36 175	use of stations
	Station category II			140	393	use of stations
	Station category III			0	0	use of stations
	Station category IV			0	0	use of stations
	Total			23 723	22 803	use of stations
	Station category I			17 751	17 908	use of stations
	Station category II			5 559	4 610	use of stations
Station category III			413	285	use of stations	
Storage of vehicles				73 492	72 449	vehicle/day
Use of wagon weigh bridges (scales)				2 898	2 209	vehicle(pcs)
Use of refuelling facilities				3 984 130	3 500 000	litre
Ensuring of shunting staff for passanger trains				2 526	4	person/hour
Ensuring of shunting staff freight and locomotive trains				16 908	6 600	person/hour
Availability of shunting staff for passanger trains				67 950	66 200	person/hour
Availability of shunting staff freight and locomotive trains				58 262	69 642	person/hour
Ensuring of traction unit for passanger trains				67	5	vehicle/hour
Ensuring of traction unit for freight and locomotive trains				4 097	930	vehicle/hour
Availability of traction unit for passanger trains				17 688	16 427	vehicle/hour
Availability of traction unit for freight and locomotive trains				16 337	19 141	vehicle/hour
Ensuring of fuel for traction				3 984 130	3 500 000	litre
Ensuring of water for water supply				1 920	1 920	m ³
Train preparation				6 331	7 038	person/hour
Ensuring of traction current				70 532 934	71 161 493	kWh
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				3 355 294	3 176 537	kWh
Technical inspection of railway vehicles				43 378	48 805	train
Ticketing and reckoning activity				47 774	45 318	ticket

Annex 4: In-kind performances of GYSEV Zrt for 2018 and 2021

Denomination of in-kind performances	2018	2020/2021
Number of use of track routes by departing trains	185585	182946
Number of use of track routes by through trains	1847294	1797435
Passenger trains	1347114	1344734
track section category I	1347114	1344734
track section category II	0	0
track section category III	0	0
Locomotive trains	143704	123142
track section category I	143704	123142
track section category II	0	0
track section category III	0	0
Standard freight trains	350922	298300
track section category I	350922	298300
track section category II	0	0
track section category III	0	0
Special freight trains - Single wagon load	4124	4699
track section category I	4124	4699
track section category II	0	0
track section category III	0	0
Special freight trains - Corridor freight trains	1430	26560
track section category I	1430	26560
track section category II	0	0
track section category III	0	0
Number of use of track routes by passenger trains for stopping	865950	851223
station of category I	227361	240388
station of category II	424530	405757
station of category III	115709	110453
station of category IV	98350	94625
Number of use of track routes by passenger trains for reversing direction	125361	109704
station of category I	124941	108525
station of category II	420	1179
station of category III	0	0
station of category IV	0	0
Number of use of track routes by freight trains	166061	159621
station of category I	124257	125356
station of category II	38913	32270
station of category III	2891	1995
Number of use of track routes for access to refuelling facilities	11952	10500
Number of use of track routes for access to wagon weigh bridges	966	736
Number of use of track routes for storage of vehicles	490	483

Annex 5/a: Summing-up table of network access charges of MÁV for the 2020/2021 timetable period (HUF)

Service	Charge of access part	Charge of supply part	Mark-up	Discount	State subsidy	Amount to be paid
Ensuring of train path	1	-	10	-	-	11
Running of trains						
Gross ton proportionate part	0,52	-	0,58	-	-	1,10
Train km proportionate part						
Passenger trains						
track section category I	38	-	417	-	-	455
track section category II	43	-	357	-	-	400
track section category III	31	-	284	-	-	315
Locomotive trains						
track section category I	41	-	458	-	-	499
track section category II	25	-	336	-	-	361
track section category III	25	-	270	-	-	295
Standard freight trains						
track section category I	54	-	451	-	-	505
track section category II	53	-	392	-	-	445
track section category III	-	-	-	-	-	-
Special freight trains - Single wagon load						
track section category I	47	-	358	-	-	405
track section category II	-	-	-	-	-	-
track section category III	48	-	300	-	-	348
Special freight trains - Corridor freight train						
track section category I	54	-	450	-	-	504
track section category II	-	-	-	-	-	-
track section category III	-	-	-	-	-	-
Use of catenary	62	-	123	-	-	185
Use of stations by passenger trains for stopping						
I. station category	561	439	1 364	-	-	2 364
II. station category	528	289	1 240	-	-	2 057
III. station category	544	380	1 302	-	-	2 226
IV. station category	508	91	1 166	-	-	1 765
Use of origin/destination stations by passenger trains						
I. station category	501	2 667	2 190	-	-	5 358
II. station category	501	437	2 190	-	-	3 128
III. station category	-	-	-	-	-	-
IV. station category	-	-	-	-	-	-
Use of stations by freight trains						
I. station category	14 620	483	26 633	-	-	41 736
II. station category	6 876	483	11 811	-	-	19 170
III. station category	13 182	483	20 997	-	-	34 662
Storage of vehicles	88	41	90	-	-	219
Use of wagon weigh bridges (scales)	1 150	1 529	1 322	-	-	4 001
Use of refuelling facilities	2	23	3	-	-	28
Ensuring of shunting staff for passenger trains	-	18 941	-	-	-	18 941
Ensuring of shunting staff freight and locomotive trains	-	18 941	-	-	-	18 941
Availability of shunting staff for passenger trains	-	9 969	-	-	-	9 969
Availability of shunting staff freight and locomotive trains	-	9 969	-	-	-	9 969
Ensuring of traction unit for passenger trains	-	39 853	-	-	-	39 853
Ensuring of traction unit for freight and locomotive trains	-	32 137	-	-	-	32 137
Availability of traction unit for passenger trains	-	21 121	-	-	-	21 121
Availability of traction unit for freight and locomotive trains	-	21 225	-	-	-	21 225
Ensuring of fuel for traction	-	240	-	-	-	240
Ensuring of water for water supply	-	547	-	-	-	547
Train preparation	-	8 234	-	-	-	8 234
Ensuring of traction current						
Transmitted traction current	-	16,9	-	-	-	16,9
System-use	-	4,3	-	-	-	4,3
Network loss of transmitted traction current	-	1,4	-	-	-	1,4
Energy tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	5,6	-	-	-	5,6
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted electric energy used for other than traction purposes	-	17,5	-	-	-	17,5
System-use	-	4,5	-	-	-	4,5
Network loss of transmitted electric energy used for other than traction	-	1,5	-	-	-	1,5
Energy tax	-	0,4	-	-	-	0,4
Funds under the Act on Electricity	-	5,8	-	-	-	5,8
Technical inspection of railway vehicles	-	8 317	-	-	-	8 317
Ticketing and reckoning activity	-	49	-	-	-	49

Annex 5/b: Summing-up table of network access charges of GYSEV Zrt for the 2020/2021 timetable period (HUF) broken down by Network Statement

Service	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	10	11
Running of trains			
Gross ton proportionate part	1,10	-	1,10
Train km proportionate part			
Passenger trains			
track section category I	38	417	455
track section category II	43	357	400
track section category III	31	284	315
Locomotive trains			
track section category I	41	458	499
track section category II	25	336	361
track section category III	25	270	295
Standard freight trains			
track section category I	54	451	505
track section category II	53	392	445
track section category III	-	-	-
Special freight trains - Single wagon load			
track section category I	47	358	405
track section category II	-	-	-
track section category III	348	-	348
Special freight trains - Corridor freight train			
track section category I	54	450	504
track section category II	-	-	-
track section category III	-	-	-
Use of catenary	62	123	185
Use of stations by passenger trains for stopping			
I. station category	1 000	1 364	2 364
II. station category	817	1 240	2 057
III. station category	924	1 302	2 226
IV. station category	599	1 166	1 765
Use of origin/destination stations by passenger trains			
I. station category	3 168	2 190	5 358
II. station category	938	2 190	3 128
III. station category	-	-	-
IV. station category	-	-	-
Use of stations by freight trains			
I. station category	41 736	-	41 736
II. station category	19 170	-	19 170
III. station category	34 662	-	34 662
Storage of vehicles	129	90	219
Use of wagon weigh bridges (scales)	2 679	1 322	4 001
Use of refuelling facilities	25	3	28
Ensuring of shunting staff for passenger trains	18 941	-	18 941
Ensuring of shunting staff freight and locomotive trains	18 941	-	18 941
Availability of shunting staff for passenger trains	9 969	-	9 969
Availability of shunting staff freight and locomotive trains	9 969	-	9 969
Ensuring of traction unit for passenger trains	39 853	-	39 853
Ensuring of traction unit for freight and locomotive trains	32 137	-	32 137
Availability of traction unit for passenger trains	21 121	-	21 121
Availability of traction unit for freight and locomotive trains	21 225	-	21 225
Ensuring of fuel for traction	240	-	240
Ensuring of water for water supply	547	-	547
Train preparation	8 234	-	8 234
Ensuring of traction current			
Transmitted traction current	16,9	-	16,9
System-use	4,3	-	4,3
Network loss of transmitted traction current	1,4	-	1,4
Energy tax	0,4	-	0,4
Funds under the Act on Electricity	5,6	-	5,6
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted electric energy used for other than traction purposes	17,5	-	17,5
System-use	4,5	-	4,5
Network loss of transmitted electric energy used for other than traction	1,5	-	1,5
Energy tax	0,4	-	0,4
Funds under the Act on Electricity	5,8	-	5,8
Technical inspection of railway vehicles	8 317	-	8 317
Ticketing and reckoning activity	49	-	49