Publishing: 18 July 2024 Effective: from 19 July 2024 Applicable: from 19 July 2024

TEXT

1. 1.5.1 Validity, publishing and updating of Network Statement

The following modification was made:

This Network Statement is valid from 00:00 of 47 19 July 2024 to 24:00 of 14 December 2024.

ANNEXES

2. 2.3.1 - Main characteristics of railway lines, track sections - MÁV Zrt.

The following modification was made:

Main number Sub-number	Starting point of line (s	(station)	Final point of line (station)	Dividing time into sections		Number of tracks Applicable bad per meter (k/m)	Applicable class of line Maximum load applicable for	extra ordhary consignments mbinum axie load limit (t)	macimum acle loss limit (t) acle solution acle loss limit (t) acle loss limit (t) acle loss limit (t) acle loss limit (t) acle loss loss loss loss loss loss loss lo	ing subdued cor locomotives epixe-ep	maximum axie (coad limit (c))	without limitation 2-axie with speed limit	without limitation	Apple of limit at lin	icable axie ic ives and hau		without limitation	with speed limit	Track speed (km/h)***	Maximum length of train (m)	Bedriffed (yev/no)	Type of torffic management of line	Ground-train radio (tree (Mh2) Ino)	Train protection (75 Hz-ETCS1/ETCS2/mdusiNo)	Possibility of Rola transport (yes/no)	Rating of lines	Romaris	M.G.	M.C.	O.M.	PFC11
1				Budapest-Keleti - Köbánya-felső Köbánya felső Köbánya felső - Rákos	excl-excl. incl incl incl.	7,2 7,2	CM3 C	A3 21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,	21,0	21,0	0	80			station	160 MHz GSM-R	75 Hz							
			Sátoraljaújhelyeh.	Rákos - Gödöllő	excl excl.	7,2	7,2 CM3 D3	3 21,6	22,5	,5 21,6 22,5	22,5	21,0	21,0	21,0		21,0	21,0		120			central		ETCS2, 75Hz		Trans European Rail					
				Gödöllő - Hatvan A elágazás	incl excl.	8,0	D4 1 D4	no restrictio	no no no restriction	no restriction	restriction no restriction 2	22,51	22,51	22,5		22,5 1	22,5 1	5 ¹ ,0				Central		75Hz	no	Freight Network	¹ all axie load classes, towed vehicles with axie loads above 21.0 t may only be used as special consignments ¹ Between Nagyūt (excl.) - Mezőkeresztes-Mezőnyárád (excl.) on the open track section of the right track the class of the results of the right track the	Köbánya-felső - Mezőzombor	Alternative: Aszód - Hatvan	ı	Kőbánya felső -
80	Budapest-Keleti	extl.		incl. Hatvan A elágazás -Nagyút Nagyút - Mezőkeresztes-Mezőnyárád	excl excl.		CM3 D	3 21,6 22,5	22,5	21,6		21,0	21,0	21,0		21,0	21,0 21,0 ¹		120	750	yes	station	160 MHz								Felsőzsolca Alternative: Felsőzsolca - Kisújhely oh.
				Mezőkeresztes-Mezőnyárád - Szerencs Szerencs - Mezőzombor	incl - incl incl - incl.		CM3 D			21,6 22,5	21,0	21,0	21,0	2	21,0	21,0		120			station	160 MHz				Nyékládháza VIII. track. 18,5t axie load Nyékládháza IX. track 18,5t axie load	i l		,		
c	1			Mezőzember-Sárospatak Sárospatak - Sátoraliaúthely	excl-incl.	one 6,4	6,4 CM2 D2	21,6	22,5		22,5	21,0	21,0	21,0	-	21,0	21,0		100			central	450 MHz	no no	no	Nationwide core network	Traffic control of remote operated service place: Sătoraljaú/hely				
d	†			Sátoraljaújhely-Sátoraljaújhely oh.	excl.		-	3				21,0	21,0	21,0		21,0	21,0		50	h	no	station	450 MHz		.	ı					1

3. 2.3.6-1 - Traffic characteristics of stations and service places, ruling gradients, maximum and minimum gradients of railway lines

The following modification was made:

The Infrastructure Manager has revised the columns "Traffic controlling place" and "Suitable for train crossing" in the Annex, the related changes are included in the corrected version of the Annex.