

For the timetable period of 2021/2022

Charging Document (CD)

of

GYSEV ZRT

EFFECTIVE: FROM 24:00 OF 11 DECEMBER 2021 TILL 24:00 OF 10 DECEMBER 2022

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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 2 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 2021/2022 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 11 December of 2021.

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 2021/2022. 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 2021/2022. timetable year divided based on 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 2021/2022. 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 2021/2022. 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	11 734 364	69,6%
Direct costs to be distributed	2 711 057	16,1%
Indirect costs	2 424 956	14,4%
Total costs	16 870 377	100%

Basic services	thousand HUF	%
Variable costs	2 078 499	27,2%
Fixed costs	4 230 525	55,4%
Indirect costs	1 326 444	17,4%
Total cost	7 635 468	100%

Supplementary services	thousand HUF	%
Variable costs	731 946	11,15%
Fixed costs	1 472 004	22,41%
Supply part of costs	3 351 500	51,03%
Indirect costs	1 011 817	15,41%
Total cost	6 567 267	100%

Additional services	thousand HUF	%
Direct costs	2 168 599	100,0%
Direct costs to be distributed	0	0,0%
Indirect costs	0	0,0%
Total cost	2 168 599	100%

Ancillary services	thousand HUF	%
Direct costs	410 898	82,3%
Direct costs to be distributed	1 450	0,3%
Indirect costs	86 694	17,4%
Total cost	499 043	100%

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

	thousand HUF	%
Basic services	7 635 468	45%
Supplementary services	6 567 267	39%
Additional services	2 168 599	13%
Ancillary services	499 043	3%
Total cost	16 870 377	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 2022 should be the basis of the fee calculation. Business plan of GYSEV Zrt for 2022 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 2019. and the 2022. timetable year available.

Values of performance indicators of GYSEV Zrt for the 2019. and the 2022. 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 2022. 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 2019. and for the 2022. 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 cannot exceed the costs directly incurred as a result of operating the train service.

In accordance with Paragraph 5 of the Charging Decree 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) cannot 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 Charging Decree 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 Charging Decree, 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 about the amount and use of state contribution on 2021/22 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 Paragraph 9 Section (4) of the Charging Decree.

As part of the charging process related to the 2021/2022 timetable year, according to the Segmentation Analysis Methodology (Annex 9 of the CM), VPE Conducted the segmentation analysis in accordance with the Annex of the Network Statement for relevant segments.

The basis for the analysis was provided by business and performance data for 2019. The result of the analysis is summarized in the following table.

Market segment	Result of the analysis
Combined transport	The segment can pay the mark-up, charge reduction did not arise.
Direct trains	The segment can pay the mark-up, charge reduction did not arise.
Block trains	Due to the insufficient data provision the analysis could not be carried out.
Single wagon load trains	Due to the insufficient data provision the analysis could not be carried out.
Public service passenger trains	Due to the insufficient data provision the analysis could not be carried out.
Other passenger trains	Due to the insufficient data provision the analysis could not be carried out.

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:

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

Complex supplementary services:

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

Supply part of supplementary service, additional and ancillary service:

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

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:

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

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. As part of the data provision for the 2021/2022 timetable period, the Infrastructure Manager has provided performance data that is expected to change compared to the ETCS fee applied in the 2020/2021 timetable period in order to maintain the bonus / malus balance.

Following ETCS fees shall be introduced for the 2021/2022 timetable period:

ETCS bonus fee: 26 HUF/train km
ETCS malus fee: 1 HUF/train km

Rules of use of ETCS fees can be found in Chapter 5.6.5. 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 2022 (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	6 262	1 165 441	146 419	10 857	7 379	8 231	35	1	48 638	333	1	1 893	-	1	4 336	-	-	419 005
Variable cost component of direct costs to I	-	168 674	71 255	-	-	4 538	-	-	13 767	-	-	229	-	-	1 204	-	-	-
Fixed cost component of direct costs	56 359	856 781	1 199 133	75 571	55 034	68 073	375	7	240 279	630	5	9 352	-	5	21 418	-	-	629 562
Fixed cost component of direct costs to be	3 263	112 009	703 970	-	-	44 831	-	-	136 012	-	-	2 260	-	-	11 897	-	-	3 700
Indirect costs	13 852	484 175	445 884	18 171	13 122	26 422	86	2	92 234	203	1	2 887	-	1	8 169	-	-	221 235
Total cost	79 736	2 787 080	2 566 660	104 599	75 534	152 095	497	9	530 929	1 166	7	16 621	-	7	47 024	-	-	1 273 502

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.) 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

Performance in 2022	Ensuring of train path	Gross ton proportionate part	Running of trains															Use of catenary
			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	6 663 118																	
Gross ton km performance/gross ton km		2 107 934 360																
Train km performance / train km			5 028 394	181 503	201 095	263 894	1 140	21	861 830	1 215	18	36 554	-	18	87 437	-	-	
Use of catenary performance / electric train km																	5 726 645	

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

2021/2022. (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	0,63	43	60	37	48	31	39	72	274	59	58	-	59	63	-	-	73
2. Amount of mark-up	11	0,69	467	516	339	528	405	390	544	685	360	397	-	360	475	-	-	149
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	12	1,32	510	576	376	576	436	429	616	959	419	455	-	419	538	-	-	222

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 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 2022 (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	28 924		25 273		8 106		4 051	
Variable cost component of direct costs to be distributed	92 847		159 333		35 929		49 549	
Fixed cost component of direct costs	86 772		75 818		24 318		12 152	
Fixed cost component of direct costs to be distributed	206 002		353 515		79 716		109 935	
Supply part cost component of direct cost		86 006		84 101		31 770		1 944
Supply part cost component of direct cost to be distributed		16 700		28 658		6 462		8 912
Indirect costs	87 156	21 593	129 078	23 707	31 131	8 038	36 937	2 282
Total cost	501 702	124 299	743 017	136 466	179 201	46 270	212 624	13 139

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

Costs in 2022 (thousand HUF)	Use of origin/destination stations by passenger 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	-		-		-	
Variable cost component of direct costs to be distributed	15 161		3		-	
Fixed cost component of direct costs	-		-		-	
Fixed cost component of direct costs to be distributed	64 814		14		-	
Supply part cost component of direct cost		31 273		49		-
Supply part cost component of direct cost to be distributed		6 628		1		-
Indirect costs	16 814	7 968	4	11	-	-
Total cost	96 790	45 869	21	62	-	-

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

Costs in 2022 (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	230 589		14 236		1 824	
Variable cost component of direct costs to be distributed	43 750		10 035		453	
Fixed cost component of direct costs	313 292		12 511		1 883	
Fixed cost component of direct costs to be distributed	95 467		21 899		988	
Supply part cost component of direct cost		-		-		-
Supply part cost component of direct cost to be distributed		7 673		1 760		79
Indirect costs	143 618	1 613	12 338	370	1 082	17
Total cost	826 716	9 287	71 019	2 130	6 230	96

Performance indicator relating to the charge

Table 9 : Use of stations - performance

Performance in 2022	Category I.	Category II.	Category III.	Category IV.
Use of stations by passenger trains for stopping performance / use of stations for stopping	239 694	411 332	92 754	127 915
Use of origin/destination stations by passenger trains performance / use of origin/destination stations	31 710	7		
Use of stations by freight trains performance / use of stations	15 734	3 609	163	

Determination of the amount to be paid

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

2021/2022. (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	508	449	475	419	478	478	
2. Amount of charge of supply part	519	332	499	103	1 447	8 977	
3. Amount of mark-up	1 585	1 357	1 457	1 243	2 574	2 575	
4. Amount of discount	-	-	-	-	-	-	
5. Amount of state contribution	-	-	-	-	-	-	
Amount to be paid (1 + 2 + 3 - 4 - 5)	2 612	2 138	2 431	1 765	4 499	12 030	-

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

2021/2022. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount of charge of access part	17 436	6 725	13 979
2. Amount of charge of supply part	590	590	590
3. Amount of mark-up	35 108	12 953	24 275
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	53 134	20 268	38 844

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 2022 (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	5 401		2 387		2 712	
Variable cost component of direct costs to be distributed	82		104		1 195	
Fixed cost component of direct costs	3 601		1 592		1 808	
Fixed cost component of direct costs to be distributed	350		446		5 110	
Supply part cost component of direct cost		2 150		2 655		66 356
Supply part cost component of direct cost to be distributed		36		46		523
Indirect costs	1 983	460	952	568	2 276	14 061
Total cost	11 418	2 645	5 482	3 269	13 102	80 939

Performance indicator relating to the charge

Table 13 : Other complex supplementary services - performance

Performance in 2022	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
Storage of vehicles performance / vehicle/day	77 142		
Use of wagon weigh bridges performance/vehicle		1 966	
Use of refuelling facilities performance/ litre			2 500 000

Determination of the amount to be paid

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

2021/2022. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount of charge of access part	71	1 268	2
2. Amount of charge of supply part	34	1 663	32
3. Amount of mark-up	77	1 521	4
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	182	4 452	38

4.2.3 Shunting services

Costs taken into account when determining the charge

Table 15 : Shunting services - summing-up of costs

Costs in 2022 (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
Supply part cost component of direct cost	108	135 217	610 877	699 561	188	28 978	312 689	373 600
Supply part cost component of direct cost to be distributed	0	477	2 156	2 469	1	102	1 103	1 318
Indirect cost	23	28 529	128 887	147 599	40	6 114	65 973	78 825
Total cost	131	164 223	741 920	849 628	228	35 195	379 766	453 743

Performance indicator relating to the charge

Table 16 : Shunting services - performance

Performance in 2022	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	5	7 183						
Availability of shunting staff performance/ person/hour			63 178	68 255				
Ensuring of traction unit performance/ vehicle/hour					2	579		
Availability of traction unit performance/ vehicle/hour							15 695	18 104

Determination of the amount to be paid

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

2021/2022. (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	24 507	22 862	11 743	12 448	114 199	60 759	24 197	25 063
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	24 507	22 862	11 743	12 448	114 199	60 759	24 197	25 063

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 2022 (thousand HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation
Supply part cost component of direct cost	741 864	1 034	55 778
Supply part cost component of direct cost to be distributed	-	-	197
Indirect cost	-	-	11 768
Total cost	741 864	1 034	67 743

Performance indicator relating to the charge

Table 19 : Other supply part of supplementary services - performance

Performance in 2022	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation
Ensuring of fuel for traction performance/litre	2 500 000		
Ensuring of water for water supply performance / m3		1 920	
Train preparation performance / person/hour			6 689

Determination of the amount to be paid

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

2021/2022. (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	297	539	10 127
3. Amount of mark-up	-	-	-
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	297	539	10 127

4.3 ADDITIONAL SERVICES

Costs taken into account when determining the charge

Table 21 : Additional Services - summing-up of costs

Costs in 2022 (thousand HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity
Direct cost	1 222 218	310 733	103 578	31 073	403 953
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	1 222 218	310 733	103 578	31 073	403 953

Costs in 2022 (thousand HUF)	Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity
Direct cost	57 255	14 556	4 852	1 456	18 923
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	57 255	14 556	4 852	1 456	18 923

Performance indicator relating to the charge

Table 22 : Additional Services - performance

Performance in 2022	Transmitted traction current	System-use	Network loss of transmitted traction current	Energy tax	Funds under the Act on Electricity
Ensuring of traction current / kWh	67 808 686	67 808 686	67 808 686	67 808 686	67 808 686
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

2021/2022. (HUF)	Ensuring of traction current				
	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	18,0	4,6	1,5	0,5	6,0
2. Amount of mark-up					
3. Amount of discount					
4. Amount of state contribution					
Amount to be paid (1 + 2 - 3 - 4)	18,0	4,6	1,5	0,5	6,0

2021/2022. (HUF)	Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
	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	18,0	4,6	1,5	0,5	6,0
2. Amount of mark-up					
3. Amount of discount					
4. Amount of state contribution					
Amount to be paid (1 + 2 - 3 - 4)	18,0	4,6	1,5	0,5	6,0

4.4 ANCILLARY SERVICES

Costs taken into account when determining the charge

Table 24 : Ancillary services - summing-up of costs

Costs in 2022 (thousand HUF)	Technical inspection of railway vehicles	Ticketing and reckoning activity
Direct cost	408 804	2 095
Direct costs to be distributed	1 443	7
Indirect cost	86 252	442
Total cost	496 498	2 544

Performance indicator relating to the charge

Table 25 : Ancillary services - performance

Performance in 2022	Technical inspection of railway vehicles	Ticketing and reckoning activity
Technical inspection of railway vehicles performance / train	47 253	
Ticketing and reckoning activity performance / ticket		32 994

Determination of the amount to be paid

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

2021/2022. (HUF)	Technical inspection of railway vehicles	Ticketing and reckoning activity
1. Amount of charge of supply part	10 507	77
2. Amount of mark-up		
3. Amount of discount		
4. Amount of state contribution		
Amount to be paid (1 + 2 - 3 - 4)	10 507	77

5 Annexes

- Annex 1: All direct costs, direct costs to be distributed and indirect costs of GYSEV Zrt for 2022 broken down to services
- Annex 2: Data from the updated business plan of GYSEV Zrt for 2019 and 2022
- Annex 3: Performance indicators of GYSEV Zrt for 2019 and 2022
- Annex 4: In-kind performances of GYSEV Zrt for 2019 and 2022
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2021/2022 timetable year

Annex 1: All direct costs, direct costs to be distributed and indirect costs of GYSEV Zrt for 2022 broken down to services

Services	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total cost (thousand HUF)
Ensuring of train path	62 621	3 263	13 852	79 736
Running of trains				
Gross ton proportionate part	2 022 222	280 683	484 175	2 787 080
Train km proportionate part				
Passenger train				
track section category I	1 345 552	775 224	445 884	2 566 660
track section category II	86 428	-	18 171	104 599
track section category III	62 412	-	13 122	75 534
Locomotive train				
track section category I	76 304	49 369	26 422	152 095
track section category II	410	-	86	497
track section category III	7	-	2	9
Standard freight train				
track section category I	288 917	149 778	92 234	530 929
track section category II	963	-	203	1 166
track section category III	6	-	1	7
Special freight train - Single wagon load				
track section category I	11 245	2 488	2 887	16 621
track section category II	-	-	-	-
track section category III	6	-	1	7
Special freight train - Corridor freight train				
track section category I	25 754	13 102	8 169	47 024
track section category II	-	-	-	-
track section category III	-	-	-	-
Use of catenary	1 048 567	3 700	221 235	1 273 502
Use of stations by passenger trains for stopping				
I. station category	201 702	315 549	108 750	626 001
II. station category	185 192	541 506	152 785	879 483
III. station category	64 195	122 108	39 169	225 472
IV. station category	18 147	168 395	39 220	225 763
Use of origin/destination stations by passenger trains				
I. station category	31 273	86 603	24 783	142 659
II. station category	49	19	14	82
Use of stations by freight trains				
I. station category	543 881	146 890	145 231	836 002
II. station category	26 747	33 694	12 708	73 149
III. station category	3 707	1 520	1 099	6 326
Storage of vehicles	11 152	468	2 443	14 063
Use of wagon weigh bridges (scales)	6 634	596	1 520	8 751
Use of refuelling facilities	70 876	6 828	16 337	94 041
Ensuring of shunting staff for passenger trains	108	0	23	131
Ensuring of shunting staff freight and locomotive trains	135 217	477	28 529	164 223
Availability of shunting staff for passenger trains	610 877	2 156	128 887	741 920
Availability of shunting staff freight and locomotive trains	699 561	2 469	147 599	849 628
Ensuring of traction unit for passenger trains	188	1	40	228
Ensuring of traction unit for freight and locomotive trains	28 978	102	6 114	35 195
Availability of traction unit for passenger trains	312 689	1 103	65 973	379 766
Availability of traction unit for freight and locomotive trains	373 600	1 318	78 825	453 743
Ensuring of fuel for traction	741 864	-	-	741 864
Ensuring of water for water supply	1 034	-	-	1 034
Train preparation	55 778	197	11 768	67 743
Ensuring of traction current				
Transmitted traction current	1 222 218	-	-	1 222 218
System-use	310 733	-	-	310 733
Network loss of transmitted traction current	103 578	-	-	103 578
Energy tax	31 073	-	-	31 073
Funds under the Act on Electricity	403 953	-	-	403 953
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
Transmitted traction current	57 255	-	-	57 255
System-use	14 556	-	-	14 556
Network loss of transmitted traction current	4 852	-	-	4 852
Energy tax	1 456	-	-	1 456
Funds under the Act on Electricity	18 923	-	-	18 923
Technical inspection of railway vehicles	408 804	1 443	86 252	496 498
Ticketing and reckoning activity	2 095	7	442	2 544
Total	11 734 364	2 711 057	2 424 956	16 870 377

Annex 2: Data from the updated business plan of GYSEV Zrt for 2019 and 2022

Business plan (thousand Ft)	2019	[2019] Cost in charges	2021/2022	[2021/2022] Cost in charges
Net domestic sales	9 665 851	55 159	10 081 604	62 719
Net external sales	296 060			
I. NET SALES REVENUE	9 961 911	55 159	10 081 604	62 719
II. OWN PERFORMANCE CAPITALIZED	303 209	220 667	915 291	915 291
III. OTHER INCOME	7 719 541	7 659 509	2 344 543	6 480
.....of which State compensation	4 891 633	4 891 633	-	-
Cost of raw materials and consumables	3 266 924	3 192 035	3 886 495	3 845 783
Cost of services	5 125 327	4 982 333	5 972 732	5 773 023
Cost of other service activities	95 833	95 833	91 199	91 199
Cost of goods sold	438 364	433 962	407 316	407 316
Cost of services sold (intermediated)	607 860	524 297	669 544	669 544
IV. MATERIAL COSTS	9 534 308	9 228 460	11 027 286	10 786 865
Wages and salaries	3 978 926	3 840 887	4 832 899	4 807 588
Other employee benefits	576 787	562 566	762 783	759 337
Contributions on wages and salaries	905 659	878 451	1 064 313	1 058 937
V. STAFF COSTS	5 461 371	5 281 904	6 659 994	6 625 862
VI. DEPRECIATION	2 672 100	273 363	2 680 355	342 292
VII. OTHER OPERATING CHARGES	320 427	320 427	100 208	100 208
A. OPERATING (TRADING) PROFIT	- 3 546	- 7 168 820	- 7 126 406	- 16 870 737
INCOME FROM FINANCIAL TRANSACTIONS	27 946	27 946	6 000	6 000
.....of which receivable interest and similar income				
EXPENSES ON FINANCIAL TRANSACTIONS	24 120	24 120	7 938	7 938
.....of which payable interest and similar income	-	-	1 938	1 938
B. PROFIT OR LOSS FROM FINANCIAL TRANSACTIONS	3 825	3 825	- 1 938	- 1 938
PROFIT BEFORE TAX	279	- 7 164 995	- 7 128 344	- 16 872 675
TAX PAYABLE	-	-	-	-
PROFIT AFTER TAX	279	- 7 164 995	- 7 128 344	- 16 872 675

Annex 3: Performance indicators of GYSEV Zrt for 2019 and 2022

Services				2019	2021/2022	Measure unit
Ensuring of train path				6 758 829	6 663 118	train km
Running of trains	Gross ton km proportionate part			2 312 673 304	2 107 934 360	gross ton km
	Train km proportionate part	Total		6 758 829	6 663 118	train km
		Passenger trains	Total	5 277 354	5 410 992	train km
			I.	4 888 655	5 028 394	train km
			II.	181 222	181 503	train km
			III.	207 477	201 095	train km
		Locomotive trains	Total	328 156	265 054	train km
			I.	326 795	263 894	train km
			II.	1 275	1 140	train km
			III.	87	21	train km
		Standard freight trains	Total	1 007 974	863 063	train km
			I.	1 006 841	861 830	train km
			II.	1 133	1 215	train km
			III.	0	18	train km
		Special freight trains - Single wagon load	Total	38 002	36 572	train km
			I.	37 968	36 554	train km
			II.	0	0	train km
			III.	35	18	train km
		Special freight trains - Corridor freight trains	Total	107 342	87 437	train km
			I.	107 342	87 437	train km
			II.	0	0	train km
	III.		0	0	train km	
Use of catenary				5 862 961	5 726 645	electric train km
Use of stations by passenger trains for stopping	Total			855 276	871 695	use of stations
	Station category I			225 940	239 694	use of stations
	Station category II			422 478	411 332	use of stations
	Station category III			109 191	92 754	use of stations
	Station category IV			97 667	127 915	use of stations
Use of origin/destination stations by passenger trains	Total			34 731	31 717	use of stations
	Station category I			33 977	31 710	use of stations
	Station category II			754	7	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	Total			22 058	19 506	use of stations
	Station category I			17 405	15 734	use of stations
	Station category II			4 403	3 609	use of stations
	Station category III			250	163	use of stations
Storage of vehicles				75 322	77 142	vehicle/day
Use of wagon weigh bridges (scales)				1 748	1 966	vehicle(pcs)
Use of refuelling facilities				2 882 439	2 500 000	litre
Ensuring of shunting staff for passenger trains				14	5	person/hour
Ensuring of shunting staff freight and locomotive trains				7 193	7 183	person/hour
Availability of shunting staff for passenger trains				69 042	63 178	person/hour
Availability of shunting staff freight and locomotive trains				68 055	68 255	person/hour
Ensuring of traction unit for passenger trains				0	2	vehicle/hour
Ensuring of traction unit for freight and locomotive trains				734	579	vehicle/hour
Availability of traction unit for passenger trains				16 427	15 695	vehicle/hour
Availability of traction unit for freight and locomotive trains				18 723	18 104	vehicle/hour
Ensuring of fuel for traction				2 882 439	2 500 000	litre
Ensuring of water for water supply				1 920	1 920	m3
Train preparation				6 847	6 689	person/hour
Ensuring of traction current				68 235 935	67 808 686	kWh
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				2 849 522	3 176 537	kWh
Technical inspection of railway vehicles				47 452	47 253	train
Ticketing and reckoning activity				38 392	32 994	ticket

Annex 4: In-kind performances of GYSEV Zrt for 2019 and 2022

Denomination of in-kind performances	2019	2021/2022
Number of use of track routes by departing trains	182 703	181 822
Number of use of track routes by through trains	1 811 456	1 778 400
Passenger trains	1 353 938	1 392 639
track section category I	1 353 938	1 392 639
track section category II	-	
track section category III	-	
Locomotive trains	109 828	88 688
track section category I	109 828	88 688
track section category II		
track section category III		
Standard freight trains	314 158	269 067
track section category I	314 158	269 067
track section category II		
track section category III		
Special freight trains - Single wagon load	4 638	4 470
track section category I	4 638	4 470
track section category II		
track section category III		
Special freight trains - Corridor freight trains	28 894	23 536
track section category I	28 894	23 536
track section category II		
track section category III		
Number of use of track routes by passenger trains for stopping	855 276	871 695
station of category I	225 940	239 694
station of category II	422 478	411 332
station of category III	109 191	92 754
station of category IV	97 667	127 915
Number of use of track routes by passenger trains for reversing direction	104 193	95 150
station of category I	101 931	95 130
station of category II	2 262	21
station of category III	-	-
station of category IV		
Number of use of track routes by freight trains	154 406	136 540
station of category I	121 835	110 137
station of category II	30 821	25 264
station of category III	1 750	1 140
Number of use of track routes for access to refuelling facilities	8 647	7 500
Number of use of track routes for access to wagon weigh bridges	583	655
Number of use of track routes for storage of vehicles	502	514

Annex 5/a: Summing-up table of network access charges of GYSEV for the 2021/2022 timetable period (HUF)

Services	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	11	-	-	12
Running of trains						
Gross ton proportionate part	0,63	-	0,69	-	-	1,32
Train km proportionate part						
Passenger trains						
track section category I	43	-	467	-	-	510
track section category II	60	-	516	-	-	576
track section category III	37	-	339	-	-	376
Locomotive trains						
track section category I	48	-	528	-	-	576
track section category II	31	-	405	-	-	436
track section category III	39	-	390	-	-	429
Standard freight trains						
track section category I	72	-	544	-	-	616
track section category II	274	-	685	-	-	959
track section category III	59	-	360	-	-	419
Special freight trains - Single wagon load						
track section category I	58	-	397	-	-	455
track section category II	-	-	-	-	-	-
track section category III	59	-	360	-	-	419
Special freight trains - Corridor freight train						
track section category I	63	-	475	-	-	538
track section category II	-	-	-	-	-	-
track section category III	-	-	-	-	-	-
Use of catenary	73	-	149	-	-	222
Use of stations by passenger trains for stopping						
I. station category	508	519	1 585	-	-	2 612
II. station category	449	332	1 357	-	-	2 138
III. station category	475	499	1 457	-	-	2 431
IV. station category	419	103	1 243	-	-	1 765
Use of origin/destination stations by passenger trains						
I. station category	478	1 447	2 574	-	-	4 499
II. station category	478	8 977	2 575	-	-	12 030
III. station category	-	-	-	-	-	-
IV. station category	-	-	-	-	-	-
Use of stations by freight trains						
I. station category	17 436	590	35 108	-	-	53 134
II. station category	6 725	590	12 953	-	-	20 268
III. station category	13 979	590	24 275	-	-	38 844
Storage of vehicles	71	34	77	-	-	182
Use of wagon weigh bridges (scales)	1 268	1 663	1 521	-	-	4 452
Use of refuelling facilities	2	32	4	-	-	38
Ensuring of shunting staff for passenger trains	-	24 507	-	-	-	24 507
Ensuring of shunting staff freight and locomotive trains	-	22 862	-	-	-	22 862
Availability of shunting staff for passenger trains	-	11 743	-	-	-	11 743
Availability of shunting staff freight and locomotive trains	-	12 448	-	-	-	12 448
Ensuring of traction unit for passenger trains	-	114 199	-	-	-	114 199
Ensuring of traction unit for freight and locomotive trains	-	60 759	-	-	-	60 759
Availability of traction unit for passenger trains	-	24 197	-	-	-	24 197
Availability of traction unit for freight and locomotive trains	-	25 063	-	-	-	25 063
Ensuring of fuel for traction	-	297	-	-	-	297
Ensuring of water for water supply	-	539	-	-	-	539
Train preparation	-	10 127	-	-	-	10 127
Ensuring of traction current						
Transmitted traction current	-	18,0	-	-	-	18,0
System-use	-	4,6	-	-	-	4,6
Network loss of transmitted traction current	-	1,5	-	-	-	1,5
Energy tax	-	0,5	-	-	-	0,5
Funds under the Act on Electricity	-	6,0	-	-	-	6,0
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted electric energy used for other than traction purposes	-	18,0	-	-	-	18,0
System-use	-	4,6	-	-	-	4,6
Network loss of transmitted electric energy used for other than traction purposes	-	1,5	-	-	-	1,5
Energy tax	-	0,5	-	-	-	0,5
Funds under the Act on Electricity	-	6,0	-	-	-	6,0
Technical inspection of railway vehicles	-	10 507	-	-	-	10 507
Ticketing and reckoning activity	-	77	-	-	-	77

Annex 5/b: Summing-up table of network access charges of GYSEV Zrt for the 2021/2022 timetable period (HUF) broken down by Network Statement

Services	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	11	12
Running of trains			
Gross ton proportionate part	0,63	0,69	1,32
Train km proportionate part			
Passenger trains			
track section category I	43	467	510
track section category II	60	516	576
track section category III	37	339	376
Locomotive trains			
track section category I	48	528	576
track section category II	31	405	436
track section category III	39	390	429
Standard freight trains			
track section category I	72	544	616
track section category II	274	685	959
track section category III	59	360	419
Special freight trains - Single wagon load			
track section category I	58	397	455
track section category II	-	-	-
track section category III	59	360	419
Special freight trains - Corridor freight train			
track section category I	63	475	538
track section category II	-	-	-
track section category III	-	-	-
Use of catenary	73	149	222
Use of stations by passenger trains for stopping			
I. station category	1 027	1 585	2 612
II. station category	781	1 357	2 138
III. station category	974	1 457	2 431
IV. station category	522	1 243	1 765
Use of origin/destination stations by passenger trains			
I. station category	1 925	2 574	4 499
II. station category	9 455	2 575	12 030
III. station category	-	-	-
IV. station category	-	-	-
Use of stations by freight trains			
I. station category	18 026	35 108	53 134
II. station category	7 315	12 953	20 268
III. station category	14 569	24 275	38 844
Storage of vehicles	105	77	182
Use of wagon weigh bridges (scales)	2 931	1 521	4 452
Use of refuelling facilities	34	4	38
Ensuring of shunting staff for passenger trains	24 507	-	24 507
Ensuring of shunting staff freight and locomotive trains	22 862	-	22 862
Availability of shunting staff for passenger trains	11 743	-	11 743
Availability of shunting staff freight and locomotive trains	12 448	-	12 448
Ensuring of traction unit for passenger trains	114 199	-	114 199
Ensuring of traction unit for freight and locomotive trains	60 759	-	60 759
Availability of traction unit for passenger trains	24 197	-	24 197
Availability of traction unit for freight and locomotive trains	25 063	-	25 063
Ensuring of fuel for traction	297	-	297
Ensuring of water for water supply	539	-	539
Train preparation	10 127	-	10 127
Ensuring of traction current			
Transmitted traction current	18,0	-	18,0
System-use	4,6	-	4,6
Network loss of transmitted traction current	1,5	-	1,5
Energy tax	0,5	-	0,5
Funds under the Act on Electricity	6,0	-	6,0
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted electric energy used for other than traction purposes	18,0	-	18,0
System-use	4,6	-	4,6
Network loss of transmitted electric energy used for other than traction purposes	1,5	-	1,5
Energy tax	0,5	-	0,5
Funds under the Act on Electricity	6,0	-	6,0
Technical inspection of railway vehicles	10 507	-	10 507
Ticketing and reckoning activity	77	-	77