

Valid: 21 May 2024

Valid date of changed amounts payable: 20 August 2024

Applicable: from 15 December 2024

Annex 5.2-2 Charging Document of GYSEV Zrt.

1. 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. 2.3.2 Basis of modification No. 2 of the CD

The following modifications were made:

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. 3.8 Amount of state contribution

The following modifications were made:

Based on the letter No. G-00~~2787~~5216/2024 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 ~~with 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.

Uncorrected text of referenced letter:

- The mass amount of network access charges resulting from basic and supplementary services, taken without energy-type services of GYSEV Zrt. in timetable period 2024/2025 to be paid for the passenger and freight transport sector which determined to timetable period 2023/2024 which performance data in mind, 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 for any service to timetable period 2023/2024 unless this is required by law, 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 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 lower than the amount paid by the freight sector other transport charges:

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

- The effects of changes of station's category have been taken into account. Railway companies bear the benefits that result from the change of category due to changes in technical parameters.

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

The following modifications were made:

2024/2025. (HUF)	Ensuring of train path	Circulation proportional part	Running of trains train not proportional part												Use of category
			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	446	461	369	1 020	471	269	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	299	299	199	323	-	-	88

2024/2025. (HUF)	Ensuring of train path	Circulation proportional part	Running of trains train not proportional part												Use of category
			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	446	461	369	1 020	471	269	714	787	512	632	-	-	145
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	0	1.40	348	186	159	750	182	72	341	550	328	329	-	-	112
Amount to be paid (1 + 2 - 3 + 4)	0*	0.23	348*	329	252	365*	329*	220*	469*	352*	236*	360*	-	-	107*

*Valid: 20 August 2024

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

The following modifications were made:

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	2 159	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

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

The following modifications were made:

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

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

The following modifications were made:

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

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

The following modifications were made:

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	30 477	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	34 066	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	30 476	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)	115 257	623 373	622 672	47 046	283 022	283 022	227 864	214 023

*Valid: 20 August 2024

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

The following modifications were made:

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

10. Annex 5/a: Summing-up table of network access charges of GYSEV for the 2024/2025 timetable period (HUF)

The following modifications were made:

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 category	70	-	546	-	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 refueling 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

11. 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

The following modifications were made:

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**

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

The following modifications were made:

Services					Amount of state contribution (HUF)
Basic services	Ensuring of train path				14 920 300
	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	
	Use of stations by freight trains	Station category I		873 313 000	
		Station category II		135 665 000	
		Station category III		1 782 640	
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				815 899
	Ensuring of shunting staff for freight and locomotive trains				167 620 000
	Availability of shunting staff for passenger trains				869 856 000
	Availability of shunting staff for 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 loss		0	
		Network loss of transmitted traction current		0	
		Excise tax		0	
	Ensuring of electric energy used for other than traction purposes (preheating, precooling)	Funds under the Act on Electricity		0	
		Traction purposes		0	
		System loss		0	
		Other than traction purposes		0	
Ancillary services	Technical inspection of railway vehicles				0
	Ticketing and reckoning activity				0
					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			2 824 600 000
		Train km proportionate part	Passenger trains	Track section I.	1 910 024 830
				Track section II.	38 385 000
				Track section III.	31 051 000
			Locomotive trains	Track section I.	238 327 000
				Track section II.	239 000
				Track section III.	2 480
			Standard freight trains	Track section I.	293 210 000
				Track section II.	663 000
Track section III.				12 400	
Special freight trains - Corridor freight trains	Track section I.	8 488 000			
	Track section II.	0			
	Track section III.	0			
Use of catenary				667 225 000	
Supplementary services	Use of stations by passenger trains for stopping	Station category I			316 067 000
		Station category II			509 922 000
		Station category III			194 669 000
		Station category IV			23 345 000
	Use of origin/destination stations by passenger trains	Station category I			41 737 000
		Station category II			34 990
		Station category III			0
		Station category IV			0
	Use of stations by freight trains	Station category I			862 522 000
		Station category II			132 302 000
		Station category III			1 775 000
	Storage of vehicles			3 550 000	
	Use of wagon weigh bridges (scales)			1 430 000	
	Use of refuelling facilities			0	
	Ensuring of shunting staff for passenger trains			781 250	
	Ensuring of shunting staff freight and locomotive trains			164 170 000	
	Availability of shunting staff for passenger trains			813 615 000	
	Availability of shunting staff freight and locomotive trains			1 013 684 000	
	Ensuring of traction unit for passenger trains			7 850	
	Ensuring of traction unit for freight and locomotive trains			7 701 200	
Availability of traction unit for passenger trains			26 648 000		
Availability of traction unit for freight and locomotive trains			30 956 000		
Ensuring of fuel for traction			0		
Ensuring of water for water supply			0		
Train preparation			65 884 000		
Staff ensured for weighing			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)	Transmitted electric energy used for other than			0
		System-use			0
		Network loss of transmitted electric energy used for			0
Ancillary services	Excise tax			0	
	Funds under the Act on Electricity			0	
	Technical inspection of railway vehicles			0	
Ticketing and reckoning activity			0		
Total (additional services + ancillary services)					0
TOTAL					10 224 000 000

13. Annex 8: Letters related to the modification, regarding state contribution in timetable period 2024/2025

The following modifications were made:



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 Úr/hölgy!

Az Építési és Közlekedési Minisztérium jelen levélhez csatolt KÖFÁT/1082-5/2024/VIF iktatószámú ügyiratában módosította a 2024/2025 évi menetrendi évre vonatkozó hálózathozzáférfési díjkalkulációban az állami szerepvállalás felosztásánál figyelembe veendő premisszákat, emiatt szükségessé vált a 2024/2025 évi Hálózati Üzletszabályzat 3. sz. módosításával meghirdetett hálózathozzáférfési 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
Felsővezetékí rendszerek használata			667 225 000
Személyszállító vonatok megállási célú állomáshasználata	I. kategória	316 067 000	
	II. kategória	509 922 000	
	III. kategória	194 669 000	
	IV. kategória	23 345 000	



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

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





Győr - Sopron - Ebenfurti Vasút

Zártkörűen Működő Részvénytársaság

anno 1872



Személyszállító vonatok kiinduló-/végállomás használata	I. kategória	41 737 000
	II. kategória	34 990
	III. kategória	0
	IV. kategória	0
Tehervonatok állomáshasználata	I. kategória	862 522 000
	II. kategória	132 302 000
	III. kategória	1 775 000
Járműtárolás		3 550 000
Vasúti járműmérleg használata		1 430 000
Üzemanyag vételező helyek használata		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,

Ikker Tibor
Pályavasúti igazgató

MELLENLET:

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:
 - 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 pályaállapotokat is figyelembe véve, a GYSEV Zrt. részére a 2023/2024. menetrendi időszak díjképzési évében megállapított állami költségtérítés összegének változatlanul hagyása mellett szükségessé válik a 2024. évi felújítási költségtérítés 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 díjbevétele 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.