Publishing: 15 April 2024
Effective: from 16 April 2024
Applicable: from 15 December 2024

TEXT

1. 5.3.1.2 Ensuring of train path - Charges

The following modification was made:

Charging elements of Ensuring of train path

Ensuring of train path Unit HUF/train km	Charge	Mark-up	Amount to be paid
MÁV Zrt.	1	10	11
GYSEV Zrt.	1	~~12~~ 10	~~13~~ 11

2. 5.3.2.2 Running of trains - Charges

The following modification was made:

Charging elements of Running of trains- train km proportionate part on the network of GYSEV Zrt

Running of trains- train km proportionate part *Unit: HUF/train km*	Line section category I			Line section category II			Line section category III		
	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
Passenger trains	60	~~641~~ 250	~~701~~ 310	54	~~461~~ 226	~~515~~ 280	43	~~369~~ 172	~~412~~ 215
Standard freight trains	~~85~~ 96	~~646~~ 303	~~731~~ 399	115	~~786~~ 184	~~901~~ 299	50	~~512~~ 149	~~562~~ 199
Locomotive trains	~~94~~ 95	~~1 015~~ 215	~~1 109~~ 310	40	~~471~~ 240	~~511~~ 280	26	~~299~~ 189	~~325~~ 215
Special freight trains									
Corridor trains	87	~~627~~ 236	~~714~~ 323	-	-	-	-	-	-

Charging elements of Running of trains- gross ton km proportionate part on the network of GYSEV Zrt

Running of trains- gross ton km proportionate part *Unit: HUF/gross ton km*	Charge	Mark-up	Amount to be paid
Passenger trains Freight trains Locomotive trains	~~0,77~~ 0,28	~~0,82~~ 0	~~1,59~~ 0,28

3. 5.3.3.2 Use of catenary system - Charges

The following modification was made:

Charging elements of Use of catenary

Use of catenary *Unit: HUF/electric train km*	Charge	Mark-up	Amount to be paid
MÁV Zrt.	68	117	185
GYSEV Zrt.	~~69~~ 70	~~142~~ 18	~~211~~ 88

4. 7.3.1.3.1.2 Storage of vehicles – Charges of the service

The following modification was made:

Charging elements of Storage of vehicles on the network of GYSEV Zrt.

Storage of vehicles *Unit: HUF/ vehicle/day*	Charge	Mark-up	Amount to be paid
	130	~~119~~ 52	~~249~~ 182

5. 7.3.1.3.2.1-2 Shunting – Charges of the service

The following modification was made:

Charging elements of Ensuring shunting staff on the network of GYSEV Zrt.

Ensuring of shunting staff for passenger trains	**Amount to be paid**
Unit: HUF/person/hour	~~50 476~~ 9 800
Ensuring of shunting staff for freight and locomotive trains	**Amount to be paid**
Unit: HUF/person/hour	~~50 643~~ 5 300

6. 7.3.1.3.2.2-2 Staff available for shunting – Charges of the service

The following modification was made:

Charging elements of Availability of shunting staff on the network of GYSEV Zrt

Availability of shunting staff for passenger trains	**Amount to be paid**
Unit: HUF/person/hour	~~19 706~~ 5 294
Availability of shunting staff for freight and locomotive trains	**Amount to be paid**
Unit: HUF/person/hour	~~20 445~~ 4 000

7. 7.3.1.3.2.3-2 Ensuring traction unit- Charges of the service

The following modification was made:

Charging elements of Ensuring traction unit on the network of GYSEV Zrt.

Ensuring of traction unit for passanger trains	**Amount to be paid**
	~~31 009~~
Unit: HUF/vehicle/hour	24 066
Ensuring of traction unit for freight and locomotive trains	**Amount to be paid**
	~~73 338~~
Unit: HUF/vehicle/hour	24 066

8. 7.3.1.3.2.4-2 Traction unit available for shunting - Charges of the service

The following modification was made:

Charging elements of Availability of traction unit on the network of GYSEV Zrt

Availability of traction unit for passenger trains	**Amount to be paid**
	~~24 560~~
Unit: HUF/vehicle/hour	19 376
Availability of traction unit for freight and locomotive trains	**Amount to be paid**
	~~23 353~~
Unit: HUF/vehicle/hour	18 200

9. 7.3.1.3.4-2 Train preparation – Charges of the service

The following modification was made:

Charging elements of train preparation on the network of GYSEV Zrt

Train preparation	**Amount to be paid**
	~~13 672~~
Unit: HUF/person/hour	4 740

10.7.3.2.4.1 Charges of the service Use of stations for stopping by passenger trains

The following modification was made:

Charging elements of the use of stations for stopping by passenger trains on the network of GYSEV Zrt.

Use of stations by passenger trains for stopping *Unit: HUF/ use of stations*	Charge	Mark-up	Amount to be paid
Station category I	~~1 331~~ 1 340	~~2 133~~ 720	~~3 464~~ 2 060
Station category II	~~1 076~~ 1 086	~~1 947~~ 662	~~3 023~~ 1 748
Station category III	~~1 128~~ 1 138	~~1 939~~ 410	~~3 067~~ 1 548
Station category IV	~~1 042~~ 1 051	~~2 081~~ 342	~~3 123~~ 1 393

11.7.3.2.4.2 Charges of the service Use of the origin/destination stations by passenger trains

The following modification was made:

Charging elements of the use of origin/destination stations by passenger trains on the network of GYSEV Zrt

Use of origin/destination stations by passenger trains *Unit: HUF/ use of stations*	Díj	Felár	Fizetendő összeg
Station category I	~~2 302~~ 2 318	~~3 311~~ 1 172	~~5 613~~ 3 490
Station category II	~~2 636~~ 2 653	~~3 312~~ 347	~~5 948~~ 3 000

12.7.3.3.4.1 Charges of Use of stations for freight trains service

The following modification was made:

Charging elements of the use of stations by freight trains on the network of GYSEV Zrt.

Use of stations by freight trains *Unit: HUF/ use of stations*	Charge	Mark-up	Amount to be paid
Station category I	~~23 699~~ 5 000	~~44 289~~ -	~~67 988~~ 5 000
Station category II	~~12 632~~ 4 000	~~19 520~~ -	~~32 152~~ 4 000
Station category III	~~48 538~~ 3 000	~~64 140~~ -	~~112 678~~ 3 000

13.7.3.7.4.3 Charges of Use of wagon weigh bridges (scales) service

The following modification was made:

Charging elements of use of wagon weigh bridges on the network of GYSEV Zrt.

	Charge	Mark-up	Amount to be paid
Use of wagon weigh bridges (scales) *Unit: HUF/ vehicle*	~~2 725~~ 2 727	~~1 477~~ 338	~~4 202~~ 3 065

14.7.3.10.4.1 Charges of Use of refuelling facilities service

The following modification was made:

Charging elements of use of Use of refuelling facilities on the network of GYSEV Zrt.

	Charge	Mark-up	Amount to be paid
Use of refuelling facilities *Unit: HUF/ litre*	36	~~7~~ 2	~~43~~ 38

ANNEXES

15.5.2-6 Summing-up table of network access charges of GYSEV for the 2024/2025 timetable period (HUF)

The following modification was made:

Services of GYSEV Zrt. 2024/2025	Charge	Mark-up	Amount to be paid	Charge	Mark-up	Amount to be paid
					~~12~~	~~13~~
Ensuring of train path	1	12	13	1	10	11
Running of trains						
				~~0,77~~	~~0,82~~	~~1,59~~
Gross ton proportionate part	0,77	0,82	1,59	0,28	0	0,28
Train km proportionate part						
Passenger trains						
					~~641~~	~~701~~
track section category I	60	641	701	60	250	310
					~~461~~	~~515~~
track section category II	54	461	515	54	226	280
					~~369~~	~~412~~
track section category III	43	369	412	43	172	215
Locomotive trains						
				~~94~~	~~1 015~~	~~1 109~~
track section category I	94	1 015	1 109	95	215	310
					~~471~~	~~511~~
track section category II	40	471	511	40	240	280
					~~299~~	~~325~~
track section category III	26	299	325	26	189	215
Standard freight trains						
				~~85~~	~~646~~	~~731~~
track section category I	85	646	731	96	303	399
					~~786~~	~~901~~
track section category II	115	786	901	115	184	299
					~~512~~	~~562~~
track section category III	50	512	562	50	149	199
Special freight trains - Corridor freight trains						
					~~627~~	~~714~~
track section category I	87	627	714	87	236	323
track section category II						
track section category III						
				~~69~~	~~142~~	~~211~~
Use of catenary	69	142	211	70	18	88
Use of stations by passenger trains for stopping						
				~~1 331~~	~~2 133~~	~~3 464~~
I. station category	1 331	2 133	3 464	1 340	720	2 060
				~~1 076~~	~~1 947~~	~~3 023~~
II. station category	1 076	1 947	3 023	1086	662	1 748
				~~1 128~~	~~1 939~~	~~3 067~~
III. station category	1 128	1 939	3 067	1 138	410	1 548
				~~1 042~~	~~2 081~~	~~3 123~~
IV. station category	1 042	2 081	3 123	1 051	342	1 393
Use of origin / destination stations by passenger trains						
				~~2 302~~	~~3 311~~	~~5 613~~
I. station category	2 302	3 311	5 613	2 318	1 172	3 490
				~~2 636~~	~~3 312~~	~~5 948~~
II. station category	2 636	3 312	5 948	2 653	347	3 000
III. station category						
IV. station category						
Use of stations by freight trains						
				~~23 699~~	~~44 289~~	~~67 988~~
I. station category	23 699	44 289	67 988	5 000	-	5 000
				~~12 632~~	~~19 520~~	~~32 152~~
II. station category	12 632	19 520	32 152	4 000	-	4 000
				~~48 538~~	~~64 140~~	~~112 678~~
III. station category	48 538	64 140	112 678	3 000	-	3 000
					~~119~~	~~249~~
Storage of vehicles	130	119	249	130	52	182
				~~2 725~~	~~1 477~~	~~4 202~~
Use of wagon weigh bridges (scales)	2 725	1 477	4 202	2 727	338	3 065
					~~7~~	~~43~~
Use of refuelling facilities	36	7	43	36	2	38
				~~50 476~~		~~50 476~~
Ensuring of shunting staff for passenger trains	50 476	-	50 476	9 800	-	9 800
				~~50 643~~		~~50 643~~
Ensuring of shunting staff for freight and locomotive trains	50 643	-	50 643	5 300	-	5 300
				~~19 706~~		~~19 706~~
Availability of shunting staff for passenger trains	19 706	-	19 706	5 294	-	5 294
				~~20 445~~		~~20 445~~
Availability of shunting staff for freight and locomotive trains	20 445	-	20 445	4 000	-	4 000
				~~31 009~~		~~31 009~~
Ensuring of traction unit for passenger trains	31 009	-	31 009	24 066	-	24 066
				~~73 338~~		~~73 338~~
Ensuring of traction unit for freight and locomotive trains	73 338	-	73 338	24 066	-	24 066
				~~24 560~~		~~24 560~~
Availability of traction unit for passenger trains	24 560	-	24 560	19 376	-	19 376
				~~23 353~~		~~23 353~~
Availability of traction unit for freight and locomotive trains	23 353	-	23 353	18 200	-	18 200
Ensuring of fuel for traction	493	-	493	493		493
Ensuring of water for water supply	486	-	486	486		486
				~~13 672~~		~~13 672~~
Train preparation	13 672	-	13 672	4 740	-	4 740
Staff ensured for weighing	3 513		3 513	3 513		3 513
Ensuring of traction current						
Transmitted traction current	76,3	-	76,3	76,3		76,3
System-use	18,1	-	18,1	18,1		18,1
Network loss of transmitted traction current	4,0	-	4,0	4,0		4,0
Excise tax	0,2	-	0,2	0,2		0,2
Funds under the Act on Electricity	1,8	-	1,8	1,8		1,8
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted traction current	76,3	-	76,3	76,3		76,3
System-use	18,1	-	18,1	18,1		18,1
Network loss of transmitted traction current	4	-	4,0	4,0		4,0
Excise tax	0,2	-	0,2	0,2		0,2
Funds under the Act on Electricity	1,8	-	1,8	1,8		1,8
Technical inspection of railway vehicles	14 534	-	14 534	14 534		14 534
Ticketing and reckoning activity	239	-	239	239		239

16.5.2-2 Charging Document of GYSEV Zrt.

1. 2.3 Basis of modification of the CD

The following modifications were made:

Until the date of publication Network Statement 2024/2025, the Infrastructure Manager did not send the notification, about the amount and use of state contribution.
On 05 March 2024 GYSEV Zrt. sent to VPE letter No G-002787/2024, which contains the amount of state contribution of 2024/2025 timetable period. Accordingly, the cost base of the related network access charges could be reduced by HUF 11,4 billion. See section 3.8 for more details.

2. Table 1: Distribution of costs of GYSEV Zrt to direct, direct distributable and indirect cost groups

The following modifications were made:

	thousand HUF	%
Direct costs	19 143 403	72,30%
Direct costs to be distributed	3 858 447	14,57%
Indirect costs	3 476 948	13,13%
Total cost	26 478 797	100,00%

Basic service	thousand HUF	%
Variable costs	2 583 605	25,62%
Fixed costs	5 623 836	55,76%
Indirect costs	1 877 790	18,62%
Total cost	10 085 231	100,00%

Supplementary services	thousand HUF	%
Variable costs	1 117 640	11,99%
Fixed costs	2 060 831	22,11%
~~Supply part of costs~~	~~4 654 907~~	~~49,93%~~
Indirect costs	1 488 639	15,97%
Total cost	9 322 018	100,00%

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

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

	thousand HUF	%
Direct costs	19 143 403	72,30%
Direct costs to be distributed	3 858 447	14,57%
Indirect costs	3 476 948	13,13%
Total cost	26 478 797	100,00%

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

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

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

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

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

The following modifications were made:

	thousand HUF	%
Basic services	10 085 231	38,09%
Supplementary services	9 322 018	35,21%
Additional services	6 477 980	24,46%
Ancillary services	593 568	2,24%
Total cost	26 478 797	100,00%

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

4. 3.8 Amount of state contribution

The following modifications were made:

~~By the date of publication specified in the decree the notification was not received by VPE about the amount and use of state contribution on 2024/25 timetable period.~~

Based on the letter No. G-002787/2024 sent by GYSEV, the amount of state contribution that can be taken into account in the charging process is as follows:

- regarding basic services: HUF 5,864 bn
- regarding supplementary services: HUF 5,536 bn

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

- The mass amount of rail network access charges resulting from basic and supplementary services of GYSEV Zrt. in timetable period 2024/2025 should be equal to the mass amount to be paid for the passenger and freight sector which determined to timetable period 2023/2024 (the possible decreasing change in performance can be compensated by the change of unit price).
- Due to the effect of the state contribution network access charges for timetable period 2024/2025 should not be reduced compared to timetable period 2023/2024 unless this is required by law, ministerial provision or cost conditions.
- Ensuring of electric energy and fuel used for traction current should not receive financial support as well as ensuring of electric energy and fuel used for other than traction purposes.
- As in the case of timetable period 2023/2024, in order to meet the transport policy objectives related to competitiveness of railways, the amounts to be paid those freight trains which run on international corridor route ('corridor freight trains') in accordance with Regulation 913/2010/EU shall be reduced by the aggregate revenue from basic and supplementary services to be varied according to the indexation of freight transport services.
- During the data supply the effects of changes of station's category have been taken into account. Railway companies bear the benefits, and disadvantages that result from the change of category due to changes in technical parameters.

5. Table 3: Basic services - summing-up of costs

The following modifications were made:

Costs in 2025 (thousand HUF)	Ensuring of train path	Running of trains														Use of catenary
		Gross ton proportionate part	Train km proportionate part													
			Passenger trains			Locomotive trains			Standard freight trains			Corridor freight trains				
			Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.		
Variable cost component of direct costs	7 084	1 464 880	240 325	10 848	8 467	22 480	58	1	61 957	135	2	1 749	-	-		419 085
~~Variable cost component of direct costs to be~~	~~-~~	~~144 103~~	[illegible]	[illegible]	~~-~~	[illegible]	~~-~~	~~-~~	[illegible]	~~4~~	~~-~~	[illegible]	~~-~~	~~-~~		~~-~~
Fixed cost component of directs costs	62 759	1 028 691	1 911 938	73 812	57 018	183 190	498	8	301 650	700	15	8 249	-	-		616 997
Fixed cost component of directs costs to be di	5 774	127 438	948 320	2 601	-	73 554	-	-	208 768	44	-	4 151	-	-		7 645
Indirect costs	17 539	649 809	731 392	19 796	14 968	65 584	125	2	136 236	202	4	3 338	-	-		238 795
Total cost	94 149	3 269 998	3 928 157	106 321	80 462	352 236	682	11	718 899	1 085	21	17 960	-	-		1 282 522

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

6. Table 4: Basic services - performance

The following modifications were made:

Performance in 2025	Ensuring of train path	Ensuring of train path	Running of trains: Train km proportionate part												Use of catenary
			Passenger trains			Locomotive trains			Standard freight trans			Corridor freight trains			
			Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	
Ensuring of train path performance / train km	7 330 193														
Gross ton km performance / gross ton km		2 200 615 725													
Train km performance / train km			5 603 558	206 521	195 444	317 710	1 314	35	1 001 268	1 205	38	25 061	-	-	
Use of catenary performance / electric train kmn															6 066 854

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

7. Table 5: Basic services – Ensuring train path, Running of trains - Gross ton km proportionate part, Use of catenary- determination of the amount to be paid

The following modifications were made:

2024/2025. (HUF)	Ensuring of train path	Gross ton proportionate part	Running of trains: Train km proportionate part												Use of catenary
			Passenger trains			Locomotive trains			Standard freight trains			Corridor freight trains			
			Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	
1. Amount of charge of access part	1	0,77	60	54	43	84	40	26	85	115	50	87	-	-	68
2. Amount of mark-up	12	0,82	641	461	369	1 015	471	299	646	786	512	627	-	-	142
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 - 3 - 4)	13	1,59	701	515	412	1 109	511	325	731	901	562	714	-	-	211

2024/2025. (HUF)	Ensuring of train path	Gross ton proportionate part	Running of trains: Train km proportionate part												Use of catenary
			Passenger trains			Locomotive trains			Standard freight trains			Corridor freight trains			
			Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	Category I.	Category II.	Category III.	
1. Amount of charge of access part	1	0,84	60	54	43	95	40	26	96	115	50	87	-	-	70
2. Amount of mark-up	12	0,89	646	461	369	1 020	471	299	715	787	512	632	-	-	146
3. Amount of discount	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Amount of state contribution	2	1,45	396	235	197	805	231	110	412	603	363	396	-	-	128
Amount to be paid (1 + 2 - 3 - 4)	11	0,28	310	280	215	310	280	215	399	299	199	323	-	-	88

8. Table 6: Use of stations by passenger trains for stopping – summing-up of costs

The following modifications were made:

Costs in 2025 (thousand HUF)	Use of stations by passenger trains for stopping							
	Category I.		Category II.		Category III.		Category IV.	
	Acces part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	43 456		51 270		14 985		2 070	
Variable cost component of direct costs to be distributed	176 642		307 471		91 626		9 246	
Fixed cost component of direct costs	130 367		153 810		44 955		6 211	
Fixed cost component of direct costs to be distributed	338 227		588 733		175 442		17 703	
Supply part cost component of direct cost		115 015		114 019		40 693		2 566
Supply part cost component of direct cost to be distributed		23 768		41 371		12 329		1 244
Indirect costs	157 567	31 752	251 964	35 552	74 817	12 131	8 060	872
Total cost	846 258	170 535	1 353 249	190 942	401 825	65 152	43 290	4 682

Costs in 2025 (thousand HUF)	Use of stations by passenger trains for stopping							
	Category I.		Category II.		Category III.		Category IV.	
	Acces part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service	Access part of service	Supply part of service
Variable cost component of direct costs	43 456		51 270		14 985		2 070	
Variable cost component of direct costs to be distributed	179 146		311 829		92 925		9 377	
Fixed cost component of direct costs	130 367		153 810		44 955		6 211	
Fixed cost component of direct costs to be distributed	343 838		598 500		178 353		17 997	
Supply part cost component of direct cost		115 015		114 019		40 693		2 566
Supply part cost component of direct cost to be distributed		24 033		41 833		12 466		1 258
Indirect costs	159 423	31 813	255 196	35 658	75 780	12 162	8 157	875
Total cost	856 229	170 862	1 370 605	191 509	406 997	65 321	43 812	4 699

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

The following modifications were made:

Costs in 2025 (thousand HUF)	Use of origin/destination stations by passenger trains							
	Category I.		Category II.		Category III.		Category IV.	
	Acces part of service	Supply part of service	Acces part of service	Supply part of service	Acces part of service	Supply part of service	Acces part of service	Supply part of service
Variable cost component of direct costs	-		-		-		-	
Variable cost component of direct costs to be distributed	15 049		8		-		-	
Fixed cost component of direct costs	-		-		-		-	
Fixed cost component of direct costs to be distributed	68 020		36		-		-	
Supply part cost component of direct cost		30 580		20		-		-
Supply part cost component of direct cost to be distributed		6 384		3		-		-
Indirect costs	19 005	8 457	10	5	-	-	-	-
Total cost	102 074	45 421	54	29	-	-	-	-

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

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

The following modifications were made:

Costs in 2025 (thousand HUF)	Use of stations by freight trains					
	Category I.		Category II.		Category III.	
	Acces part of service	Supply part of service	Acces part of service	Supply part of service	Acces part of service	Supply part of service
Variable cost component of direct costs	263 980		36 272		706	
Variable cost component of direct costs to be distributed	61 351		20 710		70	
Fixed cost component of direct costs	333 817		26 282		570	
Fixed cost component of direct costs to be distributed	115 402		38 956		132	
Supply part cost component of direct cost		-		-		-
Supply part cost component of direct cost to be distributed		8 018		2 706		9
Indirect costs	177 210	1 834	27 963	619	338	2
Total cost	951 761	9 852	150 182	3 326	1 817	11

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

11. Table 9: Use of stations - performance

The following modifications were made:

Performance in 2025	Category I.	Category II.	Category III.	Category IV.
Use of stations by passenger trains for stopping performance / use of stations for stopping	293 501	510 882	152 243	15 362
Use of origin / destination stations by passenger trains / use of origin / destination stations	26 277	14		
Use of stations by freight trains performance / use of stations	14 144	4 774	16	

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

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

The following modifications were made:

2024/2025. (HUF)	Use of stations by passenger trains for stopping				Use of origin / destination stations by passenger trains			
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	Category IV.
1. Amount charge of access part	750	702	700	737	573	573		
2. Amount of charge of supply part	581	374	429	305	1 729	2 065		
3. Amount of mark-up	2 133	1 947	1 939	2 081	3 311	3 312		
4. Amount of discount	-	-	-	-	-	-		
5. Amount of state contribution	-	-	-	-	-	-		
Amount to be paid (1 + 2 + 3 - 4 - 5)	3 464	3 023	3 067	3 123	5 613	5 948	-	-

2024/2025. (HUF)	Use of stations by passenger trains for stopping				Use of origin / destination stations by passenger trains			
	Category I.	Category II.	Category III.	Category IV.	Category I.	Category II.	Category III.	Category IV.
1. Amount charge of access part	758	711	709	745	586	586		
2. Amount of charge of supply part	582	375	429	306	1 732	2 067		
3. Amount of mark-up	2 159	1 972	1 964	2 107	3 375	3 375		
4. Amount of discount	-	-	-	-	-	-		
5. Amount of state contribution	1 439	1 310	1 554	1 765	2 203	3 028		
Amount to be paid (1 + 2 + 3 - 4 - 5)	2 060	1 748	1 548	1 393	3 490	3 000	-	-

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

The following modifications were made:

2024/2025. (HUF)	Use of stations by freight trains		
	Category I.	Category II.	Category III.
1. Amount charge of access part	23 002	11 935	47 841
2. Amount of charge of supply part	697	697	697
3. Amount of mark-up	44 289	19 520	64 140
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	67 988	32 152	112 678

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

14. Table 12: Other complex supplementary services – summing-up of costs

The following modifications were made:

Costs in 2025 (thousand HUF)	Storage of vehicles		Use of wagon weigh bridges (scales)		Use of refuelling facilities	
	Acces part of service	Supply part of service	Acces part of service	Supply part of service	Acces part of service	Supply part of service
Variable cost component of direct costs	10 850		2 495		7 562	
Variable cost component of direct costs to be distributed	130		150		1 541	
Fixed cost component of direct costs	7 233		1 663		5 041	
Fixed cost component of direct costs to be distributed	589		678		6 963	
Supply part cost component of direct cost		1 843		3 013		71 364
Supply part cost component of direct cost to be distributed		55		64		654
Indirect costs	4 302	434	1 141	704	4 829	16 477
Total cost	23 103	2 332	6 127	3 781	25 936	88 495

Costs in 2025 (thousand HUF)	Storage of vehicles		Use of wagon weigh bridges (scales)		Use of refuelling facilities	
	Acces part of service	Supply part of service	Acces part of service	Supply part of service	Acces part of service	Supply part of service
Variable cost component of direct costs	10 850		2 495		7 562	
Variable cost component of direct costs to be distributed	133		153		1 576	
Fixed cost component of direct costs	7 233		1 663		5 041	
Fixed cost component of direct costs to be distributed	600		691		7 095	
Supply part cost component of direct cost		1 843		3 013		71 364
Supply part cost component of direct cost to be distributed		56		64		661
Indirect costs	4 305	434	1 145	704	4 867	16 479
Total cost	23 121	2 333	6 147	3 782	26 141	88 504

15. Table 14: Other complex supplementary services – determination of the amount to be paid

The following modifications were made:

2024/2025. (HUF)	Storage of vehicles	Use of wagon weigh bridges (scales)	Use of refuelling facilities
1. Amount charge of access part	107	1 122	3
~~2. Amount of charge of supply part~~	~~23~~	~~1 603~~	~~33~~
3. Amount of mark-up	119	1 477	7
4. Amount of discount	-	-	-
5. Amount of state contribution	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	249	4 202	43

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

16. Table 16: Shunting services – performance

The following modifications were made:

Performance in 2025	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains
Ensuring of shunting staff performance / person / hour	20	3 697						
Availability of shunting staff performance / person / hour			60 358	62 342				
Ensuring of traction unit performance / vehicle / hour					3	171		
Availability of traction unit performance / vehicle / hour							15 022	15 878

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

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

The following modifications were made:

2024/2025. (HUF)	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains
1. Amount charge of access part	-	-	-	-	-	-	-	-
2. Amount of charge of supply part	50 476	50 643	19 706	20 445	31 009	73 338	24 560	23 353
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	-	-	-	-	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	50 476	50 643	19 706	20 445	31 009	73 338	24 560	23 353

2024/2025. (HUF)	Ensuring of shunting staff		Availability of shunting staff		Ensuring of traction unit		Availability of traction unit	
	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains	For passenger trains	For freight and loco trains
1. Amount charge of access part	-	-	-	-	-	-	-	-
2. Amount of charge of supply part	50 477	50 643	19 706	22 981	31 009	73 338	24 560	23 353
3. Amount of mark-up	-	-	-	-	-	-	-	-
4. Amount of discount	-	-	-	-	-	-	-	-
5. Amount of state contribution	40 677	45 343	14 412	18 981	6 943	49 272	5 184	5 153
Amount to be paid (1 + 2 + 3 - 4 - 5)	9 800	5 300	5 294	4 000	24 066	24 066	19 376	18 200

18. Table 19: Other supply part of supplementary services – performance

The following modifications were made:

Performance in 2025	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation	Staff ensured for weighing
Ensuring of fuel for traction performance / litre	2 690 000			
Ensuring of water for water supply performance / m3		1 920		
Train preparation performance / person / hour			7 332	
Staff ensured for weighing performance / vehicle				42

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

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

The following modifications were made:

2024/2025. (HUF)	Ensuring of fuel for traction	Ensuring of water for water supply	Train preparation	Staff ensured for weighing
1. Amount charge of access part	-	-	-	-
2. Amount of charge of supply part	493	486	13 672	3 513
3. Amount of mark-up	-	-	-	-
4. Amount of discount	-	-	-	-
5. Amount of state contribution	-	-	-	-
Amount to be paid (1 + 2 + 3 - 4 - 5)	493	486	13 672	3 513

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

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

The following modifications were made:

Services 2024/2025	Direct costs (thousand HUF)	Direct costs to be distributed (thousand HUF)	Indirect costs (thousand HUF)	Total costs (thousand HUF)
Ensuring of train parth	70 843	5 774	17 529	94 147
Running of trains				
Gross ton proportionate part	2 513 571	326 613	649 809	3 489 993
Train km proportionate part				
Passenger train				
track section category I	2 152 663	1 044 102	731 392	3 928 157
track section category II	83 660	2 864	19 796	106 321
track section category III	65 485	-	14 982	80 467
Locomotive train				
track section category I	205 670	80 983	65 584	352 236
track section category II	547	-	125	672
track section category III	9	-	2	11
Standard freight train				
track section category I	365 608	229 854	136 236	731 699
track section category II	835	49	202	1 085
track section category III	17	-	4	21
Special freight train - Corridor freight train				
track section category I	9 997	4 570	3 333	17 900
track section category II	-	-	-	-
track section category III	-	-	-	-
Use of catenary	1 036 062	7 665	238 795	1 282 522
Use of stations by passenger trains for stopping				
I. station category	288 838	538 636	189 319	1 016 793
II. station category	319 099	937 575	287 516	1 544 190
III. station category	100 633	279 397	86 948	466 977
IV. station category	10 848	28 193	8 932	47 972
Use of origin / destination stations by passenger trains				
I. station category	30 580	89 453	27 462	147 495
II. station category	20	48	16	83
Use of stations by freight trains				
I. station category	597 797	184 771	179 045	961 613
II. station category	62 554	62 372	28 582	153 508
III. station category	1 276	212	340	1 828
Storage of vehicles	19 926	774	4 736	25 436
Use of wagon weigh bridges (scales)	7 171	892	1 845	9 908
Use of refuelling facilities	83 968	9 157	21 306	114 431
Ensuring of shunting staff for passenger trains	818	6	189	1 012
Ensuring of shunting staff for freight and locomotive trains	151 235	1 119	34 857	187 211
Availability of shunting staff for passenger trains	960 826	7 108	221 455	1 189 388
Availability of shunting staff for freight and locomotive trains	1 029 652	7 617	237 318	1 274 587
Ensuring of traction unit for passenger trains	73	1	17	90
Ensuring of traction unit for freight and locomotive trains	10 131	75	2 335	12 541
Availability of traction unit for passenger trains	298 044	2 205	68 694	368 943
Availability of traction unit for freight and locomotive trains	299 532	2 216	69 037	370 786
Ensuring of fuel for traction	1 325 901	-	-	1 325 901
Ensuring of water for water supply	933	-	-	933
Train preparation	80 980	599	18 665	100 244
Staff ensured for weighing	120	1	27	148
Ensuring of traction current				
Transmitted traction current	4 745 518	-	-	4 745 518
System-use	1 123 938	-	-	1 123 938
Network loss of transmitted tratcion current	249 764	-	-	249 764
Excise tax	12 488	-	-	12 488
Funds under the Act on Electricity	112 394	-	-	112 394
Ensuring of electric energy used for other than traction purposes (preheating, precooling)		-	-	
Transmitted traction current	177 747	-	-	177 747
System-use	42 098	-	-	42 098
Network loss of transmitted traction current	9 355	-	-	9 355
Excise tax	468	-	-	468
Funds under the Act on Electricity	4 210	-	-	4 210
Technical inspection of railway vehicles	478 344	3 539	110 250	592 133
Ticketing and reckoning activity	1 160	9	267	1 435
Total	19 143 403	3 858 447	3 476 948	26 478 797

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

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

The following modifications were made:

Services					2022	2024/2025	Measure unit
Ensuring of train path					7 210 008	7 350 153	train km
Running of trains	Gross ton km proportionate part				2 369 461 740	2 200 615 725	gross ton km
	Train km proportionate part	Total			7 210 008	7 393 584	train km
		Passenger trains	Total		5 743 971	6 005 523	train km
				I.	5 352 100	5 603 558	train km
				II.	188 975	206 521	train km
				III.	202 896	195 444	train km
		Locomotive trains	Total		345 473	319 059	train km
				I.	343 884	317 710	train km
				II.	1 537	1 314	train km
				III.	52	35	train km
		Standard freight trains	Total		1 090 538	1 002 510	train km
				I.	1 089 036	1 001 268	train km
				II.	1 501	1 205	train km
				III.	1	38	train km
		Special freight trains - Corridor freight trains	Total		30 025	25 061	train km
				I.	30 025	25 061	train km
				II.		0	train km
				III.		0	train km
Use of catenary					6 099 978	6 066 854	electric train km
Use of stations by passenger trains for stopping	Total				915 587	971 987	use of stations
	Station category I				262 408	293 501	use of stations
	Station category II				455 903	510 882	use of stations
	Station category III				100 524	152 243	use of stations
	Station category IV				96 752	15 362	use of stations
Use of origin / destination stations by passenger trains	Total				30 973	26 291	use of stations
	Station category I				30 935	26 277	use of stations
	Station category II				38	14	use of stations
	Station category III				0	0	use of stations
	Station category IV				0	0	use of stations
Use of stations by freight trains	Total				19 602	18 935	use of stations
	Station category I				14 369	14 144	use of stations
	Station category II				5 225	4 774	use of stations
	Station category III				8	16	use of stations
Storage of vehicles					88 392	102 340	vehicles/day
Use of wagon weigh bridges (scales)					1 763	2 358	vehicles (pcs)
Use of refuelling facilities					2 763 399	2 690 000	litre
Ensuring of shunting staff for passenger trains					385	20	person/hour
Ensuring of shunting staff for freight and locomotive trains					3 372	3 697	person/hour
Availability of shunting staff for passenger trains					61 652	60 358	person/hour
Availability of shunting staff for freight and locomotive trains					62 298	62 342	person/hour
Ensuring of traction unit for passenger trains					2	3	vehicles/hour
Ensuring of traction unit for freight and locomotive trains					167	171	vehicles/hour
Availability of traction unit for passenger trains					15 701	15 022	vehicles/hour
Availability of traction unit for freight and locomotive trains					15 919	15 878	vehicles/hour
Ensuring of fuel for traction					2 763 399	2 690 000	litre
Ensuring of water for water supply					1 920	1 920	m3
Train preparation					6 968	7 332	person/hour
Staff ensured for weighing					0	42	vehicle (pcs)
Ensuring of traction current					67 512 813	62 210 842	kWh
Ensuring of electric energy used for other than traction purposes (preheating, precooling)					2 788 985	2 330 158	kWh
Technical inspection of railway vehicles					42 468	40 742	train km
Ticketing and reckoning activity					17 867	6 000	ticket

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

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

The following modifications were made:

Denomination of in-kind performances	2022	2024/2025
Number of use of track routes by departing trains	194 491	199 799
Number of use of track routes by through trains	1 820 194	1 846 432
Number of use of track routes by passenger trains, locomotive trains, standard freight trains	1 812 774	1 840 239
Passenger trains	1 355 080	1 418 909
track section category I	1 351 528	1 415 027
track section category II	3 552	3 882
track section category III	-	-
Locomotive trains	118 794	109 752
track section category I	118 794	109 752
track section category II	-	-
track section category III	-	-
Standard freight trains	338 900	311 578
track section category I	338 818	311 512
track section category II	82	66
track section category III	-	-
Special freight trains - Corridor freight trains	7 420	6 193
track section category I	7 420	6 193
track section category II	-	-
track section category III	-	-
Number of use of track routes by passenger trains for stopping	915 587	971 987
track section category I	262 408	293 501
track section category II	455 903	510 882
track section category III	100 524	152 243
track section category IV	96 752	15 362
Number of use of track routes by passenger trains for reversing direction	92 919	78 873
track section category I	92 805	78 831
track section category II	114	42
track section category III	-	-
track section category IV	-	-
Number of use of track routes by freight trains	137 214	132 542
track section category I	100 583	99 007
track section category II	36 575	33 421
track section category III	56	114
Number of use of track routes for access to refuelling facilities	8 290	8 070
Number of use of track routes for access to wagon weigh bridges	588	786
Number of use of track routes for storages of vehicles	589	682

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

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

The following modifications were made:

Services	Charge of access part	Charge of supply part	Mark-up	Discount	State contribution	Amount to be paid
Ensuring of train path	1	-	12	-	-	13
Running of trains						
Gross ton proportionate part	0,77	-	0,82	-	-	1,59
Train km proportionate part						
Passenger trains						
track section category I	60	-	641	-	-	701
track section category II	54	-	461	-	-	515
track section category III	43	-	369	-	-	412
Locomotive trains						
track section category I	94	-	1 015	-	-	1 109
track section category II	40	-	471	-	-	511
track section category III	26	-	299	-	-	325
Standard freight trains						
track section category I	85	-	646	-	-	731
track section category II	115	-	786	-	-	901
track section category III	50	-	512	-	-	562
Special freight trains - Corridor freight trains						
track section category I	87	-	627	-	-	714
track section category II	-	-	-	-	-	-
track section category III	-	-	-	-	-	-
Use of catenary	69	-	142	-	-	211
Use of stations by passenger trains for stopping						
I. station category	750	581	2 133	-	-	3 464
II. station category	702	374	1 947	-	-	3 023
III. station category	700	428	1 939	-	-	3 067
IV. station category	737	305	2 081	-	-	3 123
Use of origin / destination stations by passenger trains						
I. station category	573	1 729	3 311	-	-	5 613
II. station category	573	2 063	3 312	-	-	5 948
III. station category	-	-	-	-	-	-
IV. station category	-	-	-	-	-	-
Use of stations by freight trains						
I. station category	23 002	697	44 289	-	-	67 988
II. station category	11 935	697	19 520	-	-	32 152
III. station category	47 841	697	64 140	-	-	112 678
Storage of vehicles	107	23	119	-	-	249
Use of wagon weigh bridges (scales)	1 122	1 603	1 477	-	-	4 202
Use of refuelling facilities	3	33	7	-	-	43
Ensuring of shunting staff for passenger trains	-	50 476	-	-	-	50 476
Ensuring of shunting staff for freight and locomotive trains	-	50 643	-	-	-	50 643
Availability of shunting staff for passenger trains	-	19 706	-	-	-	19 706
Availability of shunting staff for freight and locomotive trains	-	20 445	-	-	-	20 445
Ensuring of traction unit for passenger trains	-	31 009	-	-	-	31 009
Ensuring of traction unit for freight and locomotive trains	-	73 338	-	-	-	73 338
Availability of traction unit for passenger trains	-	24 560	-	-	-	24 560
Availability of traction unit for freight and locomotive trains	-	23 353	-	-	-	23 353
Ensuring of fuel for traction	-	493	-	-	-	493
Ensuring of water for water supply	-	486	-	-	-	486
Train preparation	-	13 672	-	-	-	13 672
Staff ensured for weighing	-	3 513	-	-	-	3 513
Ensuring of traction current						
Transmitted traction current	-	76,3	-	-	-	76,3
System use	-	18,1	-	-	-	18,1
Network loss of transmitted traction current	-	4,0	-	-	-	4,0
Excise tax	-	0,2	-	-	-	0,2
Funds under the Act on Electricity	-	1,8	-	-	-	1,8
Ensuring of electric energy used for other than traction purposes (preheating, precooling)						
Transmitted traction current	-	76,3	-	-	-	76,3
System use	-	18,1	-	-	-	18,1
Network loss of transmitted traction current	-	4,0	-	-	-	4,0
Excise tax	-	0,2	-	-	-	0,2
Funds under the Act on Electricity	-	1,8	-	-	-	1,8
Technical inspection of railway vehicles	-	14 534	-	-	-	14 534
Ticketing and reckoning activity	-	239	-	-	-	239

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

24. **Annex 5/b: Summing-up table of network access charges of MÁV Zrt for the 2024/2025 timetable period (HUF) broken down by Network Statement**
    The following modifications were made:

Services	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	12	13
Running of trains			
Gross ton proportionate part	0,77	0,82	1,59
Train km proportionate part			
Passenger trains			
track section category I	60	641	701
track section category II	54	461	515
track section category III	43	369	412
Locomotive trains			
track section category I	94	1 015	1 109
track section category II	40	471	511
track section category III	26	299	325
Standard freight trains			
track section category I	85	646	731
track section category II	115	786	901
track section category III	50	512	562
Special freight trains - Corridor freight trains			
track section category I	87	627	714
track section category II	-	-	-
track section category III	-	-	-
Use of catenary	69	142	211
Use of stations by passenger trains for stopping			
I. station category	1 331	2 133	3 464
II. station category	1 076	1 947	3 023
III. station category	1 128	1 939	3 067
IV. station category	1 042	2 081	3 123
Use of origin / destination stations by passenger trains			
I. station category	2 302	3 311	5 613
II. station category	2 636	3 312	5 948
III. station category	-	-	-
IV. station category	-	-	-
Use of stations by freight trains			
I. station category	23 699	44 289	67 988
II. station category	12 632	19 520	32 152
III. station category	48 538	64 140	112 678
Storage of vehicles	130	119	249
Use of wagon weigh bridges (scales)	2 725	1 477	4 202
Use of refuelling facilities	36	7	43
Ensuring of shunting staff for passenger trains	50 476	-	50 476
Ensuring of shunting staff for freight and locomotive trains	50 643	-	50 643
Availability of shunting staff for passenger trains	19 706	-	19 706
Availability of shunting staff for freight and locomotive trains	20 445	-	20 445
Ensuring of traction unit for passenger trains	31 009	-	31 009
Ensuring of traction unit for freight and locomotive trains	73 338	-	73 338
Availability of traction unit for passenger trains	24 560	-	24 560
Availability of traction unit for freight and locomotive trains	23 353	-	23 353
Ensuring of fuel for traction	493	-	493
Ensuring of water for water supply	486	-	486
Train preparation	13 672	-	13 672
Staff ensured for weighing	3 513	-	3 513
Ensuring of traction current			
Transmitted traction current	76,3	-	76,3
System-use	18,1	-	18,1
Network loss of transmitted traction current	4,0	-	4,0
Excise tax	0,2	-	0,2
Funds under the Act on Electricity	1,8	-	1,8
Ensuring of electric energy used for other than traction purposes (preheating, precooling)		-	-
Transmitted traction current	76,3	-	76,3
System-use	18,1	-	18,1
Network loss of transmitted traction current	4,0	-	4,0
Excise tax	0,2	-	0,2
Funds under the Act on Electricity	1,8	-	1,8
Technical inspection of railway vehicles	14 534	-	14 534
Ticketing and reckoning activity	239	-	239

Services	Charge	Mark-up	Amount to be paid
Ensuring of train path	1	10	11
Running of trains			
Gross ton proportionate part	0.28	-	0.28
Train km proportionate part			
Passenger trains			
track section category I	60	250	310
track section category II	54	226	280
track section category III	43	172	215
Locomotive trains			
track section category I	95	215	310
track section category II	40	240	280
track section category III	26	189	215
Standard freight trains			
track section category I	96	303	399
track section category II	115	184	299
track section category III	50	149	199
Special freight trains - Corridor freight trains			
track section category I	87	236	323
track section category II	-	-	-
track section category III	-	-	-
Use of category	70	18	88
Use of stations by passenger trains for stopping			
I. station category	1 340	720	2 060
II. station category	1 086	662	1 748
III. station category	1 138	410	1 548
IV. station category	1 051	342	1 393
Use of origin / destination stations by passenger trains			
I. station category	2 318	1 172	3 490
II. station category	2 653	347	3 000
III. station category	-	-	-
IV. station category	-	-	-
Use of stations by freight trains			
I. station category	5 000	-	5 000
II. station category	4 000	-	4 000
III. station category	3 000	-	3 000
Storage of vehicles	130	52	182
Use of wagon weigh bridges (scales)	2 727	338	3 065
Use of refuelling facilities	36	2	38
Ensuring of shunting staff for passenger trains	9 800	-	9 800
Ensuring of shunting staff for freight and locomotive trains	5 300	-	5 300
Availability of shunting staff for passenger trains	5 294	-	5 294
Availability of shunting staff for freight and locomotive trains	4 000	-	4 000
Ensuring of traction unit for passenger trains	24 066	-	24 066
Ensuring of traction unit for freight and locomotive trains	24 066	-	24 066
Availability of traction unit for passenger trains	19 376	-	19 376
Availability of traction unit for freight and locomotive trains	18 200	-	18 200
Ensuring of fuel for traction	493	-	493
Ensuring of water for water supply	486	-	486
Train preparation	4 740	-	4 740
Staff ensured for weighing	3 513	-	3 513
Ensuring of traction current			
Transmitted traction current	76.3	-	76.3
System-use	18.1	-	18.1
Network loss of transmitted traction current	4.0	-	4.0
Excise tax	0.2	-	0.2
Funds under the Act on Electricity	1.8	-	1.8
Ensuring of electric energy used for other than traction purposes (preheating, precooling)		-	-
Transmitted traction current	76.3	-	76.3
System-use	18.1	-	18.1
Network loss of transmitted traction current	4.0	-	4.0
Excise tax	0.2	-	0.2
Funds under the Act on Electricity	1.8	-	1.8
Technical inspection of railway vehicles	14 534	-	14 534
Ticketing and reckoning activity	239	-	239

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

The following modifications were made:

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

26. Annex 7: Letters, regarding state contribution in timetable period 2024/2025 from GYSEV Zrt.

The following modifications were made:

Elektronikusan aláírta:
Ikker Tibor

GYSEV Raaberbahn

Győr - Sopron - Ebenfurti Vasút
Zártkörűen Működő Részvénytársaság
anno 1872

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

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

Tisztelt VPSZ szervezet vezető Úrhölgy!

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

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

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

Cg. 08-10-001787
Adószám: 10008676-2-08
Közösségi adószám: HU 10008676
KSH szám: 10008676-4910-114-08

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

GYSEV Raaberbahn

Győr - Sopron - Ebenfurti Vasút
Zártkörűen Működő Részvénytársaság
anno 1872

Felsővezetéki rendszerek használata		759 350 000
Személyszállító vonatok megállási célú állomáshasználata	I. kategória	422 458 000
	II. kategória	669 100 000
	III. kategória	236 650 000
	IV. kategória	27 112 000
Személyszállító vonatok kiinduló-/végállomás használata	I. kategória	57 880 000
	II. kategória	42 390
	III. kategória	0
	IV. kategória	0
Tehervonatok állomáshasználata	I. kategória	873 313 000
	II. kategória	135 665 000
	III. kategória	1 783 640
Járműtárolás		6 830 000
Vasúti járműmérleg használata		2 702 000
Üzemanyag vételező helyek használata		12 426 000
Tolatószemélyzet biztosítása személyszállító vonatok részére		815 859
Tolatószemélyzet biztosítása teher- és mozdonyvonatok számára		167 620 000
Tolatószemélyzet rendelkezésre állása személyszállító vonatok számára		869 856 000
Tolatószemélyzet rendelkezésre állása teher- és mozdonyvonatok számára		1 052 740 000
Vontatójármű biztosítása személyszállító vonatok számára		20 136
Vontatójármű biztosítása teher- és mozdonyvonatok számára		8 425 500
Vontatójármű rendelkezésre állása személyszállító vonatok számára		77 877 000
Vontatójármű rendelkezésre állása teher- és mozdonyvonatok számára		81 816 000
Vonat-előkészítés		71 028 000
Állami szerepvállalás összesen:		**11 400 000 000 Ft**

Üdvözlettel,

Ikker Tibor
Pályavasúti igazgató

MELLÉKLET:
KÖFAT/1082-1/2024/VIF
GYSEV 2024_25 Adatszolgáltatási tábla és kalkulacio_v

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

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

ÉPÍTÉSI ÉS KÖZLEKEDÉSI MINISZTÉRIUM
KÖZLEKEDÉSÉRT FELELŐS ÁLLAMTITKÁR

Kövesdi Szilárd István vezérigazgató úr
részére

GYSEV Győr-Sopron-Ebenfurti Vasút Zrt.

Sopron
Mátyás király utca 19.
9400

KÖFÁT/1082-1/2024/VIF

Tisztelt Vezérigazgató Úr!

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

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

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

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

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

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

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

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

Budapest, 2024. január „11."

Tisztelettel:

Építési és Közlekedési Minisztérium * 16. *

Nagy Bálint

Másolatban kapja: VPE Vasúti Pályakapacitás-elosztó Kft.

1054 Budapest, Alkotmány u. 5.