

For the timetable period of 2024/2025

Charging Document (CD)

of

GYSEV ZRT

Modification No. 3.

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

Contents

| | | |
|-------|---|----|
| 1 | INTRODUCTION..... | 3 |
| 2 | GENERAL PROVISIONS | 4 |
| 2.1 | Temporal scope of CD | 4 |
| 2.2 | Objective scope of CD..... | 4 |
| 2.3 | BASIS OF MODIFICATION OF THE CD | 4 |
| 3. | DESCRIPTION OF DATA USED AS A BASIS OF CD | 5 |
| 3.1 | Responsibility for providing data | 5 |
| 3.2 | Costs..... | 5 |
| 3.3 | Business plan | 7 |
| 3.4 | Performance indicators | 7 |
| 3.5 | 'In-kind performances' | 7 |
| 3.6 | Applied mark-ups | 7 |
| 3.7 | Discounts | 8 |
| 3.8 | Amount of State contribution | 8 |
| 3.9 | Segment analysis | 8 |
| 3.10 | Mode of calculation of charging elements..... | 10 |
| 3.11 | ETCS fee | 11 |
| 4 | CHARGING ELEMENTS OF SERVICES PROVIDED TO RAILWAY UNDERTAKINGS BY GYSEV ZRT | 12 |
| 4.1 | Basic Services..... | 12 |
| 4.2 | Supplementary Services | 14 |
| 4.2.1 | Use of stations..... | 14 |
| 4.2.2 | Other complex supplementary services | 16 |
| 4.2.3 | Shunting services | 17 |
| 4.2.4 | Other supply part of supplementary services | 18 |
| 4.3 | Additional Services | 19 |
| 4.4 | Ancillary services | 20 |
| 5 | ANNEXES | 21 |

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 - as charging body as regards the network access charges to be applied by Infrastructure Managers to the open access railway network - the Rail Capacity Allocation Office: KTI Hungarian Institute for Transport Sciences and Logistics Nonprofit Ltd. (hereinafter referred as: KTI), which is the general legal successor of the VPE Rail Capacity Allocation Nonprofit Ltd. as of 1 October 2024, pursuant to the decision of the Company Registry of Budapest (Company registration number: 01-09-725271/226). The tasks of the rail capacity allocation office shall be performed - in compliance with the requirements of independence - by the Directorate of KTI designated for this purpose, the Rail Capacity Allocation Directorate (hereinafter referred as "VPE").

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. The provisions of CD modification No. 3 shall be considered as follows:

- valid: 01 October 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.

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.

2.3.3 Modification No. 3 of the CD

Pursuant to the order of the Company Registry of Budapest Capital Regional Court (Company registration number: 01-09-725271/226), KTI Hungarian Institute for Transport Sciences and Logistics Nonprofit Ltd. is the general legal successor of VPE Rail Capacity Allocation Nonprofit Ltd. from 1 October 2024. The tasks of the rail capacity allocation office shall be performed - in compliance with the requirements of independence - by the Directorate of KTI designated for this purpose, the Rail Capacity Allocation Directorate.

On this basis it became necessary to modify the relevant data of the entire document.

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-005216/2024 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 6,013 bn
- regarding supplementary services: HUF 4,211 bn

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

- 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.

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 | 1 464 880 | 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 | 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 of 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 | 19 708 | 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 | 1 483 | 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 | 50 476 | 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 | - | - | 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 path | 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 traction 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 | - | 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 | 35333* |
| 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 | 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 | | | | | 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) | 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

Signt



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

Iktér 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 költségtérítés 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 pályaalapokat 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.