

For the timetable period of 2024/2025

Charging Document (CD)

of

GYSEV ZRT

Modification No. ~~4~~2.

EFFECTIVE: FROM 24:00 OF 14 DECEMBER 2024 TILL 24:00 OF 13 DECEMBER 2025

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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: VPE Rail Capacity Allocation Nonprofit Ltd. (hereinafter VPE) as charging body as regards the network access charges to be applied by Infrastructure Managers to the open access railway network.

In accordance with provisions set out in § 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 5 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 2024/2025 timetable period in the Network Statement relevant to the given timetable year.

~~Provisions of this CD shall be taken into consideration for the timetable period beginning on 24:00 of 14 December of 2024. The provisions of CD modification No. 2 shall be considered as follows:~~

- ~~- valid: 21 May 2024~~
- ~~- valid date of changed amounts payable: 20 August 2024~~
- ~~- effective 15 December 2024~~

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

2.3.1 Modification No. 1 of the CD

Until the date of publication Network Statement 2024/2025, the Infrastructure Manager did not send the notification, about the amount and use of state contribution.

On 05 March 2024 GYSEV Zrt. sent to VPE a letter No G-002787/2024, which contains the amount of state contribution of 2024/2025 timetable period. Accordingly, the cost base of the related network access charges could be reduced by HUF 11,4 billion. ~~See section 3.8 for more details.~~

2.3.2 Modification No. 2 of the CD

On 19 April 2024 GYSEV Zrt. sent to VPE a letter No G-005216/2024, in which it indicated that it became necessary to amend the network access charges announced by Modification No. 3 of the Network Statement of 2024/2025, as the Ministry of Construction and Transport amended the premises to be taken into account in the calculation of network access tariffs for the 2024/2025 scheduling year in registration number KÖFÁT/1082-5/2024/VIF. See section 3.8 for more details.

On this basis VPE carried out a review of network access charges.

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 2024/2025. 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 base'. 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 2024/2025. 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 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 2024/2025. 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 2024/2025. 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	19 143 403	72,30%
Direct costs to be distributed	3 858 447	14,57%
Indirect costs	3 476 948	13,13%
Total cost	26 478 797	100,00%

Basic service	thousand HUF	%
Variable costs	2 581 938	25,63%
Fixed costs	5 616 784	55,75%
Indirect costs	1 875 796	18,62%
Total cost	10 074 517	100,00%

Supplementary services	thousand HUF	%
Variable costs	1 119 307	11,99%
Fixed costs	2 067 883	22,16%
Supply part of costs	4 654 907	49,88%
Indirect costs	1 490 634	15,97%
Total cost	9 332 731	100,00%

Additional services	thousand HUF	%
Direct costs	6 477 980	100,00%
Direct costs to be distributed	0	0,00%
Indirect costs	0	0,00%
Total cost	6 477 980	100,00%

Ancillary services	thousand HUF	%
Direct costs	479 503	80,78%
Direct costs to be distributed	3 547	0,60%
Indirect costs	110 518	18,62%
Total cost	593 568	100,00%

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

	thousand HUF	%
Basic services	10 074 517	38,05%
Supplementary services	9 332 731	35,25%
Additional services	6 477 980	24,46%
Ancillary services	593 568	2,24%
Total cost	26 478 797	100,00%

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 2025 should be the basis of the fee calculation. Business plan of GYSEV Zrt for 2025 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 2022. and the 2025. timetable year available.

Values of performance indicators of GYSEV Zrt for the 2022. and the 2025. 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 2025. 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 2022. and for the 2025. 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 contribution do not cover the entire amount of eligible 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 § 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

Based on the letter No. G-0027875216/2024 sent by GYSEV, the amount of state contribution that can be taken into account in the charging process is as follows:

- regarding basic services: HUF 5,8646,013 bn
- regarding supplementary services: HUF 5,5364,211 bn

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

- The mass amount of ~~rail~~ network access charges resulting from basic and supplementary services, ~~taken without energy-type services~~ of GYSEV Zrt. in timetable period 2024/2025 ~~should be equal to the mass amount~~ to be paid for the passenger and freight transport sector which determined to timetable period 2023/2024 ~~wich which performance data in mind, (the possible decreasing change in performance can be compensated by the change of unit price).~~ if performance remains unchanged, the 2023 HCSO consumer price index should increase by 17.6%.

- Due to the effect of the state contribution network access charges for timetable period 2024/2025 should not be reduced compared for any service to timetable period 2023/2024 unless this is required by law, ministerial provision other regulatory documents or cost conditions.

- Ensuring of electric energy and fuel used for traction current should not receive financial support as well as ensuring of electric energy and fuel used for other than traction purposes.

- ~~As in the case of timetable period 2023/2024, in order to meet the transport policy objectives related to competitiveness of railways, the amounts to be paid those freight trains which run on international corridor route ('corridor freight trains') in accordance with Regulation 913/2010/EU shall be reduced by the aggregate revenue from basic and supplementary services to be varied according to the indexation of freight transport services. As in the case of timetable period 2023/2024, in order to meet the transport policy objectives related to competitiveness of railways, the state contribution in the amounts to be paid for the running of concerned freight trains (both train km and gross ton km proportionate part of the service) shall be reduced lower than the amount paid by the freight sector other transport charges: by the aggregate revenue from basic and supplementary services to be varied according to the indexation of freight transport services~~

o those freight trains which run on international corridor route ('corridor freight trains') in accordance with Regulation 913/2010/EU.

- ~~During the data supply t~~The effects of changes of station's category have been taken into account. Railway companies bear the benefits, ~~and disadvantages~~ that result from the change of category due to changes in technical parameters.

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 2024/2025 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 2022. The result of the analysis is summarized in the following table.

Market segment	Result of the analysis
Combined transport	Due to the insufficient data provision the analysis could not to be carried out.
Direct trains	Due to the insufficient data provision the analysis could not to be carried out.
Block trains	The segment is not relevant for investigation, as its pair of segments is the individual car segment (Article 9 (4) of NFM decree 58/2015 (IX. 30.)). The single wagon load trains segment receives targeted state contribution during the period of the support program (2021-2025), as specified in Government Decision No. 1414/2020 (VII.16). During the period of the support program, it is not considered a relevant segment to be investigated.
Single wagon load trains	The segment is not relevant for investigation, the single wagon load trains segment receives targeted state contribution during the period of the support program (2021-2025), as specified in Government Decision No. 1414/2020 (VII.16). During the period of the support program, it is not considered a relevant segment to be investigated.
Public service passenger trains	Due to the insufficient data provision the analysis could not to be carried out.
Other passenger trains	Due to the insufficient data provision the analysis could not to 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:

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

Complex supplementary services:

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

Supply part of supplementary service, additional and ancillary service:

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

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

Basic services and access part of supplementary services:

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

Complex supplementary services:

fixed cost component of direct costs related to access part of
service + fixed cost component of direct costs related to be
distributed related to access part of service + indirect costs of
access part of service

= mark-up

performance relating to the service

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

Volume of state contribution broken down to services

= state
contribution

performance of services

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 2024/2025 timetable period, the Infrastructure Manager has stated that compared to the data for the 2023/2024 timetable period the performance data that was taken into account in the calculation of the ETCS fee has not changed to such an extent that would affect the calculation of the ETCS fee.

The following ETCS fees shall be introduced for the 2024/2025 timetable period:

ETCS bonus fee: 20 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

Table 3: Basic services - summing-up of costs

Costs in 2025 (thousand HUF)	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			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.	
Variable cost component of direct costs	7 084	1 484 880	240 725	10 848	8 467	22 480	53	1	63 957	135	2	1 749	-	-	419 065
Variable cost component of direct costs to be	-	198 156	97 630	268	-	7 572	-	-	18 434	5	-	427	-	-	-
Fixed cost component of direct costs	63 759	1 028 691	1 911 938	72 812	57 018	183 190	493	8	301 650	700	15	8 249	-	-	616 997
Fixed cost component of direct costs to be di	5 846	126 778	966 574	2 652	-	74 969	-	-	182 503	45	-	4 230	-	-	7 665
Indirect costs	17 546	649 425	735 991	19 809	14 982	65 940	125	2	129 621	202	4	3 353	-	-	238 795
Total cost	94 236	3 487 929	3 952 858	106 389	80 467	354 151	672	11	696 165	1 087	21	18 008	-	-	1 282 522

Among the direct costs of train path insurance, the cost of VPE was determined individually. The cost of the VPE is shared between the two infrastructure managers in proportion to their direct costs, without taking into account the costs of energy-type services.

Outlook of VPE's 2025 business plan:

Revenue:	850 000 000
To be arranged in post-calculation:	- 53 102 936
Eligible revenue in 2025:	796 897 064
Operating expenses:	1 126 661 000
Budgetary support required:	294 941 000
In ensuring of train path service, the amount can be claimed from the railway market:	796 897 064
Out of this, the VPSZ commission fee for the GYSEV network:	23 906 912

Post-calculation in the 2024/2025 charging year:

OKSZ 2022 costs (not used for VPSZ purposes):	- 253 102 936
VPSZ 2023 commission fee legislative change:	200 000 000
Total to be arranged in post-calculation:	-53 102 936

Performance indicator relating to the charge

Table 4: Basic services - performance

Performance in 2025	Ensuring of train path	Ensuring of train path	Running of trains												Use of catenary
			Train km proportionate part												
			Passenger trains			Locomotive trains			Standard freight trains			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.	
Ensuring of train path performance / train km	7 209 654														
Gross ton km performance / gross ton km		2 011 155 283													
Train km performance / train km			5 603 558	206 521	195 444	317 710	1 314	35	858 769	1 205	38	25 061	-	-	
Use of catenary performance / electric train km														5 945 587	

Determination of the amount to be paid

Table 5: Basic services - determination of the amount to be paid

2024/2025. (HUF)	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			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.	
1. Amount of charge of access part	1	0,84	60	54	43	95	40	26	96	115	50	87	-	-	70
2. Amount of mark-up	12	0,89	646	461	369	1 020	471	299	715	787	512	632	-	-	146
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	2	1,45	396	235	197	805	231	110	412	603	363	396	-	-	128
Amount to be paid (1 + 2 - 3 + 4)	11	0,28	310	280	215	310	280	215	399	299	199	323	-	-	88
2024/2025. (HUF)	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			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.	
1. Amount of charge of access part	1	0,84	60	54	43	95	40	26	96	115	50	87	-	-	70
2. Amount of mark-up	12	0,89	646	461	369	1 020	471	299	714	787	512	632	-	-	145
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	0	1,40	341	186	159	750	182	72	341	550	328	339	-	-	112
Amount to be paid (1 + 2 - 3 + 4)	13*	0,33*	365*	329*	253*	365*	329*	253*	469*	352*	234*	380*	-	-	103*

*Valid: 20 August 2024

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 2025 (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	43 456		51 270		14 985		2 070	
Variable cost component of direct costs to be distributed	179 145		311 829		92 925		9 377	
Fixed cost component of direct costs	130 367		153 810		44 955		6 211	
Fixed cost component of direct costs to be distributed	343 838		598 500		178 353		17 997	
Supply part cost component of direct cost		115 015		114 019		40 693		2 566
Supply part cost component of direct cost to be distributed		24 033		41 833		12 466		1 258
Indirect costs	159 423	31 813	255 196	35 658	75 780	12 162	8 157	875
Total cost	856 229	170 862	1 370 605	191 509	406 997	65 321	43 812	4 699

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

Costs in 2025 (thousand HUF)	Use of origin/destination stations by passenger trains							
	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			-		-		-	
Variable cost component of direct costs to be distributed	15 394		8		-		-	
Fixed cost component of direct costs					-		-	
Fixed cost component of direct costs to be distributed	69 305		37		-		-	
Supply part cost component of direct cost		30 580		20		-		-
Supply part cost component of direct cost to be distributed		6 455		3		-		-
Indirect costs	19 378	8 473	10	5	-	-	-	-
Total cost	104 077	45 508	55	29	-	-	-	-

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

Costs in 2025 (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	263 980		36 272		706	
Variable cost component of direct costs to be distributed	54 017		21 033		71	
Fixed cost component of direct costs	333 817		26 282		570	
Fixed cost component of direct costs to be distributed	101 760		39 623		135	
Supply part cost component of direct cost		-		-		-
Supply part cost component of direct cost to be distributed		7 028		2 737		9
Indirect costs	172 411	1 608	28 189	626	339	2
Total cost	925 986	8 636	151 399	3 363	1 821	11

Performance indicator relating to the charge

Table 9 : Use of stations - performance

Performance in 2025	Category I.	Category II.	Category III.	Category IV.
Use of stations by passenger trains for stopping performance / use of stations for stopping	293 501	510 882	152 243	15 362
Use of origin / destination stations by passenger trains / use of origin / destination stations	26 277	14		
Use of stations by freight trains performance / use of stations	12 262	4 774	16	

Determination of the amount to be paid

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

2024/2025. (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.	Category IV.
1. Amount charge of access part	758	711	709	745	586	586		
2. Amount of charge of supply part	302	375	429	306	1 732	2 067		
3. Amount of mark-up	2 159	1 972	1 964	2 107	3 375	3 375		
4. Amount of discount	-	-	-	-	-	-		
5. Amount of state contribution	1 439	1 310	1 554	1 765	2 203	3 028		
Amount to be paid (1 + 2 + 3 - 4 - 5)	2 060	1 748	1 548	1 393	3 490	3 000	-	-
2024/2025. (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.	Category IV.
1. Amount charge of access part	758	711	709	745	586	586		
2. Amount of charge of supply part	582	375	429	306	1 732	2 067		
3. Amount of mark-up	2 160	1 972	1 965	2 107	3 375	3 374		
4. Amount of discount	-	-	-	-	-	-		
5. Amount of state contribution	1 077	998	1 279	1 520	1 588	2 499		
Amount to be paid (1 + 2 + 3 - 4 - 5)	2423*	2060*	1824*	1638*	4104*	3528*	-	-

*Valid: 20 August 2024

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

2024/2025. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount charge of access part	25 934	12 002	47 908
2. Amount of charge of supply part	704	704	704
3. Amount of mark-up	49 583	19 709	64 328
4. Amount of discount	-	-	-
5. Amount of state contribution	71 221	28 415	109 940
Amount to be paid (1 + 2 + 3 - 4 - 5)	5 000	4 000	3 000
2024/2025. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount charge of access part	25 934	12 002	47 908
2. Amount of charge of supply part	704	704	704
3. Amount of mark-up	49 583	19 708	64 328
4. Amount of discount	-	-	-
5. Amount of state contribution	70 341	27 710	109 407
Amount to be paid (1 + 2 + 3 - 4 - 5)	5880*	4704*	3533*

*Valid: 20 August 2024

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 2025 (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	10 850		2 495		7 562	
Variable cost component of direct costs to be distributed	133		153		1 576	
Fixed cost component of direct costs	7 233		1 663		5 041	
Fixed cost component of direct costs to be distributed	600		691		7 095	
Supply part cost component of direct cost		1 843		3 013		71 364
Supply part cost component of direct cost to be distributed		56		64		661
Indirect costs	4 305	434	1 145	704	4 867	16 479
Total cost	23 121	2 333	6 147	3 782	26 141	88 504

Performance indicator relating to the charge

Table 13 : Other complex supplementary services - performance

Performance in 2025	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
Storage of vehicles performance / vehicle / day	102 340		
Use of wagon weigh bridges performance / vehicle		2 358	
Use of refuelling facilities performance / litre			2 690 000

Determination of the amount to be paid

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

2024/2025. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount charge of access part	107	1 123	3
2. Amount of charge of supply part	23	1 604	33
3. Amount of mark-up	119	1 484	7
4. Amount of discount	-	-	-
5. Amount of state contribution	67	1 146	5
Amount to be paid (1 + 2 + 3 - 4 - 5)	182	3 065	38

2024/2025. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount charge of access part	107	1 123	3
2. Amount of charge of supply part	23	1 604	33
3. Amount of mark-up	119	1 483	7
4. Amount of discount	-	-	-
5. Amount of state contribution	35	606	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	214*	3604*	43*

*Valid: 20 August 2024

4.2.3 Shunting services

Costs taken into account when determining the charge

Table 15 : Shunting services - summing-up of costs

Costs in 2025 (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	818	151 235	960 826	1 029 652	73	10 131	298 044	299 532
Supply part cost component of direct cost to be distributed	6	1 119	7 108	7 617	1	75	2 205	2 216
Indirect costs	189	34 857	221 455	237 318	17	2 335	68 694	69 037
Total cost	1 012	187 211	1 189 388	1 274 587	90	12 541	368 943	370 786

Performance indicator relating to the charge

Table 16 : Shunting services - performance

Performance in 2025	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	20	3 697						
Availability of shunting staff performance / person / hour			60 358	55 464				
Ensuring of traction unit performance / vehicle / hour					3	171		
Availability of traction unit performance / vehicle / hour							15 022	15 878

Determination of the amount to be paid

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

2024/2025. (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 charge of access part	-	-	-	-	-	-	-	-
2. Amount of charge of supply part	50 477	50 643	19 706	22 981	31 009	73 338	24 560	23 353
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	40 677	45 343	14 412	18 981	6 943	49 272	5 184	5 153
Amount to be paid (1 + 2 + 3 - 4 - 5)	9 800	5 300	5 294	4 000	24 066	24 066	19 376	18 200
2024/2025. (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 charge of access part	-	-	-	-	-	-	-	-
2. Amount of charge of supply part	50 476	50 643	19 706	22 980	31 009	73 338	24 560	23 353
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	38 951	44 410	13 480	18 276	2 707	45 036	1 774	1 950
Amount to be paid (1 + 2 + 3 - 4 - 5)	11525*	6233*	6226*	4704*	28302*	28302*	22786*	21403*

*Valid: 20 August 2024

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 2025 (thousand HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation	Staff ensured for weighing
Supply part cost component of direct cost	1 325 901	933	80 980	120
Supply part cost component of direct cost to be distributed	-	-	599	1
Indirect cost	-	-	18 665	27
Total cost	1 325 901	933	100 244	148

Performance indicator relating to the charge

Table 19 : Other supply part of supplementary services - performance

Performance in 2025	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation	Staff ensured for weighing
Ensuring of fuel for traction performance / litre	2 690 000			
Ensuring of water for water supply performance / m3		1 920		
Train preparation performance / person / hour			6 164	
Staff ensured for weighing performance / vehicle				42

Determination of the amount to be paid

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

2024/2025. (HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation	Staff ensured for weighing
1. Amount charge of access part	-	-	-	-
2. Amount of charge of supply part	493	486	16 263	3 513
3. Amount of mark-up	-	-	-	-
4. Amount of discount	-	-	-	-
5. Amount of state contribution	-	-	11 523	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	493	486	4 740	3 513
2024/2025. (HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation	Staff ensured for weighing
1. Amount charge of access part	-	-	-	-
2. Amount of charge of supply part	493	486	16 263	3 513
3. Amount of mark-up	-	-	-	-
4. Amount of discount	-	-	-	-
5. Amount of state contribution	-	-	10 689	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	493	486	5574*	3 513

*Valid: 20 August 2024

4.3 ADDITIONAL SERVICES

Costs taken into account when determining the charge

Table 21 : Additional services - summing-up of costs

Costs in 2025 (thousand HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Excise tax	Funds under the Act on Electricity
Direct cost	4 745 518	1 123 938	249 764	12 488	112 394
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	4 745 518	1 123 938	249 764	12 488	112 394

Costs in 2025 (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	Excise tax	Funds under the Act on Electricity
Direct cost	177 747	42 098	9 355	468	4 210
Direct costs to be distributed	-	-	-	-	-
Indirect cost	-	-	-	-	-
Total cost	177 747	42 098	9 355	468	4 210

Performance indicator relating to the charge

Table 22 : Additional services - performance

Performance in 2025	Ensuring of traction current	Ensuring of electric energy used for other the traction purposes (preheating, precooling)
Ensuring of traction current performance / kWh	62 210 842	
Amount of transmitted electric energy used for other than traction purposes performance / kWh		2 330 158

Determination of the amount to be paid

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

2024/2025. (HUF)	Ensuring of traction current				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Excise tax	Funds under the Act on Electricity
1. Amount of charge of supply part	76,3	18,1	4,0	0,2	1,8
2. Amount of mark-up					
3. Amount of discount					
4. Amount of state contribution					
Amount to be paid (1 + 2 - 3 - 4)	76,3	18,1	4,0	0,2	1,8

2024/2025. (HUF)	Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
	Transmitted traction current	System-use	Network loss of transmitted traction current	Excise tax	Funds under the Act on Electricity
1. Amount of charge of supply part	76,3	18,1	4,0	0,2	1,8
2. Amount of mark-up					
3. Amount of discount					
4. Amount of state contribution					
Amount to be paid (1 + 2 - 3 - 4)	76,3	18,1	4,0	0,2	1,8

4.4 ANCILLARY SERVICES

Costs taken into account when determining the charge

Table 24 : Ancillary services - summing-up of costs

Costs in 2025 (thousand HUF)	Technical inspection of railway vehicles	Ticketing and reckoning activity
Direct cost	478 344	1 160
Direct costs to be distributed	3 539	9
Indirect cost	110 250	267
Total cost	592 133	1 435

Performance indicator relating to the charge

Table 25 : Ancillary services - performance

Performance in 2025	Technical inspection of railway vehicles	Ticketing and reckoning activity
Technical inspection of railway vehicles performance / train	40 742	
Ticketing and reckoning activity performance / ticket		6 000

Determination of the amount to be paid

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

2024/2025. (HUF)	Technical inspection of railway vehicles	Ticketing and reckoning activity
1. Amount of charge of supply part	14 534	239
2. Amount of mark-up		
3. Amount of discount		
4. Amount of state contribution		
Amount to be paid (1 + 2 - 3 - 4)	14 534	239

5 Annexes

- Annex 1: All direct costs, direct costs to be distributed and indirect costs of GYSEV Zrt for 2025 broken down to services
- Annex 2: Data from the updated business plan of GYSEV Zrt for 2022 and 2025
- Annex 3: Performance indicators of GYSEV Zrt for 2022 and 2025
- Annex 4: In-kind performances of GYSEV Zrt for 2022 and 2025
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for 2024/2025
- Annex 6: Summing-up table of the state contribution in services for the timetable period 2024/2025 for GYSEV Zrt.
- Annex 7: Letters, regarding state contribution in timetable period 2024/2025
- Annex 8: Letters related to the modification, regarding the state contribution in timetable period 2024/2025

Annex 1: All direct costs, direct costs to be distributed and indirect costs of GYSEV Zrt for 2025 broken down to services

Services 2024/2025	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total costs (thousand HUF)
Ensuring of train parth	70 843	5 846	17 546	94 236
Running of trains				
Gross ton proportionate part	2 513 571	324 934	649 425	3 487 929
Train km proportionate part				
Passenger train				
track section category I	2 152 663	1 064 204	735 991	3 952 858
track section category II	83 660	2 920	19 809	106 389
track section category III	65 485	-	14 982	80 467
Locomotive train				
track section category I	205 670	82 542	65 940	354 151
track section category II	547	-	125	672
track section category III	9	-	2	11
Standard freight train				
track section category I	365 608	200 937	129 621	696 165
track section category II	835	50	202	1 087
track section category III	17	-	4	21
Special freight train - Corridor freight train				
track section category I	9 997	4 658	3 353	18 008
track section category II	-	-	-	-
track section category III	-	-	-	-
Use of catenary	1 036 062	7 665	238 795	1 282 522
Use of stations by passenger trains for stopping				
I. station category	288 838	547 016	191 236	1 027 091
II. station category	319 099	952 162	290 853	1 562 114
III. station category	100 633	283 744	87 942	472 319
IV. station category	10 848	28 631	9 032	48 511
Use of origin / destination stations by passenger trains				
I. station category	30 580	91 154	27 852	149 585
II. station category	20	49	16	84
Use of stations by freight trains				
I. station category	597 797	162 806	174 019	934 623
II. station category	62 554	63 392	28 815	154 761
III. station category	1 276	215	341	1 832
Storage of vehicles	19 926	789	4 739	25 454
Use of wagon weigh bridges (scales)	7 171	909	1 849	9 929
Use of refuelling facilities	83 968	9 331	21 346	114 645
Ensuring of shunting staff for passenger trains	818	6	189	1 012
Ensuring of shunting staff for freight and locomotive trains	151 235	1 119	34 857	187 211
Availability of shunting staff for passenger trains	960 826	7 108	221 455	1 189 388
Availability of shunting staff for freight and locomotive trains	1 029 652	7 617	237 318	1 274 587
Ensuring of traction unit for passenger trains	73	1	17	90
Ensuring of traction unit for freight and locomotive trains	10 131	75	2 335	12 541
Availability of traction unit for passenger trains	298 044	2 205	68 694	368 943
Availability of traction unit for freight and locomotive trains	299 532	2 216	69 037	370 786
Ensuring of fuel for traction	1 325 901	-	-	1 325 901
Ensuring of water for water supply	933	-	-	933
Train preparation	80 980	599	18 665	100 244
Staff ensured for weighing	120	1	27	148
Ensuring of traction current				
Transmitted traction current	4 745 518	-	-	4 745 518
System-use	1 123 938	-	-	1 123 938
Network loss of transmitted traticion current	249 764	-	-	249 764
Excise tax	12 488	-	-	12 488
Funds under the Act on Electricity	112 394	-	-	112 394
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				
Transmitted traction current	177 747	-	-	177 747
System-use	42 098	-	-	42 098
Network loss of transmitted traction current	9 355	-	-	9 355
Excise tax	468	-	-	468
Funds under the Act on Electricity	4 210	-	-	4 210
Technical inspection of railway vehicles	478 344	3 539	110 250	592 133
Ticketing and reckoning activity	1 160	9	267	1 435
Total	19 143 403	3 858 447	3 476 948	26 478 797

Annex 2: Data from the business plan of GYSEV Zrt for 2022 and 2025

Business plan (thousand HUF)	2022 Full costs	[2022] Cost in charges	2024/2025 Full costs	[2024/2025] Cost in charges
Net domestic sales	11 456 485	63 405	15 424 146	53 225
Net external sales	527 725			
I. NET SALES REVENUE	11 984 211	63 405	15 424 146	53 225
II. OWN PERFORMANCE CAPITALIZED	942 904	735 711	405 400	405 400
III. OTHER INCOME	10 767 151	10 369 001	14 071 395	9 240
.....of which State compensation	6 760 254	6 760 254	11 432 906	
Cost of raw materials and consumables	4 950 226	11 146 673	8 082 325	15 203 827
Cost of services	6 446 408		7 289 587	
Cost of other service activities	88 440		101 124	
Cost of goods sold	833 466	833 403	842 859	842 859
Cost of services sold (intermediated)	1 007 954	901 557	1 666 032	1 659 720
IV. MATERIAL COSTS	13 326 494	12 881 633	17 981 927	17 706 406
Wages and salaries	5 197 121	5 035 189	7 023 003	6 997 692
Other employee benefits	682 562	665 672	834 609	831 163
Contributions on wages and salaries	774 171	753 374	1 059 186	1 053 810
V. STAFF COSTS	6 653 853	6 454 234	8 916 798	8 882 665
VI. DEPRECIATION	2 940 339	240 297	2 987 059	357 810
OTHER OPERATING CHARGES	436 777	436 777	15 158	15 158
A. OPERATING (TRADING) PROFIT	336 803	- 8 844 824	0	- 26 494 174
INCOME FROM FINANCIAL TRANSACTIONS	55 808	55 808	6 000	6 000
.....of which receivable interest and similar income				
EXPENSES ON FINANCIAL TRANSACTIONS	39 658	39 658	6 000	6 000
.....of which payable interest and similar income				
B. PROFIT OR LOSS FROM FINANCIAL TRANSACTIONS	16 150	16 150	-	-
PROFIT BEFORE TAX	352 952	- 8 828 675	0	- 26 494 174
RAY PAYABLE				
PROFIT AFTER TAX	352 952	- 8 828 675	0	- 26 494 174

Annex 3: Performance indicators of GYSEV Zrt for 2022 and 2025

Services				2022	2024/2025	Measure unit
Ensuring of train path				7 210 008	7 209 654	train km
Running of trains	Gross ton km proportionate part			2 369 461 740	2 011 155 283	gross ton km
	Train km proportionate part	Total		7 210 008	7 209 654	train km
		Passenger trains	Total	5 743 971	6 005 523	train km
			I.	5 352 100	5 603 558	train km
			II.	188 975	206 521	train km
			III.	202 896	195 444	train km
		Locomotive trains	Total	345 473	319 059	train km
			I.	343 884	317 710	train km
			II.	1 537	1 314	train km
			III.	52	35	train km
		Standard freight trains	Total	1 090 538	860 011	train km
			I.	1 089 036	858 769	train km
			II.	1 501	1 205	train km
			III.	1	38	train km
		Special freight trains - Corridor freight trains	Total	30 025	25 061	train km
			I.	30 025	25 061	train km
			II.	0	0	train km
			III.	0	0	train km
Use of catenary				6 099 978	5 945 587	electric train km
Use of stations by passenger trains for stopping	Total			915 587	971 987	use of stations
	Station category I			262 408	293 501	use of stations
	Station category II			455 903	510 882	use of stations
	Station category III			100 524	152 243	use of stations
	Station category IV			96 752	15 362	use of stations
Use of origin / destination stations by passenger trains	Total			30 973	26 291	use of stations
	Station category I			30 935	26 277	use of stations
	Station category II			38	14	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			19 602	17 053	use of stations
	Station category I			14 369	12 262	use of stations
	Station category II			5 225	4 774	use of stations
	Station category III			8	16	use of stations
Storage of vehicles				88 392	102 340	vehicles/day
Use of wagon weigh bridges (scales)				1 763	2 358	vehicles (pcs)
Use of refuellig facilities				2 763 399	2 690 000	litre
Ensuring of shunting staff for passenger trains				385	20	person/hour
Ensuring of shunting staff for freight and locomotive trains				3 372	3 697	person/hour
Availability of shunting staff for passenger trains				61 652	60 358	person/hour
Availability of shunting staff for freight and locomotive trains				62 298	55 464	person/hour
Ensuring of traction unit for passenger trains				2	3	vehicles/hour
Ensuring of traction unit for freight and locomotive trains				167	171	vehicles/hour
Availability of traction unit for passenger trains				15 701	15 022	vehicles/hour
Availability of traction unit for freight and locomotive trains				15 919	15 878	vehicles/hour
Ensuring of fuel for traction				2 763 399	2 690 000	litre
Ensuring of water for water supply				1 920	1 920	m3
Train preparation				6 968	6 164	person/hour
Staff ensured for weighing				0	42	vehicle (pcs)
Ensuring of traction current				67 512 813	62 210 842	kWh
Ensuring of electric energy used for other than traction purposes (preheating, precooling)				2 788 985	2 330 158	kWh
Technical inspection of railway vehicles				42 468	40 742	train km
Ticketing and reckoning activity				17 867	6 000	ticket

Annex 4: In-kind performances of GYSEV Zrt for 2022 and 2025

Denomination of in-kind performances	2022	2024/2025
Number of use of track routes by departing trains	194 491	198 647
Number of use of track routes by through trains	1 820 194	1 802 098
Number of use of track routes by passenger trains, locomotive trains, standard freight trains	1 812 774	1 795 905
Passenger trains	1 355 080	1 418 909
track section category I	1 351 528	1 415 027
track section category II	3 552	3 882
track section category III	-	-
Locomotive trains	118 794	109 752
track section category I	118 794	109 752
track section category II	-	-
track section category III	-	-
Standard freight trains	338 900	267 244
track section category I	338 818	267 178
track section category II	82	66
track section category III	-	-
Special freight trains - Corridor freight trains	7 420	6 193
track section category I	7 420	6 193
track section category II	-	-
track section category III	-	-
Number of use of track routes by passenger trains for stopping	915 587	971 987
track section category I	262 408	293 501
track section category II	455 903	510 882
track section category III	100 524	152 243
track section category IV	96 752	15 362
Number of use of track routes by passenger trains for reversing direction	92 919	78 873
track section category I	92 805	78 831
track section category II	114	42
track section category III	-	-
track section category IV	-	-
Number of use of track routes by freight trains	137 214	119 369
track section category I	100 583	85 834
track section category II	36 575	33 421
track section category III	56	114
Number of use of track routes for access to refuelling facilities	8 290	8 070
Number of use of track routes for access to wagon weigh bridges	588	786
Number of use of track routes for storages of vehicles	589	682

Annex 5/a: Summing-up table of network access charges of GYSEV for the 2024/2025 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	-	12	-	2	11
Running of trains						
Gross ton proportionate part	0,84	-	0,89	-	1,45	0,28
Train km proportionate part						
Passenger trains						
track section category I	60	-	646	-	396	310
track section category II	54	-	461	-	235	280
track section category III	43	-	369	-	197	215
Locomotive trains						
track section category I	95	-	1 020	-	805	310
track section category II	40	-	471	-	231	280
track section category III	26	-	299	-	110	215
Standard freight trains						
track section category I	96	-	715	-	412	399
track section category II	115	-	787	-	603	299
track section category III	50	-	512	-	363	199
Special freight trains - Corridor freight trains						
track section category I	87	-	632	-	396	323
track section category II	-	-	-	-	-	-
track section category III	-	-	-	-	-	-
Use of catenary	70	-	146	-	128	88
Use of stations by passenger trains for stopping						
I. station category	758	582	2 159	-	1 439	2 060
II. station category	711	375	1 972	-	1 310	1 748
III. station category	709	429	1 964	-	1 554	1 548
IV. station category	745	306	2 107	-	1 765	1 393
Use of origin / destination stations by passenger trains						
I. station category	586	1 732	3 375	-	2 203	3 490
II. station category	586	2 067	3 375	-	3 028	3 000
III. station category	-	-	-	-	-	-
IV. station category	-	-	-	-	-	-
Use of stations by freight trains						
I. station category	25 934	704	49 583	-	71 221	5 000
II. station category	12 002	704	19 709	-	28 415	4 000
III. station category	47 908	704	64 328	-	109 940	3 000
Storage of vehicles	107	23	119	-	67	182
Use of wagon weigh bridges (scales)	1 123	1 604	1 484	-	1 146	3 065
Use of refuelling facilities	3	33	7	-	5	38
Ensuring of shunting staff for passenger trains	-	50 477	-	-	40 677	9 800
Ensuring of shunting staff for freight and locomotive trains	-	50 643	-	-	45 343	5 300
Availability of shunting staff for passenger trains	-	19 706	-	-	14 412	5 294
Availability of shunting staff for freight and locomotive trains	-	22 981	-	-	18 981	4 000
Ensuring of traction unit for passenger trains	-	31 009	-	-	6 943	24 066
Ensuring of traction unit for freight and locomotive trains	-	73 338	-	-	49 272	24 066
Availability of traction unit for passenger trains	-	24 560	-	-	5 184	19 376
Availability of traction unit for freight and locomotive trains	-	23 353	-	-	5 153	18 200
Ensuring of fuel for traction	-	493	-	-	-	493
Ensuring of water for water supply	-	486	-	-	-	486
Train preparation	-	16 263	-	-	11 523	4 740
Staff ensured for weighing	-	3 513	-	-	-	3 513
Ensuring of traction current						
Transmitted traction current	-	76,3	-	-	-	76,3
System-use	-	18,1	-	-	-	18,1
Network loss of transmitted traction current	-	4,0	-	-	-	4,0
Excise tax	-	0,2	-	-	-	0,2
Funds under the Act on Electricity	-	1,8	-	-	-	1,8
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted traction current	-	76,3	-	-	-	76,3
System-use	-	18,1	-	-	-	18,1
Network loss of transmitted traction current	-	4,0	-	-	-	4,0
Excise tax	-	0,2	-	-	-	0,2
Funds under the Act on Electricity	-	1,8	-	-	-	1,8
Technical inspection of railway vehicles	-	14 534	-	-	-	14 534
Ticketing and reckoning activity	-	239	-	-	-	239

Services	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	12	-	0	13*
Running of trains						
Gross ton proportionate part	0,84	-	0,89	-	1,40	0,33*
Train km proportionate part						
Passenger trains						
track section category I	60	-	646	-	341	365*
track section category II	54	-	461	-	186	329*
track section category III	43	-	369	-	159	253*
Locomotive trains						
track section category I	95	-	1 020	-	750	365*
track section category II	40	-	471	-	182	329*
track section category III	26	-	299	-	72	253*
Standard freight trains						
track section category I	96	-	714	-	341	469*
track section category II	115	-	787	-	550	352*
track section category III	50	-	512	-	328	234*
Special freight trains - Corridor freight trains						
track section category I	87	-	632	-	339	380*
track section category II	-	-	-	-	-	-
track section category III	-	-	-	-	-	-
Use of catenary	70	-	145	-	112	103*
Use of stations by passenger trains for stopping						
I. station category	758	582	2 160	-	1 077	2423*
II. station category	711	375	1 972	-	998	2060*
III. station category	709	429	1 965	-	1 279	1824*
IV. station category	745	306	2 107	-	1 520	1638*
Use of origin / destination stations by passenger trains						
I. station category	586	1 732	3 375	-	1 588	4104*
II. station category	586	2 067	3 374	-	2 499	3528*
III. station category	-	-	-	-	-	-
IV. station category	-	-	-	-	-	-
Use of stations by freight trains						
I. station category	25 934	704	49 583	-	70 341	5880*
II. station category	12 002	704	19 708	-	27 710	4704*
III. station category	47 908	704	64 328	-	109 407	3533*
Storage of vehicles	107	23	119	-	35	214*
Use of wagon weigh bridges (scales)	1 123	1 604	1 483	-	606	3604*
Use of refuelling facilities	3	33	7	-	-	43*
Ensuring of shunting staff for passenger trains	-	50 476	-	-	38 951	11525*
Ensuring of shunting staff for freight and locomotive trains	-	50 643	-	-	44 410	6233*
Availability of shunting staff for passenger trains	-	19 706	-	-	13 480	6226*
Availability of shunting staff for freight and locomotive trains	-	22 980	-	-	18 276	4704*
Ensuring of traction unit for passenger trains	-	31 009	-	-	2 707	28302*
Ensuring of traction unit for freight and locomotive trains	-	73 338	-	-	45 036	28302*
Availability of traction unit for passenger trains	-	24 560	-	-	1 774	22786*
Availability of traction unit for freight and locomotive trains	-	23 353	-	-	1 950	21403*
Ensuring of fuel for traction	-	493	-	-	-	493
Ensuring of water for water supply	-	486	-	-	-	486
Train preparation	-	16 263	-	-	10 689	5574*
Staff ensured for weighing	-	3 513	-	-	-	3 513
Ensuring of traction current						
Transmitted traction current	-	76,3	-	-	-	76,3
System-use	-	18,1	-	-	-	18,1
Network loss of transmitted traction current	-	4,0	-	-	-	4,0
Excise tax	-	0,2	-	-	-	0,2
Funds under the Act on Electricity	-	1,8	-	-	-	1,8
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted traction current	-	76,3	-	-	-	76,3
System-use	-	18,1	-	-	-	18,1
Network loss of transmitted traction current	-	4,0	-	-	-	4,0
Excise tax	-	0,2	-	-	-	0,2
Funds under the Act on Electricity	-	1,8	-	-	-	1,8
Technical inspection of railway vehicles	-	14 534	-	-	-	14 534
Ticketing and reckoning activity	-	239	-	-	-	239

*Valid: 20 August 2024

Annex 5/b: Summing-up table of network access charges of GYSEV Zrt for the 2024/2025 timetable period (HUF) broken down by Network Statement

Services	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	10	11
Running of trains			
Gross ton proportionate part	0,28	-	0,28
Train km proportionate part			
Passenger trains			
track section category I	60	250	310
track section category II	54	226	280
track section category III	43	172	215
Locomotive trains			
track section category I	95	215	310
track section category II	40	240	280
track section category III	26	189	215
Standard freight trains			
track section category I	96	303	399
track section category II	115	184	299
track section category III	50	149	199
Special freight trains - Corridor freight trains			
track section category I	87	236	323
track section category II	-	-	-
track section category III	-	-	-
Use of catenary	70	18	88
Use of stations by passenger trains for stopping			
I. station category	1 340	720	2 060
II. station category	1 086	662	1 748
III. station category	1 138	410	1 548
IV. station category	1 051	342	1 393
Use of origin / destination stations by passenger trains			
I. station category	2 318	1 172	3 490
II. station category	2 653	347	3 000
III. station category	-	-	-
IV. station category	-	-	-
Use of stations by freight trains			
I. station category	5 000	-	5 000
II. station category	4 000	-	4 000
III. station category	3 000	-	3 000
Storage of vehicles	130	52	182
Use of wagon weigh bridges (scales)	2 727	338	3 065
Use of refuelling facilities	36	2	38
Ensuring of shunting staff for passenger trains	9 800	-	9 800
Ensuring of shunting staff for freight and locomotive trains	5 300	-	5 300
Availability of shunting staff for passenger trains	5 294	-	5 294
Availability of shunting staff for freight and locomotive trains	4 000	-	4 000
Ensuring of traction unit for passenger trains	24 066	-	24 066
Ensuring of traction unit for freight and locomotive trains	24 066	-	24 066
Availability of traction unit for passenger trains	19 376	-	19 376
Availability of traction unit for freight and locomotive trains	18 200	-	18 200
Ensuring of fuel for traction	493	-	493
Ensuring of water for water supply	486	-	486
Train preparation	4 740	-	4 740
Staff ensured for weighing	3 513	-	3 513
Ensuring of traction current			
Transmitted traction current	76,3	-	76,3
System-use	18,1	-	18,1
Network loss of transmitted traction current	4,0	-	4,0
Excise tax	0,2	-	0,2
Funds under the Act on Electricity	1,8	-	1,8
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted traction current	76,3	-	76,3
System-use	18,1	-	18,1
Network loss of transmitted traction current	4,0	-	4,0
Excise tax	0,2	-	0,2
Funds under the Act on Electricity	1,8	-	1,8
Technical inspection of railway vehicles	14 534	-	14 534
Ticketing and reckoning activity	239	-	239

Services	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	12	13*
Running of trains			
Gross ton proportionate part	0,33	-	0,33*
Train km proportionate part			
Passenger trains			
track section category I	60	305	365*
track section category II	54	275	329*
track section category III	43	210	253*
Locomotive trains			
track section category I	95	270	365*
track section category II	40	289	329*
track section category III	26	227	253*
Standard freight trains			
track section category I	96	373	469*
track section category II	115	237	352*
track section category III	50	184	234*
Special freight trains - Corridor freight trains			
track section category I	87	293	380*
track section category II	-	-	-
track section category III	-	-	-
Use of catenary	70	33	103*
Use of stations by passenger trains for stopping			
I. station category	1 340	1 083	2423*
II. station category	1 086	974	2060*
III. station category	1 138	686	1824*
IV. station category	1 051	587	1638*
Use of origin / destination stations by passenger trains			
I. station category	2 318	1 786	4104*
II. station category	2 653	875	3528*
III. station category	-	-	-
IV. station category	-	-	-
Use of stations by freight trains			
I. station category	5 880	-	5880*
II. station category	4 704	-	4704*
III. station category	3 533	-	3533*
Storage of vehicles	130	84	214*
Use of wagon weigh bridges (scales)	2 727	877	3604*
Use of refuelling facilities	36	7	43*
Ensuring of shunting staff for passenger trains	11 525	-	11525*
Ensuring of shunting staff for freight and locomotive trains	6 233	-	6233*
Availability of shunting staff for passenger trains	6 226	-	6226*
Availability of shunting staff for freight and locomotive trains	4 704	-	4704*
Ensuring of traction unit for passenger trains	28 302	-	28302*
Ensuring of traction unit for freight and locomotive trains	28 302	-	28302*
Availability of traction unit for passenger trains	22 786	-	22786*
Availability of traction unit for freight and locomotive trains	21 403	-	21403*
Ensuring of fuel for traction	493	-	493
Ensuring of water for water supply	486	-	486
Train preparation	5 574	-	5574*
Staff ensured for weighing	3 513	-	3 513
Ensuring of traction current			
Transmitted traction current	76,3	-	76,3
System-use	18,1	-	18,1
Network loss of transmitted traction current	4,0	-	4,0
Excise tax	0,2	-	0,2
Funds under the Act on Electricity	1,8	-	1,8
Ensuring of electric energy used for other than traction purposes (preheating, precooling)			
Transmitted traction current	76,3	-	76,3
System-use	18,1	-	18,1
Network loss of transmitted traction current	4,0	-	4,0
Excise tax	0,2	-	0,2
Funds under the Act on Electricity	1,8	-	1,8
Technical inspection of railway vehicles	14 534	-	14 534
Ticketing and reckoning activity	239	-	239

***Valid: 20 August 2024**

Annex 6: Summing-up table of the state contribution in services for the timetable period 2024/2025 for GYSEV Zrt.

Services					Amount of state contribution (HUF)
Basic services	Ensuring of train path				14 930 300
	Running of trains	Gross ton proportionate part		2 925 810 000	
		Passenger trains	Track section I.	2 216 500 000	
			Track section II.	48 566 000	
			Track section III.	38 500 000	
		Locomotive trains	Track section I.	255 670 000	
			Track section II.	304 000	
			Track section III.	3 800	
		Standard freight trains	Track section I.	353 550 000	
			Track section II.	726 650	
			Track section III.	13 725	
	Special freight trains - Corridor freight trains	Track section I.	9 915 000		
Track section II.		0			
Track section III.		0			
Use of catenary				759 350 000	
	Use of stations by passenger trains for stopping	Station category I		422 458 000	
		Station category II		669 100 000	
		Station category III		236 650 000	
		Station category IV		27 112 000	
	Use of origin/destination stations by passenger trains	Station category I		57 880 000	
		Station category II		42 390	
		Station category III		0	
		Station category IV		0	
	Use of stations by freight trains	Station category I		873 313 000	
		Station category II		135 665 000	
Station category III		1 783 640			
Supplementary services	Storage of vehicles		6 830 000		
	Use of wagon weigh bridges (scales)		2 702 000		
	Use of refuelling facilities		12 426 000		
	Ensuring of shunting staff for passenger trains		815 859		
	Ensuring of shunting staff freight and locomotive trains		167 620 000		
	Availability of shunting staff for passenger trains		869 856 000		
	Availability of shunting staff freight and locomotive trains		1 052 740 000		
	Ensuring of traction unit for passenger trains		20 136		
	Ensuring of traction unit for freight and locomotive trains		8 425 500		
	Availability of traction unit for passenger trains		77 877 000		
	Availability of traction unit for freight and locomotive trains		81 816 000		
	Ensuring of fuel for traction		0		
	Ensuring of water for water supply		0		
	Train preparation		71 028 000		
Staff ensured for weighing		0			
Total (basic services + supplementary services)					11 400 000 000
Additional services	Ensuring of traction current	Transmitted traction current		0	
		System-use		0	
		Network loss of transmitted traction current		0	
		Excise tax		0	
		Funds under the Act on Electricity		0	
	Ensuring of electric energy used for other than traction purposes (preheating, precooling)	traction purposes		0	
		System-use		0	
		other than traction purposes		0	
		Excise tax		0	
		Funds under the Act on Electricity		0	
Ancillary services	Technical inspection of railway vehicles		0		
	Ticketing and reckoning activity		0		
Total (additional services + ancillary services)					0
TOTAL					11 400 000 000

Services						Amount of state contribution (HUF)
Basic services	Ensuring of train path					971 000
	Running of trains	Gross ton proportionate part	Train km proportionate part	Passenger trains	Track section I.	2 824 600 000
					Track section II.	1 910 024 830
					Track section III.	38 385 000
				Locomotive trains	Track section I.	31 051 000
					Track section II.	238 327 000
					Track section III.	239 000
			Standard freight trains	Track section I.	2 480	
				Track section II.	293 210 000	
				Track section III.	663 000	
				Special freight trains - Corridor freight trains	Track section I.	12 400
	Track section II.	8 488 000				
Track section III.	0					
Use of catenary					0	
Supplementary services	Use of stations by passenger trains for stopping	Station category I				667 225 000
		Station category II				316 067 000
		Station category III				509 922 000
		Station category IV				194 669 000
	Use of origin/destination stations by passenger trains	Station category I				23 345 000
		Station category II				41 737 000
		Station category III				34 990
		Station category IV				0
	Use of stations by freight trains	Station category I				0
		Station category II				862 522 000
		Station category III				132 302 000
	Storage of vehicles				1 775 000	
	Use of wagon weigh bridges (scales)				3 550 000	
	Use of refuelling facilities				1 430 000	
	Ensuring of shunting staff for passenger trains				0	
	Ensuring of shunting staff freight and locomotive trains				781 250	
	Availability of shunting staff for passenger trains				164 170 000	
	Availability of shunting staff freight and locomotive trains				813 615 000	
	Ensuring of traction unit for passenger trains				1 013 684 000	
	Ensuring of traction unit for freight and locomotive trains				7 850	
	Availability of traction unit for passenger trains				7 701 200	
Availability of traction unit for freight and locomotive trains				26 648 000		
Ensuring of fuel for traction				30 956 000		
Ensuring of water for water supply				0		
Train preparation				0		
Staff ensured for weighing				65 884 000		
				0		
Total (basic services + supplementary services)						10 224 000 000
Additional services	Ensuring of traction current	Transmitted traction current				0
		System-use				0
		Network loss of transmitted traction current				0
		Excise tax				0
		Funds under the Act on Electricity				0
	Ensuring of electric energy used for other than traction purposes (preheating, precooling)	traction purposes				0
		System-use				0
		other than traction purposes				0
		Excise tax				0
		Funds under the Act on Electricity				0
Ancillary services	Technical inspection of railway vehicles				0	
	Ticketing and reckoning activity				0	
Total (additional services + ancillary services)						0
TOTAL						10 224 000 000



Győr - Sopron - Ebenfurti Vasút

Zártkörűen Működő Részvénytársaság

anno 1872

Elektronikusan aláírta:
Béker Tibor



VPE Kft., VPSZ
Kondász Dóra VPSZ szervezet vezető részére
1054 Budapest, Szabadság tér 7.
2024/2025 menetrendi időszakra vonatkozó
állami költségterítés

Sopron, elektronikus aláírás napján
Ügyiratszám: G-002787/2024
Hivatkozási szám:
Ügyintéző: Bencsics József

Tisztelt VPSZ szervezet vezető Úrhölgy!

Az Építési és Közlekedési Minisztérium jelen levélhez csatolt KÖFÁT/1082-1/2024/VIF iktatószámú ügyiratában felhatalmazta a GYSEV Zrt-t, mint a pályahálózat működtetésre kötött szerződés szolgáltatóját, hogy a költségterítés díjszámítás során figyelembe veendő részét meghatározza. A hivatkozott ügyiratban megfogalmazott elvek figyelembevételével a GYSEV Zrt. a 2024/2025 menetrendi időszakra az állami szerepvállalás mértékét 11 400 millió Ft-ban határozza meg.

A hálózat-hozzáférési díjak meghatározása során a csatolt adatszolgáltatást, az állami szerepvállalás mértékeként pedig lehetőség szerint az alábbi összegeket szíveskedjen figyelembe venni.

Szolgáltatás megnevezése			Állami szerepvállalás (Ft)
Menetvonal biztosítás			14 930 300
Közlekedtetés - Bruttótonna kilométer alapú rész			2 925 810 000
Közlekedtetés - Vonatkilométer alapú rész	Személyvonat	I. kategória	2 216 500 000
		II. kategória	48 566 000
		III. kategória	38 500 000
	Mozdonyvonat	I. kategória	255 670 000
		II. kategória	304 000
		III. kategória	3 800
	Általános tehervonat	I. kategória	353 550 000
		II. kategória	726 650
		III. kategória	13 725
	Korridor tehervonat	I. kategória	9 915 000
		II. kategória	0
		III. kategória	0



Cg. 08-10-001787
Adószám: 10008676-2-08
Környezeti adószám: HU 10008676
KSH szám: 10008676-4910-11408

H-9400 Sopron, Mátyás király u. 19.
Postacím: H-9401 Sopron, Pf. 104.



Felsővezetési rendszerek használata		739 350 000
Személyszállító vonatok megállási célú állomáshasználata	I. kategória	422 458 000
	II. kategória	669 100 000
	III. kategória	236 650 000
	IV. kategória	27 112 000
Személyszállító vonatok kiinduló-/végállomás használata	I. kategória	57 880 000
	II. kategória	42 390
	III. kategória	0
	IV. kategória	0
Tehervonatok állomáshasználata	I. kategória	873 313 000
	II. kategória	135 665 000
	III. kategória	1 783 640
Járműtárolás		6 830 000
Vasúti járműmérleg használata		2 702 000
Üzemanyag vételező helyek használata		12 426 000
Tolatószemélyzet biztosítása személyszállító vonatok részére		815 859
Tolatószemélyzet biztosítása teher- és mozdonyvonatok számára		167 620 000
Tolatószemélyzet rendelkezésre állása személyszállító vonatok számára		869 856 000
Tolatószemélyzet rendelkezésre állása teher- és mozdonyvonatok számára		1 052 740 000
Vontatójármű biztosítása személyszállító vonatok számára		20 136
Vontatójármű biztosítása teher- és mozdonyvonatok számára		8 425 500
Vontatójármű rendelkezésre állása személyszállító vonatok számára		77 877 000
Vontatójármű rendelkezésre állása teher- és mozdonyvonatok számára		81 816 000
Vonat-előkészítés		71 028 000
Állami szerepvállalás összesen:		11 400 000 000 Ft

Üdvözléssel,

Ikker Tibor
Pályavasúti igazgató

MELLÉKLET:
KÖFAT/1082-1/2024/VTF
GYSEV 2024_25 Adatszolgáltatási tábla és kalkuláció_v



Cg. 08-10-001787
Adószám: 10008676-208
Köztisztviselői adószám: HU 10008676
KSH szám: 10008676-4910-11408

H-9400 Sopron, Mátyás király u. 19.
Postacím: H-9401 Sopron, Pf. 104.





ÉPÍTÉSI ÉS KÖZLEKEDÉSI MINISZTERIUM
KÖZLEKEDÉSÉRT FELELŐS ÁLLAMTITKÁR

Kövesdi Szilárd István vezérigazgató úr
részére

GYSEV Győr-Sopron-Ebenfurti Vasút Zrt.

Sopron
Mátyás király utca 19.
9400

KÖFÁT/1082-1/2024/VIF

Tisztelt Vezérigazgató Úr!

A Győr-Sopron-Ebenfurti Vasút Zrt. (továbbiakban GYSEV Zrt.) és a Magyar Állam között 2015. december 21-én létrejött, a vasúti pályahálózat működtetésre kötött 001267/2015 számú szerződés keretein belül a 2024/2025-ös menetrendi időszakra vonatkozóan az állami költségtérítés értékét 14 633 millió Ft-ban állapítom meg.

A fenti teljes költségtérítés csak a díjszámításnál alapul vett üzleti terv szerinti eredménykimutatásban feltüntetett indokolt költségek és ráfordítások mértékében vehető figyelembe a díjszámítás során. A költségtérítés fennmaradó részét a szinten tartó felújítási és beruházási munkák finanszírozására kell fordítani.

A fenti teljes költségtérítés díjszámítás során figyelembe veendő részének a 2022. évi tényadatok, a díjszámítás alapjául szolgáló 2025. évi üzleti terv szerinti eredménykimutatás és az alábbiakban meghatározott szempontok alapján történő meghatározására a GYSEV Zrt-t, mint a pályahálózat működtetésre kötött szerződés szolgáltatóját hatalmazom fel.

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

- A GYSEV Zrt. 2024/2025. évi energia nélkül vett alap- és járulékos szolgáltatásaiból származó bevétel értéke mind a személy-, mind az áru fuvarozási szektor vonatkozásában a 2023/2024. menetrendi évre vonatkozó

díjképzés során meghatározott fizetendő díjtömeggel egyezzen meg változatlan teljesítmény mellett (az esetleges csökkenő teljesítményváltozás egységárváltozással kompenzálható);

- Az állami költségtérítés hatásából adódóan a 2023/2024-es menetrendi időszakhoz képest a 2024/2025. évi fizetendő összegek ne csökkenjenek, kivéve, ha ez jogszabályból vagy e dokumentum előírásaiból, illetve a költségviszonyokból következik.
- A vontatási és nem vontatási célú villamos energia, illetve a vontatási és a nem vontatási célú üzemanyag biztosítása szolgáltatások ne részesüljenek támogatásban.
- A 2023/2024. menetrendi időszakhoz hasonlóan a vasút versenyképességével összefüggő közlekedéspolitikai célok érvényesítése érdekében az állami szerepvállalás felosztása során a 913/2010/EU rendelet szerinti korridorokon közlekedő, korridor vonatnemenben közlekedő tehervonatok („korridor vonatok”) közlekedtetéséért fizetendő összegét csökkentsék úgy, hogy az áru fuvarozási szektor által fizetendő alap- és járulékos szolgáltatásokból származó összesített bevétel az áru fuvarozási szolgáltatások indexálása szerint változzon.
- Az állomás átkategorizálásokról adódó változások várható hatásait is kérem figyelembe venni az adatszolgáltatás során. A műszaki paraméterek változásából adódó átkategorizálások terheit, illetve előnyeit a vállalkozó vasúti társaságok viseljék.

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

Budapest, 2024. január 11.

Tisztelettel:


Nagy Bálint



Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.



Győr - Sopron - Ebenfurti Vasút

Zártkörűen Működő Részvénytársaság

anno 1872

Elektronikusan aláírta:

Béker Tibor



VPE Kft., VPSZ
Kondász Dóra VPSZ szervezet vezető részére
vpe@vpe.hu
2024/2025 menetrendi időszakra vonatkozó
állami költségterítés módosítása

Sopron, elektronikus aláírás napján
Ügyiratszám: G-005216/2024
Hivatkozási szám:
Ügyintéző: Bencsics József

Tisztelt VPSZ szervezet vezető Úrhölgy!

Az Építési és Közlekedési Minisztérium jelen levélhez csatolt KÖFÁT/1082-5/2024/VIF iktatószámú ügyiratában módosította a 2024/2025 évi menetrendi évre vonatkozó hálózathozzáférsi díjkalkulációban az állami szerepvállalás felosztásánál figyelembe veendő premisszákat, emiatt szükségessé vált a 2024/2025 évi Hálózati Üzletszabályzat 3. sz. módosításával meghirdetett hálózathozzáférsi díjak módosítása. A Díjszámítási Dokumentum felülvizsgálata során az állami szerepvállalás mértékeként lehetőség szerint az alábbi összegeket, egyéb adatok (költségek, teljesítmények, naturáliák) tekintetében a mellékelt (a 2024. február 24-i adatszolgáltatásunkkal megegyező tartalmú) adatszolgáltatási táblát szíveskedjenek figyelembe venni.

Szolgáltatás megnevezése			Állami szerepvállalás (Ft)
Menetvonal biztosítás			971 000
Közlekedtetés - Bruttótonna kilométer alapú rész			2 824 600 000
Közlekedtetés - Vonatkilométer alapú rész	Személyvonat	I. kategória	1 910 024 830
		II. kategória	38 385 000
		III. kategória	31 051 000
	Mozdonyvonat	I. kategória	238 327 000
		II. kategória	239 000
		III. kategória	2 480
	Általános tehervonat	I. kategória	293 210 000
		II. kategória	663 000
		III. kategória	12 400
	Korridor tehervonat	I. kategória	8 488 000
		II. kategória	0
		III. kategória	0
Felsővezetéki rendszerek használata			667 225 000
Személyszállító vonatok megállási célú állomáshasználata	I. kategória	316 067 000	
	II. kategória	309 922 000	
	III. kategória	194 669 000	
	IV. kategória	23 345 000	



Cg. 08-10-001787
Adószám: 10008676-2-08
Köztisztviselői adószám: HU 10008676
KSH szám: 10008676-4910-11408

H-9400 Sopron, Mátyás király u. 19.
Postacím: H-9401 Sopron, Pf. 104.



Személyszállító vonatok kiinduló-/végállomás használat	I. kategória	41 737 000
	II. kategória	34 990
	III. kategória	0
	IV. kategória	0
Tehervonatok állomáshasználat	I. kategória	862 522 000
	II. kategória	132 302 000
	III. kategória	1 775 000
Járműtárolás		3 550 000
Vasúti járműmérés használat		1 430 000
Üzemanyag vételező helyek használat		0
Tolatószemélyzet biztosítása személyszállító vonatok részére		781 250
Tolatószemélyzet biztosítása teher- és mozdonyvonatok számára		164 170 000
Tolatószemélyzet rendelkezésre állása személyszállító vonatok számára		813 615 000
Tolatószemélyzet rendelkezésre állása teher- és mozdonyvonatok számára		1 013 684 000
Vontatójármű biztosítása személyszállító vonatok számára		7 850
Vontatójármű biztosítása teher- és mozdonyvonatok számára		7 701 200
Vontatójármű rendelkezésre állása személyszállító vonatok számára		26 648 000
Vontatójármű rendelkezésre állása teher- és mozdonyvonatok számára		30 956 000
Vonat-előkészítés		65 884 000
Személyzet biztosítása mérlegeléshez		0
Állami szerepvállalás összesen:		10 224 000 000 Ft

Kérem, hogy a díjak felülvizsgálatát úgy szíveskedjenek elvégezni, hogy az az éves menetvonalak kiutalásának időpontjában már érvényes legyen.

Üdvözlettel,

Iktler Tibor
Pályavasúti igazgató

MELLÉKLET:
KÖFAT/1082-5/2024/VIF
GYSEV 2024_25 Adatszolgáltatási tábla és kalkuláció_240418



Cg. 08-10-001787
Adószám: 10008676-2-08
Köztisztviselői adószám: HU 10008676
KSH szám: 10008676-4910-11408

H-9400 Sopron, Mátyás király u. 19.
Postacím: H-9401 Sopron, Pf. 104.





ÉPÍTÉSI ÉS KÖZLEKEDÉSI MINISZTERIUM
KÖZLEKEDÉSÉRT FELELŐS ÁLLAMTITKÁR

Kövesdi Szilárd István vezérigazgató úr
részére

GYSEV Győr-Sopron-Ebenfurti Vasút Zrt.

Sopron
Mátyás király utca 19.
9400

KÖFÁT/1082-5/2024/VIF

Tisztelt Vezérigazgató Úr!

Tájékoztatom, hogy a 2022. december 21-én kelt VIF/2589/2022-ÉKM számú levélben illetve a 2024. január 11-én kelt KÖFÁT/1082-1/2024/VIF számú levélben foglalt premisszákat az alábbiak szerint módosítom.

A 2024/2025. menetrendi évre vonatkozó hálózat-hozzáférési díjkalkulációs folyamat során a következőket szíveskedjék figyelembe venni:

- A GYSEV Zrt. 2024/2025. évi energia típusú szolgáltatások nélkül vett alap- és járulékos szolgáltatásaiból származó hálózat hozzáférési díj bevétel értéke a személyszállítási, illetve az áru fuvarozási szegmens vonatkozásában a 2023/2024. menetrendi évre vonatkozó díjképzés során meghatározott teljesítményadatok figyelembe vételével, változatlan teljesítmény esetén a 2023. évi KSH fogyasztóiár-index mértékével, azaz 17,6%-kal növekedjen.
- Az állami költségterítés hatásából adódóan a 2023/2024-es menetrendi évhez képest a 2024/2025. évi fizetendő összegek egyetlen szolgáltatás esetén se csökkenjenek, kivéve, ha ez jogszabályból vagy egyéb szabályozó dokumentum előírásaiból, illetve a költségviszonyokból következik.
- A vontatási és nem vontatási célú villamos energia, illetve a vontatási és a nem vontatási célú üzemanyag biztosítása szolgáltatások ne részesüljenek támogatásban.

- A 2023/2024. menetrendi évhez hasonlóan a vasút versenyképességével összefüggő közlekedéspolitikai célok érvényesítése érdekében az állami szerepvállalás felosztása során az alábbi érintett tehervonatok közlekedtetéséért (mind vonatkm, mind bruttótonnakm arányos rész) fizetendő összege legyen alacsonyabb, mint az áru fuvarozási szektor által fizetett egyéb közlekedtetési díj:
 - o a 913/2010/EU rendelet szerinti korridorokon közlekedő, korridor vonatnemben közlekedő tehervonatok („korridor vonatok”).
- Az állomás átkategorizálásból adódó változások várható hatásait is kérem figyelembe venni. A műszaki paraméterek változásából adódó átkategorizálások terheit a vállalkozó vasúti társaságok viseljék.

A 2023/2024. menetrendi évre vonatkozóan meghirdetett hálózat-hozzáférési díjak esetén kérem, hogy kezdeményezze a díjfelülvizsgálatot a hálózat hozzáférési díjakban bevonásra került és meghirdetett állami szerepvállalás átcsoportosítása érdekében, és a hálózat-hozzáférési díjak felülvizsgálatára vonatkozó jogszabályból eredő határidőket, valamint a szükséges díjkalkulációs folyamatot is figyelembe véve, az igénybe vehető szolgáltatások után fizetendő összegeket az alábbiak figyelembe vételével módosítsa:

1. A makrogazdasági környezetben bekövetkező negatív irányú változások, valamint az egyre nagyobb ütemben romló pályaaállapotokat is figyelembe véve, a GYSEV Zrt. részére a 2023/2024. menetrendi időszak díjképzési évében megállapított állami költségterítés összegének változatlanul hagyása mellett szükségessé válik a 2024. évi felújítási költségterítés arányának növelése, ezért a hálózat hozzáférési díjakba bevonásra került állami szerepvállalás mértékének csökkentéséről intézkedjen az alábbiak szerint:
 - 1.1. A 2023/2024. menetrendi évben az energia típusú szolgáltatásokon kívüli alap- és járulékos szolgáltatások vonatkozásában valamennyi, a Hálózati Üzletszabályzatban meghirdetett és érintett szolgáltatás után fizetendő összeg a 2022. évi KSH fogyasztóiár-index mértékével megegyezően, azaz 14,5%-kal emelkedjen a hatályos, jelen pontban érintett szolgáltatások után fizetendő összegekhez képest.
 - 1.2. Az érintett szolgáltatásra a díjképzés során ráosztott állami szerepvállalás mértékét ennek érdekében csökkenteni szükséges, melyet – az összeg nagyságrendjére is tekintettel – jelentős mértékűnek szükséges minősíteni és így az kötelező díjfelülvizsgálatot fog eredményezni.
 - 1.3. Az 1.1 pontban meghatározott díjteher emelkedésből származó többlet díjbevitel biztosítja a GYSEV Zrt. költségeinek ellentételezését, mellyel a pályaműködtetői szerződés szerint köteles elszámolni.

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

Budapest, 2024. április 16. „

Tisztelettel:


Nagy Bálint



Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.