

Charging Document (CD)
of
GYSEV ZRT

For the 2013/2014 timetable year

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1. Introduction

Act CLXXXIII of 2005 on Railway Transport (hereafter Railway Act) and Joint Decree of the Minister of Economy and Transport and the Minister of Finance No 83/2007 (X /)GKM-PM on frameworks of the network access charging system and basic regulations of determination and implementation of network access charges (hereafter Charging Decree) has designated the Rail Capacity Allocation Office (hereafter 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 13 of the Charging Decree, the task of the Charging Body is to prepare the Charging Methodology (hereafter CM) in every 5 year as a methodological documentation of network access charges.

Charging Body shall determine the concrete network access charges for the given timetable year on the basis of the Charging Methodology, the fact data of the last closed business year of the infrastructure manager, other data sources set out in the Charging Methodology, as well as on the basis of the expected amount of contribution from the State, and shall lay down in the Charging Document (hereafter CD) the detailed calculations for the determination of the network access charges and also data used for calculations.

We pointedly call your attention to the fact that in the course of calculating charges mentioned in the Charging Methodology we do not use rounding at all in order to achieve the possible most accurate calculations.

For transparency reasons, cost data demonstrated in the Charging Document shall be rounded to thousand HUF without decimals; network access charges shall be given in HUF without decimals, percentages shall be demonstrated up to two decimals.¹

Charges 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 charges, after adding up of data contained by tables, a charge deviating in a slight degree from the final charge may result. These differences come from the rounding of individual elements, they are not calculation mistakes.

¹ Exception 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 charges determined in the Charging Document for the 2012/2013 timetable year in the Network Statement relevant to the given timetable year. Provisions of this CD shall be taken into consideration for the timetable year beginning on the second Sunday of December of 2012.

2.2 OBJECTIVE SCOPE OF CD

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

2.3 BASIS OF MODIFICATION OF THE CD

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 charges carried out on the basis of data provided by the infrastructure manager in compliance with methodology set out in Charing methodology (CM) and in observance of legal rules in force.

3.2 COSTS

Justified revenues, costs and expenditures relating to certain services shall be distinguished in compliance with CM according to direct, distributable and indirect cost units.

Direct costs

Items that can unambiguously and directly be assigned to certain services can be labelled as direct costs.

Values of direct costs of the infrastructure manager for 2014 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.

Costs to be divided

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 provided by the infrastructure manager and for this reason are to be shared to these services on the basis of „naturalias”.

Values of total costs of the infrastructure manager for 2014 divided on the basis of Annex 5a of CM can be seen in Annex 1. Furthermore, they will also be demonstrated in the text of the CD among costs related to certain services.

Summing-up table of „naturalias” 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, central and governance costs of the infrastructure manager; costs of services provided by other organisations of a railway company, as well as governance and central revenues, costs and expenditures occurring at railway company and burdening the infrastructure manager.

Values of indirect costs for 2014 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.

In accordance with point 6.1.4 of CM, the calculation of indirect costs happens in proportion of direct costs and expenditures as well as costs and expenditures to be shared on the basis of „naturalias”. In accordance with Section 4 (3) of Joint Decree 83/2007 GKM-PM, indirect costs distributed to basic services may not directly be presented in the charge items to be paid, however, when calculating indirect costs, costs will be distributed to basic services as well, that show themselves as general surcharge in the composition of charge items to be paid for

basic services, ensuring this way the coverage of costs and expenditures occurred at the infrastructure manager.

Summing-up of costs for the 2014 year can be seen in the following tables.

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

| 2014 | | |
|--------------------|-------------------|----------------|
| | thousand HUF | % |
| Direct costs | 11 419 838 | 80.07% |
| Costs to be shared | 1 718 686 | 12.05% |
| Indirect costs | 1 123 687 | 7.88% |
| Total cost | 14 262 211 | 100.00% |

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

| 2014 | | |
|------------------------|-------------------|----------------|
| | Thousand HUF | % |
| Basic services | 5 411 827 | 37.95% |
| Supplementary services | 3 048 481 | 21.37% |
| Additional services | 5 801 903 | 40.68% |
| Total cost | 14 262 211 | 100.00% |

3.3 CORRECTION INDEXES

Three years will pass between the basis period - i.e. the last closed business year that forms the basis of justified costs and expenditures which can be taken into account when charging - and the year of charge. Consequently, change in the price level during the time horizon between the basis period and the year of charge (based partly on facts, partly planable), as well as other considerable changes affecting charges have been taken into consideration.

On the basis of CM 6.1.3 for good cause, with presenting an appropriate reasoning, VPE can apply correction that departs from what is laid down in CM 6.1.3. GySEV Zrt. asked the target figures from the approved business plan for 2014 to be taken as the basis of calculation. The Business plan for 2014 of GySEV Zrt can be found in Annex 2.

3.4 PERFORMANCE INDICATORS

As part of data supply, GYSEV Zrt has made values of performance indicators of 2011 and 2014 and assumptions used for forecasting available.

Values of performance indicators of GYSEV Zrt for 2011 and 2014 can be seen in Annex 3.

3.5 „NATURALIAS”

Based on performance indicators provided by the infrastructure manager it is necessary to create „naturalias” that serve - when calculating - as a basis of distribution of distributable costs (costs which can directly be connected to the provision of services by the infrastructure manager, but occur in the common interest of several services of the infrastructure manager).

In order to distribute revenues, costs and expenditures assigned to certain services in proportion to the chosen „naturalia” 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.

Charging Methodology (CM) uses the number of use of track route as projection equivalent in case of access services. Specification of projection equivalents can be found in Annex 5.a to CM.

Determination of values of naturalias for 2014 were carried out in line with performance indicators set out in Annex 5a to CM.

Tables of naturalias contain the number of the use of track route related to distinct services. Values of naturalias of the infrastructure manager for 2011 and for 2014, can be found in Annex 4.

3.6 APPLIED SURCHARGES

In accordance with Article 55 (5) of the Railway Act (Vtv), charge of basic services shall be determined by taking into account of costs and expenditures in accordance with relevant provisions of legal rules on the operation of open access railway network and allocation of railway network capacity in such a way that it reflects the costs and expenditures directly be connected to the use of services, and also reflects subsidies provided by the State for the operation of the infrastructure.

In accordance with Article 4 paragraph (3) of the Joint Decree No 83/2006 (X6)GKM-PM on frameworks of the network access charging system and basic regulations of determination and implementation of network access charges, indirect costs falling on basic services (ensuring of train path, ensuring of train run) may not be taken into account when charging. In order that network access charges to be paid and to be accounted should cover the justified costs of the infrastructure managers, a general mark-up has been determined to the basic services in compliance with Article 55 (8) of Railway Act.

In accordance with provisions of Article 6 of Joint Decree No 83/2007. (X 6)GKM-PM if the infrastructure manager operates regional, suburban railway network which comprises also nationwide railway tracks or railway track owned by State, and network access charges to be expected to be paid by Railway Undertakings and to be accounted to them and the sum of the provided state subsidy do not cover the entire amount of justified costs and expenditures of the infrastructure manager to be expected in connection with its activity, charging body shall charge mark-ups defined by Article 55 (8) of Railway Act.

In compliance with Article 4 of Joint Decree No 83/2007. (X 6)GKM-PM - when determining charges for basic, supplementary, additional and ancillary services - network access charges must cover all the indirect/any justified costs and expenditures occurring at the infrastructure manager in connection with providing the service. From the point of view of determination of the general mark-up, the main emphasis lies on justifiability: the mass of costs that cannot be affected in the charge items of basic services and that form indirect costs - when examining the charge-base of any other services - may not be considered as justified costs, expenditures occurring in connection with the provision of the given service.

If State contribution will be determined for a given year that must be taken into consideration primarily as an item reducing indirect costs (general mark-ups) distributed to basic services. By doing so, the charges to be expectedly paid by Railway Undertakings and the sum of the State contribution together will cover all anticipatory costs and expenditures of the infrastructure manager arising from the provision of the given service.

At individual charge items extension of the relating mark-up will be shown.

Values of mark-ups can be seen in Annex 5.

3.7 DISCOUNTS

Within the framework ensured by Railway Act and the Charging Decree, general and individual discounts may be introduced by the infrastructure manager. Discount may relate only to network access charges levied on a certain railway track section.

In accordance with relevant provisions of Railway Act and the Charging Decree, if an infrastructure manager affected by the Charging Methodology (CM) receives compensation, that infrastructure manager is obliged to provide a discount to the Railway Undertakings that is proportionate to the amount of the compensation. Discounts based on the above rules must reduce charges of running of trains in such a way that the sharing of discounts between the gross ton km proportionate and the train km proportionate part of charge shall happen in the ratio of the sum of direct costs assigned to them and the amount of costs distributed on the basis of „naturalias”.

If discount is set, value of discounts will be demonstrated at relevant charge items.

Discounts were not applied in the course of preparation of this Charging Document (CD).

3.8 AMOUNT OF STATE CONTRIBUTION

Ministry of National Development sets the amount of the State contribution relating to track access charges for the 2013/2014 timetable year of GYSEV Zrt in its letter of No NFM/19440/3/2012. on the amount of State contribution and its distribution, as follows:

- for basic and supplementary services HUF 3,97 billion
- for additional services HUF 0,48 billion.

For calculations the following aspects had to be taken into consideration:

- burden of track charges of basic and supplementary services for the freight transport sector in case of the same performance shall not increase in comparison to that of the 2012/2013 timetable year,
- Charges for 2013/2014 compared to 2012/2013 should not fall as a consequence of cost refunding of the State unless its results from legal rule (e.g.: calculation of charges of basic services on the basis of charges directly deriving from the services) or not from cost relations.
- The service “Storage of vehicles” of supplementary services shall not be subsidized

In compliance with the decision of the European Commission on state contribution (case number: SA.33417 (2011/N)) the following additional services can be supported:

- ensuring shunting staff for Railway Undertakings performing freight transport,
- ensuring traction unit for traction purposes for Railway Undertakings performing freight transport,
- outdoor train acceptance for Railway Undertakings performing freight transport.

Official letter on the amount and distribution of the state contribution can be found in Annex 6. Distribution of state contribution for GYSEV Zrt can be seen in Annex 7.

3.9 MODE OF CALCULATION OF CHARGES

Mode of determination of charges relating to services in accordance with relevant provisions of CM is as follows:

$$\frac{\text{Sum of revenues, costs and expenditures that may be taken into account in the charge of the service}}{\text{Performance relating to the service}} = \text{Cost-based charge}$$

Cost-based direct charges are presented at basic services; method of their calculation is as follows:

$$\frac{\text{Total sum of direct revenues, costs and expenditures that may be taken into account in the charge of the service}}{\text{performance related to the service}} = \text{direct cost-based charge}$$

In accordance with provisions of point 3.6, indirect costs falling on basic services will be demonstrated as general mark-ups. General mark-ups will be calculated on the basis of the following formula:

$$\frac{\text{Sum of indirect revenues, costs and expenditures that may be taken into account in the charge of the service}}{\text{Performance relating to the service}} = \text{General mark-up}$$

In case of determining the amount of state contribution, state contribution relating to the charge items of a certain service will be calculated on the basis of the following formula:

$$\frac{\text{Amount of state contribution reducing the charge of the service}}{\text{Performance relating to the service}} = \text{State contribution}$$

4. Charges of services provided to Railway Undertakings by GYSEV Zrt

4.1 BASIC SERVICES

4.1.1 Charge for ensuring of train path

Costs taken into account when determining the charge

Items that can be taken into account when determining the charge (in accordance with point 7.2.1.1 of CM) are direct and shareable costs and expenditures, as well as central budget subsidy appointed to the service „Handling of requests for rail network capacity (Service mentioned in point I.a) of Annex 3 to the Railway Act).

Invoiced costs of VPE from direct costs of the service „ensuring of train path” have been determined individually based on the business plan of VPE. 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 network access charges.

Summing-up of costs

Table 3: Charge for ensuring of train path - summing-up of costs

| | |
|--------------------|---------------|
| Direct costs | 64 396 |
| Costs to be shared | 3 921 |
| Indirect costs | 7 740 |
| Total cost | 76 057 |

Performance indicator relating to the charge

Table 4: Charge for ensuring of train path - performance

| Charge for ensuring of train path | Performance in 2014 |
|--|----------------------------|
| number of train paths | 155 496 |

Determination of charge to be paid

Table 5: Charge for ensuring of train path - determination of the charge

| Charge for ensuring of train path | HUF |
|--|------------|
| 1. Direct cost-based calculation | 439 |
| 2. Amount of mark-up | 50 |
| 3. Amount of marking-ups | - |
| 4. Amount of state contribution | 52 |
| Charge to be paid (1 + 2 - 3 - 4) | 437 |

On the basis of the table above, charge to be paid by the user of the service comes to HUF 437 / train path.

4.1.2 Charge for running of trains

Costs taken into account when determining the charge

Items that can be taken into account when determining the charge (in accordance with point 7.2.2.1 of CM) are directly booked and shared revenues, costs and expenditures appointed to the following services.

Charge for running of trains consists of two components: gross ton km proportionate and train km proportionate part of charge. Charge for running of trains can be calculated with the use of the following formula:

Charge for running of trains = train km charge * train km + gross ton km charge * gross ton * train km

Gross ton km proportionate part of the charge for running of trains

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

Summing-up of costs

Table 6: Gross ton km proportionate part of charge for running of trains - summing-up of costs

| Charge for running of trains gross ton km proportionate part of charge | Costs in 2014 (thousand HUF) |
|---|-------------------------------------|
| Direct costs | 2 212 892 |
| Costs to be shared | 52 666 |
| Indirect costs | 256 682 |
| total cost | 2 522 240 |

Performance indicator relating to the charge

Table 7: Gross ton km proportionate part of charge for running of trains - performance

| Charge for running of trains gross ton proportionate part of charge | Performance 2014 |
|--|-------------------------|
| Performed gross ton km | 2 1 990 192 871 |

Determination of the charge to be paid

Table 8: Gross ton km proportionate part of charge for running of trains - determination of charge

| Charge for running of trains gross ton km proportionate part fo charge | HUF |
|---|-------------|
| 1. Direct cost based charge | 1,14 |
| 2. Amount of mark-up | 0,13 |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 1,04 |
| Charge to be paid (1 + 2 - 3 - 4) | 0,23 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 0,23 / gross ton km.

Train km proportionate part of the charge for running of trains

- ***Freight trains on track section category I***

Summing-up of costs

Table 9: Train km proportionate part of the charge for running of trains, freight trains on track section category I - summing-up of costs

| Charge for running of trains, train km proportionate part of charge, freight trains, track section category I | Costs in 2014 (thousand HUF) |
|--|-------------------------------------|
| Direct costs | 166 547 |
| Cost to be shared | 33 523 |
| Indirect costs | 22 667 |
| Total cost | 222 738 |

Performance

Table 10: Train km proportionate part of the charge for running of trains, freight trains on track section category I - performance

| Charge for running of trains, train km proportionate part of charge, freight trains, track section category I | Performance in 2014 |
|--|----------------------------|
| performed train km | 580 469 |

Determination of the charge to be paid

Table 11: Train km proportionate part of the charge for running of trains, freight trains on track section category I - determination of the charge

| Charge for running of trains, train km proportionate part of charge, freight trains, track section category I | HUF |
|--|------------|
| 1. Cost based charge | 345 |
| 2. Amount of mark-up | 39 |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 114 |
| Charge to be paid (1 + 2 - 3 - 4) | 270 |

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

- **Freight trains on track section category II**

Summing-up of costs

Table 12: Train km proportionate part of the charge for running of trains, freight trains on track section category II - summing up of costs

| Charge for running of trains, train km proportionate part of charge, freight trains, track section category II | Costs in 2014 (thousand HUF) |
|---|-------------------------------------|
| Direct costs | 173 368 |
| Costs to be shared | 28 588 |
| Indirect costs | 22 881 |
| Total cost | 224 837 |

Performance

Table 13: Train km proportionate part of the charge for running of trains, freight trains on track section category II - performance

| Charge fo running of trains, train km proportionate part of charge, freight trains, track section Cat II | Performance in 2014 |
|---|----------------------------|
| Performed train km | 357 517 |

Determination of the charge to be paid

Table 14: Train km proportionate part of the charge for running of trains, freight trains on track section category II - determination of charges

| Charge for running of trains, train km proportionate part of charge, freight trains, track section category II | HUF |
|---|------------|
| 1. Direct cost based charge | 565 |
| 2. Amount of mark-up | 64 |
| 3. Amount of discount | - |
| 4. Amount of State contribution | 367 |
| Charge to be paid (1 + 2 - 3 - 4) | 262 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 262 / train km.

- **Freight trains on track section category III**

Summing-up of costs

Table 15: Train km proportionate part of the charge for running of trains, freight trains on track section category III - summing-up of costs

| Charge for running of trains, train km proportionate part of charge, freight trains, track section category III | Costs in 2014 (thousand HUF) |
|---|------------------------------|
| Direct costs | 6 |
| Costs to be shared | - |
| Indirect costs | 1 |
| Total cost | 6 |

Performance

Table 16: Train km proportionate part of the charge for running of trains, freight trains on track section category I - performance

| Charge of running of trains, train km proportionate Part of charge, freight trains, track section cat. III | Performance in 2014 |
|--|---------------------|
| performed train km | 35 |

Determination of the charge to be paid

Table 17: Train km proportionate part of the charge for running of trains, freight trains on track section category I - determination of the charge

| Charge for running of trains, train km proportionate part of charge, freight trains, track section category III | HUF |
|---|------------|
| 1. Cost based charge | 163 |
| 2. Amount of mark-up | 19 |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 19 |
| Charge to be paid (1 + 2 - 3 - 4) | 163 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 163 / train km.

- *Passenger trains on track section category I*

Summing-up of costs

Table 18: Train km proportionate part of the charge for running of trains, passenger trains on track section category I - summing-up of costs

| Charge for running of trains, train km proportionate part of charge, passenger trains, track section category I | Costs in 2014 (thousand HUF) |
|---|------------------------------|
| Direct costs | 395 589 |
| Cost to be shared | 103 359 |
| Indirect costs | 56 529 |
| Total cost | 555 477 |

Performance indicator relating to the charge

Table 19: Train km proportionate part of the charge for running of trains, passenger trains on track section category I - performance

| Charge for running of trains. train km proportionate part of charge, passenger trains track section cat. I | Performance in 2014. |
|--|----------------------|
| performed train km | 1 801 250 |

Determination of the charge to be paid

Table 20: Train km proportionate part of the charge for running of trains, passenger trains on track section category I - determination of the charge

| Charge for running of trains, train km proportionate part of charge, passenger trains, track section category I | HUF |
|---|------------|
| 1. Costs based charge | 277 |
| 2. Amount of mark-up | 31 |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 31 |
| Charge to be paid (1 + 2 - 3 - 4) | 277 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 277 / train km.

- *Passenger trains on track section category II*

Summing-up of costs

Table 21: Train km proportionate part of the charge for running of trains, passenger trains on track section category II - summing -up of costs

| Charge for running of trains, train km proportionate part of charge, passenger trains, track section category II | Costs in 2014 (thousand HUF) |
|--|------------------------------|
| Direct costs | 1 273 035 |
| Cost to be shared | 194 429 |
| Indirect costs | 166 260 |
| Total cost | 1 633 723 |

Performance indicator relating to the charge

Table 22: Train km proportionate part of the charge for running of trains, passenger trains on track section category II - performance

| Charge for running of trains, train km proportionate part of charge, passenger trains, track section cat. II performed train km | Performance in 2014 |
|---|---------------------|
| | 2 905 291 |

Determination of the charge to be paid

Table 23: Train km proportionate part of the charge for running of trains, passenger trains on track section category II - determination of charge

| Charge for running of trains, train km proportionate part of charge, passenger trains, track section category II | HUF |
|--|------------|
| 1. Costs based charge | 505 |
| 2. Amount of mark-up | 57 |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 290 |
| Charge to be paid (1 + 2 - 3 - 4) | 272 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 272 / train km.

- *Passenger trains on track section category III*

Summing-up of costs

Table 24: Train km proportionate part of the charge for running of trains, passenger trains on track section category III - költségek összefoglalása

| Charge for running of trains, train km proportionate part of charge, passenger trains, track section category III | Costs in 2014 (thousand HUF) |
|---|------------------------------|
| Direct costs | 32 439 |
| Costs to be shared | - |
| Indirect costs | 3 675 |
| Total cost | 36 114 |

Performance indicator relating to the charge

Table 25: Train km proportionate part of the charge for running of trains, passenger trains on track section category III - performance

| Charge of running of trains, train km proportionate part of charge, passenger trains, track section cat III | Performance 2014 |
|---|------------------|
| performed train km | 198 624 |

Determination of the charge to be paid

Table 26: Train km proportionate part of the charge for running of trains, passenger trains on track section category III - determination of charge

| Charge for running of trains, train km proportionate part of charge, passenger trains, track section category III | HUF |
|---|------------|
| 1. Cost based charge | 163 |
| 2. Amount of mark-up | 19 |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 19 |
| Charge to be paid (1 + 2 - 3 - 4) | 163 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 163 / train km.

- **Loco trains**

Summing-up of costs

Table 27: Train km proportionate part of the charge for running of trains, loco trains- summing-up of costs

| Charge for running of trains, train km proportionate part of charge, loco trains | Costs in 2014 (thousand HUF) |
|---|---|
| Direct costs | 97 596 |
| Costs to be shared | 28 726 |
| Indirect costs | 14 312 |
| Total cost | 140 634 |

Performance indicator relating to the charge

Table 28: Train km proportionate part of the charge for running of trains, loco trains - performance

| Charge for running of trains, train km proportionate part of charge, loco trains | Performance in 2014 |
|---|----------------------------|
| performed train km | 399 292 |

Determination of the charge to be paid

Table 29. Táblázat: Train km proportionate part of the charge for running of trains, loco trains - determination of charge

| Charge for running of trains, train km proportionate part of charge, loco trains | HUF |
|---|------------|
| 1. Costs based charge | 316 |
| 2. Amount of mark-up | 36 |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 36 |
| Charge to be paid (1 + 2 - 3 - 4) | 16 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 316 / train km.

4.2 SUPPLEMENTARY SERVICES

4.2.1 Charge of the use stations by passenger trains for stopping

- *Station of category I*

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the charge of using of stations of category I by passenger trains for stopping, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 30: Charge for the use of stations of category I by passenger trains for stopping - summing-up of costs

| Charge of the use of stations category I by passenger trains for stopping | Costs in 2014 (thousand HUF) |
|--|-------------------------------------|
| Direct cost | 78 562 |
| Cost to be shared | 169 849 |
| Indirect cost | 28 144 |
| Total cost | 276 555 |

Performance indicator relating to the charge

Table 31: Charge for the use of stations of category I by passenger trains for stopping - performance

| Charge of the use of stations category I by passenger trains for stopping | Performance in 2014 |
|--|----------------------------|
| performed use of station | 151 246 |

Determination of the charge to be paid

Table 32: Charge for the use of stations of category I by passenger trains for stopping - determination of the charge

| Charge of the use of stations category I by passenger trains for stopping | HUF |
|--|--------------|
| 1. Cost-based charge | 1 829 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1 + 2 - 3 - 4) | 1 829 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 829 / use of station.

- **Station of category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to stations of category II and track sections of stations, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 33: Charge for the use of stations of category II by passenger trains for stopping - summing-up of costs

| Charge of the use of stations category II by passenger trains for stopping | Costs in 2014 (thousand HUF) |
|---|-------------------------------------|
| Direct cost | 100 220 |
| Cost to be shared | 211 669 |
| Indirect cost | 35 336 |
| Total cost | 347 225 |

Performance indicator relating to the charge

Table 34: Charge for the use of stations of category II by passenger trains for stopping - performance

| Charge of the use of stations category II by passenger trains for stopping | Performance in 2014 |
|---|----------------------------|
| performed use of station | 188 486 |

Determination of the charge to be paid

Table 35: Charge for the use of stations of category II by passenger trains for stopping - determination of the charge

| Charge of the use of stations category II by passenger trains for stopping | HUF |
|---|--------------|
| 1. Cost-based charge | 1 842 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 42 |
| Charge to be paid (1 + 2 - 3 - 4) | 1 800 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 800 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to stations of category III and track sections of stations, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 36: Charge for the use of stations of category III by passenger trains for stopping - summing-up of costs

| Charge of the use of stations category III by passenger trains for stopping | Costs in 2014 (thousand HUF) |
|--|-------------------------------------|
| Direct cost | 95 934 |
| Cost to be shared | 310 017 |
| Indirect cost | 45 993 |
| Total cost | 451 944 |

Performance indicator relating to the charge

Table 37: Charge for the use of stations of category III by passenger trains for stopping - performance

| Charge of the use of stations category III by passenger trains for stopping | Performance in 2014 |
|--|----------------------------|
| performed use of station | 4 276 062 |

Determination of the charge to be paid

Table 38: Charge for the use of stations of category III by passenger trains for stopping - determination of the charge

| Charge of the use of stations category III by passenger trains for stopping | HUF |
|--|--------------|
| 1. Costs-based charge | 1 637 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1 + 2 - 3 - 4) | 1 637 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 637 / use of station.

- **Station of category IV**

Costs taken into account when determining the charge

(In accordance with point 7.2.3 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to stations of category IV and track sections of stations, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 39: Charge for the use of stations of category IV by passenger trains for stopping - summing-up of costs

| Charge of the use of stations category IV by passenger trains for stopping | Costs in 2014 (thousand HUF) |
|--|------------------------------|
| Direct cost | 11 688 |
| Cost to be shared | 183 125 |
| Indirect cost | 22 072 |
| Total cost | 216 885 |

Performance indicator relating to the charge

Table 40: Charge for the use of stations of category IV by passenger trains for stopping - performance

| Charge of the use of stations category IV by passenger trains for stopping | Performance in 2014 |
|--|---------------------|
| performed use of station | 163 068 |

Determination of the charge to be paid

Table 41: Charge for the use of stations of category IV by passenger trains for stopping - determination of the charge

| Charge of the use of stations category IV by passenger trains for stopping | HUF |
|--|--------------|
| 1. Costs-based charge | 1 330 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1 + 2 - 3 - 4) | 1 330 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 330 / use of station.

4.2.2 Charge for the use of origin/destination stations by passenger trains

- *Station of category I*

Costs taken into account when determining the charge

(In accordance with point 7.2.4 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category I by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 42: Charge for the use of origin/destination stations of category I by passenger trains - summing-up of costs

| Charge of the use of origin/destination stations category I by passenger trains | Costs in 2014 (thousand HUF) |
|---|------------------------------|
| Direct cost | 7 252 |
| Cost to be shared | 87 812 |
| Indirect cost | 10 770 |
| Total cost | 105 834 |

Performance indicator relating to the charge

Table 43: Charge for the use of origin/destination stations of category I by passenger trains - performance

| Charge of the use of origin/destination stations category I by passenger trains | Performance in 2014 |
|---|---------------------|
| performed use of station | 51 605 |

Determination of the charge to be paid

Table 44: Charge for the use of origin/destination stations of category I by passenger trains - determination of the charge

| Charge of the use of origin/destination stations category I by passenger trains | HUF |
|---|--------------|
| 1. Cost -based charge | 2 051 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1 + 2 - 3 - 4) | 2 051 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2.051 / use of station.

- **Station category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.4 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category II by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 45: Charge for the use of origin/destination stations of category II by passenger trains - summing-up of costs

| Charge of the use of origin/destination stations category II by passenger trains | Costs in 2014 (thousand HUF) |
|---|-------------------------------------|
| Direct cost | - |
| Cost to be shared | 62 419 |
| Indirect cost | 7 072 |
| Total cost | 69 490 |

Performance indicator relating to the charge

Table 46: Charge for the use of origin/destination stations of category II by passenger trains - performance

| Charge of the use of origin/destination stations category II by passenger trains | Performance in 2014 |
|---|----------------------------|
| performed use of station | 36 682 |

Determination of the charge to be paid

Table 47: Charge for the use of origin/destination stations of category II by passenger trains - determination of the charge

| Charge of the use of origin/destination stations category II by passenger trains | HUF |
|---|--------------|
| 1. Cost-based charge | 1 894 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1 + 2 - 3 - 4) | 1 894 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 894 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.4 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category III by passenger trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 48: Charge for the use of origin/destination stations of category III by passenger trains - summing-up of costs

| Charge of the use of origin/destination stations category III by passenger trains | Costs in 2014 (thousand HUF) |
|---|------------------------------|
| Direct cost | - |
| Cost to be shared | 66 |
| Indirect cost | 8 |
| Total cost | 74 |

Performance indicator relating to the charge

Table 49: Charge for the use of origin/destination stations of category III by passenger trains - performance

| Charge of the use of origin/destination stations category III by passenger trains | Performance in 2014 |
|---|---------------------|
| Performed use of station | 39 |

Determination of the charge to be paid

Table 50: Charge for the use of origin/destination stations of category III by passenger trains - determination of the charge

| Charge of the use of origin/destination stations category III by passenger trains | HUF |
|---|--------------|
| 1. Cost-based charge | 1 894 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 294 |
| Charge to be paid (1 + 2 - 3 - 4) | 1 600 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 600 / station us.

4.2.3 Charge for the use of origin/destination stations by freight trains

- Station of category I

Costs taken into account when determining the charge

(In accordance with point 7.2.5 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category I by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 51: Charge of the use of origin/destination stations of category I by freight trains - summing-up of costs

| Charge of the use of origin/destination stations category I by freight trains | Costs in 2014 (thousand HUF) |
|--|---|
| Direct cost | 264 485 |
| Cost to be shared | 121 592 |
| Indirect cost | 43 742 |
| Total cost | 429 819 |

Performance indicator relating to the charge

Table 52: Charge of the use of origin/destination stations of category I by freight trains - performance

| Charge of the use of origin /destination stations category I by freight trains | Performance in 2014 |
|---|----------------------------|
| performed use of station | 13480 |

Determination of the charge to be paid

Table 53: Charge of the use of origin/destination stations of category I by freight trains - determination of the charge

| Charge of the use of origin/destination stations category I by freight trains | HUF |
|--|--------------|
| 1. Cost-based charge | 31 886 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 25 886 |
| Charge to be paid (1 + 2 - 3 - 4) | 6 000 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 6 000 / station use.

- **Station category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.5 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category II by freight trains, as well as indirect revenues, costs and expenditures

Summing-up of costs

Table 54: Charge of the use of origin/destination stations of category II by freight trains - summing-up of costs

| Charge of the use of origin/destination stations category II by freight trains | Costs in 2014 (thousand HUF) |
|--|------------------------------|
| Direct cost | - |
| Cost to be shared | 44 434 |
| Indirect cost | 5 034 |
| Total cost | 49 468 |

Performance indicator relating to the charge

Table 55: Charge of the use of origin/destination stations of category II by freight trains - performance

| Charge of the use of origin/destination stations category II by freight trains | Performance in 2014 |
|--|---------------------|
| Performed use of station | 4926 |

Determination of the charge to be paid

Table 56: Charge of the use of origin/destination stations of category II by freight trains - determination of the charge

| Charge of the use of origin/destination stations category II by freight trains | HUF |
|--|--------------|
| 1. Cost-based charge | 10 042 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 5 542 |
| Charge to be paid (1 + 2 - 3 - 4) | 4 500 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 4 500 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.5 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of origin/destination stations of category III by freight trains, as well as indirect revenues, costs and expenditures

Summing-up of costs

Table 57: Charge of the use of origin/destination stations of category III by freight trains - summing-up of costs

| Charge of the use of origin/destination stations category III by freight trains | Costs in 2014 (thousand HUF) |
|--|---------------------------------|
| Direct cost | - |
| Cost to be shared | 5 638 |
| Indirect cost | 639 |
| Total cost | 6 276 |

Performance indicator relating to the charge

Table 58: Charge of the use of origin/destination stations of category III by freight trains - performance

| Charge of the use of origin/destination stations category III by freight trains | Performance in 2014 |
|--|---------------------|
| Performed use of station | 625 |

Determination of the charge to be paid

Table 59: Charge of the use of origin/destination stations of category III by freight trains - determination of the charge

| Charge of the use of origin/destination stations category III by freight trains | HUF |
|--|--------------|
| 1. Cost-based charge | 10 042 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 7 042 |
| Charge to be paid (1 + 2 - 3 - 4) | 3 000 |

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

4.2.4 Charge of the use of intermediate stations by freight trains

- *Station of category I*

Costs taken into account when determining the charge

(In accordance with point 7.2.6 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of intermediate stations of category I by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 60: Charge of the use of intermediate stations of category I by freight trains - summing-up of costs

| Charge of the use of intermediate stations category I by freight trains | Costs in 2014 (thousand HUF) |
|--|---|
| Direct cost | 68 381 |
| Cost to be shared | 27 629 |
| Indirect cost | 10 878 |
| Total cost | 106 888 |

Performance indicator relating to the charge

Table 61: Charge of the use of intermediate stations of category I by freight trains - performance

| Charge of the use of intermediate station category I by freight trains | Performance in 2014 |
|---|----------------------------|
| performed use of station | 6 126 |

Determination of the charge to be paid

Table 62: Tehervonatok közbenső állomáshasználati díja, I. kat. állomás - determination of the charge

| Charge of the use of intermediate stations category I by freight trains | HUF |
|--|--------------|
| 1. Cost-based charge | 17 448 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 14 448 |
| Charge to be paid (1 + 2 - 3 - 4) | 3 000 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 3.000 / station use.

- **Station of category II**

Costs taken into account when determining the charge

(In accordance with point 7.2.6 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of intermediate stations of category II by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 63: Charge of the use of intermediate stations of category II by freight trains - summing-up of costs

| Charge of the use of intermediate stations category II by freight trains | Cost in 2014 (thousand HUF) |
|--|-----------------------------|
| Direct cost | 64 891 |
| Cost to be shared | 11 807 |
| Indirect cost | 8 690 |
| Total cost | 85 389 |

Performance indicator relating to the charge

Table 64: Charge of the use of intermediate stations of category II by freight trains - performance

| Charge of the use of intermediate stations category II by freight trains | Performance in 2014 |
|--|---------------------|
| Performed use of station | 2 618 |

Determination of the charge to be paid

Table 65: Charge of the use of intermediate stations of category II by freight trains - determination of the charge

| Charge of the use of intermediate stations category II by freight trains | HUF |
|--|--------------|
| 1. Cost-based charge | 32 616 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 30 366 |
| Charge to be paid (1 + 2 - 3 - 4) | 2 250 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2.250 / station use.

- **Station of category III**

Costs taken into account when determining the charge

(In accordance with point 7.2.6 of CM) items that can be taken into account when determining the charge are revenues costs and expenditures to be shared and directly booked to the charge of use of intermediate stations of category III by freight trains, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 66: Charge of the use of intermediate stations of category III by freight trains - summing-up of costs

| Charge of the use of intermediate stations category III by freight trains | Costs in 2014 (thousand HUF) |
|--|-------------------------------------|
| Direct cost | 6 473 |
| Cost to be shared | 505 |
| Indirect cost | 791 |
| Total cost | 7 769 |

Performance indicator relating to the charge

Table 67: Charge of the use of intermediate stations of category III by freight trains - performance

| Charge of the use of intermediate stations category III by freight trains | Performance in 2014 |
|--|----------------------------|
| Performed use of station | 112 |

Determination of the charge to be paid

Table 68: Charge of the use of intermediate stations of category III by freight trains - determination of the charge

| Charge of the use of intermediate stations category II by freight trains | HUF |
|---|--------------|
| 1. Cost-based charge | 69 364 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 67 864 |
| Charge to be paid (1 + 2 - 3 - 4) | 1 500 |

On the basis of the table above, charge to be paid by the user of the service comes to: **HUF 1.500 / station use.**

4.2.5 Charge of the use of catenary

Costs taken into account when determining the charge

(In accordance with point 7.2.8 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Use of the overhead contact line system” as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 69: Charge of the use of catenary - summing-up of costs

| Charge of the use of catenary | Cost in 2014 (thousand HUF) |
|--------------------------------------|------------------------------------|
| Direct cost | 675 759 |
| Cost to be shared | 5 874 |
| Indirect cost | 77 227 |
| Total cost | 758 860 |

Performance indicator relating to the charge

Table 70: Charge of the use of catenary - performance

| Charge of use of catenary | Performance in 2014 |
|--|----------------------------|
| electric train kilometer performed by freight, passenger and loco trains | 3 921 498 |

Determination of the charge to be paid

Table 71: Charge of the use of catenary - determination of the charge

| Charge of use of catenary | HUF |
|--|------------|
| 1. Cost-based charge | 194 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 56 |
| Charge to be paid (1 + 2 - 3 - 4) | 138 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 138 / electric train km

4.2.6 Charge of the access to refuelling facilities

Costs taken into account when determining the charge

(In accordance with point 7.2.23 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Access to refuelling facilities”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 72: Charge of the access to refuelling facilities - summing up of costs

| Charge for the access to refuelling facilities | Cost in 2014 (thousand HUF) |
|---|------------------------------------|
| Direct cost | 83 883 |
| Cost to be shared | 10 819 |
| Indirect cost | 10730 |
| Total cost | 105 432 |

Performance indicator relating to the charge

Table 73: Charge of the access to refuelling facilities - performance

| Charge for the access to refuelling facilities | Performance in 2014 |
|---|----------------------------|
| Amount of fuel taken | 6 358 200 |

Determination of the charge to be paid

Table 74: Charge of the access to refuelling facilities - determination of charges

| Charge for the access to refuelling facilities | HUF |
|---|------------|
| 1. Cost-based charge | 17 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid ((1+2-3-4) | 17 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 17 / litre.

4.2.7 Charge of the access to wagon weigh bridges (scale)

Costs taken into account when determining the charge

(In accordance with point 7.2.9 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Access to wagon weigh bridges”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 75: Charge of the access to wagon weight bridges- summing-up of costs

| | Cost in 2014 (thousand HUF) |
|--|-----------------------------|
| Charge for the access to wagon weight bridges | |
| Direct cost | 4 300 |
| Cost to be shared | 37 |
| Indirect cost | 491 |
| Total cost | 4 829 |

Performance indicator relating to the charge

Table 76: Charge of the access to wagon weight bridges - performance

| Charge for the access to wagon weight bridges | Performance in 2014 |
|---|---------------------|
| Vehicles weighed | 2 254 |

Determination of the charge to be paid

Table 77: Charge of the access to wagon weight bridges - determination of charges

| Charge for the access to wagon weight bridges | HUF |
|---|--------------|
| 1. Cost-based charge | 2 142 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | |
| Charge to be paid (1 + 2 - 3 - 4) | 2 142 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 2 142 / vehicle.

4.2.8 Charge for the storage of vehicles

Costs taken into account when determining the charge

(In accordance with point 7.2.10 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Storage of vehicles”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 78: Charge for the storage of vehicles - summing-up of costs

| <u>Charge of storage of vehicles</u> | <u>Cost in 2014 (thousand HUF)</u> |
|--------------------------------------|------------------------------------|
| Direct cost | 19 488 |
| Cost to be shared | 169 |
| Indirect cost | 2 227 |
| Total cost | 21 884 |

Performance indicator relating to the charge

Table 79: Charge for the storage of vehicles - performance

| <u>Charge of storage of vehicles</u> | <u>Performance in 2014</u> |
|---|----------------------------|
| Length of time of storage of vehicles beyond 24 hours | 68 625 |

Determination of the charge to be paid

Table 80: Charge for the storage of vehicles - determination of the charge

| <u>Charge of storage of vehicles</u> | <u>HUF</u> |
|--|------------|
| 1. Cost-based charge | 319 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1 + 2 - 3 - 4) | 319 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 319 / vehicle / day.

4.2.9 Charge for ensuring of staff

Costs taken into account when determining the charge

(In accordance with point 7.2.11 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of staff”, as well as indirect revenues, costs and expenditures

Summing-up of costs

Table 81: Charge for ensuring of staff- summing-up of costs

| Charge of ensuring of staff | Costs in 2014 (thousand HUF) |
|------------------------------------|-------------------------------------|
| Direct cost | 96 |
| Cost to be shared | 1 |
| Indirect cost | 11 |
| Total cost | 108 |

Performance indicator relating to the charge

Table 82: Charge for ensuring of staff - performance

| Charge of ensuring of staff | Performance in 2014 |
|------------------------------------|----------------------------|
| time devoted by service staff | 16 |

Determination of the charge to be paid

Table 83: Charge for ensuring of staff - determination of the charge

| Charge of ensuring of staff | HUF |
|--|--------------|
| 1. Cost-based charge | 6 725 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1 + 2 - 3 - 4) | 6 725 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 6 725/ person / hour.

4.2.10 Charge of the access to rail rolling stock maintenance facilities

Costs taken into account when determining the charge

(In accordance with point 7.2.23 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Access to rail rolling stock maintenance facilities”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 84: Charge of the access to rail rolling stock maintenance facilities – summing up of costs

| Charge for the access to rail rolling stock maintenance facilities | Cost in 2014 (thousand HUF) |
|---|------------------------------------|
| Direct cost | 3 343 |
| Cost to be shared | 29 |
| Indirect cost | 382 |
| Total cost | 3 754 |

Performance indicator relating to the charge

Table 85: Charge of the access to rail rolling stock maintenance facilities – performance

| Charge for the access to rail rolling stock maintenance facilities | Performance in 2014 |
|---|----------------------------|
| duration of service | 2 190 |

Determination of the charge to be paid

Table 86: Charge of the access to rail rolling stock maintenance facilities – determination of charges

| Charge for the access to rail rolling stock maintenance facilities | HUF |
|---|--------------|
| 1. Cost-based charge | 1 714 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid ((1+2-3-4)) | 1 714 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 1 714 / hour.

4.3 ADDITIONAL SERVICES

4.3.1 Charge of staff providing train acceptance

Costs taken into account when determining the charge

(In accordance with point 7.2.12 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Outdoor train acceptance”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 87: Charge of staff providing train acceptance - summing-up of costs

| Charge of staff providing train acceptance | Costs in 2014 (thousand HUF) |
|---|-------------------------------------|
| Direct cost | 49 333 |
| Cost to be shared | 429 |
| Indirect costs | 5 638 |
| Total costs | 55 400 |

Performance indicator relating to the charge

Table 88: Charge of staff providing train acceptance - performance

| Charge of staff providing train acceptance | Performance in 2014 |
|---|----------------------------|
| time devote by staff to train acceptance | 11 242 |

Determination of the charge to be paid

Table 89: Charge of staff providing train acceptance - determination of the charge

| Charge of staff providing train acceptance | HUF |
|---|--------------|
| 1. Cost-based charge | 4 928 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| Amount of state contribution | 223 |
| Charge to be paid (1 + 2 - 3 - 4) | 4 705 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 4 705 / person / hour.

4.3.2 Charge of ensuring of shunting staff for passenger trains

Costs taken into account when determining the charge

(In accordance with point 7.2.13 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of shunting staff”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 90: Charge of ensuring of shunting staff for passenger trains- summing-up of costs

| Charge of ensuring shunting staff for passenger trains | Costs in 2014 (thousand HUF) |
|---|-------------------------------------|
| Direct cost | 388 051 |
| Cost to be shared | 3 373 |
| Indirect cost | 44 347 |
| Total cost | 435 771 |

Performance indicator relating to the charge

Table 91: Charge of ensuring of shunting staff for passenger trains - performance

| Charge of ensuring of shunting staff for passenger trains | Performance in 2014 |
|--|----------------------------|
| time devoted by shunting staff | 66 576 |

Determination of the charge to be paid

Table 92: Charge of ensuring of shunting staff for passenger trains- determination of the charge

| Charge of ensuring of shunting staff | HUF |
|---|--------------|
| 1. Cost-based charge | 6 545 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1 + 2 - 3 - 4) | 6 545 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 6 545 / person / hour.

4.3.3 Charge of ensuring of shunting staff for freight and locomotive trains

Costs taken into account when determining the charge

(In accordance with point 7.2.13 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of shunting staff”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 93: Charge of ensuring of shunting staff for freight and loco trains- summing-up of costs

| Charge of ensuring shunting staff for freight and loco trains | Costs in 2014 (thousand HUF) |
|--|-------------------------------------|
| Direct cost | 754 569 |
| Cost to be shared | 6 559 |
| Indirect cost | 86 234 |
| Total cost | 847 362 |

Performance indicator relating to the charge

Table 94: Charge of ensuring of shunting staff for freight and loco trains - performance

| Charge of ensuring of shunting staff for freight and loco trains | Performance in 2014 |
|---|----------------------------|
| time devoted by shunting staff | 114 610 |

Determination of the charge to be paid

Table 95: Charge of ensuring of shunting staff for freight and loco trains- determination of the charge

| Charge of ensuring of shunting staff | HUF |
|---|--------------|
| 1. Cost-based charge | 7 393 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 2 693 |
| Charge to be díj (1 + 2 - 3 - 4) | 4 700 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 4 700 / person / hour.

4.3.4 Charge of ensuring traction unit for passenger trains

Costs taken into account when determining the charge

(In accordance with point 7.2.14 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of traction unit for shunting for passenger trains”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 96: Charge of ensuring of traction unit for passenger trains - summing-up of costs

| Charge of ensuring traction unit for passenger trains | Costs in 2014 (thousand HUF) |
|--|-------------------------------------|
| Direct cost | 235 349 |
| Cost to be shared | 2 046 |
| Indirect cost | 26 896 |
| Total cost | 264 291 |

Performance indicator relating to the charge

Table 97: Charge of ensuring of traction unit for passenger trains- performance

| Charge of ensuring of traction unit for passenger trains | Performance in 2014 |
|---|----------------------------|
| Length of time of service provided by traction units | 14 016 |

Determination of the charge to be paid

Table 98: Charge of ensuring of traction unit for passenger trains - determination of the charge

| Charge of ensuring traction unit for passenger trains | HUF |
|--|---------------|
| 1. Cost-based charge | 18 856 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1 + 2 - 3 - 4) | 18 856 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 18 856/ vehicle / hour.

4.3.5 Charge of ensuring of traction unit for freight and locomotive trains

Costs taken into account when determining the charge

(In accordance with point 7.2.14 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of traction unit for shunting for freight and locomotive trains”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 99: Charge of ensuring of traction unit for freight and loco trains - summing-up of costs

| Charge of ensuring traction unit for freight and loco trains | Costs in 2014 (thousand HUF) |
|---|-------------------------------------|
| Direct cost | 696 605 |
| Cost to be shared | 6 056 |
| Indirect cost | 79 610 |
| Total cost | 782 271 |

Performance indicator relating to the charge

Table 100: Charge of ensuring of traction unit for freight and loco trains- performance

| Charge of ensuring of traction unit for freight and loco trains | Performance in 2014 |
|--|----------------------------|
| Length of time of service provided by traction units | 36 300 |

Determination of the charge to be paid

Table 101: Charge of ensuring of traction unit for freight and loco trains - determination of the charge

| Charge of ensuring traction unit for freight and loco trains | HUF |
|---|---------------|
| 1. Cost-based charge | 21 550 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | 4 650 |
| Charge to be paid (1+2-3-4) | 16 900 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 16 900/ vehicle / hour.

4.3.6 Charge of ensuring of fuel for traction

Costs taken into account when determining the charge

(In accordance with point 7.2.16.1 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of fuel for traction”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 102: Charge of ensuring of fuel for traction - summing-up of costs

| <u>Charge of ensuring of fuel for traction</u> | <u>Cost in 2014 (thousand HUF)</u> |
|--|------------------------------------|
| Direct cost | 1 937 216 |
| Cost to be shared | - |
| Indirect cost | - |
| Total cost | 1 937 216 |

Performance indicator relating to the charge

Table 103: Charge of ensuring of fuel for traction - performance

| <u>Charge of ensuring of fuel for traction</u> | <u>Performance in 2014</u> |
|--|----------------------------|
| Amount of diesel fuel used for shunting | 6 358 200 |

Determination of the charge to be paid

Table 104: Charge of ensuring of fuel for traction - determination of the charge

| <u>Charge of ensuring of fuel for traction</u> | <u>HUF</u> |
|--|------------|
| 1. Cost-based charge | 305 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid ((1+2-3-4) | 305 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 305 / litre.

4.3.7 Charge of ensuring of traction current

Costs taken into account when determining the charge

(In accordance with point 7.2.16.2 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of traction current”, as well as indirect revenues, costs and expenditures.

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

Summing-up of costs

Table 105: Charge of ensuring of traction current - summing-up of costs

| Charge of ensuring of traction current | Charge of transmitted traction current | Charge of the use of the system | Charge of the network loss of the transmitted traction current | Charge of energy tax | Charge of funds under the Act on Electricity | Other operational charges | Cost in 2014 (thousand HUF) |
|--|--|---------------------------------|--|----------------------|--|---------------------------|-----------------------------|
| Direct cost | 860 998 | 156 590 | 83 246 | 14 858 | 73 535 | - | 1 189 227 |
| Cost to be shared | - | - | - | - | - | - | - |
| Indirect cost | - | - | - | - | - | - | - |
| Total cost | 860 998 | 156 590 | 83 246 | 14 858 | 73 535 | - | 1 189 227 |

Performance indicator relating to the charge

Table 106: Charge of ensuring of traction current - performance

| Charge of ensuring of traction current | Charge of transmitted traction current | Charge of the use of the system | Charge of the network loss of the transmitted traction current | Charge of energy tax | Charge of funds under the Act on Electricity | Other operational charges | Performance in 2014 |
|--|--|---------------------------------|--|----------------------|--|---------------------------|---------------------|
| Amount of traction current transmitted (kWh) | 50 366 660 | 50 366 660 | 50 366 660 | 50 366 660 | 50 366 660 | - | 50 366 660 |

Determination of the charge to be paid

Table 107: Charge of ensuring of traction current - determination of the charge

| Charge of ensuring of traction current for traction | Charge of transmitted traction current | Charge of the use of the system | Charge of the network loss of the transmitted traction current | Charge of energy tax | Charge of funds under the Act on Electricity | Other operational charges | TOTAL HUF |
|---|--|---------------------------------|--|----------------------|--|---------------------------|-------------|
| 1. Cost-based charge | 17,1 | 3,1 | 1,7 | 0,3 | 1,5 | - | 23,6 |
| 2. Amount of mark-up | - | - | - | | | - | - |
| 3. Amount of discount | - | - | - | | | - | - |
| 4. Amount of state contribution | - | - | - | | | - | - |
| Charge to be paid (1+2-3-4) | 17,1 | 3,1 | 1,7 | 0,3 | 1,5 | - | 23,6 |

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

- Charge of transmitted traction current: HUF 17.1/kWh
- Charge of the use of the system: HUF 3.1/kWh
- Charge of the network loss of the transmitted traction current: HUF 1.7/kWh
- Charge of energy tax: HUF 0.3/kWh
- Charge of funds under the Act on Electricity: HUF 1.5/kWh
- Other operational charges: HUF 0/kWh

Total: HUF 23.6/kWh.

4.3.8 Charge of ensuring electric energy used for other than traction purposes (preheating, precooling)

Costs taken into account when determining the charge

(In accordance with point 7.2.22.2 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Ensuring of electric energy used for other than traction purposes (for preheating, precooling)”, as well as indirect revenues, costs and expenditures.

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

Summing-up of costs

Table 108: Charge of ensuring of electric energy used for other than traction purposes - summing-up of costs

| Charge of ensuring of electric energy used for other than traction purposes | Charge of the transmitted electric energy used for other than traction purposes | Charge of the use of the system | Charge of the network loss of the transmitted electric energy used for other than traction purposes | Charge of energy tax | Charge of funds under the Act on Electricity | Other operational charges | Cost in 2014 (thousand HUF) |
|---|---|---------------------------------|---|----------------------|--|---------------------------|-----------------------------|
| Direct cost | 69 889 | 11 527 | 83 6 128 | 1 094 | 5 413 | - | 94 051 |
| Cost to be shared | - | - | - | - | - | - | - |
| Indirect cost | - | - | - | - | - | - | - |
| Total cost | 69 889 | 11 527 | 6 128 | 1 094 | 5 413 | - | 94 051 |

Performance indicator relating to the charge

Table 109: Charge of ensuring of electric energy used for other than traction purposes - performance

| Charge of ensuring of electric energy used for other than traction purposes | Charge of the transmitted electric energy used for other than traction purposes | Charge of the use of the system | Charge of the network loss of the transmitted electric energy used for other than traction purposes | Charge of energy tax | Charge of funds under the Act on Electricity | Other operational charges | Performance in 2014 |
|---|---|---------------------------------|---|----------------------|--|---------------------------|---------------------|
| Amount of transmitted electric energy used for other than traction purposes (kWh) | 3 707 695 | 3 707 695 | 3 707 695 | 3 707 695 | 3 707 695 | - | 3 707 695 |

Determination of the charge to be paid

Table 110: Charge of ensuring of electric energy used for other than traction purposes - determination of the charge

| Charge of ensuring of electric energy used for other than traction purposes | Charge of the transmitted electric energy used for other than traction purposes | Charge of the use of the system | Charge of the network loss of the transmitted electric energy used for other than traction purposes | Charge of energy tax | Charge of funds under the Act on Electricity | Other operational charges | TOTAL HUF |
|---|---|---------------------------------|---|----------------------|--|---------------------------|-------------|
| 1. Cost-based charge | 18,8 | 3,1 | 1,7 | 0,3 | 1,5 | - | 25,4 |
| 2. Amount of mark-up | - | - | - | - | - | - | - |
| 3. Amount of discount | - | - | - | - | - | - | - |
| 4. Amount of state contribution | - | - | - | - | - | - | - |
| Charge to be paid (1+2-3-4) | 18,8 | 3,1 | 1,7 | 0,3 | 1,5 | - | 25,4 |

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

- Charge of the transmitted electric energy used for other than traction purposes: HUF 18.8/kWh
- Charge of the use of the system: HUF 3.1/kWh
- Charge of the network loss of the transmitted electric energy used for other than traction purposes: HUF 1.7/kWh
- Charge of energy tax: HUF 0.3/kWh
- Charge of funds under the Act on Electricity: HUF 1.5/kWh
- Other operational charges: HUF 0/kWh

Total: HUF 25.4 /kWh.

4.3.9 Charge of ensuring of water for water supply

Costs taken into account when determining the charge

(In accordance with point 7.2.17 of CM) items that can be taken into account when determining the charge are those costs and expenditures from revenues, costs and expenditures to be shared and directly booked to the service „Providing of other energy” that are connected to the procurement of water, as well as to water filling facilities.

Summing-up of costs

Table 111: Charge of ensuring of fuel for traction- summing-up of costs

| <u>Charge of ensuring of water for water supply</u> | <u>Cost in 2014 (thousand HUF)</u> |
|---|------------------------------------|
| Direct cost | 864 |
| Cost to be shared | 8 |
| Indirect cost | 99 |
| Total cost | 970 |

Performance indicator relating to the charge

Table 112: Charge of ensuring of fuel for traction - performance

| <u>Charge of ensuring of water for water supply</u> | <u>Performance in 2014</u> |
|---|----------------------------|
| Amount of water used for water supply | 3 384 |

Determination of the charge to be paid

Table 113: Charge of ensuring of fuel for traction - determination of the charge

| <u>Charge of ensuring of water for water supply</u> | <u>HUF</u> |
|---|------------|
| 1. Cost-based charge | 287 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1+2-3-4) | 287 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 287 / m³.

4.4 ANCILLARY SERVICES

4.4.1 Charge of technical inspection of railway vehicles

Costs taken into account when determining the charge

(In accordance with point 7.2.21 of CM) items that can be taken into account when determining the charge are revenues, costs and expenditures to be shared and directly booked to the service „Technical inspection of railway vehicles”, as well as indirect revenues, costs and expenditures.

Summing-up of costs

Table 114: Charge of technical inspection of railway vehicles - summing-up of costs

| Charge of technical inspection of railway vehicles | Cost in 2014 (thousand HUF) |
|---|------------------------------------|
| Direct cost | 173 952 |
| Cost to be shared | 1 512 |
| Indirect cost | 19 880 |
| Total cost | 195 344 |

Performance indicator relating to the charge

Table 115: Charge of technical inspection of railway vehicles - performance

| Charge of technical inspection of railway vehicles | Performance in 2014 |
|---|----------------------------|
| Trains undergone technical inspection | 30 865 |

Determination of the charge to be paid

Table 116: Charge of technical inspection of railway vehicles - determination of the charge

| Charge of technical inspection of railway vehicles | HUF |
|---|--------------|
| 1. Cost-based charge | 6 329 |
| 2. Amount of mark-up | - |
| 3. Amount of discount | - |
| 4. Amount of state contribution | - |
| Charge to be paid (1+2-3-4) | 6 329 |

On the basis of the table above, charge to be paid by the user of the service comes to:
HUF 6.329 / train.

5. Compulsory revision of the charging system

VPE is entitled to modify the charging system and the Charging Document (CD) as part of the charging system. To this end, VPE is constantly tracking in the practice the functioning of the charging system and also experiences gained this way. On request of the charging body, railways are obliged to provide the required data to VPE in accordance with rules provided by Article 14 of Decree on charging. VPE may modify the elements of the charging system if at least one of the below listed elements has changed to a significant extent compared to the values of elements that were taken into account at their previous determination:

- revenues of the infrastructure manager from charges accounted, paid respectively, by authorised applicant,
- amount of state subsidy given to the infrastructure manager,
- size of the open access railway network operated by the infrastructure manager.

Notion of significant extent and criteria of revision beyond the above mentioned are laid down by VPE in point 1.3 of the Charging Methodology.

Regulatory body will order the modification of the charging system if costs and expenditures that were taken into account at the determination of network access charges differ at least by 5% from justified costs and expenditures.

6. Annexes

- Annex 1: Direct, distributable and indirect costs of GYSEV Zrt for 2014 broken down to services
- Annex 2: Abridged business plan of GYSEV Zrt Infrastructure Business Unit for 2013/2014
- Annex 3: Performance indicators of GYSEV Zrt for 2011 and 2014
- Annex 4: Naturalias of GYSEV Zrt for 2011 and 2014
- Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2013/2014 timetable year
- Annex 6: Letter of the minister on the state contribution for the 2013/2014 timetable year.
- Annex 7: Summing-up table of state contribution assigned to network access charges of GYSEV Zrt for the 2013/2014 timetable year

Annex 1: Direct, distributable and indirect costs of GYSEV Zrt for 2014 broken down to services

| Charge item | Direct costs (thousand HUF) | Distributable costs (thousand HUF) | Indirect costs (thousand HUF) | Total cost (thousand HUF) |
|--|--------------------------------|---------------------------------------|----------------------------------|------------------------------|
| Charge for ensuring of train path | 64 396 | 3 921 | 7 740 | 76 057 |
| Charge for running of trains | | | | |
| Gross ton km proportionate part of charge | 2 212 892 | 52 666 | 256 682 | 2 522 240 |
| Train km proportionate part of charge | | | | |
| Freight train | | | | |
| track section category I | 166 547 | 33 523 | 22 667 | 222 738 |
| track section category II | 173 368 | 28 588 | 22 881 | 224 836 |
| track section category III | 6 | - | 1 | 6 |
| Passenger train | | | | |
| track section category I | 395 589 | 103 359 | 56 529 | 555 477 |
| track section category II | 1 273 035 | 194 429 | 166 260 | 1 633 723 |
| track section category III | 32 439 | - | 3 675 | 36 114 |
| Loco train | 97 596 | 28 726 | 14 312 | 140 634 |
| Charge for the use of stations by passenger trains for stopping | | | | |
| station category I | 78 562 | 169 849 | 28 144 | 276 555 |
| station category II | 100 220 | 211 669 | 35 336 | 347 225 |
| station category III | 95 934 | 310 017 | 45 993 | 451 944 |
| station category IV | 11 688 | 183 125 | 22 072 | 216 885 |
| Charge of the use of origin/destination stations by passenger trains | | | | |
| station category I | 7 252 | 87 812 | 10 770 | 105 834 |
| station category II | - | 62 419 | 7 072 | 69 490 |
| station category III | - | 66 | 8 | 74 |
| station category IV | - | - | - | - |

| | | | | |
|---|---------|---------|--------|---------|
| Charge of the use of origin/destination stations by freight trains | | | | |
| station category I | 264 485 | 121 592 | 43 742 | 429 819 |
| station category II | - | 44 434 | 5 034 | 49 468 |
| station category III | - | 5 638 | 639 | 6 276 |
| Charge of the use of intermediate stations by freight trains | | | | |
| station category I | 68 381 | 27 629 | 10 878 | 106 887 |
| station category II | 64 891 | 11 807 | 8 690 | 85 389 |
| station category III | 6 473 | 505 | 791 | 7 769 |
| Charge of the use of catenary | 675 759 | 5 874 | 77 227 | 758 860 |
| Charge of the access to refuelling facilities | 83 883 | 10 819 | 10 730 | 105 432 |
| Charge for the access to wagon weigh bridges | 4 300 | 37 | 491 | 4 829 |
| Charge of storage of vehicles | 19 488 | 169 | 2 227 | 21 884 |
| Charge for ensuring of staff | 96 | 1 | 11 | 108 |
| Charge of the access to rail rolling stock maintenance facilities | 3 343 | 29 | 382 | 3 754 |
| Charge for ensuring of staff for train acceptance | 49 333 | 429 | 5 638 | 55 400 |
| Charge for ensuring of shunting staff for passenger trains | 388 051 | 3 373 | 44 347 | 435 771 |
| Charge for ensuring of shunting staff for freight and locomotive trains | 754 569 | 6 559 | 86 234 | 847 362 |
| Charge for ensuring of traction unit for passenger trains | 235 349 | 2 046 | 26 896 | 264 291 |

| | | | | |
|---|-------------------|------------------|------------------|-------------------|
| Charge for ensuring of traction unit for freight and locomotive trains | 696 605 | 6 056 | 79 610 | 782 271 |
| Charge of ensuring of fuel for traction | 1 937 216 | | | 1 937 216 |
| Charge of transmitted traction current | 860 998 | | | 860 998 |
| Charge of the use of the system | 156 590 | | | 156 590 |
| Charge of the network loss of the transmitted traction current | 83 246 | | | 83 246 |
| Charge of energy tax | 14 858 | | | 14 858 |
| Charge of funds under the Act on Electricity | 73 535 | | | 73 535 |
| Other operational charges | - | | | - |
| Charge of the transmitted electric energy used for other than traction purposes | 69 889 | | | 69 889 |
| Charge of the use of the system | 11 527 | | | 11 527 |
| Charge of the transmitted electric energy used for other than traction purposes | 6 128 | | | 6 128 |
| Charge of energy tax | 1 094 | | | 1 094 |
| Charge of funds under the Act on Electricity | 5 413 | | | 5 413 |
| Other operational charges | - | | | - |
| Charge of ensuring of water for water supply | 864 | 8 | 99 | 970 |
| Charge of technical inspection of railway vehicles | 173 952 | 1 512 | 19 880 | 195 344 |
| Total: | 11 419 838 | 1 718 686 | 1 123 687 | 14 262 211 |

Annex 2: Abridged business plan of GYSEV Zrt Infrastructure Business Unit for 2013/2014

| | | KÖLTSÉGEK (ezer Ft) | | | | | | |
|---|---|---------------------|--------------------------------------|--------------------|--------------------|--------------|--------------------|---------------------|
| | | 511 | 512-513 | 52-53 | 55 | 6 | 9 | Összesen |
| | | Anyagköltség | Igénybe vett szolgáltatások költsége | Szj | Écs | Ráfordítások | Bontások | |
| KÖLTSÉGGKATEGÓRIÁK (2013/14 menetrendi évre) | | | | | | | | |
| KÖZVETLEN KÖLTSÉGEK ÉS RÁFORDÍTÁSOK (eFt) | | 4 039 727,5 | 2 274 801,5 | 2 571 582,3 | 2 092 504,3 | - | (132 858,1) | 11 948 938,0 |
| Menetvonal-biztosítási díj | | | | | | | | |
| 1 | Vasúti Párnafejlesztés-előzető Szervezet (VPE) számítási költsége | - | 16 290,0 | - | - | - | - | 66 280,6 |
| 2 | A menetvonal biztosításához szükséges forgalmi technológiai levetésközvetítő kapcsolódó (aranyjellegű) költségek és ráfordítások | 770,5 | 7 322,0 | - | - | - | - | 8 092,5 |
| 3 | A menetvonal biztosításához szükséges forgalmi technológiai feladatokat ellátó személyesített kapcsolódó költségek és ráfordítások | - | - | - | - | - | - | 16 123,5 |
| Közfelületi díj | | | | | | | | |
| 4 | Nyitvonal pályaszakasza (statistikai szakasz) környéki vasúti pálya ár-, fel- és egyéb építményeinek karbantartási-, üzemeltetési- és értékesítéskénti létszám költségei (a pályafelújítási költségek kivételével), valamint a kapcsolódó ráfordítások | 106 035,4 | 574 016,0 | 181 236,1 | 1 089 089,8 | - | (14 200,4) | 1 936 940,3 |
| | Teljesvonalakra vonatkozóan | 82 828,0 | 239 570,0 | 95 770,0 | 395 795,2 | - | (8 820,1) | 833 942,3 |
| | - I. kategóriájú pályaszakaszokon | 95 485,0 | 543 230,0 | 63 410,0 | 98 572,8 | - | (8 820,1) | 349 679,8 |
| | - II. kategóriájú pályaszakaszokon | 7 140,0 | 145 340,0 | 32 360,0 | 299 422,4 | - | - | 454 262,7 |
| | - III. kategóriájú pályaszakaszokon | 0,2 | 0,2 | 0,7 | - | - | - | 1,1 |
| | Személyesített vonatokra vonatkozóan | 42 268,6 | 279 178,0 | 81 819,0 | 681 965,7 | - | (5 140,0) | 1 050 088,7 |
| | - I. kategóriájú pályaszakaszokon | 32 754,0 | 85 728,0 | 38 749,0 | 87 289,0 | - | (5 140,0) | 200 305,7 |
| | - II. kategóriájú pályaszakaszokon | 9 004,6 | 103 450,2 | 43 070,4 | 624 646,9 | - | - | 870 691,0 |
| | Mozdonyvonatokra vonatkozóan | 1 540,2 | 6 287,7 | 3 644,0 | 11 299,0 | - | (240,3) | 22 911,4 |
| 5 | Állomás pályaszakasza környéki vasúti pálya állomási áramló (Művelési ár- és felépítményeinek karbantartási-, üzemeltetési- és értékesítéskénti létszám költségei, valamint a kapcsolódó ráfordítások) | 73 033,5 | 24 056,5 | 45 051,6 | 161 343,3 | - | (29 233,7) | 275 951,1 |
| | Teljesvonalakra vonatkozóan | 48 290,4 | 13 188,5 | 21 477,4 | 48 527,0 | - | (26 456,3) | 103 067,3 |
| | - I. kategóriájú pályaszakaszokon | 46 259,5 | 13 188,5 | 21 477,4 | 48 527,0 | - | (26 456,3) | 103 067,3 |
| | Személyesített vonatokra vonatkozóan | 26 037,2 | 20 829,3 | 23 725,7 | 101 237,1 | - | (2 548,9) | 165 280,4 |
| | - I. kategóriájú pályaszakaszokon | 14 012,6 | 16 074,0 | 11 415,3 | 384,3 | - | (2 510,5) | 39 688,6 |
| | - II. kategóriájú pályaszakaszokon | 11 024,6 | 5 056,4 | 12 310,5 | 100 842,8 | - | (136,4) | 125 594,8 |
| | Mozdonyvonatokra vonatkozóan | 795,7 | 788,6 | 648,5 | 1 478,7 | - | (118,5) | 3 583,0 |
| 6 | Nyitvonal pályaszakasza (statistikai szakasz) környéki vasúti pálya áramló, üzemi ár-, kerítés, ár- és lejtőár, jelzőlámpa és egyéb építményeinek karbantartási-, üzemeltetési- és értékesítéskénti létszám költségei, valamint a kapcsolódó ráfordítások | 203,3 | 18 034,5 | 2 219,0 | 34 972,8 | - | - | 55 018,6 |
| | Teljesvonalakra vonatkozóan | 182,1 | 11 195,0 | 1 377,7 | 20 751,5 | - | - | 33 528,1 |
| | - I. kategóriájú pályaszakaszokon | 182,1 | 11 195,0 | 1 377,7 | 18 673,3 | - | - | 31 074,1 |
| | - II. kategóriájú pályaszakaszokon | - | - | - | 2 078,2 | - | - | 2 078,2 |
| | Személyesített vonatokra vonatkozóan | 108,3 | 6 552,6 | 803,8 | 13 685,5 | - | - | 21 128,1 |
| | - I. kategóriájú pályaszakaszokon | 108,3 | 6 552,6 | 803,8 | 10 919,4 | - | - | 18 392,0 |
| | - II. kategóriájú pályaszakaszokon | - | - | - | 2 766,1 | - | - | 2 766,1 |
| | Mozdonyvonatokra vonatkozóan | 6,0 | 366,0 | 37,5 | 535,8 | - | - | 683,4 |
| 7 | Nyitvonal pályaszakasza (statistikai szakasz) környéki pályaszakasz által használt, a felülvizsgálattal rendelkező használati felügyeleti rendszerű berendezések költségeinek és ráfordításainak kivételével a távfelügyeleti-, edzőáramú és biztosító berendezések (a távfelügyeleti együttesen "TEB") változó berendezések, karbantartási-, üzemeltetési- és értékesítéskénti létszám költségei, valamint a kapcsolódó ráfordítások | 99 758,5 | 44 765,9 | 142 867,1 | 870 107,1 | - | (72 024,4) | 1 080 304,2 |
| | Teljesvonalakra vonatkozóan | 21 415,0 | 7 305,0 | 22 983,4 | 100 732,8 | - | (16 160,4) | 135 942,3 |
| | - I. kategóriájú pályaszakaszokon | 19 038,0 | 5 225,1 | 12 135,3 | 8 884,5 | - | (15 054,3) | 31 074,1 |
| | - II. kategóriájú pályaszakaszokon | 2 377,0 | 2 080,0 | 10 848,1 | 90 900,3 | - | (1 076,1) | 105 068,3 |
| | - III. kategóriájú pályaszakaszokon | 0,0 | 0,0 | 0,2 | - | - | - | 0,3 |
| | Személyesített vonatokra vonatkozóan | 72 192,3 | 34 852,7 | 114 228,6 | 741 548,8 | - | (51 508,6) | 911 711,7 |
| | - I. kategóriájú pályaszakaszokon | 54 355,1 | 16 126,1 | 38 357,3 | 28 210,8 | - | (43 083,4) | 90 965,8 |
| | - II. kategóriájú pályaszakaszokon | 17 725,8 | 19 489,3 | 76 690,1 | 713 329,0 | - | (8 046,3) | 819 187,0 |
| | - III. kategóriájú pályaszakaszokon | 111,4 | 235,4 | 1 181,2 | - | - | - | 1 528,0 |
| | Mozdonyvonatokra vonatkozóan | 6 195,7 | 2 007,2 | 6 445,2 | 27 827,3 | - | (4 786,4) | 36 660,2 |
| 10 | A pályafelújítási (és azon belül a vonalfejlesztési) költségei | 8 430,4 | 22 811,4 | 72 163,3 | - | - | - | 103 407,1 |
| | Teljesvonalakra vonatkozóan | 1 969,3 | 5 324,3 | 16 842,6 | - | - | - | 24 136,4 |
| | - I. kategóriájú pályaszakaszokon | 1 088,4 | 2 926,3 | 9 250,9 | - | - | - | 13 306,1 |
| | - II. kategóriájú pályaszakaszokon | 679,9 | 2 397,3 | 7 051,6 | - | - | - | 10 829,7 |
| | - III. kategóriájú pályaszakaszokon | 0,0 | 0,1 | 0,4 | - | - | - | 0,5 |
| | Személyesített vonatokra vonatkozóan | 6 160,2 | 16 603,7 | 52 769,9 | - | - | - | 75 618,7 |
| | - I. kategóriájú pályaszakaszokon | 2 606,5 | 7 062,0 | 22 227,8 | - | - | - | 31 896,3 |
| | - II. kategóriájú pályaszakaszokon | 3 325,5 | 8 991,1 | 28 540,6 | - | - | - | 40 857,2 |
| | - III. kategóriájú pályaszakaszokon | 233,2 | 630,5 | 2 001,5 | - | - | - | 2 865,2 |
| | Mozdonyvonatokra vonatkozóan | 290,0 | 803,3 | 2 550,6 | - | - | - | 3 653,1 |
| 11 | A vonalrögzítésben részvevő munkavállalóhoz kapcsolódó költségek és ráfordítások | 114 183,2 | 61 551,4 | 697 098,6 | 20 180,2 | - | - | 892 947,4 |
| | Teljesvonalakra vonatkozóan | 16 409,0 | 9 823,5 | 112 377,1 | 3 256,0 | - | - | 143 964,2 |
| | - I. kategóriájú pályaszakaszokon | 11 352,0 | 6 140,9 | 89 541,7 | 2 014,0 | - | - | 99 058,6 |
| | - II. kategóriájú pályaszakaszokon | 7 016,4 | 3 782,3 | 42 835,5 | 1 240,4 | - | - | 54 875,6 |
| | - III. kategóriájú pályaszakaszokon | 0,6 | 0,3 | 3,9 | 0,1 | - | - | 4,9 |
| | Személyesített vonatokra vonatkozóan | 88 546,0 | 47 741,6 | 540 649,1 | 16 924,2 | - | - | 682 833,6 |
| | - I. kategóriájú pályaszakaszokon | 32 522,3 | 17 531,4 | 198 531,1 | 5 749,6 | - | - | 254 334,4 |
| | - II. kategóriájú pályaszakaszokon | 53 456,2 | 28 277,0 | 320 216,3 | 9 275,6 | - | - | 410 223,7 |
| | - III. kategóriájú pályaszakaszokon | 3 568,2 | 1 933,2 | 21 892,1 | 634,0 | - | - | 28 045,5 |
| | Mozdonyvonatokra vonatkozóan | 7 204,4 | 3 896,3 | 44 009,4 | 1 274,6 | - | - | 56 379,8 |
| 13 | A földművelési költségek továbbiaként engedély bejelentésével, földtulajdonosokkal folytatott munkavállalóhoz kapcsolódó költségek és ráfordítások (különlegesen a tehervonatok vonalközi áramnyom kötelekértékelési díjában megjelölés) | - | - | 1 370,7 | - | - | - | 1 370,7 |
| | - I. kategóriájú pályaszakaszokon | - | - | 848,3 | - | - | - | 848,3 |
| | - II. kategóriájú pályaszakaszokon | - | - | 522,5 | - | - | - | 522,5 |

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KÖLTSÉGEK (ezer Ft)

| | 511 | 512,513 | 52,53 | 55 | 5 | 5 | Összesen |
|---|--|---------------------------------------|----------|-----------|--------------|-----------|-----------|
| | Aranykőbánya | Igénybe vett szolgáltatások költségei | Szj | Érx | Ráfordítások | Bevételek | |
| KÖLTSÉGCATEGÓRIÁK (2013/14 menetrendi évré) | | | | | | | |
| Személyszállító vonatok megállási idő állomáshasználati díja | | | | | | | |
| 15 | A vasútszállító építmények és létesítmények (várókamra, peron, utas WC, akú- és feljárdó), utas-lépcsőházi eszközök és berendezések állomási és hálózati pályaszakaszon vagy pályaszakasz nélkül elszámolt karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások | 68 497,4 | 36 719,5 | - | 56 916,9 | - | 162 123,8 |
| | - I. kategóriájú állomásokon | 20 940,2 | 11 015,3 | - | 3 500,0 | - | 35 065,5 |
| | - II. kategóriájú állomásokon | 27 395,0 | 14 697,8 | - | 14 636,2 | - | 56 729,0 |
| | - III. kategóriájú állomásokon | 13 697,5 | 7 343,9 | - | 37 606,4 | - | 58 648,8 |
| | - IV. kategóriájú állomásokon | 6 848,7 | 3 672,0 | - | 1 167,3 | - | 11 688,0 |
| 16 | Az üzemeltetéshez szükséges munkavégéshez kapcsolódó költségek és ráfordítások | - | - | 124 279,6 | - | - | 124 279,6 |
| | - I. kategóriájú állomásokon | - | - | 43 497,9 | - | - | 43 497,9 |
| | - II. kategóriájú állomásokon | - | - | 43 497,9 | - | - | 43 497,9 |
| | - III. kategóriájú állomásokon | - | - | 37 283,8 | - | - | 37 283,8 |
| Személyszállító vonatok kiinduló-/végállomás használati díja | | | | | | | |
| 18 | A személyszállító vonatok előkészítéshez, utárhelyezéshez szükséges pályaviasztó telepielt berendezések állomási és hálózati pályaszakaszon vagy pályaszakasz nélkül elszámolt karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások (erőforrás biztosítása nélkül) | 349,5 | 3 794,3 | 1 505,4 | 1 602,4 | - | 7 251,6 |
| | - I. kategóriájú állomásokon | 349,5 | 3 794,3 | 1 505,4 | 1 602,4 | - | 7 251,6 |
| Tehervonatok induló-/végállomás használati díja | | | | | | | |
| 20 | A gurulódombról, illetve rendező pályaudvarról vágányok és épületek karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások | 84 651,0 | 30 605,3 | 46 409,7 | 30 836,7 | - | 201 602,7 |
| | - I. kategóriájú állomásokon | 84 651,0 | 30 605,3 | 46 409,7 | 30 836,7 | - | 201 602,7 |
| 21 | A gurulódombról, illetve rendező pályaudvarról vágányokhoz tartozó berendezések, jelző- és biztosító berendezések, vágány lécek, létszámok, illetve az ezek működtetéséhez, vezetéséhez szükséges berendezéseket karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások | 8 862,4 | 15 104,8 | 34 121,8 | 4 889,9 | - | 62 978,9 |
| | - I. kategóriájú állomásokon | 8 862,4 | 15 104,8 | 34 121,8 | 4 889,9 | - | 62 978,9 |
| Tehervonatok közbelső állomás használati díja | | | | | | | |
| 26 | A csatlakozó vasúti pálya ak-, fel-, híd-, magas- és egyéb építményeinek karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások (kivéve a rendező pályaudvarokon felmerülő költségek és ráfordítások) | 3 115,2 | 1 474,7 | 1 858,5 | 629,0 | - | 6 791,1 |
| | - I. kategóriájú állomásokon | 3 115,2 | 1 474,7 | 1 858,5 | 629,0 | - | 6 791,1 |
| | - II. kategóriájú állomásokon | 566,1 | 100,0 | 310,0 | - | (13,3) | 1 002,7 |
| 27 | A nyílt hozzáféréssel saját ötéves pályahálózat (beleértve az ahhoz vezető deszkából vasúti pályahálózatot is) ak-, fel-, híd-, magas- és egyéb építményeinek karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások (kivéve a rendező pályaudvarokon felmerülő költségek és ráfordítások) | 32 724,3 | 35 110,0 | 19 485,1 | 5 614,5 | - | 92 934,9 |
| | - I. kategóriájú állomásokon | 21 724,5 | 23 972,2 | 12 942,1 | 3 727,3 | - | 62 366,1 |
| | - II. kategóriájú állomásokon | 10 999,8 | 12 137,8 | 6 543,0 | 1 887,2 | - | 31 576,8 |
| | - III. kategóriájú állomásokon | 0,3 | 0,3 | 0,2 | 0,0 | - | 0,8 |
| 28 | A nyílt hozzáféréssel saját ötéves vasúti pályahálózat (beleértve az ahhoz vezető deszkából vasúti pályahálózatot is) pályaviasztó által használt telepielt-, átviteli- és biztosító berendezéseinek, vezérlő berendezéseinek karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások (kivéve a felfűvezetők rendszerének használatához figyelembe vett erőforrású berendezések, valamint a rendező pályaudvarokon felmerülő költségek és ráfordítások) | 186,0 | 137,3 | 474,8 | - | - | 720,1 |
| | - I. kategóriájú állomásokon | 186,0 | 137,3 | 474,8 | - | - | 720,1 |
| 29 | Az áruforgalmi termékekhez tartozó eljuttatás biztosító vágányok, rakodó vágányok, rakterületek karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások (kivéve a rendező pályaudvarokon felmerülő költségek és ráfordítások) | 20 091,5 | 9 451,4 | 12 146,2 | 4 705,9 | - | 39 295,0 |
| | - I. kategóriájú állomásokon | 2 461,5 | 1 073,6 | 1 141,8 | 617,1 | - | 5 294,0 |
| | - II. kategóriájú állomásokon | 14 587,0 | 7 859,3 | 9 313,6 | 4 088,8 | - | 28 506,7 |
| | - III. kategóriájú állomásokon | 3 033,0 | 818,2 | 1 690,8 | - | (72,6) | 5 469,2 |
| Felfűvezetők használati díja | | | | | | | |
| 30 | Nyíltvasúti pályaszakaszra környéki felfűvezetők és az ahhoz használt erőforrású berendezések karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások | 25 831,8 | 38 040,6 | 60 811,1 | 236 895,4 | - | 361 638,9 |
| 31 | Állomási pályaszakaszra környéki felfűvezetők és az ahhoz használt erőforrású berendezések karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások | 14 588,4 | 29 965,9 | 24 757,9 | 99 103,3 | - | 168 415,5 |
| 32 | Pályaszakaszra nem környéki vagy hálózati pályaszakaszon elszámolt felfűvezetők és az ahhoz használt erőforrású berendezések karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások | 21 054,1 | 25 405,0 | 68 466,4 | 47 948,1 | - | 162 873,6 |
| Üzemanyag vételére helyekhez való hozzáférési díja | | | | | | | |
| 33 | Az élel-üzemanyag beszerzésével és közvetítésével kapcsolatos, valamint az üzemanyag tároló berendezések karbantartási-, üzemeltetési- és értékesítésként leírt költségei valamint a kapcsolódó ráfordítások | 2 184,5 | 30 058,3 | 29 122,0 | 13 137,9 | - | 81 502,7 |
| 34 | Az üzemanyag tároló helyekenél használt üzemanyag vágányok karbantartási-, üzemeltetési- és értékesítésként leírt költségei, valamint a kapcsolódó ráfordítások | 495,9 | 280,2 | 775,0 | 916,0 | - | 2 380,7 |

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KÖLTSÉGEK (ezer Ft)

| | 511 | 512,613 | 52,53 | 55 | B | B | Összesen |
|--|--------------|---------------------------------------|-----------|---------|--------------|-----------|-------------|
| | Anyagköltség | Igénybe vett szolgáltatások költségei | Szj | Élce | Ráfordítások | Bevételek | |
| KÖLTSÉGGATEGÓRIÁK (2013/14. menetrendi évről) | | | | | | | |
| Vasúti járműmérleghez való hozzáférés díja | | | | | | | |
| 35 A vasúti járműmérleg karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások | 559,7 | 3 301,0 | 430,8 | 121,7 | - | (112,9) | 4 300,3 |
| Jármű tárolási díj | | | | | | | |
| 36 A járműtárolásra szolgáló állomási mellévhányók karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások | 8 396,6 | 4 515,1 | 6 315,3 | 3 600,0 | - | (3 388,1) | 19 489,9 |
| Személyzet biztosítási díj | | | | | | | |
| 37 A szolgálat megszűlése, szolgálati szünetelés miatt szolgálati teljesítő pályavásárló munkavégelőkhöz kapcsolódó költségek és ráfordítások | - | - | 96,8 | - | - | - | 96,8 |
| Vasúti jármű karbantartására szolgáló létesítményekhez való hozzáférés díja | | | | | | | |
| 38 A vasúti jármű karbantartására szolgáló létesítmények karbantartási-, üzemeltetési- és értékesítési leírás költségei valamint kapcsolódó ráfordítások | - | 200,0 | 300,0 | 827,0 | - | - | 1 327,0 |
| 39 A vasúti jármű karbantartására szolgáló létesítményeknél használt üzemi vágányok, valamint a vasúti járművek karbantartására szolgáló létesítményekhez történő eljutási biztosító vágányok karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint kapcsolódó ráfordítások | - | 400,0 | 800,0 | 816,0 | - | - | 2 016,0 |
| Vonatfelvételi személyzeti díj | | | | | | | |
| 40 A külső vonat adalfelvételei berakénység ellátásához kapcsolódó eszközök karbantartási-, üzemeltetési- és értékesítési leírás költségei, valamint a kapcsolódó ráfordítások | 3 126,7 | 1 146,0 | - | 622,1 | - | - | 5 073,7 |
| 41 A külső vonat adalfelvétel végző pályavásárló munkavégelőkhöz kapcsolódó költségek és ráfordítások | - | - | 44 259,1 | - | - | - | 44 259,1 |
| Tolatószemélyzet biztosítási díj (személyszállító vonatok részére) | | | | | | | |
| 42 A vállalkozó vasút külön megrendelésére biztosított, a személyszállító rendszerehez szükséges pályavásárló tolatószemélyzethez kapcsolódó költségek és ráfordítások | 62 247,6 | 34 639,0 | 283 363,0 | 7 800,5 | - | - | 388 050,1 |
| Tolatószemélyzet biztosítási díj (teher- és mozdonyvonatok részére) | | | | | | | |
| 43 A vállalkozó vasút külön megrendelésére biztosított, a teherkocsi rendszerehez szükséges pályavásárló tolatószemélyzethez kapcsolódó költségek és ráfordítások | 68 357,1 | 22 637,0 | 663 997,7 | 9 677,2 | - | - | 754 669,0 |
| Vontatójármű biztosítási díj (Személyszállító vonatok tolatásához biztosított vontatójármű esetében) | | | | | | | |
| 45 Az a tevékenységet végző, harmadik félől bérelt vontatójárművek bérleti-, karbantartási- és üzemeltetési költségei, valamint a kapcsolódó ráfordítások | - | 235 349 | - | - | - | - | 235 349,0 |
| Vontatójármű biztosítási díj (Teher- és mozdonyvonatok tolatásához biztosított vontatójármű esetében) | | | | | | | |
| 46 Az a tevékenységet végző, harmadik félől bérelt vontatójárművek bérleti-, karbantartási- és üzemeltetési költségei, valamint a kapcsolódó ráfordítások | - | 696 606,4 | - | - | - | - | 696 606,4 |
| Vontatási felhasználás üzemanyag biztosításának díja | | | | | | | |
| 50 A vállalkozó vasútnak vontatási célú felhasználásra továbbadott díjazt üzemanyag beszerzési költsége | 1 937 216,0 | - | - | - | - | - | 1 937 216,0 |
| Vontatási villamos energia biztosításának díja | | | | | | | |
| 51 A vállalkozó vasúti létesítmények részére vontatási célú felhasználásra továbbadott villamos energia beszerzési költsége (nem számítva a pályavásárló rajtú üzemeltetésben lévő vasúti járműveknek és berendezéseknek energia felhasználási költségét) | 660 997,5 | - | - | - | - | - | 660 997,5 |
| 52 A vállalkozó vasúti létesítmények részére vontatási célú felhasználásra továbbadott villamos energiával és a vontatási villamos energia hálózati veszteségével kapcsolatban felmerülő rendszerhasználati költsége | 156 590,0 | - | - | - | - | - | 156 590,0 |
| 53 A vállalkozó vasúti létesítmények részére vontatási célú felhasználásra továbbadott villamos energiával kapcsolatban keletkező hálózati veszteség költsége | 83 246,0 | - | - | - | - | - | 83 246,0 |
| 55 A vállalkozó vasúti létesítmények részére vontatási célú felhasználásra továbbadott villamos energiával és a vontatási villamos energia hálózati veszteségével kapcsolatban felmerülő energiawé ki költség | 14 858,2 | - | - | - | - | - | 14 858,2 |
| 56 A vállalkozó vasúti létesítmények részére vontatási célú felhasználásra továbbadott villamos energiával és a vontatási villamos energia hálózati veszteségével kapcsolatban felmerülő, a Vet. 147. § szerinti pénzesztéték költsége | 73 535,3 | - | - | - | - | - | 73 535,3 |

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KÖLTSÉGEK (ezer Ft)

| 511 | 512-513 | 52-53 | 55 | 6 | 8 | Összesen |
|--------------|---------------------------------------|-------|-----|--------------|-----------|----------|
| Anyagköltség | igénybe vett szolgáltatások költségei | Szj | Écs | Ráfordítások | Bevételek | |

KÖLTSÉGGKATEGÓRIÁK (2013/14. menetrendi évre)

Nem vontatási célra (előgűlöshöz, előhővesztéshez) felhasznált villamos energia biztosításának díja

| | | | | | | | |
|----|---|----------|---|---|---|---|----------|
| 57 | A vállalkozó vasúti társaságok részére továbbadott nem vontatási célra (előgűlöshöz, előhővesztéshez) felhasznált villamos energia beszerzési költsége | 60 889,0 | - | - | - | - | 60 889,0 |
| 58 | A vállalkozó vasúti társaságok részére továbbadott nem vontatási célra (előgűlöshöz, előhővesztéshez) felhasznált villamos energiával és a nem vontatási célra felhasznált villamos energiával összefüggő hálózati veszteséggel kapcsolatban felmerült rendszerhasználati költsége | 11 527,0 | - | - | - | - | 11 527,0 |
| 59 | A vállalkozó vasúti társaságok részére továbbadott nem vontatási célra (előgűlöshöz, előhővesztéshez) felhasznált villamos energiával kapcsolatban hálózati hálózati veszteség költsége | 6 128,0 | - | - | - | - | 6 128,0 |
| 61 | A vállalkozó vasúti társaságok részére továbbadott nem vontatási célra (előgűlöshöz, előhővesztéshez) felhasznált villamos energiával és a nem vontatási célra felhasznált villamos energiával összefüggő hálózati veszteséggel kapcsolatban felmerült energiaközlési költsége | 1 093,8 | - | - | - | - | 1 093,8 |
| 62 | A vállalkozó vasúti társaságok részére továbbadott nem vontatási célra (előgűlöshöz, előhővesztéshez) felhasznált villamos energiával és a nem vontatási célra felhasznált villamos energiával összefüggő hálózati veszteséggel kapcsolatban felmerült, a Vei. szerinti pénzeszközök költsége | 5 413,2 | - | - | - | - | 5 413,2 |

Vízhozáláshoz használt víz díja

| | | | | | | | |
|----|--|-------|---|---|---|---|-------|
| 63 | A vállalkozó vasúti társaságok részére továbbadott víz beszerzési költsége | 864,0 | - | - | - | - | 864,0 |
|----|--|-------|---|---|---|---|-------|

Vasúti jármű műszaki vizsgálatának díja

| | | | | | | | |
|----|--|---|-----------|---|---|---|-----------|
| 66 | Vasúti jármű műszaki vizsgálatát szolgáló berendezések karbantartási, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások | - | 173 952,0 | - | - | - | 173 952,0 |
|----|--|---|-----------|---|---|---|-----------|

PALYAVASÚTI SZOLGÁLTATÁSOK KÖZÖTT MEGOSZTANDÓ KÖLTSÉGEK ES 322 871,1 420 241,7 987 779,9 212 927,0 - (225 125,0) 1 718 695,8

| | | | | | | | | |
|---|---|----------------|------------------|------------------|----------------|------------------|--------------------|--------------------|
| 68 | A pályavasúti teljesítmény elszámolási rendszer karbantartási-, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások | - | 71 276,1 | - | - | - | 71 276,1 | |
| 69 | Hálózati díjak | - | 9 576,7 | - | - | - | 9 576,7 | |
| 70 | Az állomási átmenő (0)járgány működtetésének, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások (bruttóállomási árnyos díjrendszer megértéséig) | 13 155,0 | 4 810,3 | 8 253,3 | 3 067,3 | - | (5 262,1) | 23 723,9 |
| 71 | A nyílt hozzáféréssel pályahálózati működtetésére jutó, állomási pályaszakaszon elszámolt pályavasúti átmenő TEB, váltóháló berendezések, forgalmi épületek és építmények (kivéve az utaskiszolgáló helyiségeket), pályafenntartási, valamint TEB épületek és építmények karbantartási-, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások (vonatim-árnyos díjrendszer megértéséig) | 60 033,2 | 190 810,6 | 263 830,4 | 9 923,3 | - | (8 906,5) | 614 661,0 |
| 72 | A nyílt hozzáféréssel pályahálózati működtetésére jutó, pályaszakaszra nem könyvelt vagy hálózati pályaszakaszon elszámolt, vasúti pálya al-, fe- és egyéb építményeinek karbantartási-, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások (bruttóállomási-árnyos díjrendszer megértéséig) | 31 181,4 | 28 010,2 | 45 625,5 | 6 269,1 | - | - | 111 072,3 |
| 73 | A nyílt hozzáféréssel pályahálózati működtetésére jutó, pályaszakaszra nem könyvelt vagy hálózati pályaszakaszon elszámolt pályavasúti átmenő TEB, váltóháló berendezések, forgalmi épületek és építmények (kivéve az utaskiszolgáló helyiségeket), pályafenntartási, valamint TEB épületek és építmények karbantartási-, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások (vonatim-árnyos díjrendszer megértéséig) | 6 172,0 | 5 491,2 | 13 712,7 | 7 994,2 | - | (144 059,6) | (110 099,5) |
| 74 | A vonalirányításán kívül, állomási forgalmi irányító szerszámhoz (forgalmi szolgálattevő, váltóvezető, de nem társasági és a társasági vezető személyzet és a munkavégzési területük), kapcsolódó költségek és ráfordítások (vonatim-árnyos díjrendszer megértéséig) | 29 095,0 | 11 784,2 | 524 481,2 | 3 268,7 | - | - | 568 599,3 |
| 75 | A nyílt hozzáféréssel pályahálózati működtetésére jutó, állomási pályaszakaszon elszámolt vonatirányító és -fogadó végányok karbantartási-, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások | 165 584,1 | 64 702,7 | 103 166,8 | 156 732,3 | - | (68 536,0) | 413 649,9 |
| 76 | A nyílt hozzáféréssel pályahálózati működtetésére jutó, állomási pályaszakaszon elszámolt térvilágító eszközök karbantartási-, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások | 6 373,1 | 33 394,0 | 16 947,8 | 22 587,2 | - | - | 79 302,1 |
| 77 | A nyílt hozzáféréssel pályahálózati működtetésére jutó, pályaszakaszra nem könyvelt vagy hálózati pályaszakaszon elszámolt vonatirányító és -fogadó végányok karbantartási-, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások | 10 882,8 | 9 713,7 | 9 293,5 | 2 841,1 | - | - | 32 741,1 |
| 78 | A nyílt hozzáféréssel pályahálózati működtetésére jutó, pályaszakaszra nem könyvelt vagy hálózati pályaszakaszon elszámolt térvilágító eszközök karbantartási-, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások | 381,1 | 566,8 | 1 752,9 | - | - | - | 2 640,7 |
| 79 | A nyílt hozzáféréssel pályahálózati működtetésére jutó állomási pályaszakaszon elszámolt mellékvágányok (gumiútak, rendező pályaszakasz, rakodó, raklat, illetve járműállókra meghirdetett mellékvágányok kivételével) karbantartási-, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások | 877,0 | 300,7 | 550,2 | 204,5 | - | (350,8) | 1 581,6 |
| 80 | A nyílt hozzáféréssel pályahálózati működtetésére jutó, pályaszakaszra nem könyvelt vagy hálózati pályaszakaszon elszámolt mellékvágányok (gumiútak, rendező pályaszakasz, rakodó, raklat, illetve járműállókra meghirdetett mellékvágányok kivételével) karbantartási-, üzemeltetési- és értékesítéskénti leírás költségei, valamint a kapcsolódó ráfordítások | 194,6 | 164,6 | 157,5 | 48,2 | - | - | 564,9 |
| ÖSSZES PALYAVASÚTI SZOLGÁLTATÁSRA TERHELTY KÖZVETETT | | 8 437,4 | 860 067,7 | 271 384,3 | 5 034,9 | 130 213,8 | (144 446,7) | 1 123 667,3 |

ezer Ft

KÖLTSÉGEK (ezer Ft)

| | 511 | 512-513 | 52-53 | 55 | 8 | 9 | Összesen |
|--|--|---------------------------------------|--------------------|--------------------|------------------|--------------------|---------------------|
| | Anyagköltség | Igénybe vett szolgáltatások költségei | Szj | Eos | Ráfordítások | Bevételek | |
| KÖLTSÉKKATEGÓRIÁK (2013/14 menetrendi évre) | | | | | | | |
| A pályavasúti központi, irányítási bevételek, költségek, ráfordítások | | | | | | | |
| 82 | A pályavasúti irányítás és központi adminisztráció feladatait ellátó munkavégelőkhez kapcsolódó költségek és ráfordítások | - | 271 384,3 | - | - | (2 084,2) | 269 420,1 |
| 84 | A pályavasúti irányítás által igénybe vett szolgáltatásokhoz kapcsolódó költségek | 8 437,4 | 56 206,4 | - | - | - | 63 643,8 |
| 85 | A pályavasúti irányítás és központi adminisztráció által használt tárgyi eszközök karbantartási-, tisztálkodási- és értéksökkenési feladatai költségei, valamint a kapcsolódó ráfordítások | - | - | 6 034,9 | - | - | 6 034,9 |
| 89 | A pénzügyi műveletek bevételeinek és ráfordításainak a pályavasúti működéshez köthető, de az egyes szolgáltatásokhoz közvetlenül nem kapcsolható része | - | - | - | 43 675,7 | (3 939,1) | 39 636,6 |
| 90 | A fizetési addíciók, díjaknak, járulékoknak és termékdíjaknak a pályavasúti működéshez köthető, de az egyes szolgáltatásokhoz közvetlenül nem kapcsolható része | - | - | - | 73 090,8 | - | 73 090,8 |
| 91 | A területen kívüli indokolt egyéb bevételeknek és ráfordításoknak a pályavasúti működéshez köthető, de az egyes szolgáltatásokhoz közvetlenül nem kapcsolható része | - | - | - | 11 227,5 | (12 046,2) | (820,7) |
| 92 | A vállalkozók központi és felhasználói a pályavasúti működéshez köthető, de az egyes szolgáltatásokhoz közvetlenül nem kapcsolható része | - | - | - | 5 319,5 | (3 077,8) | 2 242,6 |
| 93 | A rendkívüli bevételeknek és ráfordításoknak a pályavasúti működéshez köthető, de az egyes szolgáltatásokhoz közvetlenül nem kapcsolható része | - | - | - | - | (122 412,2) | (122 412,2) |
| Az integrált vasúti társaság egyéb szervezeteitől igénybe vett szolgáltatások költségei | | | | | | | |
| 95 | Pénzügyi-, számviteli- és kontrolling szolgáltatások | - | 61 032,0 | - | - | - | 61 032,0 |
| 96 | HR szolgáltatások | - | 84 046,5 | - | - | - | 84 046,5 |
| 97 | (Anyag)beszerzés és készletkezelés (kivéve a vonatkezelési energia beszerzés és közvetítés, ami az élelmiszer szolgáltatásoknál közvetlenül kerül elszámolásra) | - | 17 327,5 | - | - | - | 17 327,5 |
| 98 | Ruha újratöltés, hulladék kezelés, felújítás és selejtezés, közbeszerzés | - | 5 775,8 | - | - | - | 5 775,8 |
| 99 | Információs szolgáltatások | - | 52 252,7 | - | - | - | 52 252,7 |
| 100 | A pályavasúti irányítási és központi adminisztráció által használt ingatlanokhoz kapcsolódó szolgáltatások | - | 73 653,7 | - | - | - | 73 653,7 |
| Az integrált vasúttársaságnál felmerülő, a pályavasúti tevékenység irányításai és központi bevételek, költségek és ráfordítások | | | | | | | |
| 103 | Az integrált vasúti társaság irányítás és központi adminisztráció feladatait ellátó munkavégelőkhez kapcsolódó költségek és ráfordítások | - | 500 763,1 | - | - | - | 500 763,1 |
| Összesen: | 4 371 036,1 | 3 345 286,9 | 3 830 737,5 | 2 910 466,8 | 135 213,9 | (362 423,8) | 14 298 311,1 |

Annex 3: Performance indicators of GYSEV Zrt for 2011 and 2014

| Charges | | | | Performance indicators | | Measure unit | |
|----------------------------------|---|-----------------|-------------------|------------------------|----------------------|------------------------|--|
| | | | | 2011 | 2014 | | |
| Charge of ensuring of train path | | | | 118 675 | 155 496 | train paths (piece) | |
| Charge of running of trains | Train km proportionate part of charge | Freight train | Total | 856 182 | 938 021 | performed train km | |
| | | | Track section I | 618 852 | 580 469 | | |
| | | | Track section II | 148 800 | 357 517 | | |
| | | | Track section III | 88 529 | 35 | | |
| | | Passenger train | Összesen | 3 221 280 | 4 905 166 | | |
| | | | Track section I | 1 276 983 | 1 801 250 | | |
| | | | Track section II | 1 280 654 | 2 905 291 | | |
| | Loco train | | | 265 952 | 399 292 | | |
| | Gross ton km proportionate part of charge | Freight train | Total | 897 977 265 | 1 006 756 081 | performed gross ton km | |
| | | | Track section I | 717 218 579 | 668 351 388 | | |
| | | | Track section II | 123 658 971 | 338 395 067 | | |
| | | | Track section III | 57 099 715 | 9 625 | | |
| | | Passenger train | Total | 675 951 806 | 938 156 849 | | |
| | | | Track section I | 334 878 441 | 424 690 783 | | |
| Track section II | | | 202 621 089 | 494 164 259 | | | |
| Track section III | | | 138 452 275 | 19 301 807 | | | |
| Loco train | | | 31 260 995 | 45 279 942 | | | |

| Charges | | Performance indicators | | Measure unit |
|--|----------------------|------------------------|-----------|---|
| | | 2011 | 2014 | |
| Charge of the use of station for stopping by passenger trains | Station category I | 105 033 | 151 246 | performed use of station for stopping |
| | Station category II | 114 785 | 188 486 | |
| | Station category III | 321 433 | 276 062 | |
| | Station category IV | - | 163 068 | |
| Charge of the use of origin/destination stations by passenger trains | Station category I | 82 801 | 51 605 | performed use of origin/destination station |
| | Station category II | 27 025 | 36 682 | |
| | Station category III | 82 | 39 | |
| | Station category IV | - | - | |
| Charge of the use of origin/destination stations by freight trains | Station category I | 15 565 | 13 480 | performed use of origin/destination station |
| | Station category II | 6 879 | 4 926 | |
| | Station category III | 781 | 625 | |
| Charge of the use of intermediate stations by freight trains | Station category I | 1 819 | 6 126 | performed use of intermediate station |
| | Station category II | 2 194 | 2 618 | |
| | Station category III | 121 | 112 | |
| Charge of the use of catenary | | 3 452 921 | 3 921 498 | electric train km performed by passenger, freight and loco trains |
| Charge of the access to refuelling facilities | | - | 6 358 200 | amount of the fuel taken (l) |
| Charge of the access to wagon weigh bridges (scales) | | 1 900 | 2 254 | vehicles weighed (number of vehicles) |

| Charges | Performance indicators | | Measure unit |
|--|------------------------|---------|--|
| | 2011 | 2014 | |
| Charge of storing of vehicles | 68 970 | 68 625 | vehicle / day vehicles stored steadily beyond 24 hours (number of vehicles) duration of storage (number of days) |
| Charge of ensuring of staff | 36 | 16 | HUF / hour number of service staff ensured (person), duration of service (hour) |
| Charge of the access to rail rolling stock maintenance facilities | - | 2 190 | duration of service (hour) |
| Charge of ensuring of staff for train acceptance | 11 550 | 11 242 | person / hour number of ensured staff for train acceptance (person), duration of service (hour) |
| Charge of ensuring of shunting staff for passenger trains | 47 636 | 66 576 | person / hour number of ensured shunting staff (person), duration of service (hour) |
| Charge of ensuring of shunting staff for freight and locomotive trains | 130 077 | 114 610 | person / hour number of ensured shunting staff (person), duration of service (hour) |

| Charges | Performance indicators | | Measure unit |
|---|------------------------|------------|---|
| | 2011 | 2014 | |
| Charge of ensuring of traction unit for passenger trains | 1 008 | 14 016 | number of ensured traction unit (piece) duration of service (hour) |
| Charge of ensuring of traction unit for freight and locomotive trains | 2 492 | 36 300 | number of ensured traction unit (piece) duration of service (hour) |
| Charge of ensuring of fuel for traction | - | 6 358 200 | amount of diesel fuel used for shunting |
| Charge of transmitted traction current | - | 50 366 660 | amount of traction current transmitted (kWh) |
| Charge of the use of the system | - | 50 366 660 | |
| Charge of the network loss of the transmitted traction current | - | 50 366 660 | |
| Charge of energy tax | - | 50 366 660 | |
| Charge of funds under the Act on Electricity | - | 50 366 660 | |
| Other operational charges | - | - | |
| Charge of the transmitted electric energy used for other than traction purposes | - | 3 707 695 | amount of transmitted electric energy used for other than traction purposes (kWh) |
| Charge of the use of the system | - | 3 707 695 | |
| Charge of the transmitted electric energy used for other than traction purposes | - | 3 707 695 | |
| Charge of energy tax | - | 3 707 695 | |
| Charge of funds under the Act on Electricity | - | 3 707 695 | |
| Other operational charges | - | - | |
| Charge of ensuring of water for water supply | 1 835 | 3 384 | volume (m3) of water used for water supply |
| Charge of technical inspection of railway vehicles | 569 749 | 30 865 | trains undergone technical inspection (pc) |

Annex 4: Naturalias of GYSEV Zrt for 2011 and 2014

| Denomination of naturalias | Value | |
|--|----------------|----------------|
| | 2011 | 2014 |
| Number of use of track routes by departing trains | 118 675 | 155 496 |
| Number of use of track routes by through trains | 492 235 | 765 637 |
| Freight trains | 106 785 | 122 366 |
| - on track sections category I | 79 874 | 66 045 |
| - on track sections category II | 18 748 | 56 321 |
| - on track sections category III | 8 163 | - |
| Passenger trains | 350 590 | 586 678 |
| - on track sections category I | 166 685 | 203 630 |
| - on track sections category II | 122 057 | 383 048 |
| - on track sections category III | 61 848 | - |
| Loco trains | 34 860 | 56 593 |
| Number of use of track route by passenger train for stopping | 541 251 | 778 862 |
| - on stations category I | 105 033 | 151 246 |
| - on stations category II | 114 785 | 188 486 |
| - on stations category III | 321 433 | 276 062 |
| - on stations category IV | - | 163 068 |
| Number of use of track routes by passenger trains for reversing direction | 329 724 | 264 978 |
| - on stations category I | 248 403 | 154 815 |
| - on stations category II | 81 075 | 110 046 |
| - on stations category III | 246 | 117 |
| - on stations category IV | - | - |
| Number of use of track route by freight trains for departure/arrival | 185 800 | 152 248 |
| - on stations category I | 124 520 | 107 840 |
| - on stations category II | 55 032 | 39 408 |
| - on stations category III | 6 248 | 5 000 |
| Number of use of intermediate track routes by freight trains | 16 536 | 35 424 |
| - on stations category I | 7 276 | 24 504 |
| - on stations category II | 8 776 | 10 472 |
| - on stations category III | 484 | 448 |
| Number of use of track route for access to refuelling facilities | - | 19 075 |

Source: VIHAR, Provisional accounting statistics, data supply of MÁV Zrt

Annex 5: Summing-up table of network access charges of GYSEV Zrt for the 2013/2014 timetable year, HUF

| Charge item | Cost-based charge | Surcharge | Discount | State contribution | Charge to be paid |
|---|-------------------|-----------|----------|--------------------|-------------------|
| Charge for ensuring of train path | 439 | 50 | - | 52 | 437 |
| Charge of running of trains | | | | - | |
| Gross ton km proportionate part of charge | 1,14 | 0,13 | - | 1,04 | 0,23 |
| Train km proportionate part of charge | | | | | |
| Freight train | | | | | |
| track section category I | 345 | 39 | - | 114 | 270 |
| track section category II | 565 | 64 | - | 367 | 262 |
| track section category III | 163 | 19 | - | 19 | 163 |
| Passenger train | | | | | |
| track section category I | 277 | 31 | - | 31 | 277 |
| track section category II | 505 | 57 | - | 290 | 272 |
| track section category III | 163 | 19 | - | 19 | 163 |
| Loco train | 316 | 36 | - | 36 | 316 |
| Charge for the use of station by passenger trains for stopping | | | | | |
| station category I | 1 829 | - | - | - | 1 829 |
| station category II | 1 842 | - | - | 42 | 1 800 |
| station category III | 1 637 | - | - | - | 1 637 |
| station category IV | 1 330 | - | - | - | 1 330 |
| Charge for the use of origin/destination stations by passenger trains | | | | | |
| station category I | 2 051 | - | - | - | 2 051 |
| station category II | 1 894 | - | - | - | 1 894 |
| station category III | 1 894 | - | - | 294 | 1 600 |
| station category IV | - | - | - | - | - |

| | | | | | |
|--|--------|---|---|--------|--------|
| Charge of the use of origin/destination stations by freight trains | | | | | |
| station category I | 31 886 | - | - | 25 886 | 6 000 |
| station category II | 10 042 | - | - | 5 542 | 4 500 |
| station category III | 10 042 | - | - | 7 042 | 3 000 |
| Charge of the use of intermediate stations by freight trains | | | | | |
| station category I | 17 448 | - | - | 14 448 | 3 000 |
| station category II | 32 616 | - | - | 30 366 | 2 250 |
| station category III | 69 364 | - | - | 67 864 | 1 500 |
| Charge for the use of catenary | 194 | - | - | 56 | 138 |
| Charge of the access to refuelling facilities | 17 | - | - | - | 17 |
| Charge for the access to railway wagon bridges (scales) | 2 142 | - | - | - | 2 142 |
| Charge for the storage of vehicles | 319 | - | - | - | 319 |
| Charge for ensuring of staff | 6 725 | - | - | - | 6 725 |
| Charge of the access to rail rolling stock maintenance facilities | 1 714 | - | - | - | 1 714 |
| Charge of ensuring of staff for train acceptance | 4 928 | - | - | 223 | 4 705 |
| Charge of ensuring of shunting staff for passenger trains | 6 545 | - | - | - | 6 545 |
| Charge of ensuring of shunting staff for freight and locomotive trains | 7 393 | - | - | 2 693 | 4 700 |
| Charge of ensuring of traction unit for passenger trains | 18 856 | - | - | - | 18 856 |
| Charge of ensuring of traction unit for freight and locomotive trains | 21 550 | - | - | 4 650 | 16 900 |
| Charge of ensuring of fuel for traction | 305 | - | - | - | 305 |
| Charge of transmitted traction current | 17,1 | - | - | - | 17,1 |
| Charge of the use of the system | 3,1 | - | - | - | 3,1 |
| Charge of the network loss of the transmitted traction current | 1,7 | - | - | - | 1,7 |
| Charge of energy tax | 0,3 | - | - | - | 0,3 |

| | | | | | |
|---|-------|---|---|---|-------|
| Charge of funds under the Act on Electricity | 1,5 | - | - | - | 1,5 |
| Other operational charges | - | - | - | - | - |
| Charge of the transmitted electric energy used for other than traction purposes | 18,8 | - | - | - | 18,8 |
| Charge of the use of the system | 3,1 | - | - | - | 3,1 |
| Charge of the transmitted electric energy used for other than traction purposes | 1,7 | - | - | - | 1,7 |
| Charge of energy tax | 0,3 | - | - | - | 0,3 |
| Charge of funds under the Act on Electricity | 1,5 | - | - | - | 1,5 |
| Other operational charges | - | - | - | - | - |
| Charge of ensuring of water for water supply | 287 | - | - | - | 287 |
| Charge of technical inspection of railway vehicles | 6 329 | - | - | - | 6 329 |

Annex 6: Letter of the minister on the modification of state contribution for the 2013/2014 timetable year



NEMZETI FEJLESZTÉSI
MINISZTERIUM

DR. VÖLNER PÁL
Minister of National Development

Iktatószám: NFM / 19440 / 3 / 2012.

Ügyintéző: Czakó Lőrinc
Telefonszám: 795 6859

Kövesdi Szilárd
vezérigazgató úr részére

Győr–Sopron–Ebenfurti Vasút Zrt.

Sopron
Mátyás király u. 19.
9400

Tárgy: pályaműködtetési tevékenység 2013/2014. menetrendi évre vonatkozó állami költségtérítése

Tisztelt Vezérigazgató Úr!

A Győr–Sopron–Ebenfurti Vasút Zrt. és a Magyar Állam között 2011. december 30-án létrejött, a vasúti pályahálózat működtetésére kötött szerződés keretein belül a 2013/2014-es menetrendi évre vonatkozó az állami költségtérítés mértékét

- az alap- és járulékos szolgáltatások tekintetében 3,97 Mrd Ft-ban,
- a kiegészítő szolgáltatások tekintetében 0,48 Mrd Ft-ban

állapítjuk meg.

A fenti összegek kalkulációjánál az alábbi szempontokat vettük figyelembe:

- A vállalkozó vasutaknak nyújtott alap- és járulékos szolgáltatásainak vasúti pályadíj terhei változatlan teljesítmények mellett nem növekednek a 2012/2013. menetrendi évhez képest.
- Az állami költségtérítés hatásából adódóan a 2012/2013-as menetrendi évhez képest a 2013/2014 évi díjak nem csökkennek, hacsak ez jogszabály előírásaiból (pl. alapszolgáltatások díjképzése a szolgáltatáshoz közvetlenül kapcsolódó költségek alapján) vagy a költségviszonyokból nem következik.
- A járulékos szolgáltatások közül a járművek tárolása nem részesül támogatásban.

Tájékoztatjuk, hogy az SA.33417 (2011/N) sz. állami támogatás ügyében az Európai Bizottság által hozott döntés értelmében az alábbi kiegészítő szolgáltatások támogathatóak:

- tolatószemélyzet biztosítása az árufuvarozást végző vasúti társaságok számára,
- vontatójármű biztosítása tolatás céljából az árufuvarozást végző vasúti társaságok számára,
- külső vonatfelvétel az árufuvarozást végző vasúti társaságok számára.

Kérem, hogy a fentieknek megfelelően szíveskedjék a díjkalkulációt végző pályakapacitás-elosztó szervezetet tájékoztatni a díjkalkulációt megalapozó adatszolgáltatás során.

Budapest, 2012. november „06 „

Üdvözlettel:



Pál Völner
Dr. Völner Pál

Másolatban kapja: Vasúti Pályakapacitás-elosztó Kft.

Annex 7: Summing-up table of state contribution assigned to network access charges of GYSEV Zrt for the 2013/2014 timetable year

| Values of the table are given in thousand HUF. | | | | Cost-based charge items in 2013/2014 | Amount of state contribution per charge item | Charge to be paid in 2013/2014 | Amount of state contribution per service | |
|--|--|---|-----------------|--------------------------------------|--|--------------------------------|--|-------------|
| BASIC SERVICES | Charge of ensuring of train path | | | 489 | 52 | 437 | 8 105 248 | |
| | Charge of running of trains | Gross ton km proportionate part of charge | Freight train | 1,27 | 1,04 | 0,23 | 2 064 810 710 | |
| | | | Passenger train | | | | | |
| | | | Locomotive | | | | | |
| | Charge of running of trains | Train km proportionate part of charge | Freight train | Category 1 | 384 | 114 | 270 | 66 011 275 |
| | | | | Category 2 | 629 | 367 | 262 | 131 167 048 |
| | | | | Category 3 | 182 | 19 | 163 | 659 |
| | | | Passenger train | Category 1 | 308 | 31 | 277 | 56 529 494 |
| | | | | Category 2 | 562 | 290 | 272 | 843 484 181 |
| | | | | Category 3 | 182 | 19 | 163 | 3 675 225 |
| Locomotive | | | | 352 | 36 | 316 | 14 311 943 | |
| SUPPLEMENTARY SERVICES | Charge of use of stations by passenger trains for stopping | | Category 1 | 1 829 | - | 1 829 | - | |
| | | | Category 2 | 1 842 | 42 | 1 800 | 7 950 499 | |
| | | | Category 3 | 1 637 | - | 1 637 | - | |
| | | | Category 4 | 1 330 | - | 1 330 | - | |
| | Charge of use of origin/destination stations by passenger trains | | Category 1 | 2 051 | - | 2 051 | - | |
| | | | Category 2 | 1 894 | - | 1 894 | - | |
| | | | Category 3 | 1 894 | 294 | 1 600 | 11 482 | |
| | | | Category 4 | - | - | - | - | |

| Values of the table are given in thousand HUF. | | | Cost-based charge items in 2013/2014 | Amount of state contribution per charge item | Charge to be paid in 2013/2014 | Amount of state contribution per service |
|---|--|------------|--------------------------------------|--|--------------------------------|--|
| SUPPLEMENTARY SERVICES | Charge of the use of origin/destination stations by freight trains | Category 1 | 31 886 | 25 886 | 6 000 | 348 938 589 |
| | | Category 2 | 10 042 | 5 542 | 4 500 | 27 300 764 |
| | | Category 3 | 10 042 | 7 042 | 3 000 | 4 401 361 |
| | Charge of the use of intermediate stations by freight trains | Category 1 | 17 448 | 14 448 | 3 000 | 88 509 086 |
| | | Category 2 | 32 616 | 30 366 | 2 250 | 79 498 105 |
| | | Category 3 | 69 364 | 67 864 | 1 500 | 7 600 775 |
| | Charge of the use of catenary | | 194 | 56 | 138 | 217 693 557 |
| | Charge of the access to refuelling facilities | | 17 | - | 17 | - |
| | Charge of access to wagon weigh bridges (scales) | | 2 142 | - | 2 142 | - |
| | Charge of storage of vehicles | | 319 | - | 319 | - |
| | Charge of ensuring of staff | | 6 725 | - | 6 725 | - |
| Charge of the access to rail rolling stock maintenance facilities | | 1 714 | - | 1 714 | - | |
| (Basic + supplementary services) total | | | | | | 3 970 000 000 |

| Values of the table are given in thousand HUF. | | Cost-based charge items in 2013/2014 | Amount of state contribution per charge item | Charge to be paid in 2013/2014 | Amount of state contribution per service |
|--|---|--------------------------------------|--|--------------------------------|--|
| ADDITIONAL SERVICES | Charge of staff providing train acceptance | 4 928 | 223 | 4 705 | 2 505 903 |
| | Charge of ensuring of staff for passenger trains | 6 545 | - | 6 545 | - |
| | Charge of ensuring of staff for freight and locomotive trains | 7 393 | 2 693 | 4 700 | 308 693 528 |
| | Charge of ensuring of traction unit for passenger trains | 18 856 | - | 18 856 | - |
| | Charge of ensuring of traction unit for freight and locomotive trains | 21 550 | 4 650 | 16 900 | 168 800 569 |
| | Charge of ensuring of fuel for traction | 305 | - | 305 | - |
| | Charge of transmitted traction current | 17,1 | - | 17,1 | - |
| | Charge of the use of the system | 3,1 | - | 3,1 | - |
| | Charge of the network loss of the transmitted traction current | 1,7 | - | 1,7 | - |
| | Charge of energy tax | 0,3 | - | 0,3 | - |
| | Charge of funds under the Act on Electricity | 1,5 | - | 1,5 | - |
| | Other operational charges | - | - | - | - |
| | Charge of the transmitted electric energy used for other than traction purposes | 18,8 | - | 18,8 | - |
| | Charge of the use of the system | 3,1 | - | 3,1 | - |
| | Charge of the transmitted electric energy used for other than traction purposes | 1,7 | - | 1,7 | - |
| | Charge of energy tax | 0,3 | - | 0,3 | - |
| | Charge of funds under the Act on Electricity | 1,5 | - | 1,5 | - |
| Other operational charges | - | - | - | - | |

| Values of the table are given in thousand HUF. | | Cost-based charge items in 2013/2014 | Amount of state contribution per charge item | Charge to be paid in 2013/2014 | Amount of state contribution per service |
|--|--|--------------------------------------|--|--------------------------------|--|
| | Charge of water for water supply | 287 | - | 287 | - |
| | Charge of technical inspection of railway vehicles | 6 329 | - | 6 329 | - |
| (Additional services) total | | | | | 480 000 000 |

TOTAL SUM

4 450 000 000