

For the timetable period of 2017/2018

Charging Document (CD)

of

GYSEV ZRT

Modification No. 2

EFFECTIVE:

from 00:00 of 10 December 2017 till 24:00 of 08 December 2018

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1. Introduction

Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and Joint Decree of the Minister of Development the Minister of Finance No 58/2015 (IX.30)NFM on frameworks of the network access charging system and basic regulations of determination and implementation of acces charges(hereinafter Charging Decree) has designated the Rail Capacity Allocation Office (hereinafter VPE) as charging body as regards the network access charges to be applied by not independent Infrastructure Managers to the open access railway network.

In accordance with provisions set out in Paragraph 17 (1) of the Charging Decree, the task of the Charging Body is to prepare the Charging Methodology (hereinafter CM II¹) 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 II, the fact data of the last closed business year of the Infrastructure Manager, other data sources set out in the CM II, 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 II at the present CD we mean CM II.

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 2017/2018 timetable period in the Network Statement relevant to the given timetable year. Provisions of the CD Modification No 2 shall be taken into consideration for the period from 00:00 the first day after 3 months from the date of publication until 8 December 2018, 24:00. Provisions of the CD Modification No 1 shall be taken into consideration for the period from 1 January 2018, 00:00 until 8 December 2018, 24:00. For the period from December 10, 2017, 00:00 to December 31, 2017, the DD pre-modification requirements should be considered.

2.2. Objective scope of CD

Scope of this CD covers detailed calculations for the determination of charging elements that are to be paid for the use of the open access railway network in Hungary operated by GYSEV Zrt, and also includes data used as a basis of calculations.

2.3. Basis of Modification of the CD

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According to the Letter of No. 005734/2018 which was sent by GYSEV Zrt. on 22 March 2018, the level of state contribution increased by + 39,4% compared to the amount recorded in the data provision for the 2017/2018 timetable. (The referenced letter is in Annex 7.)

In accordance with Section 2.3.2 Charging Methodology the Charging System is mandatory modify, if the state contribution of the infrastructure manager changes at least 10% compared to the value taken into account when setting the elements of the charging system.

Based on the above, the VPE completed the review of network access charges.

In the modification No. 2 varied amount to be paid increased based on the calculation, therefore this modification will be entered into force 3 months after the modification publication

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 II 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 CMII 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 2018. timetable year assigned to each service can be seen in Annex 1, furthermore, these values will also be demonstrated in the text of the CD among costs related to the relevant services.

Direct costs to be distributed

Direct dividable costs comprise items that can directly be connected to the provision of services of the Infrastructure Manager but that occur in common interest of several services and for this reason are to be shared to these services 'on an in-kind basis'. Direct costs to be distributed are divided into fixed and variable cost components in case of basic services, access part of supplementary services and access part of complex supplementary services.

Values of direct costs to be distributed of the Infrastructure Manager for the 2018. timetable year divided on the basis of Annex 3 of CMII can be seen in Annex 1. Furthermore, they will also be demonstrated in the text among costs related to certain services.

Summing-up table of in-kind performances used for cost sharing can be seen in Annex 4.

Indirect costs

Indirect costs contain (indirect) items that occur at non-independent infrastructure managing organizations, and to be divided among all the services. Regarding indirect costs there is distinction made at the following elements: central and governance costs of the Infrastructure Manager; costs of services provided by other organisations of a non-independent railway company to the non-independent railway company, as well as governance and central revenues, costs and expenditures occurring at a non-independent railway company and burdening the Infrastructure Manager as well.

Values of indirect costs for the 2018. 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 2018. timetable year can be seen in the following tables.

Table1 Distribution of costs of GYSEV Zrtto direct, direct distributable and indirect cost groups

| | thousand HUF | % |
|--------------------------------|-------------------|-------------|
| Direct costs | 10 179 985 | 71% |
| Direct costs to be distributed | 2 348 004 | 16% |
| Indirect costs | 1 800 589 | 13% |
| Total costs | 14 328 578 | 100% |

| Basic services | thousand HUF | % |
|-----------------------|------------------|-------------|
| Variable costs | 1 440 580 | 22% |
| Fixed costs | 4 032 945 | 63% |
| Indirect costs | 993 011 | 15% |
| Total cost | 6 466 537 | 100% |

| Supplementary services | thousand HUF | % |
|-------------------------------|------------------|-------------|
| Variable costs | 590 689 | 10% |
| Fixed costs | 1 204 759 | 21% |
| Supply part of costs | 3 227 598 | 56% |
| Indirect costs | 743 830 | 13% |
| Total cost | 5 766 876 | 100% |

| Additional services | thousand HUF | % |
|--------------------------------|------------------|-------------|
| Direct costs | 1 680 033 | 100% |
| Direct costs to be distributed | 0 | 0% |
| Indirect costs | 0 | 0% |
| Total cost | 1 680 033 | 100% |

| Ancillary services | thousand HUF | % |
|--------------------------------|----------------|-------------|
| Direct costs | 349 546 | 84% |
| Direct costs to be distributed | 1 838 | 0% |
| Indirect costs | 63 748 | 15% |
| Total cost | 415 132 | 100% |

Table2 Costs-distribution of GYSEV Zrt according to the types of services

| | thousand HUF | % |
|------------------------|-------------------|-------------|
| Basic services | 6 466 537 | 45% |
| Supplementary services | 5 766 876 | 41% |
| Additional services | 1 680 033 | 11% |
| Ancillary services | 415 132 | 3% |
| Total cost | 14 328 578 | 100% |

3.3. Business plan

Some three years may go by between the basis period - i.e. the last closed business year which is the basis of justified costs that can be taken into account in charging - and the year of charge. Consequently, in the period between the basis period and the year of charge (partly based on facts, partly predictable) price-level changes and other considerable changes that influence the amount of charges shall be taken into account.

Under point 4.5 of the CM II, 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 modified and accepted in its business plan for 2018 should be the basis of the fee calculation. Business plan of GYSEV for 2018 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 2015. and the 2018. timetable year available. The values made available during the review were taken into account in the case of services where the amount to be paid is increased.

Values of performance indicators of GYSEV Zrt for the 2015. and the 2018. 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 II 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 II.

Determination of values of in-kind performances for the 2018. timetable year were carried out in line with performance indicators set out in Annex 3/B of CM II.

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 2015. and for the 2018. timetable year, can be found in Annex 4.

3.6. Applied mark-ups

In accordance with Article 67/B (2) of the Railway Act, charges to be paid for basic services and access to service facilities can not exceed the costs directly incurred as a result of operating the train service.

In accordance with the Decree on Charging Paragraph 5 costs directly incurred as a result of operating the train service which are the basis of the charges to be paid for basic services and access to service facilities (access part of supplementary services and complex services containing such elements) can not contain such costs which the infrastructure manager has to bear even in those cases if the services are not used by the applicants (fixed and indirect costs). In order that network access charges to be paid and to be accounted should cover the justified costs of the Infrastructure Managers, in compliance with Article 67/E (1) of Railway Act a general mark-up may be determined falling on these services.

In accordance with provisions of Article 9 (1) of the Decree on Charging if the network access charges to be expected to be paid by applicants and to be accounted to them and the sum of the provided state subsidy do not cover the entire amount of justified costs of the Infrastructure Manager to be expected in connection with its activity, charging body shall charge mark-ups defined by Article 67/E (1) of Railway Act.

In accordance with Paragraph 9 (2) of the Decree on Charging, prior to adding the mark-up to the charge, we have to analyse the market if there is a segment that cannot pay the network access charge increased with the mark-up paid for the basic services and access to service facilities.

In accordance with Article 67/E (2) of the Railway Act the segment analysis is needed because the volume of charges shall not exclude segments from the use of network that are able to pay the costs directly incurred as a result of operating the train service, plus a rate of return which the market can bear. Section 3.9 gives a more information about the segment analysis.

3.7. Discounts

Point 2.1.2.3. of CM II 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 of No. 019554/2016 sent by GYSEV, the amount of state subsidy that can be taken into account in the charging process is as follows:

- regarding basic services: 2 637million HUF;
- regarding supplementary services: 847 million HUF.

The letter on the distribution of state contribution is listed in Annex 7.

The distribution of the amount of state subsidy between different services can be seen in Annex 6 and the charges created after the distribution are included in Annex 5.

3.9. Segment analysis

Based on the Article 67/E (2) of the Railway Act, no market segment can be excluded from the railway infrastructure because of the volume of the network access charge set in the Network Statement as long as they can pay at least the direct costs incurred directly from providing the service and the rate of return that the market can bear.

The rate of return can be presented in the form of mark-up in the amount to be paid if the market segments can pay it based on the segment analysis.

In the segment analysis, have to be analysed in the Article 67/E (4) and the relevant ones among those included in the Decree on Charging Paragraph 9 Section (4). Segment analysis for timetable period of 2017/2018 timetable period concluded that all the segments are able to pay the mark-up related to basic services, access part of supplementary services and complex supplementary services.

List of examined segments is included in Annex 6.1.3 of the Network Statement. In compliance with paragraph 67/E (5) of the Railway Act, this segment list is valid for 5 years.

Trains of the single wagon load segment received priority support from state contribution determined for the 2017/2018 timetable period. State contribution that has been assigned to the train kilometer-based part of the service "Running of trains" used by these special freight trains is higher than that of any other freight trains, thus lower fees and surcharges have been determined. Values of imposed charges and surcharges shall be described with the relevant service.

In Modification 2 does not concern to network access charges that are scope of the segment analysis.

3.10. Mode of calculation of charging elements

Determination of charges relating to services in accordance with relevant provisions of CM II is as follows(based on this formula):

Basic services and access part of supplementary services:

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

Complex supplementary services:

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

Supply part of supplementary service, additional and ancillary service:

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

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

Basic services and access part of supplementary services:

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

Complex supplementary services:

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

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

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

3.11. ETCS fee

ETCS fee shall be determined apart from the other charging elements. Considering that the aim of the ETCS fee is that traction units should be equipped with ETCS devices, so determination of the fee has not been carried out on cost-base. The context of providing information about 2017/2018 timetable year, the infrastructure manager is sent the related data. There is no significant difference between the provided data of 2017/2018 timetable year and the data of 2016/2017 timetable year, so the following ETCS fees shall be introduced for the 2017/2018 timetable year:

- ETCS bonus fee: 13 HUF/train km
- ETCS malus fee: 1 Ft/train km

During the review, ETCS fees have not been changed.

Rules of use of ETCS fees can be found in Chapter 6.4.4 of the Network Statement.

4. Charging elements of services provided to Railway Undertakings by GYSEV Zrt

4.1. Basic Services

4.1.1. Ensuring of train path

Costs taken into account when determining the charge

Invoiced costs of VPE from direct costs of the service 'ensuring of train path' have been determined individually. In compliance with Article 5 paragraph (1) of the governmental decree No 268/2009 (XII.1.) Korm on legal relationship between the rail capacity allocation body and non-independent rail Infrastructure Managers, as of 1 January 2011, the fee to be paid to VPE may not exceed the amount of HUF 650 million that has been divided to GYSEV and MÁV in proportion of total cost involved in the calculation of charging elements.

Table3 Ensuring of train path - summing-up of costs

| Ensuring of train path | Cost in 2018(thousand HUF) |
|---|-----------------------------------|
| Variable cost component of direct costs | 7 089 |
| Variable cost component of direct costs to be distributed | 0 |
| Fixed cost component of direct costs | 63 801 |
| Fixed cost component of direct costs to be distributed | 3 370 |
| Indirect costs | 12 469 |
| Total cost | 86 729 |

Performance indicator relating to the charge

Table4 Ensuring of train path - performance

| Ensuring of train path | Performance in 2018 |
|---|----------------------------|
| Ensuring of train path performance / train km | 6 476 405 |

Determination of amount to be paid

Table5 Ensuring of train path - determination of the amount to be paid

| Ensuring of train path | HUF |
|--|------------|
| 1. Amount of charge | 1 |
| 2. Amount of mark-up | 12 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 1 |
| Charge to be paid (1 + 2 - 3 - 4) | 12 |

On the basis of the table above, amount to be paid by the user of the service comes to HUF 12 / train km.

4.1.2. Running of trains

Costs taken into account when determining the charge

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 for train km * train km + amount to be paid for gross ton km * gross ton * train km

4.1.2.1 Gross ton km proportionate part for running of trains

Gross ton km proportionate part for running of trains is the same in any track section categories (I-III) for standard freight, special freight, passenger, and locomotive trains carrying out gross ton km performance.

4.1.2.1.1 Passenger, standard freight, and locomotive trains

Costs taken into account when determining the charge

Table6 Gross ton km proportionate part for running of trains, passenger trains, standard freight trains, locomotive trains - summing-up of costs

| Gross ton km proportionate part of charge - passenger trains, standard freight trains, locomotive trains | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 525 044 |
| Variable cost component of direct costs to be distributed | 52 778 |
| Fixed cost component of direct costs | 910 760 |
| Fixed cost component of direct costs to be distributed | 86 261 |
| Indirect costs | 264 421 |
| Total cost | 1 839 264 |

Performance indicator relating to the charge

Table7 Gross ton km proportionate part of charge for running of trains, passenger trains, standard freight trains, locomotive trains - performance

| Gross ton km proportionate part of charge - passenger trains, standard freight trains, locomotive trains | Performance in 2018 |
|---|----------------------------|
| Gross ton km performance/gross ton | 1 779 212 892 |

Determination of the charge to be paid

Table8 Gross ton km proportionate part of charge for running of trains, passenger trains, standard freight trains, locomotive trains - determination of amount to be paid

| Gross ton km proportionate part for running of trains - passenger trains, standard freight trains, locomotive trains | HUF |
|---|-------------|
| 1. Amount of charge | 0,32 |
| 2. Amount of mark-up | 0,71 |
| 3. Amount of discount | 0,00 |
| 4. Amount of state contribution | 0,79 |
| Charge to be paid (1 + 2 - 3 - 4) | 0,24 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 0.24 / gross ton km.

4.1.2.1.2 Special freight trains - single wagon road on track section

Costs taken into account when determining the charge

Table9 Gross ton km proportionate part for running of trains, special freight trains, single wagon road - summing-up of costs

| Gross ton km proportionate part of charge | Cost in 2018(thousand HUF) |
|---|-----------------------------------|
| Variable cost component of direct costs | 3 952 |
| Variable cost component of direct costs to be distributed | 103 |
| Fixed cost component of direct costs | 6 855 |
| Fixed cost component of direct coststo be distributed | 168 |
| Indirect costs | 1 860 |
| Total cost | 12 936 |

Performance indicator relating to the charge

Table10 Gross ton km proportionate part of charge for running of trains, special freight trains, single wagon road - performance

| Gross ton km proportionate part of charge | Performance in 2018 |
|--|----------------------------|
| Gross ton km performance/gross ton | 13 385 401 |

Determination of the charge to be paid

Table11 Gross ton km proportionate part of charge for running of trains, special freight trains, single wagon road - determination of amount to be paid

| Gross ton km proportionate part for running of trains | HUF |
|--|-------------|
| 1. Amount of charge | 0,30 |
| 2. Amount of mark-up | 0,66 |
| 3. Amount of discount | 0,00 |
| 4. Amount of state contribution | 0,73 |
| Charge to be paid (1 + 2 - 3 - 4) | 0,24 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 0.24 / gross ton km.

Train km proportionate part of running of trains

- Passenger trains on track section category I

Costs taken into account when determining the charge

Table12 Train km proportionate part of running of trains, passenger trains on track section category I- summing-up of costs

| Train km proportionate part of running of trains - Passenger trains on track section category I | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Variable cost component of direct costs | 122 883 |
| Variable cost component of direct costs to be distributed | 59 780 |
| Fixed cost component of direct costs | 1 074 079 |
| Fixed cost component of direct coststo be distributed | 476 615 |
| Indirect costs | 291 036 |
| Total cost | 2 024 393 |

Performance indicator relating to the charge

Table13 Train km proportionate part of running of trains, passenger trains on track section category I - performance

| Train km proportionate part of running of trains - Passenger trains on track section category I | Performance in 2018 |
|--|----------------------------|
| Train km performance/ train km | 4 832 161 |

Determination of the amount to be paid

Table14 Train km proportionate part of running of trains, passenger trains on track section category I - determination of the amount to be paid

| Train km proportionate part of running of trains - Passenger trains on track section category I | HUF |
|--|------------|
| 1. Amount of charge | 38 |
| 2. Amount of mark-up | 381 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 109 |
| Charge to be paid (1 + 2 - 3 - 4) | 310 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 310 / train km.

- Passenger trains on track section category II

Costs taken into account when determining the charge

Table15 Train km proportionate part of running of trains, passenger trains on track section category II - summing
-up of costs

| Train km proportionate part of running of trains - Passenger trains on track section category II | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 7 961 |
| Variable cost component of direct costs to be distributed | 266 |
| Fixed cost component of direct costs | 44 120 |
| Fixed cost component of direct coststo be distributed | 2 119 |
| Indirect costs | 9 145 |
| Total cost | 63 611 |

Performance indicator relating to the charge

Table16 Train km proportionate part of running of trains, passenger trains on track section category II -
performance

| Train km proportionate part of running of trains - Passenger trains on track section category II | Performance in 2018 |
|---|----------------------------|
| Train km performance/ train km | 178 761 |

Determination of the amount to be paid

Table17 Train km proportionate part of running of trains, passenger trains on track section category II -
determination of the amount to be paid

| Train km proportionate part of running of trains - Passenger trains on track section category II | HUF |
|---|------------|
| 1. Amount of charge | 46 |
| 2. Amount of mark-up | 310 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 76 |
| Charge to be paid (1 + 2 - 3 - 4) | 280 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 280/ train km.

- Passenger trains on track section category III

Costs taken into account when determining the charge

Table18 Train km proportionate part of running of trains, passenger trains on track section category III - summing-up of costs

| Train km proportionate part of running of trains - Passenger trains on track section category III | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Variable cost component of direct costs | 8 296 |
| Variable cost component of direct costs to be distributed | 0 |
| Fixed cost component of direct costs | 51 852 |
| Fixed cost component of direct coststo be distributed | 0 |
| Indirect costs | 10 099 |
| Total cost | 70 248 |

Performance indicator relating to the charge

Table19 Train km proportionate part of running of trains, passenger trains on track section category III - performance

| Train km proportionate part of running of trains - Passenger trains on track section category III | Performance in 2018 |
|--|----------------------------|
| Train km performance/ train km | 210 239 |

Determination of the amount to be paid

Table20 Train km proportionate part of running of trains, passenger trains on track section category III - determination of the amount to be paid

| Train km proportionate part of running of trains - Passenger trains on track section category III | HUF |
|--|------------|
| 1. Amount of charge | 39 |
| 2. Amount of mark-up | 295 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 119 |
| Charge to be paid (1 + 2 - 3 - 4) | 215 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 215/ train km.

- Locomotive trains on track section category I

Costs taken into account when determining the charge

Table21 Train km proportionate part of running of trains, locomotive trains on track section category I - summing-up of costs

| Train km proportionate part of running of trains - Locomotive trains on track section category I | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 9 963 |
| Variable cost component of direct costs to be distributed | 5 654 |
| Fixed cost component of direct costs | 82 861 |
| Fixed cost component of direct coststo be distributed | 45 079 |
| Indirect costs | 24 104 |
| Total cost | 167 660 |

Performance indicator relating to the charge

Table22 Train km proportionate part of running of trains, locomotive trains on track section category I- performance

| Train km proportionate part of running of trains - Locomotive trains on track section category I | Performance in 2018 |
|---|----------------------------|
| Train km performance/ train km | 376 587 |

Determination of the amount to be paid

Table23 Train km proportionate part of running of trains, locomotive trains on track section category I- determination of the amount to be paid

| Train km proportionate part of running of trains - Locomotive trains on track section category I | HUF |
|---|------------|
| 1. Amount of charge | 41 |
| 2. Amount of mark-up | 404 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 135 |
| Charge to be paid (1 + 2 - 3 - 4) | 310 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 310/ train km.

- Locomotive trains on track section category II

Costs taken into account when determining the charge

Table24 Train km proportionate part of running of trains, locomotive trains on track section category II - summing-up of costs

| Train km proportionate part of running of trains - Locomotive trains on track section category II | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Variable cost component of direct costs | 32 |
| Variable cost component of direct costs to be distributed | 1 |
| Fixed cost component of direct costs | 362 |
| Fixed cost component of direct coststo be distributed | 10 |
| Indirect costs | 68 |
| Total cost | 473 |

Performance indicator relating to the charge

Table25 Train km proportionate part of running of trains, locomotive trains on track section category II - performance

| Train km proportionate part of running of trains - Locomotive trains on track section category II | Performance in 2018 |
|--|----------------------------|
| Train km performance / train km | 1 202 |

Determination of the amount to be paid

Table26 Train km proportionate part of running of trains, locomotive trains on track section category II - determination of the amount to be paid

| Train km proportionate part of running of trains - Locomotive trains on track section category II | HUF |
|--|------------|
| 1. Amount of charge | 27 |
| 2. Amount of mark-up | 366 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 114 |
| Charge to be paid (1 + 2 - 3 - 4) | 280 |

On the basis of the table above, amount to be paid by the user of the service comes to: HUF 280 / train km.

- Locomotive trains on track section category III

Costs taken into account when determining the charge

Table27 Train km proportionate part of running of trains, locomotive trains on track section category III - summing-up of costs

| Train km proportionate part of running of trains - Locomotive trains on track section category III | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 1 |
| Variable cost component of direct costs to be distributed | 0 |
| Fixed cost component of direct costs | 7 |
| Fixed cost component of direct coststo be distributed | 0 |
| Indirect costs | 1 |
| Total cost | 9 |

Performance indicator relating to the charge

Table28 Train km proportionate part of running of trains, locomotive trains on track section category III - performance

| Train km proportionate part of running of trains - Locomotive trains on track section category III | Performance in 2018 |
|---|----------------------------|
| Train km performance / train km | 35 |

Determination of the amount to be paid

Table29 Train km proportionate part of running of trains, locomotive trains on track section category III - determination of the amount to be paid

| Train km proportionate part of running of trains - Locomotive trains on track section category III | HUF |
|---|------------|
| 1. Amount of charge | 26 |
| 2. Amount of mark-up | 236 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 48 |
| Charge to be paid (1 + 2 - 3 - 4) | 215 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 215 / train km.

- **Standard freight trains on track section category I**

Costs taken into account when determining the charge

Table30 Train km proportionate part of running of trains, standard freight trains on track section category I - summing-up of costs

| Train km proportionate part of running of trains - Standard freight trains - track section category I. | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 30 517 |
| Variable cost component of direct costs to be distributed | 10 820 |
| Fixed cost component of direct costs | 208 786 |
| Fixed cost component of direct costs to be distributed | 86 268 |
| Indirect costs | 56 481 |
| Total cost | 392 872 |

Performance indicator relating to the charge

Table31 Train km proportionate part for running of trains, standard freight trains on track section category I - performance

| Train km proportionate part of running of trains - Standard freight trains - track section category I. | Performance in 2018 |
|---|----------------------------|
| Train km performance / train km | 839 028 |

Determination of the amount to be paid

Table32 Train km proportionate part of running of trains, freight trains on track section category I - determination of the amount to be paid

| Train km proportionate part of running of trains - Standard freight trains - track section category I. | HUF |
|---|------------|
| 1. Amount of charge | 49 |
| 2. Amount of mark-up | 419 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 169 |
| Charge to be paid (1 + 2 - 3 - 4) | 299 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 299/ train km.

- **Standard freight trains on track section category II**

Costs taken into account when determining the charge

Table33 Train km proportionate part of running of trains, standard freight trains on track section category II - summing up of costs

| Train km proportionate part of running of trains - Standard freight trains - track section category II. | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Variable cost component of direct costs | 1 873 |
| Variable cost component of direct costs to be distributed | 2 |
| Fixed cost component of direct costs | 2 410 |
| Fixed cost component of direct coststo be distributed | 17 |
| Indirect costs | 772 |
| Total cost | 5 024 |

Performance indicator relating to the charge

Table34 Train km proportionate part of running of trains, standard freight trains on track section category II - performance

| Train km proportionate part of running of trains - Standard freight trains - track section category II. | Performance in 2018 |
|--|----------------------------|
| Train km performance/ train km | 1 196 |

Determination of the amount to be paid

Table35 Train km proportionate part of running of trains, freight trains on track section category II - determination of the amount to be paid

| Train km proportionate part of running of trains - Standard freight trains - track section category II. | HUF |
|--|------------|
| 1. Amount of charge | 1 568 |
| 2. Amount of mark-up | 2 634 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 3 932 |
| Charge to be paid (1 + 2 - 3 - 4) | 270 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 270 / train km.

- **Standard freight trains on track section category III**

Costs taken into account when determining the charge

Table36 Train km proportionate part of the charge for running of trains, standard freight trains on track section category III - summing-up of costs

| Train km proportionate part of running of trains - Standard freight trains - track section category III. | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 1 |
| Variable cost component of direct costs to be distributed | 0 |
| Fixed cost component of direct costs | 3 |
| Fixed cost component of direct coststo be distributed | 0 |
| Indirect costs | 1 |
| Total cost | 5 |

Performance indicator relating to the charge

Table37 Train km proportionate part of the charge for running of trains, standard freight trains on track section category -III- performance

| Train km proportionate part of running of trains - Standard freight trains - track section category III. | Performance in 2018 |
|---|----------------------------|
| Train km performance/ train km | 18 |

Determination of the amount to be paid

Table38 Train km proportionate part of running of trains, standard freight trains on track section category III- determination of the amount to be paid

| Train km proportionate part of running of trains - Standard freight trains - track section category III. | HUF |
|---|------------|
| 1. Amount of charge | 75 |
| 2. Amount of mark-up | 218 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 130 |
| Charge to be paid (1 + 2 - 3 - 4) | 163 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 163 / train km.

- **Special freight trains, single wagon road on track section category I**

Costs taken into account when determining the charge

Table39 Train km proportionate part of running of trains, special freight trains, single wagon road on track section category I - summing-up of costs

| Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category I. | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 1 352 |
| Variable cost component of direct costs to be distributed | 149 |
| Fixed cost component of direct costs | 9 249 |
| Fixed cost component of direct coststo be distributed | 1 185 |
| Indirect costs | 2 004 |
| Total cost | 13 939 |

Performance indicator relating to the charge

Table40 Train km proportionate part for running of trains, special freight trains, single wagon road on track section category I - performance

| Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category I. | Performance in 2018 |
|---|----------------------------|
| Train km performance / train km | 37 162 |

Determination of the amount to be paid

Table41 Train km proportionate part of running of trains, special freight trains, single wagon road on track section category I - determination of the amount to be paid

| Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category I. | HUF |
|---|------------|
| 1. Amount of charge | 40 |
| 2. Amount of mark-up | 335 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 165 |
| Charge to be paid (1 + 2 - 3 - 4) | 210 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 210/ train km.

- **Special freight trains, single wagon road on track section category II**

There is no charge on the Special freight trains, single wagon road on track section category II because of GYSEV data providing.

- **Special freight trains, single wagon road on track section category III**

Costs taken into account when determining the charge

Table42 Train km proportionate part of the charge for running of trains, special freight trains, single wagon road on track section category III - summing-up of costs

| Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category III. | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 1 |
| Variable cost component of direct costs to be distributed | 0 |
| Fixed cost component of direct costs | 3 |
| Fixed cost component of direct coststo be distributed | 0 |
| Indirect costs | 1 |
| Total cost | 5 |

Performance indicator relating to the charge

Table43 Train km proportionate part of the charge for running of trains, special freight trains, single wagon road on track section category -III- performance

| Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category III. | Performance in 2018 |
|---|----------------------------|
| Train km performance/ train km | 18 |

Determination of the amount to be paid

Table44 Train km proportionate part of running of trains, special freight trains, single wagon road on track section category III- determination of the amount to be paid

| Train km proportionate part of running of trains - Special freight trains, single wagon road - track section category III. | HUF |
|---|------------|
| 1. Amount of charge | 75 |
| 2. Amount of mark-up | 218 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 200 |
| Charge to be paid (1 + 2 - 3 - 4) | 93 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 93 / train km.

4.1.3. Use of catenary

Costs taken into account when determining the charge

| Table45 Use of catenary - summing-up of costs | |
|---|------------------------------------|
| Use of catenary | Cost in 2018 (thousand HUF) |
| Variable cost component of direct costs | 110 267 |
| Variable cost component of direct costs to be distributed | 0 |
| Fixed cost component of direct costs | 610 420 |
| Fixed cost component of direct coststo be distributed | 5 717 |
| Indirect costs | 121 966 |
| Total cost | 848 370 |

Performance indicator relating to the charge

| Table46 Use of catenary - performance | |
|--|----------------------------|
| Use of catenary | Performance in 2018 |
| Use of catenary performance / train km | 5 013 116 |

Determination of the amount to be paid

| Table47 Use of catenary- determination of the amount to be paid | |
|---|------------|
| Use of catenary | HUF |
| 1. Amount of charge | 22 |
| 2. Amount of mark-up | 147 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 87 |
| Charge to be paid (1 + 2 - 3 - 4) | 82 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 82 / electric train km.

4.2. Supplementary services

4.2.1. Use of stations by passenger trains for stopping

- Station of category I

Costs taken into account when determining the charge

Table48 Use of stations of category I by passenger trains for stopping - summing-up of costs

Use of stations by passenger trains for stopping-

Access part of service-

Passenger trains on station category I

Cost in 2018 (thousand HUF)

| | |
|---|----------------|
| Variable cost component of direct costs | 16 361 |
| Variable cost component of direct costs to be distributed | 56 676 |
| Fixed cost component of direct costs | 60 613 |
| Fixed cost component of direct costs to be distributed | 164 332 |
| Indirect costs | 50 032 |
| Total cost | 348 014 |

Use of stations by passenger trains for stopping-

Supply part of service-

Passenger trains on station category I

Cost in 2018 (thousand HUF)

| | |
|-------------------------------|----------------|
| Direct cost | 70 274 |
| Direct cost to be distributed | 35 574 |
| In direct cost | 17 772 |
| Total cost | 123 620 |

Performance indicator relating to the charge

Table49 Use of stations of category I by passenger trains for stopping - performance

Use of stations by passenger trains for stopping-

Passenger trains on station category I

Performance in 2018

| | |
|--|---------|
| Use of stations by passenger trains for stopping performance / use of stations | 228 987 |
|--|---------|

Determination of the amount to be paid

Table50 Use of stations of category I by passenger trains for stopping - determination of the amount to be paid

Use of stations by passenger trains for stopping-

Passenger trains on station category I

HUF

| | |
|--|--------------|
| 1. Amount of charge | 859 |
| 2. Amount of mark-up | 1 201 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 2 060 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 2 060 / use of station.

- **Station of category II**

Costs taken into account when determining the amount to be paid

Table51 Use of stations of category II by passenger trains for stopping - summing-up of costs

**Use of stations by passenger trains for stopping-
Access part of service-**

| Passenger trains on station category II | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 17 894 |
| Variable cost component of direct costs to be distributed | 102 901 |
| Fixed cost component of direct costs | 67 242 |
| Fixed cost component of direct costs to be distributed | 298 362 |
| Indirect costs | 81 668 |
| Total cost | 568 067 |

**Use of stations by passenger trains for stopping-
Supply part of service-**

| Passenger trains on station category II | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Direct cost | 71 181 |
| Direct cost to be distributed | 64 588 |
| In direct cost | 22 796 |
| Total cost | 158 564 |

Performance indicator relating to the charge

Table52 Use of stations of category II by passenger trains for stopping - performance

**Use of stations by passenger trains for stopping-
Passenger trains on station category II**

| | Performance in 2018 |
|---|----------------------------|
| Use of stations by passenger trains for stopping performance/ use of stations | 415 749 |

Determination of the amount to be paid

Table53 Use of stations of category II by passenger trains for stopping - determination of the amount to be paid

**Use of stations by passenger trains for stopping-
Passenger trains on station category II**

| | HUF |
|--|--------------|
| 1. Amount of charge | 672 |
| 2. Amount of mark-up | 1 076 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 1 748 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 748 / use of station.

- Station of category III

Costs taken into account when determining the charge

Table54 Use of stations of category III by passenger trains for stopping - summing-up of costs

Use of stations by passenger trains for stopping-

Access part of service-

| Passenger trains on station category III | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 4 244 |
| Variable cost component of direct costs to be distributed | 29 339 |
| Fixed cost component of direct costs | 21 066 |
| Fixed cost component of direct costs to be distributed | 85 068 |
| Indirect costs | 23 459 |
| Total cost | 163 176 |

Use of stations by passenger trains for stopping-

Supply part of service-

| Passenger trains on station category III | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Direct cost | 24 736 |
| Direct cost to be distributed | 18 415 |
| In direct cost | 7 245 |
| Total cost | 50 396 |

Performance indicator relating to the charge

Table55 Use of stations of category III by passenger trains for stopping - performance

Use of stations by passenger trains for stopping-

| Passenger trains on station category III | Performance in 2018 |
|---|----------------------------|
| Use of stations by passenger trains for stopping performance/ use of stations | 118 537 |

Determination of the amount to be paid

Table56 Use of stations of category III by passenger trains for stopping - determination of the amount to be paid

Use of stations by passenger trains for stopping-

| Passenger trains on station category III | HUF |
|---|--------------|
| 1. Amount of charge | 708 |
| 2. Amount of mark-up | 1 093 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 254 |
| Charge to be paid (1 + 2 - 3 - 4) | 1 548 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 548/ use of station.

• Station of category IV

Costs taken into account when determining the charge

Table57 Use of stations of category IV by passenger trains for stopping - summing-up of costs

Use of stations by passenger trains for stopping-

Access part of service-

| Passenger trains on station category IV | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 2 760 |
| Variable cost component of direct costs to be distributed | 24 660 |
| Fixed cost component of direct costs | 4 301 |
| Fixed cost component of direct costs to be distributed | 71 502 |
| Indirect costs | 17 331 |
| Total cost | 120 554 |

Use of stations by passenger trains for stopping-

Supply part of service-

| Passenger trains on station category IV | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Direct cost | 127 |
| Direct cost to be distributed | 15 478 |
| In direct cost | 2 620 |
| Total cost | 18 226 |

Performance indicator relating to the charge

Table58 Use of stations of category IV by passenger trains for stopping - performance

Use of stations by passenger trains for stopping-

Passenger trains on station category IV

Performance in 2018

| | |
|---|--------|
| Use of stations by passenger trains for stopping performance/ use of stations | 99 633 |
|---|--------|

Determination of the amount to be paid

Table59 Use of stations of category IV by passenger trains for stopping - determination of the amount to be paid

Use of stations by passenger trains for stopping-

Passenger trains on station category IV

HUF

| | |
|--|--------------|
| 1. Amount of charge | 458 |
| 2. Amount of mark-up | 935 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 1 393 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 1 393 / use of station.

4.2.2. Use of origin/destination stations by passenger trains

- Station of category I

Costs taken into account when determining the charge

Table 60 Use of origin/destination stations of category I by passenger trains - summing-up of costs

Use of origin/destination stations by passenger trains -

Acces part of service-

| Passenger trains on station category I | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 0 |
| Variable cost component of direct costs to be distributed | 9 876 |
| Fixed cost component of direct costs | 0 |
| Fixed cost component of direct costs to be distributed | 51 452 |
| Indirect costs | 10 297 |
| Total cost | 71 625 |

Use of origin/destination stations by passenger trains-

Supply part of service-

| Passenger trains on station category I | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Direct cost | 44 012 |
| Direct cost to be distributed | 17 208 |
| In direct cost | 10 279 |
| Total cost | 71 500 |

Performance indicator relating to the charge

Table 61 Use of origin/destination stations of category I by passenger trains - performance

Use of origin/destination stations by passenger trains -

Passenger trains on station category I

Performance in 2018

| | |
|---|--------|
| Use of origin/destination stations by passenger trains performance/ use of stations | 36 923 |
|---|--------|

Determination of the amount to be paid

Table 62 Use of origin/destination stations of category I by passenger trains - determination of the amount to be paid

Use of origin/destination stations by passenger trains -

Passenger trains on station category I

HUF

| | |
|--|--------------|
| 1. Amount of charge | 2 204 |
| 2. Amount of mark-up | 1 672 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 36 |
| Charge to be paid (1 + 2 - 3 - 4) | 3 840 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 840 / use of station.

- **Station of category II**

Costs taken into account when determining the charge

Table63 Use of origin/destination stations of category II by passenger trains - summing-up of costs

Use of origin/destination stations by passenger trains -

Access part of service-

| Passenger trains on station category II | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 0 |
| Variable cost component of direct costs to be distributed | 95 |
| Fixed cost component of direct costs | 0 |
| Fixed cost component of direct costs to be distributed | 497 |
| Indirect costs | 100 |
| Total cost | 693 |

Use of origin/destination stations by passenger trains-

Supply part of service-

| Passenger trains on station category II | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Direct cost | 3 621 |
| Direct cost to be distributed | 166 |
| In direct cost | 636 |
| Total cost | 4 424 |

Performance indicator relating to the charge

Table64 Use of origin/destination stations of category II by passenger trains - performance

Use of origin/destination stations by passenger trains -

| Passenger trains on station category II | Performance in 2018 |
|---|----------------------------|
| Use of origin/destination stations by passenger trains performance/ use of stations | 357 |

Determination of the amount to be paid

Table65 Use of origin/destination stations of category II by passenger trains - determination of the amount to be paid

Use of origin/destination stations by passenger trains -

| Passenger trains on station category II | HUF |
|--|--------------|
| 1. Amount of charge | 12 659 |
| 2. Amount of mark-up | 1 672 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 11 332 |
| Charge to be paid (1 + 2 - 3 - 4) | 3 000 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 000/ use of station.

- **Station of category III**

Costs taken into account when determining the charge

Table 66 Use of origin/destination stations of category III by passenger trains - summing-up of costs

Use of origin/destination stations by passenger trains -

Access part of service-

| Passenger trains on station category III | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 0 |
| Variable cost component of direct costs to be distributed | 1 |
| Fixed cost component of direct costs | 0 |
| Fixed cost component of direct costs to be distributed | 3 |
| Indirect costs | 1 |
| Total cost | 4 |

Use of origin/destination stations by passenger trains-

Supply part of service-

| Passenger trains on station category III | Cost in 2017 (thousand HUF) |
|---|------------------------------------|
| Direct cost | 41 |
| Direct cost to be distributed | 1 |
| In direct cost | 7 |
| Total cost | 49 |

Performance indicator relating to the charge

Table 67 Use of origin/destination stations of category III by passenger trains - performance

Use of origin/destination stations by passenger trains -

| Passenger trains on station category III | Performance in 2018 |
|---|----------------------------|
| Use of origin/destination stations by passenger trains performance/ use of stations | 2 |

Determination of the amount to be paid

Table 68 Use of origin/destination stations of category III by passenger trains - determination of the amount to be paid

Use of origin/destination stations by passenger trains -

| Passenger trains on station category III | HUF |
|---|--------------|
| 1. Amount of charge | 24 688 |
| 2. Amount of mark-up | 1 672 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 24 361 |
| Charge to be paid (1 + 2 - 3 - 4) | 2 000 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 2 000/ use of station.

4.2.3. Use of stations by freight trains

- Station of category I

Costs taken into account when determining the charge

Table69 Use of stations of category I by freight trains - summing-up of costs

Use of stations by freight trains -

Acces part of service-

Freight trains on station category I

Cost in 2018 (thousand HUF)

| | |
|---|----------------|
| Variable cost component of direct costs | 92 831 |
| Variable cost component of direct costs to be distributed | 32 829 |
| Fixed cost component of direct costs | 256 443 |
| Fixed cost component of direct coststo be distributed | 94 526 |
| Indirect costs | 80 028 |
| Total cost | 556 657 |

Use of stations by freight trains -

Supply part of service-

Freight trains on station category I

Cost in 2018 (thousand HUF)

| | |
|-------------------------------|---------------|
| Direct cost | 0 |
| Direct cost to be distributed | 20 243 |
| In direct cost | 3 399 |
| Total cost | 23 642 |

Performance indicator relating to the charge

Table70 Use of stations of category I by freight trains - performance

Use of stations by freight trains -

Freight trains on station category I

Performance in 2018

| | |
|---|--------|
| Use of stations by freight trainsperformance/ use of stations | 18 615 |
|---|--------|

Determination of the amount to be paid

Table71 Use of stations of category I by freight trains - determintion of the amount to be paid

Use of stations by freight trains -

Freight trains on station category I

HUF

| | |
|--|-------------|
| 1. Amount of charge | 8 020 |
| 2. Amount of mark-up | 23 153 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 26 174 |
| Charge to be paid (1 + 2 - 3 - 4) | 5000 |

On the basis of the table above, amount to be paid by the user of the service comes to: HUF 5 000/ use of station.

- **Station category II**

Costs taken into account when determining the charge

Table72 Use of stations of category II by freight trains - summing-up of costs

Use of stations by freight trains -

Access part of service-

| Freight trains on station category II | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 12 914 |
| Variable cost component of direct costs to be distributed | 8 103 |
| Fixed cost component of direct costs | 19 448 |
| Fixed cost component of direct costs to be distributed | 23 331 |
| Indirect costs | 10 712 |
| Total cost | 74 508 |

Use of stations by freight trains -

Supply part of service-

| Freight trains on station category II | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Direct cost | 0 |
| Direct cost to be distributed | 4 997 |
| In direct cost | 839 |
| Total cost | 5 835 |

Performance indicator relating to the charge

Table73 Use of origin/destination stations of category II by freight trains - performance

Use of stations by freight trains -

Freight trains on station category II

Performance in 2018

| | |
|--|-------|
| Use of stations by freight trains performance/ use of stations | 4 595 |
|--|-------|

Determination of the amount to be paid

Table74 Use of stations of category II by freight trains - determination of the amount to be paid

Use of stations by freight trains -

Freight trains on station category II

HUF

| | |
|--|--------------|
| 1. Amount of charge | 5 844 |
| 2. Amount of mark-up | 11 642 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 13 486 |
| Charge to be paid (1 + 2 - 3 - 4) | 4 000 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 4 000/ use of station.

- **Station of category III**

Costs taken into account when determining the charge

Table75 Use of stations of category III by freight trains - summing-up of costs

Use of stations by freight trains -

Access part of service-

| Freight trains on station category III | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 2 302 |
| Variable cost component of direct costs to be distributed | 1 008 |
| Fixed cost component of direct costs | 3 697 |
| Fixed cost component of direct costs to be distributed | 2 902 |
| Indirect costs | 1 664 |
| Total cost | 11 572 |

Use of stations by freight trains -

Supply part of service-

| Freight trains on station category III | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Direct cost | 0 |
| Direct cost to be distributed | 621 |
| In direct cost | 105 |
| Total cost | 726 |

Performance indicator relating to the charge

Table76 Use of stations of category III by freight trains - performance

Use of stations by freight trains -

| Freight trains on station category III | Performance in 2018 |
|--|----------------------------|
| Use of stations by freight trains performance/ use of stations | 571 |

Determination of the amount to be paid

Table77 Use of stations of category III by freight trains - determination of the amount to be paid

Use of stations by freight trains -

| Freight trains on station category III | HUF |
|---|--------------|
| 1. Amount of charge | 7 063 |
| 2. Amount of mark-up | 14 458 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 18 521 |
| Charge to be paid (1 + 2 - 3 - 4) | 3 000 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 000/ use of station.

4.2.4. Storage of vehicles

Costs taken into account when determining the charge

| Table78 Storage of vehicles - summing-up of costs | |
|---|------------------------------------|
| Storage of vehicles | Cost in 2018 (thousand HUF) |
| Variable cost component of direct costs | 4 290 |
| Variable cost component of direct costs to be distributed | 37 |
| Fixed cost component of direct costs | 10 323 |
| Fixed cost component of direct coststo be distributed | 260 |
| Indirect costs | 2 504 |
| Total cost | 17 415 |

Performance indicator relating to the charge

| Table79 Storage of vehicles - performance | |
|--|----------------------------|
| Storage of vehicles | Performance in 2018 |
| Storage of vehiclesperformance/ vehicle/day | 63 025 |

Determination of the amount to be paid

| Table80 Storage of vehicles - determination of the amount to be paid | |
|--|------------|
| Storage of vehicles | HUF |
| 1. Amount of charge | 69 |
| 2. Amount of mark-up | 208 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 276 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 276 / vehicle / day.

4.2.5. Use of wagon weigh bridges (scales)

Costs taken into account when determining the charge

Table81 Use of wagon weigh bridges- summing-up of costs

| Use of wagon weigh bridges-Access part of service | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Variable cost component of direct costs | 1 484 |
| Variable cost component of direct costs to be distributed | 66 |
| Fixed cost component of direct costs | 662 |
| Fixed cost component of direct coststo be distributed | 341 |
| Indirect costs | 429 |
| Total cost | 2 982 |

| Use of wagon weigh bridges-Supply part of service | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Direct cost | 4 148 |
| Direct cost to be distributed | 114 |
| In direct cost | 716 |
| Total cost | 4 978 |

Performance indicator relating to the charge

Table82 Use of wagon weigh bridges - performance

| Use of wagon weigh bridges | Performance in 2018 |
|--|----------------------------|
| Use of wagon weigh bridges performance/vehicle | 2 204 |

Determination of the amount to be paid

Table83 Use of wagon weigh bridges - determination of the amount to be paid

| Use of wagon weigh bridges | HUF |
|--|--------------|
| 1. Amount of charge | 2 961 |
| 2. Amount of mark-up | 650 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 3 611 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 3 611 / vehicle.

4.2.6. Use of refuelling facilities

Costs taken into account when determining the charge

Table84 Charge for the access to refuelling facilities - summing up of costs

| Use of refuelling facilities - Access part of service | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Variable cost component of direct costs | 2 616 |
| Variable cost component of direct costs to be distributed | 1 067 |
| Fixed cost component of direct costs | 5 526 |
| Fixed cost component of direct coststo be distributed | 5 560 |
| Indirect costs | 2 480 |
| Total cost | 17 248 |

| Use of refuelling facilities - Supply part of service | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Direct cost | 73 984 |
| Direct cost to be distributed | 1 859 |
| In direct cost | 12 734 |
| Total cost | 88 578 |

Performance indicator relating to the charge

Table85 Charge for the access to refuelling facilities - performance

| Use of refuelling facilities | Performance in 2018 |
|--|----------------------------|
| Use of refuelling facilitiesperformance/ litre | 3 989 774 |

Determination of the amount to be paid

Table86 Charge for the access to refuelling facilities - determination of amount to be paid

| Use of refuelling facilities | HUF |
|--|------------|
| 1. Amount of charge | 23 |
| 2. Amount of mark-up | 3 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 27 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 27/ litre.

4.2.7. Ensuring of shunting staff for passenger trains

Costs taken into account when determining the charge

Table87 Ensuring of shunting staff for passenger trains- summing-up of costs

| Ensuring of shunting staff for passenger trains | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Direct cost | 37 429 |
| Direct cost to be distributed | 297 |
| Indirect cost | 6 334 |
| Total cost | 44 061 |

Performance indicator relating to the charge

Table88 Charge for ensuring of shunting staff for passenger trains - performance

| Ensuring of shunting staff for passenger trains | Performance in 2018 |
|--|----------------------------|
| Ensuring of shunting staff for passenger trainsperformance/ person/hour | 4 015 |

Determination of the amount to be paid

Table89 Charge for ensuring of shunting staff for passenger trains- determination of the amount to be paid

| Ensuring of shunting staff for passenger trains | HUF |
|--|--------------|
| 1. Amount of charge | 10 974 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 1174 |
| Charge to be paid (1 + 2 - 3 - 4) | 9 800 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 9 800 / person / hour.

4.2.8. Ensuring of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

Table90 Ensuring of shunting staff for freight and locomotive trains- summing-up of costs

| Ensuring of shunting staff for freight and locomotive trains | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Direct cost | 150 134 |
| Direct cost to be distributed | 1 191 |
| Indirect cost | 25 408 |
| Total cost | 176 733 |

Performance indicator relating to the charge

Table91 Charge for ensuring of shunting staff for freight and locomotive trains - performance

| Ensuring of shunting staff for freight and locomotive trains | Performance in 2018 |
|---|----------------------------|
| Ensuring of shunting staff for freight and locomotive trainsperformance/ person/hour | 15 976 |

Determination of the amount to be paid

Table92 Charge for ensuring of shunting staff for freight and locomotive trains- determination of the amount to be paid

| Ensuring of shunting staff for freight and locomotive trains | HUF |
|---|--------------|
| 1. Amount of charge | 11 062 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 6 562 |
| Charge to be paid (1 + 2 - 3 - 4) | 4 500 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 4 500 / person / hour.

4.2.9. Availability of shunting staff for passenger trains

Costs taken into account when determining the charge

Table93 Availability of shunting staff for passenger trains- summing-up of costs

| Availability of shunting staff for passenger trains | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Direct cost | 356 320 |
| Direct cost to be distributed | 2 827 |
| Indirect cost | 60 302 |
| Total cost | 419 448 |

Performance indicator relating to the charge

Table94 Availability of shunting staff for passenger trains - performance

| Availability of shunting staff for passenger trains | Performance in 2018 |
|---|----------------------------|
| Availability of shunting staff for freight and locomotive trainsperformance/ person/hour | 79 227 |

Determination of the amount to be paid

Table95 Availability of shunting staff for passenger trains- determination of the amount to be paid

| Availability of shunting staff for passenger trains | HUF |
|--|--------------|
| 1. Amount of charge | 5 294 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 5 294 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 5 294 / person / hour.

4.2.10. Availability of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

Table96 Availability of shunting staff for freight and locomotive trains- summing-up of costs

| Availability of shunting staff for freight and locomotive trains | Cost in 2018 (thousand HUF) |
|---|------------------------------------|
| Direct cost | 292 778 |
| Direct cost to be distributed | 2 323 |
| Indirect cost | 49 548 |
| Total cost | 344 649 |

Performance indicator relating to the charge

Table97 Availability of shunting staff for freight and locomotive trains - performance

| Availability of shunting staff for freight and locomotive trains | Performance in 2018 |
|---|----------------------------|
| Availability of shunting staff for freight and locomotive trainsperformance/ person/hour | 67 383 |

Determination of the amount to be paid

Table98 Availability of shunting staff for freight and locomotive trains- determination of the amount to be paid

| Availability of shunting staff for freight and locomotive trains | HUF |
|---|--------------|
| 1. Amount of charge | 5 115 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 1 265 |
| Charge to be paid (1 + 2 - 3 - 4) | 3 850 |

On the basis of the table above, amount to be paid by the user of the service comes to: HUF 3 850 / person / hour.

4.2.11. Ensuring of traction unit for passenger trains

Costs taken into account when determining the charge

| Table99 Charge for ensuring of traction unit for passenger trains - summing-up of costs | |
|---|------------------------------------|
| Ensuring of traction unit for passenger trains | Cost in 2018 (thousand HUF) |
| Direct cost | 102 |
| Direct cost to be distributed | 1 |
| Indirect cost | 17 |
| Total cost | 120 |

Performance indicator relating to the charge

| Table100 Charge for ensuring of traction unit for passenger trains- performance | |
|---|----------------------------|
| Ensuring of traction unit for passenger trains | Performance in 2018 |
| Ensuring of traction unit for passenger trainsperformance/ vehicle/hour | 5 |

Determination of the amount to be paid

| Table101 Charge for ensuring of traction unit for passenger trains - determination of the amount to be paid | |
|---|---------------|
| Ensuring of traction unit for passenger trains | HUF |
| 1. Amount of charge | 24 066 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 24 066 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 24 066/ vehicle / hour.

4.2.12. Ensuring of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

Table102 Charge for ensuring of traction unit for freight and locomotive trains - summing-up of costs

| Ensuring of traction unit for freight and locomotive trains | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Direct cost | 92 513 |
| Direct cost to be distributed | 734 |
| Indirect cost | 15 657 |
| Total cost | 108 904 |

Performance indicator relating to the charge

Table103 Charge for ensuring of traction unit for freight and locomotive trains- performance

| Ensuring of traction unit for freight and locomotive trains | Performance in 2018 |
|---|----------------------------|
| Ensuring of traction unit for freight and locomotive trainsperformance/ vehicle/hour | 3 891 |

Determination of the amount to be paid

Table104 Charge for ensuring of traction unit for freight and locomotive trains - determination of the amount to be paid

| Ensuring of traction unit for freight and locomotive trains | Ft |
|--|---------------|
| 1. Amount of charge | 27 989 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 5 789 |
| Charge to be paid (1 + 2 - 3 - 4) | 22 200 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 22 200 / vehicle / hour.

4.2.13. Availability of traction unit for passenger trains

Costs taken into account when determining the charge

Table105 Availability of traction unit for passenger trains - summing-up of costs

| Availability of traction unit for passenger trains | Cost in 2018 (thousand HUF) |
|---|--|
| Direct cost | 294 739 |
| Direct cost to be distributed | 2 338 |
| Indirect cost | 49 881 |
| Total cost | 346 958 |

Performance indicator relating to the charge

Table106 Availability of traction unit for passenger trains- performance

| Availability of traction unit for passenger trains | Performance in 2018 |
|--|----------------------------|
| Availability of traction unit for passenger trainsperformance/ vehicle/hour | 17 907 |

Determination of the amount to be paid

Table107 Availability of traction unit for passenger trains - determination of the amount to be paid

| Availability of traction unit for passenger trains | HUF |
|---|---------------|
| 1. Amount of charge | 19 376 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 19 376 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 19 376/ vehicle / hour.

4.2.14. Availability of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

Table108 Availability of traction unit for freight and locomotive trains - summing-up of costs

| <u>Availability of traction unit for freight and locomotive trains</u> | <u>Cost in 2018 (thousand HUF)</u> |
|--|------------------------------------|
| Direct cost | 298 656 |
| Direct cost to be distributed | 2 369 |
| Indirect cost | 50 543 |
| Total cost | 351 568 |

Performance indicator relating to the charge

Table109 Availability of traction unit for freight and locomotive trains- performance

| <u>Availability of traction unit for freight and locomotive trains</u> | <u>Performance in 2018</u> |
|---|----------------------------|
| <u>Availability of traction unit for freight and locomotive trainsperformance/ vehicle/hour</u> | 18 144 |

Determination of the amount to be paid

Table110 Availability of traction unit for freight and locomotive trains - determination of the amount to be paid

| <u>Availability of traction unit for freight and locomotive trains</u> | <u>HUF</u> |
|--|---------------|
| 1. Amount of charge | 19 376 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 1 716 |
| Charge to be paid (1 + 2 - 3 - 4) | 17 660 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 17 660 / vehicle / hour.

4.2.15. Ensuring of fuel for traction

Costs taken into account when determining the charge

| Table111 Ensuring of fuel for traction - summing-up of costs | |
|--|------------------------------------|
| Ensuring of fuel for traction | Cost in 2018 (thousand HUF) |
| Direct cost | 1 028 216 |
| Direct cost to be distributed | 0 |
| Indirect cost | 0 |
| Total cost | 1 028 216 |

Performance indicator relating to the charge

| Table112 Ensuring of fuel for traction - performance | |
|--|----------------------------|
| Ensuring of fuel for traction | Performance in 2018 |
| Ensuring of fuel for traction performance/litre | 3 989 774 |

Determination of the amount to be paid

| Table113 Ensuring of fuel for traction - determination of the amount to be paid | |
|---|------------|
| Ensuring of fuel for traction | HUF |
| 1. Amount of charge | 258 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 258 |

On the basis of the table above, amount to be paid by the user of the service comes to:
HUF 258 / litre.

4.2.16. Ensuring of water for water supply

Costs taken into account when determining the charge

| Table 114 Ensuring of water for water supply - summing-up of costs | |
|--|-----------------------------|
| Ensuring of water for water supply | Cost in 2018 (thousand HUF) |
| Direct cost | 920 |
| Direct cost to be distributed | 0 |
| Indirect cost | 0 |
| Total cost | 920 |

Performance indicator relating to the charge

| Table 115 Charge for ensuring of water for water supply - performance | |
|---|---------------------|
| Ensuring of water for water supply | Performance in 2018 |
| Ensuring of water for water supply performance/ m ³ | 1 920 |

Determination of the amount to be paid

| Table 116 Charge for ensuring of water for water supply - determination of the amount to be paid | |
|--|------------|
| Ensuring of water for water supply | HUF |
| 1. Amount of charge | 479 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 479 |

On the basis of the table above, amount to be paid by the user of the service comes to: **HUF 479 / m³**.

4.2.17. Train preparation

Costs taken into account when determining the charge

Table 117 Train preparation - summing-up of costs

| Train preparation | Cost in 2018 (thousand HUF) |
|-------------------------------|------------------------------------|
| Direct cost | 31 495 |
| Direct cost to be distributed | 250 |
| Indirect cost | 5 330 |
| Összes költség | 37 075 |

Performance indicator relating to the charge

Table 118 Charge for train preparation - performance

| Train preparation | Performance in 2018 |
|---------------------------------|----------------------------|
| Train preparation / person/hour | 7 503 |

Determination of the amount to be paid

Table 119 Charge for train preparation - determination of the amount to be paid

| Train preparation | HUF |
|--|--------------|
| 1. Amount of charge | 4 941 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 341 |
| Charge to be paid (1 + 2 - 3 - 4) | 4 600 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 4 600 / person / hour.

4.3. Additional services

4.3.1. Ensuring of traction current

Costs taken into account when determining the charge

The charge for ensuring of traction current is made up of six charges.

Table120 Ensuring of traction current - summing-up of costs

| Ensuring of traction current (Costs in 2018, thousand HUF) | Transmitted traction current | System-use | Network loss of transmitted traction current | Energy tax | Funds in accordance with Vet. | Other operational charge |
|--|------------------------------|----------------|--|---------------|-------------------------------|--------------------------|
| Direct cost | 862 000 | 219 153 | 196 832 | 21 915 | 284 898 | - |
| Direct costs to be distributed | - | - | - | - | - | - |
| Indirect cost | - | - | - | - | - | - |
| Total cost | 862 000 | 219 153 | 196 832 | 21 915 | 284 898 | - |

Performance indicator relating to the charge

Table121 Ensuring of traction current - performance

| Ensuring of electric energy used on traction current | Transmitted traction current | System-use | Network loss of transmitted traction current | Energy tax | Funds in accordance with Vet. | Other operational charge |
|--|------------------------------|------------|--|------------|-------------------------------|--------------------------|
| Ensuring of traction current / kWh | 61998136 | 61998136 | 66241680 | 61998136 | 61998136 | - |

Determination of the amount to be paid

Table122 Ensuring of traction current - determination of the amount to be paid

| Ensuring of traction current (HUF) | Transmitted traction current | System-use | Network loss of transmitted traction current | Energy tax | Funds in accordance with Vet. | Other operational charge |
|--|------------------------------|------------|--|------------|-------------------------------|--------------------------|
| 1. Amount of charge | 13,9 | 3,5 | 3,0 | 0,4 | 4,6 | 0,0 |
| 2. Amount of mark-up | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 |
| 3. Amount of discount | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 |
| 4. Amount fo state contribution | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 |
| Amount to be paid (1 + 2 - 3 - 4) | 13,9 | 3,5 | 3,0 | 0,4 | 4,6 | 0,00 |

On the basis of the table above, amount to be paid by the user of the service comes to:

- **Transmitted traction current:** HUF 13.9/kWh
- **Use of the system:** HUF 3.5/kWh
- **Network loss of the transmitted traction current:** HUF 3.0/kWh
- **Energy tax** HUF 0.4/kWh
- **Funds in accordance with Vet.** HUF 4.6/kWh
- **Other operational charges:** -
- Total:** HUF 25.3/kWh.

4.3.2. Ensuring of electric energy used for other than traction purposes (preheating, precooling)

Costs taken into account when determining the charge

The charge of ensuring electric energy used for other than traction purposes is made up of six charges.

Table123 Charge for ensuring of electric energy used for other than traction purposes - summing-up of costs

| Ensuring of electric energy used for other than traction purposes (Costs in 2018, thousand HUF) | Transmitted traction current | System-use | Network loss of transmitted traction current | Energy tax | Funds in accordance with Vet. | Other operational charge |
|---|------------------------------|---------------|--|--------------|-------------------------------|--------------------------|
| Direct cost | 52 627 | 12 884 | 11 686 | 1 288 | 16 750 | - |
| Direct costs to be distributed | - | - | - | - | - | - |
| Indirect cost | - | - | - | - | - | - |
| Total cost | 52 627 | 12 884 | 11 686 | 1 288 | 16 750 | - |

Performance indicator relating to the charge

Table124 Charge for ensuring of electric energy used for other than traction purposes - performance

| Ensuring of electric energy used for other than traction purposes | Transmitted traction current | System-use | Network loss of transmitted traction current | Energy tax | Funds in accordance with Vet. | Other operational charge |
|---|------------------------------|------------|--|------------|-------------------------------|--------------------------|
| Amount of transmitted electric energy used for other than traction purposes performance / kWh | 3276511 | 3644995 | 3276511 | 3644995 | 3644995 | - |

Determination of the amount to be paid

Table125 Charge for ensuring of electric energy used for other than traction purposes - determination of the amount to be paid

| Ensuring of electric energy used for other than traction purposes (HUF) | Transmitted traction current | System-use | Network loss of transmitted traction current | Energy tax | Funds in accordance with Vet. | Other operational charge |
|---|------------------------------|------------|--|------------|-------------------------------|--------------------------|
| 1. Amount of charge | 16,1 | 3,5 | 3,6 | 0,4 | 4,6 | 0,0 |
| 2. Amount of mark-up | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 |
| 3. Amount of discount | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 |
| 4. Amount fo state contribution | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 | 0,0 |
| Amount to be paid (1 + 2 - 3 - 4) | 16,1 | 3,5 | 3,6 | 0,4 | 4,6 | 0,00 |

On the basis of the table above, amount to be paid by the user of the service comes to:

- **Transmitted electric energy used for other than traction purposes: HUF 16.1/kWh**
- **Use of the system: HUF 3.5/kWh**
- **Network loss of the transmitted electric energy used for other than traction purposes: HUF 3.6/kWh**
- **Energy tax HUF 0.4/kWh**
- **Funds under the Act on Electricity HUF 4.6/kWh**
- **Other operational charges: -**

Total: HUF 28.2/kWh.

4.4. Ancillary services

4.4.1. Technical inspection of railway vehicles

Costs taken into account when determining the charge

Table 126 Charge for technical inspection of railway vehicles - summing-up of costs

| Technical inspection of railway | Cost in 2018 (thousand HUF) |
|--|------------------------------------|
| Direct cost | 287 086 |
| Direct costs to be distributed | 2 277 |
| Indirect cost | 48 585 |
| Total cost | 337 948 |

Performance indicator relating to the charge

Table 127 Charge for technical inspection of railway vehicles - performance

| Technical inspection of railway | Performance in 2018 |
|---|----------------------------|
| Technical inspection of railway / train | 49 786 |

Determination of the amount to be paid

Table 128 Charge for technical inspection of railway vehicles - determination of the amount to be paid

| Technical inspection of railway | HUF |
|--|--------------|
| 1. Amount of charge | 6 788 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 6 788 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 6 788/ train.

4.4.2. Ticketing and reckoning activity

Costs taken into account when determining the charge

Table 129 Ticket and reckoning activity - summing-up of costs

| Ticket and reckoning activity | Cost in 2018 (thousand HUF) |
|--------------------------------------|------------------------------------|
| Direct cost | 1 054 |
| Direct costs to be distributed | 8 |
| Indirect cost | 178 |
| Total costs | 1 240 |

Performance indicator relating to the charge

Table 130 Ticket and reckoning activity - performance

| Ticket and reckoning activity | Performance in 2018 |
|--|----------------------------|
| Ticket and indicator recording activity performance / ticket | 48 200 |

Determination of the amount to be paid

Table 131 Ticket and reckoning activity - determination of the amount to be paid

| Ticket and reckoning activity | HUF |
|--|------------|
| 1. Amount of charge | 26 |
| 2. Amount of mark-up | 0 |
| 3. Amount of discount | 0 |
| 4. Amount of state contribution | 0 |
| Charge to be paid (1 + 2 - 3 - 4) | 26 |

On the basis of the table above, amount to be paid by the user of the service comes to:

HUF 26/ ticket

5. Annexes

- Annex 1: All costs of GYSEV Zrt for 2018 broken down to services
- Annex 2: Business plan of GYSEV Zrt for 2018
- Annex 3: Performance indicators of GYSEV Zrt for 2015 and 2018
- Annex 4: In-kind performances of GYSEV Zrt for 2015 and 2018
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2017/2018 timetable year
- Annex 6: Summing-up table of network access charges including state subsidy for the 2017-2018 timetable year for GYSEV Zrt
- Annex 7: Letter of GYSEV Zrt of No. 005734/2018

Annex 1: All costs of GYSEV Zrt for 2018 broken down to services

| Services | Direct costs (thousand HUF) | Direct costs to be distributed (thousand HUF) | Indirect costs (thousand HUF) | Total cost (thousand HUF) |
|---|--------------------------------|---|----------------------------------|------------------------------|
| Ensuring of train path | 70 890 | 3 370 | 12 469 | 86 729 |
| Running of trains | | | | |
| Running of trains -Gross ton km proportionate part | | | | |
| Passenger train, standard freight train, locomotive train | 1 435 804 | 139 039 | 264 421 | 1 839 264 |
| Special freight- Single wagon road | 10 806 | 270 | 1 860 | 12 936 |
| Running of trains - Train km proportionate part | | | | |
| Passenger | | | | |
| I. track section category | 1 196 962 | 536 395 | 291 036 | 2 024 393 |
| II. track section category | 52 081 | 2 385 | 9 145 | 63 611 |
| III. track section category | 60 148 | - | 10 099 | 70 248 |
| Locomotive | | | | |
| I. track section category | 63 494 | 50 733 | 19 179 | 133 406 |
| II. track section category | 29 725 | 11 | 4 993 | 34 729 |
| III. track section category | 6 | - | 1 | 8 |
| Standard freight | | | | |
| I. track section category | 239 302 | 97 089 | 56 481 | 392 872 |
| II. track section category | 4 283 | 19 | 722 | 5 024 |
| III. track section category | 4 | - | 1 | 5 |
| Special freight- Single wagon road | | | | |
| I. track section category | 10 601 | 1 334 | 2 004 | 13 939 |
| II. track section category | - | - | - | - |
| III. track section category | 4 | - | 1 | 5 |
| Use of catenary | 720 688 | 5 717 | 121 966 | 848 370 |
| Use of stations by passenger trains for stopping | | | | |
| I. station category | 147 247 | 256 582 | 67 804 | 471 633 |
| II. station category | 156 317 | 465 850 | 104 464 | 726 631 |
| III. station category | 50 046 | 132 822 | 30 704 | 213 572 |
| IV. station category | 7 189 | 111 640 | 19 952 | 138 780 |
| Use of origin/destination stations by passenger trains | | | | |
| I. station category | 44 012 | 78 536 | 20 576 | 143 125 |
| II. station category | 3 621 | 759 | 736 | 5 116 |
| III. station category | 41 | 4 | 8 | 53 |
| IV. station category | - | - | - | - |
| Use of stations by freight trains | | | | |
| I. station category | 349 274 | 147 599 | 83 426 | 580 299 |
| II. station category | 32 362 | 36 431 | 11 551 | 80 344 |
| III. station category | 5 999 | 4 531 | 1 768 | 12 298 |
| Storage of vehicles | 14 613 | 298 | 2 504 | 17 415 |
| Use of wagon weigh bridges (scales) | 6 294 | 521 | 1 144 | 7 959 |
| Use of refuelling facilities | 82 126 | 8 486 | 15 214 | 105 826 |
| Ensuring of shunting staff for passenger trains | 52 429 | 416 | 8 873 | 61 718 |
| Ensuring of shunting staff for freight and locomotive trains | 150 134 | 1 191 | 25 408 | 176 733 |
| Availability of shunting staff for passenger trains | 341 320 | 2 708 | 57 763 | 401 790 |
| Availability of shunting staff for freight and locomotive trains | 292 778 | 2 323 | 49 548 | 344 649 |
| Ensuring of traction unit for passenger trains | 102 | 1 | 17 | 120 |
| Ensuring of traction unit for freight and locomotive trains | 92 513 | 734 | 15 657 | 108 904 |
| Availability of traction unit for passenger trains | 294 739 | 2 338 | 49 880 | 346 957 |
| Availability of traction unit for freight and locomotive trains | 298 656 | 2 369 | 50 543 | 351 568 |
| Ensuring of fuel for traction | 1 028 216 | 0 | 0 | 1 028 216 |
| Ensuring of water for water supply | 920 | 0 | 0 | 920 |
| Train preparation | 31 495 | 250 | 5 330 | 37 075 |
| Ensuring of traction current | | | | |
| Transmitted traction current | 862 000 | - | - | 862 000 |
| System use | 219 153 | - | - | 219 153 |
| Network loss of transmitted traction current | 196 832 | - | - | 196 832 |
| Energy tax | 21 915 | - | - | 21 915 |
| Funds in accordance with Vet. | 284 898 | - | - | 284 898 |
| Other operational | - | - | - | - |
| Ensuring of electric energy used for other than traction purposes (preheating, precooling) | | | | |
| Transmitted traction current | 52 627 | - | - | 52 627 |
| System use | 12 884 | - | - | 12 884 |
| Network loss of transmitted traction current | 11 686 | - | - | 11 686 |
| Energy tax | 1 288 | - | - | 1 288 |
| Funds in accordance with Vet. | 16 750 | - | - | 16 750 |
| Other operational | - | - | - | - |
| Technical inspection of railway vehicles | 287 086 | 2 277 | 48 585 | 337 948 |
| Ticketing and reckoning activity | 1 054 | 8 | 178 | 1 240 |
| Total | 9 024 117 | 2 095 036 | 1 466 011 | 12 585 164 |

Annex 2: Business plan of GYSEV Zrt for 2018

| | [2016] All cost | [2016] Cost in charges | [2017/2018] All Coast | [2017/2018] Coast in charges |
|---|-----------------|------------------------|-----------------------|------------------------------|
| Cost of Materials and contracted services | 7 010 170 | 6 826 731 | 8 392 095 | 8 161 739 |
| Cost of products sold (Gas oil) (812) | 391 209 | 391 209 | 464 746 | 464 746 |
| Purchising cost of services sold (mediated) (electric energy) (813) | 364 557 | 364 557 | 480 672 | 480 672 |
| Material cost | 7 765 936 | 7 582 498 | 9 337 512 | 9 107 157 |
| Personal expenses (52) | 4 298 764 | 4 141 275 | 5 290 070 | 5 221 532 |
| Depreciation (55) | 2 925 577 | 266 162 | 2 922 136 | 525 327 |
| Central internal services and allocated management services by branch (594+596) | - | | | |
| Other expenses (861+862+863+864+867+868) | 66 972 | 66 972 | 51 928 | 51 928 |
| All operating cost | 15 057 249 | 12 056 906 | 17 601 646 | 14 905 943 |
| Self-constructed assets (58) | - 505 370 | - 505 370 | - 633 800 | - 633 800 |
| Interests payable and expenses (871) | 6 246 | 6 246 | 2 587 | 2 587 |
| Other expenditures of financial transactions (874,876) | - 961 | - 961 | 13 200 | 13 200 |
| Total cost | 14 557 163 | 11 556 821 | 16 983 633 | 14 287 930 |
| Other incomes (961+962+963+964+966+967+968) | - 6 209 884 | - 6 200 429 | - 2 396 809 | - 79 272 |
| Other received interests and interest-type revenues (972) | | | | |
| Other revenues of financial transactions (974,976) | - 5 333 | - 5 333 | - 13 200 | - 13 200 |
| Total revenue | - 6 215 217 | - 6 205 762 | - 2 410 009 | - 92 472 |
| In total | 8 341 946 | 5 351 058 | 14 573 624 | 14 195 458 |

Annex 3: Performance indicators of GYSEV Zrt for 2016 and 2018

| Services | | 2016 | 2018 | Unit | | | |
|---|--------------------------|--|------------|-----------------------|-----------------|--------------|--------------|
| Ensuring of train path | | 147045 | 6476405 | HUF/train km | | | |
| Running of trains | Gross ton km performance | Total | 1821470198 | 1792598293 | HUF/gros ton km | | |
| | | Passenger train, standard freight | 1804513800 | 1779212892 | HUF/gros ton km | | |
| | | Special freight- Single wagon road | 16956398 | 13385401 | HUF/gros ton km | | |
| | Train km performance | Total | Total | 6197416 | 6476405 | HUF/train km | |
| | | | Passenger | Total | 4849799 | 5221161 | HUF/train km |
| | | | | I. | 1739256 | 4832161 | HUF/train km |
| | | II. | | 2893648 | 178761 | HUF/train km | |
| | | Locomotive | Total | 216895 | 210239 | HUF/train km | |
| | | | I. | 436780 | 377824 | HUF/train km | |
| | | | II. | 239213 | 376587 | HUF/train km | |
| | | Standard freight trains | Total | 197549 | 1202 | HUF/train km | |
| | | | I. | 18 | 35 | HUF/train km | |
| | | | II. | 868937 | 840241 | HUF/train km | |
| | | Special freight trains - Single wagon road | Total | 606118 | 839028 | HUF/train km | |
| | | | I. | 262820 | 1196 | HUF/train km | |
| II. | 0 | | 18 | HUF/train km | | | |
| Special freight trains - Single wagon road | Total | 41900 | 37179 | HUF/train km | | | |
| | I. | 18256 | 37162 | HUF/train km | | | |
| | II. | 0 | 0 | HUF/train km | | | |
| Special freight trains - Single wagon road | Total | 0 | 18 | HUF/train km | | | |
| | I. | 0 | 0 | HUF/train km | | | |
| | II. | 0 | 0 | HUF/train km | | | |
| Use of catenary performance | | 4149561 | 5013116 | HUF/electric train km | | | |
| Use of stations by passenger trains for stopping performance | Total | 845954 | 862906 | HUF/use of stations | | | |
| | Station category I | 167455 | 228987 | HUF/use of stations | | | |
| | Station category II | 300740 | 415749 | HUF/use of stations | | | |
| | Station category III | 219413 | 118537 | HUF/use of stations | | | |
| | Station category IV | 158346 | 99633 | HUF/use of stations | | | |
| Use of origin/destination stations by passenger trains performance | Total | 44273 | 37282 | HUF/use of stations | | | |
| | Station category I | 39741 | 36923 | HUF/use of stations | | | |
| | Station category II | 4515 | 357 | HUF/use of stations | | | |
| | Station category III | 17 | 2 | HUF/use of stations | | | |
| | Station category IV | 0 | 0 | HUF/use of stations | | | |
| Use of stations by freight trains performance | Total | 27438 | 23781 | HUF/use of stations | | | |
| | Station category I | 20922 | 18615 | HUF/use of stations | | | |
| | Station category II | 6386 | 4595 | HUF/use of stations | | | |
| | Station category III | 130 | 571 | HUF/use of stations | | | |
| Storage of vehicles performance | | 46150 | 63025 | HUF/vehicle/day | | | |
| Use of wagon weigh bridges (scales) performance | | 2652 | 2204 | HUF/vehicle | | | |
| Use of refuelling facilities | | 5807531 | 3989774 | HUF/litre | | | |
| Ensuring of shunting staff for passenger trains performance | | 74057 | 4015 | HUF/person/hour | | | |
| Ensuring of shunting staff for freight and locomotive trains performance | | 95681 | 15976 | HUF/person/hour | | | |
| Availability of shunting staff for passenger trains performance | | 0 | 79227 | HUF/person/hour | | | |
| Availability of shunting staff for freight and locomotive trains performance | | 0 | 67383 | HUF/person/hour | | | |
| Ensuring of traction unit for passenger trains performance | | 16304 | 5 | HUF/vehicle/hour | | | |
| Ensuring of traction unit for freight and locomotive trains performance | | 23594 | 3891 | HUF/vehicle/hour | | | |
| Availability of traction unit for passenger trains performance | | 0 | 17907 | HUF/vehicle/hour | | | |
| Availability of traction unit for freight and locomotive trains performance | | 0 | 18144 | HUF/vehicle/hour | | | |
| Ensuring of fuel for traction performance | | 5807531 | 3989774 | HUF/litre | | | |
| Ensuring of water for water supply performance | | 1920 | 1920 | HUF/köbméter | | | |
| Train preparation performance | | 8260 | 7503 | HUF/person/hour | | | |
| Ensuring of traction current performance | | 54830948 | 66241680 | | | | |
| | | 57804382 * | 61998136 * | HUF/kWh | | | |
| Ensuring of electric energy used for other than traction purposes (preheating,precooling) performance | | 3276511 | 3276511 | | | | |
| | | 3329037 * | 3644995 * | HUF/kWh | | | |
| Technical inspection of railway vehicles performance | | 57771 | 49786 | HUF/train | | | |
| Ticketing and reckoning activity performance | | 0 | 48200 | HUF/ticket | | | |

*Performance related to the review

Annex 4: In-kind performances of GYSEV Zrt for 2015 and 2018

| Denomination of In-kind performances | 2015 | 2018 |
|--|-----------|-----------|
| | | |
| Number of use of track routes by departing trains | 147 045 | 153 479 |
| Number of use of track routes by through trains | 1 628 498 | 1 730 704 |
| Passenger | 1 255 456 | 1 355 400 |
| track section category I | 415 160 | 1 349 400 |
| track section category II | 840 296 | 6 000 |
| track section category III | - | - |
| Locomotive | 140 510 | 127 656 |
| track section category I | 58 216 | 127 628 |
| track section category II | 82 294 | 28 |
| track section category III | - | - |
| Standard freight | 228 750 | 244 292 |
| track section category I | 139 644 | 244 244 |
| track section category II | 89 106 | 48 |
| track section category III | - | - |
| Special freight - Single wagon road | 3 782 | 3 356 |
| track section category I | 2 856 | 3 356 |
| track section category II | - | - |
| track section category III | - | - |
| Number of use of track routes by passenger trains for stopping | 845 954 | 862 906 |
| station of category I | 167 455 | 228 987 |
| station of category II | 300 740 | 415 749 |
| station of category III | 219 413 | 118 537 |
| station of category IV | 158 346 | 99 633 |
| Number of use of track routes by passenger trains for reversing direction | 132 819 | 111 846 |
| station of category I | 119 223 | 110 769 |
| station of category II | 13 545 | 1 071 |
| station of category III | 51 | 6 |
| station of category IV | - | - |
| Number of use of track routes by freight trains | 192 066 | 166 468 |
| I. kategóriájú állomás | 146 454 | 130 305 |
| II. kategóriájú állomás | 44 702 | 32 163 |
| III. kategóriájú állomás | 910 | 4 000 |
| Number of use of track routes for access to refuelling facilities | 17 423 | 11 969 |
| Number of use of track routes for access to wagon weigh bridges | 884 | 735 |
| Number of use of track routes for storage of vehicles | 308 | 420 |

Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2017/2018 timetable year

| Services | Charge | Mark-up | Discount | State subsidy | Amount to be paid |
|---|--------|---------|----------|---------------|-------------------|
| Menetvonal biztosság | 1 | 12 | 0 | 1 | 12 |
| Running of trains | | | | | |
| Gross ton km proportionate part | | | | | |
| Passenger train, standard freight train, locomotive train | 0,32 | 0,71 | - | 0,79 | 0,24 |
| Special freight- Single wagon road | 0,30 | 0,66 | - | 0,73 | 0,24 |
| Train km proportionate part | | | | | |
| Passenger | | | | | |
| I. track section category | 38 | 381 | - | 109 | 310 |
| II. track section category | 46 | 310 | - | 76 | 280 |
| III. track section category | 39 | 295 | - | 119 | 215 |
| Locomotive | | | | | |
| I. track section category | 41 | 404 | - | 135 | 310 |
| II. track section category | 27 | 366 | - | 114 | 280 |
| III. track section category | 26 | 236 | - | 48 | 215 |
| Standard freight | | | | | |
| I. track section category | 49 | 419 | - | 169 | 299 |
| II. track section category | 1 568 | 2 634 | - | 3 932 | 270 |
| III. track section category | 75 | 218 | - | 130 | 163 |
| Special freight - Single wagon road | | | | | |
| I. track section category | 40 | 335 | - | 165 | 210 |
| II. track section category | - | - | - | - | - |
| III. track section category | 75 | 218 | - | 200 | 93 |
| Use of catenary | 22 | 147 | 0 | 87 | 82 |
| Use of stations by passenger trains for stopping | | | | | |
| I. station category | 859 | 1 201 | - | - | 2 060 |
| II. station category | 672 | 1 076 | - | - | 1 748 |
| III. station category | 708 | 1 093 | - | 254 | 1 548 |
| IV. station category | 458 | 935 | - | - | 1 393 |
| Use of origin/destination stations by passenger trains | | | | | |
| I. station category | 2 204 | 1 672 | - | 36 | 3 840 |
| II. station category | 12 659 | 1 672 | - | 11 332 | 3 000 |
| III. station category | 24 688 | 1 672 | - | 24 361 | 2 000 |
| IV. station category | - | - | - | - | - |
| Use of stations by freight trains | | | | | |
| I. station category | 8 020 | 23 153 | - | 26 174 | 5 000 |
| II. station category | 5 844 | 11 642 | - | 13 486 | 4 000 |
| III. station category | 7 063 | 14 458 | - | 18 521 | 3 000 |
| Storage of vehicles | 69 | 208 | 0 | 0 | 276 |
| Use of wagon weigh bridges (scales) | 2 961 | 650 | 0 | 0 | 3 611 |
| Use of refuelling facilities | 23 | 3 | 0 | 0 | 27 |
| Ensuring of shunting staff for passenger trains | 10 974 | 0 | 0 | 1 174 | 9 800 |
| Ensuring of shunting staff for freight and locomotive trains | 11 062 | 0 | 0 | 6 562 | 4 500 |
| Availability of shunting staff for passenger trains | 5 294 | 0 | 0 | 0 | 5 294 |
| Availability of shunting staff for freight and locomotive trains | 5 115 | 0 | 0 | 1 265 | 3 850 |
| Ensuring of traction unit for passenger trains | 24 066 | 0 | 0 | 0 | 24 066 |
| Ensuring of traction unit for freight and locomotive trains | 27 989 | 0 | 0 | 5 789 | 22 200 |
| Availability of traction unit for passenger trains | 19 376 | 0 | 0 | 0 | 19 376 |
| Availability of traction unit for freight and locomotive trains | 19 376 | 0 | 0 | 1 716 | 17 660 |
| Ensuring of fuel for traction | 258 | 0 | 0 | 0 | 258 |
| Ensuring of water for water supply | 479 | 0 | 0 | 0 | 479 |
| Train preparation | 4 941 | 0 | 0 | 341 | 4 600 |
| Ensuring of traction current | | | | | |
| Transmitted traction current | 13,9 | - | - | - | 13,9 |
| System use | 3,5 | - | - | - | 3,5 |
| Network loss of transmitted traction current | 3,0 | - | - | - | 3,0 |
| Energy tax | 0,4 | - | - | - | 0,4 |
| Funds in accordance with Vet. | 4,6 | - | - | - | 4,6 |
| Other operational | - | - | - | - | - |
| Ensuring of electric energy used for other than traction purposes (preheating,precooling) | | | | | |
| Transmitted traction current | 16,1 | - | - | - | 16,1 |
| System use | 3,5 | - | - | - | 3,5 |
| Network loss of transmitted traction current | 3,6 | - | - | - | 3,6 |
| Energy tax | 0,4 | - | - | - | 0,4 |
| Funds in accordance with Vet. | 4,6 | - | - | - | 4,6 |
| Other operational | - | - | - | - | - |
| Technical inspection of railway vehicles | 6 788 | - | - | 0 | 6 788 |
| Ticketing and reckoning activity | 26 | - | - | 0 | 26 |

Annex 6: Summing-up table of network access charges including state subsidy for the 2017/2018 timetable year for GYSEV Zrt

| Figures in the table in Hungarien Forint | | | | Volume of state subsidy broken down to services | |
|---|---|--|-----------------------------|--|---------------|
| Basic | Ensuring of train path | | | 9 012 237 | |
| | Running of trains | Gross ton km proportionate part | | Passenger, Standar freight, Locomotive special freight - Single wagon road | 1 412 252 729 |
| | | Train km proportionate part | Passenger | I. track section category | 9 723 561 |
| | | | | II. track section category | 526 422 923 |
| | | | | III. track section category | 13 558 169 |
| | | | Locomotive | I. track section category | 25 046 191 |
| | | | | II. track section category | 50 918 353 |
| | | | | III. track section category | 136 749 |
| | | | Freight - Standard | I. track section category | 1 672 |
| | | | | II. track section category | 142 002 823 |
| | | | | III. track section category | 4 701 469 |
| | | Freight - Special | I. track section category | 2 275 | |
| | | | II. track section category | 6 134 823 | |
| | | | III. track section category | - | |
| Use of catenary | | | 3 500 | | |
| Supplementary | Use of stations by passenger trains for stopping | I. station category | - | | |
| | | II. station category | - | | |
| | | III. station category | 30 076 449 | | |
| | | IV. station category | - | | |
| | Use of origin/destination stations by passenger trains | I. station category | - | | |
| | | II. station category | 1 340 822 | | |
| | | III. station category | 4 045 399 | | |
| | | IV. station category | 48 722 | | |
| | Use of stations by freight trains | I. station category | 487 223 544 | | |
| | | II. station category | 61 965 081 | | |
| | | III. station category | 10 583 419 | | |
| | Use of wagon weigh bridges (scales) | | | - | |
| | Use of refuelling facilities | | | - | |
| | Storage of vehicles | | | - | |
| | Ensuring of shunting staff for passenger trains | | | 4 713 801 | |
| | Ensuring of shunting staff for freight and locomotive trains | | | 104 841 015 | |
| | Availability of shunting staff for passenger trains | | | - | |
| | Availability of shunting staff for freight and locomotive trains | | | 85 226 023 | |
| | Ensuring of traction unit for passenger trains | | | - | |
| | Ensuring of traction unit for freight and locomotive trains | | | 22 525 862 | |
| Availability of traction unit for passenger trains | | | - | | |
| Availability of traction unit for freight and locomotive trains | | | 31 142 761 | | |
| Ensuring of fuel for traction | | | - | | |
| Ensuring of water for water supply | | | - | | |
| Train preparation | | | 2 561 082 | | |
| Total (basic + supplementary services) | | | | 3 483 506 421 | |
| Additional | Ensuring of traction current | Transmitted traction current | | - | |
| | | System use | | - | |
| | | Network loss of transmitted traction current | | - | |
| | | Funds in accordance with Vet. | | - | |
| | | Energy tax | | - | |
| | | Other operational | | - | |
| | Ensuring of electric energy used for other than traction purposes (preheating,precooling) | Transmitted traction current | | - | |
| | | System use | | - | |
| | | Network loss of transmitted traction current | | - | |
| | | Funds in accordance with Vet. | | - | |
| Energy tax | | | - | | |
| Other operational | | | - | | |
| Ancillary | Technical inspection of railway vehicles | | | - | |
| | Ticketing and reckoning activity | | | - | |
| Total (additional services) | | | | - | |
| Total | | | | 3 483 506 421 | |

VPE/302-3/1/2018

Találati Bolla kéna!

Ménerakéna
2018. 03. 27.



GYŐR - SOPRON - EBENFURTI VASÚT ZRT.

Cím: H-9400 Sopron, Mátyás király u. 19. • Levelezési cím: H-9401 Sopron, Pf.104.

| | | | |
|---------|---|-------------|---|
| Cégnév | VPE Kft. | Ügyiratszám | 005734/2018 |
| | | Hiv. szám | |
| Címzett | Németh Réka ügyvezető | Tárgy | 2017/18 évi díjképzés felülvizsgálata |
| | | Előadó | Bencsics József |
| Cím | 1054 Budapest Bajcsy-Zsilinszky u. 48. | Telefonszám | 99/577-303 jbencsics@gysev.hu |
| | | Dátum | 2018. március 22. |


Tisztelt Ügyvezető Úrhölgy!

A Magyar Állam és a GYSEV Zrt. között a pályahálózat működtetésére kötött szerződés 2018. évre vonatkozó éves költségterítési záradékát a szerződő felek 2018. március 08.-án aláírták, mely az üzemeltetési költségterítés mértékét 4 856,948 millió Ft-ban határozza meg. A 2017/2018 évi hálózat-hozzáférési díjak képzése során az állami szerepvállalás 3 483,506 millió Ft értékben lett figyelembe véve, így az állami szerepvállalás mértéke + 39,4 %-kal változott.

A Díjképzési Módszertan 2.3.2 pontja alapján a díjszámítási rendszer módosítását kötelező elvégezni, ha a pályahálózat-működtetőnek nyújtott állami szerepvállalás mértéke legalább 10 %-os értékben megváltozik a díjszabási rendszer elemeinek korábbi megállapításakor figyelembe vett értékhez képest.

Fentiek alapján kérem, hogy a 2017/2018 évi hálózat-hozzáférési díjak felülvizsgálatához az adatbekérőt szíveskedjenek előállítani.

Üdvözlettel:


Ikker Tibor
pályavasúti igazgató
Győr-Sopron-Ebenfurti Vasút Zrt.
Pályavasúti Üzletág
Sopron
1.