

Effective: from 10 November 2021
 Applicable: from 12 December 2021

ANNEXES

1. Annex 2.3.1 - Main characteristics of railway lines, track sections

The following modifications were made:

| Line number Sub-number | Starting point of line (station) | Final point of line (station) | Dividing line into sections | Number of tracks | Applicable haulage meter (t/m) | Applicable class of line | Maximum load applicable for extraordinary consignments | Axle load range containing subboard conditions of over-weight locomotives | | | | | | | | Applicable axle load (t) for locomotives and hauled vehicles | | | | | | | | Track speed limit km/h | Minimum length of train (m) | Electrified (yes/no) | Type of traffic management of the line | Construction mode (see Annex 2.1.4) | Train protection (PFIH/ETCS/ETCS/Amelink) | Possibility of haul transport (yes/no) | Rating of line | Remarks | BFC4 | BFC7 | BFC9 | BFC11 |
|---------------------------|----------------------------------|-------------------------------|--|------------------|--------------------------------|--------------------------|--|---|-----------------------------|-----------------------------|-----------------------------|--------------------|------------------|---------------------|------------------|--|------------------|---------------------|------------------|---------------------|------------------|---------------------|------------------|------------------------|-----------------------------|-------------------------------------|---|---|---|--|----------------|---------|------|------|------|-------|
| | | | | | | | | 3-axle | | | | 4-axle | | | | 5-axle | | | | Special 1* | | Special 2* | | | | | | | | | | | | | | |
| | | | | | | | | minimum axle load limit (t) | maximum axle load limit (t) | minimum axle load limit (t) | maximum axle load limit (t) | without limits/ton | with speed limit | without limitations | with speed limit | without limits/ton | with speed limit | without limitations | with speed limit | without limitations | with speed limit | without limitations | with speed limit | | | | | | | | | | | | | |
| 10 | Győr-Bendás | Céldömök | Győr-Bendás - Győrszécsény Győrszécsény - Céldömök | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | 21,0 | 21,0 | 21,0 | 21,0 | 21,0 | 21,0 | 21,0 | 120 | 600 | no | station | GM-R* | no | no | no | Trans European Rail Freight Network | Between Győr - Győrszécsény train protection, between Győrszécsény - Céldömök no train protection is available. | Alternative: Győr - Céldömök | | | | | | |
| 13 | Környe | Pápa | Környe - Vasvárményvár - Francsörög Vasvárményvár - Francsörög Francsörög - Pápa-Repülőtér (ex. Kék) Pápa-Repülőtér (ex. Kék) - Francsörög - Pápa | one | 6,4 | B2 | B2 | shall not run | shall not run | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 50 200 | 40/50 | no | stop/fact | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended. Out of operation between Oroscány-Erdősi (ex. Kék) - Kárázsás - Vasvárményvár - Francsörög | | | | | | | | |
| 264 | Vinár-életpályás | Céldömök-Bendás | Céldömök-Bendás | one | 7,2 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | 21,0 | 21,0 | 21,0 | 21,0 | 21,0 | 21,0 | 40 | 480 | no | station | no | no | no | Trans European Rail Freight Network | Suitable for RD-EA traffic after preliminary technical measurement. | | | | | | | | | |

**** Data validity: 2022.01.01

2. Annex 2.3.3 - Position of stations and service places on railway lines; main technical and operational characteristics MÁV Zrt.

The following modifications were made:

| Line number | IT Line number | Name of the service place | Statistical number of service place | Platform | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|------------------------------|-------------------------------------|--|------------------------|-----------------------|------------------------------|--------------|---------------------|
| | | | | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated to go-round (yes) | length/width/height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preheating/precooling | Connection to electric power | Water supply | Connection to sewer |

| | | | | | | | | | | | | | | | | | |
|-----|-----|-------------------|-------|------|--|----|-------------|-----|-----|---------------------------------------|-----------|-----------|----|----|----|----|----|
| 13 | 13 | Bakonybánk rh. | 01842 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | | | | I. | passenger/freight out of operation* | no | 450 | no | no | 100/3,4/0 | — | no | no | no | no | no | no |
| | | | | II. | passenger/freight out of operation* | no | 400 | yes | no | 100/3,4/0 | — | no | no | no | no | no | no |
| | | | | III. | freight out of operation* | no | 440 | no | yes | — | — | no | no | no | no | no | no |
| 13 | 13 | Gic-Hathalom mhr. | 01875 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | | | | I. | freight out of operation* | no | 560 | no | yes | — | — | no | no | no | no | no | no |
| | | | | II. | passenger/freight* | no | 632 | yes | no | 100/3,4/0 | — | no | no | no | no | no | no |
| 13 | 13 | Pápateszér | 01891 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | | | | I. | passenger/freight out of operation* | no | 486 | no | no | 100/3,4/0 | yes | no | no | no | no | no | no |
| | | | | II. | passenger/freight* | no | 634 | yes | no | 100/3,4/0 | yes | no | no | no | no | no | no |
| | | | | III. | passenger/freight out of operation* | no | 665 | no | yes | 100/3,4/0 | yes | no | no | no | no | no | no |
| 13 | 13 | Franciavágás | 01917 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | | | | I | passenger/freight* | no | 348 | no | yes | 151/1,5/0 | yes | no | no | no | no | no | no |
| | | | | II | passenger/freight* | no | 124 | yes | no | 195/1,5/0 | yes | no | no | no | no | no | no |
| | | | | III | passenger/freight* | no | 136 | no | no | 150/2/0 | yes | no | no | no | no | no | no |
| 13 | 13 | Ugod | 01925 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | | | | I | passenger/freight out of operation* | no | 310 | no | no | 160/1/0 | yes | no | no | no | no | no | no |
| | | | | II | passenger/freight* | no | 330 | yes | no | 160/1,5/0 | yes | no | no | no | no | no | no |
| | | | | III | passenger/freight out of operation* | no | 350 | no | no | 145/1,5/0 | yes | no | no | no | no | no | no |
| 13 | 13 | Nagygyimót rh. | 01933 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | | | | I | passenger/freight* | no | 220 | no | no | 170/1,5/0 | — | no | no | no | no | no | no |
| | | | | II | passenger/freight out of operation* | no | 220 | yes | no | 170/1,5/0 | — | no | no | no | no | no | no |
| 101 | 101 | Báránd | 14407 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | | | | I. | other | no | 912 906 | no | no | — 220/6,5/0,55 | — no | no yes | no | no | no | no | no |
| | | | | II. | passenger/freight | no | 809 781 | yes | yes | 232/7,2/00 220/6,5/0,55 | yes no | no | no | no | no | no | no |
| | | | | III. | passenger/freight | no | 809 781 | no | yes | 199/1,6/00 200/1,95/00 * temporary | yes | no | no | no | no | no | no |
| 101 | 101 | Sáp | 14415 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | | | | I. | passenger/freight | no | 942 802 | no | yes | — 220/6,5/0,55 | — no | no | no | no | no | no | no |
| | | | | II. | passenger/freight | no | 1012 740 | yes | yes | 296/1,6/00 220/6,5/0,55 | yes no | no | no | no | no | no | no |
| | | | | III. | passenger/freight | no | 842 741 | no | yes | 296/1,6/00 — | yes — | no | no | no | no | no | no |
| | | | | IV. | other | no | 452 463 | no | no | — | — | yes | no | no | no | no | no |
| | | | | V. | other | no | 180 310 | no | no | — | — | yes | no | no | no | no | no |
| | | | | VI. | other | no | 317 235 | no | no | — | — | yes | no | no | no | no | no |

| | | | | | | | | | | | | | | | | | |
|-----|-----|----------------|-------|-------------|----------------------------|----|-------------|-----------|-----|-------------------|----------|-----|-----|-----|----|----|----|
| 101 | 101 | Berettyóújfalu | 14423 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | | | | I/A: I. | other passenger/freight | no | 604 732 | no | no | — 220/6,5/0,55 | — no | yes | no | yes | no | no | no |
| | | | | I/b: II. | other passenger/freight | no | 221 794 | no | no | — 220/6,5/0,55 | — no | yes | no | yes | no | no | no |
| | | | | II: | passenger/freight | no | 882 832 | no | yes | 22/2,0/00 — | yes — | no | no | no | no | no | no |
| | | | | III: IV. | passenger/freight | no | 1051 718 | yes no | yes | 330/1,6/00 — | yes — | no | no | no | no | no | no |
| | | | | IV: V. | passenger/freight other | no | 893 437 | no | yes | 330/1,6/00 — | yes — | no | no | no | no | no | no |
| | | | | V: VI. | freight other | no | 883 108 | no | no | — | — | no | yes | no | no | no | no |
| | | | | VII. | other | no | 120 | no | no | — | — | no | no | no | no | no | no |

*Data validity: 2022.01.01

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

The following modifications were made:

| Line number | Statistical number of service place | Name of service place | Traffic controlling place | Staffless | Remote controlled/Remote operated | Type of signalling tool | Suitable for train crossing | Spacing order | Maximum gradient (up) (%) | | Maximum gradient (down) (%) | | Ruling gradient (%) | | Ruling down-gradient (%) | |
|-------------|-------------------------------------|-----------------------|---------------------------|-----------|-----------------------------------|-------------------------|-----------------------------|---------------|---------------------------|------------------------|-----------------------------|------------------------|---------------------|------------------------|--------------------------|------------------------|
| | | | | | | | | | towards endpoint | towards starting point | towards endpoint | towards starting point | towards endpoint | towards starting point | towards endpoint | towards starting point |

| | | | | | | | | | | | | | | | | |
|-----|-------|--------------------|-----|----|----|------------------------------------|-----|--------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 101 | 13862 | Püspökladány | yes | no | no | Elektra 2 | yes | automatic spacing - train protection | 0,7 1 | | 0,8 | | 1,7 | | 0,1 | |
| 101 | 14407 | Báránd | yes | no | no | mechanical with light signals (FM) | yes | station distance | 0,5 | 0,8 | 3 0,6 | 0,7 1 | 0,5 | 0,8 | 0,8 0,6 | 0,2 |
| 101 | 14415 | Sáp | yes | no | no | mechanical with light signals (FM) | yes | station distance | 2 | 3 0,6 | 2 1,7 | 0,5 | 2 | 3 0,6 | 1,4 1,7 | 0,5 |
| 101 | 14423 | Berettyóújfalú | yes | no | no | mechanical with light signals (FM) | yes | station distance | 3,5 4,2 | 2 1,7 | 3,2 4,2 | 2 | 3,5 4,2 | 2 1,7 | 0,2 4,2 | 0,5 2 |
| 101 | 14431 | Mezőpeterd | yes | no | no | mechanical with light signals (FM) | yes | station distance | 1,1 | 3,2 4,2 | 0 | 3,5 4,2 | 1,1 | 3,2 4,2 | 0 | 2,5 4,2 |
| 101 | 14449 | Biharkeresztes | yes | no | no | mechanical with light signals (FM) | yes | station distance | 0,9 | 0 | 0 | 1,1 | 1,4 0,9 | 0 | 0 | 1,1 |
| 101 | 09423 | Biharkeresztes oh. | - | - | - | - | - | - | | 0 | | 0,9 | | 0 | | 0,9 |

4. Annex 2.5-2 - Service places affected by service stoppage

The following modifications were made:

Regional Infrastructure Directorate - Pécs

| Line number | Statistical number | Service place | Service stoppage | | | Remarks |
|-------------|--------------------|--------------------|------------------|-----------|-----|---------|
| | | | Day | Beginning | End | |
| 62 | 08227 | Beremendi Cementmű | daily | 19:00 | - | 7:00 |

5. Annex 7.3.7 - Wagon weigh bridges (scales)

The following modifications were made:

MÁV Zrt.

| Infrastructure Manager Regional Directorate | Number | Station | Service place code | Weighing capacity | Length of bridge | Type | Opening hours | Average weigh capacity (wagon/hour) | Availability of Catenary above the track equipped with scales (yes/no) | Remarks | Effective till |
|---|--------|---------|--------------------|-------------------|------------------|------|---------------|-------------------------------------|--|---------|----------------|
|---|--------|---------|--------------------|-------------------|------------------|------|---------------|-------------------------------------|--|---------|----------------|

| | | | | | | | | | | | | |
|----------|-----|-----------------------------|-------|-------|--------------|--------------|-----------------|---------------------|----|-----|---|--------------------------|
| Budapest | 1. | Ferencváros Nyugati Rendező | 40162 | 100 t | 9+3+9 m | electronic | Ardin (D43-09B) | 0-24 | 15 | no | | 26.03.2022 01.10.2023 |
| | 2. | Soroksári út rendező | 40196 | 100 t | 9,5+1,5+9,5m | hybrid | MS-DUÁL | 0-24 | 12 | no | | 24.03.2022 05.10.2023 |
| | 3. | Dunaújváros | 06502 | 100 t | 9+3+9m | electronic | ARDIN (IQ810) | 0-24 | 10 | no | | 13.07.2023 |
| | 4. | Gönyű | 01296 | 100t | 9+6+9m | electronic | ARDIN (D43-09B) | 7-15 | 10 | no | Printing is not available | 12.04.2023 19.10.2023 |
| | 5. | Győr-Rendező | 01271 | 100 t | 9,5+1,5+9,5m | hybrid | MS-DUÁL | 0-24 | 10 | no | | 07.04.2023 |
| | 6. | Hatvan-Rendező | 40667 | 100 t | 9+3+9m | elektronikus | AR-D8203 | 0-24 | 12 | no | Printed weighing note also contains unofficial dynamic wheel and axle load data beyond the official static measured weight. | 18.06.2022 |
| | 7. | Komárom-Rendező | 01214 | 100 t | 9,5+1,5+9,5m | hybrid | MS-DUÁL | 0-24 | 12 | yes | | 14.04.2023 |
| | 8. | Rákos | 10074 | 100 t | 9+3+9m | electronic | ARDIN (D43-09B) | By occasional order | 12 | yes | | 09.04.2024 28.09.2023 |
| | 9. | Székesfehérvár | 03269 | 100 t | 9+3+9m | electronic | AR-D8203 | 0-24 | 12 | yes | Printed weighing note also contains unofficial dynamic wheel and axle load data beyond the official static measured weight. | 01.04.2022 |
| | 10. | Szolnok-Rendező | 40485 | 100 t | 9,5+1,5+9,5m | hybrid | MS-DUÁL | 0-24 | 12 | no | | 06.08.2022 14.10.2023 |

6. Annex 7.3.11 - Public loading sidings and loading areas belonging to these loading sidings - MÁV Zrt.

The following modifications were made:

Pécs Regional Directorate

| Service place | Open access loading place registered by MÁV Zrt | | | | | | | | Loading track next to loading places | | | | | | Restrictions, remarks |
|---------------|---|-------------------------------|------------------------------|---|---------------|----------|------------|-----------|--------------------------------------|-------------------|-------------------|--------------------|--------------------------|---------------|--|
| | Code of the service place | Position of the service place | Loading and other equipments | TAF TSI ID of the loading and other equipment | Paved | Lighting | Size | | TAF TSI ID | Name of the track | Usable length (m) | Loading length (m) | Availability of catenary | Axle load (t) | |
| | | From section to section | | | yes-no-partly | yes-no | Length (m) | Width (m) | | | | | yes - no - partly | | |
| Godisa | 07211 | 1763+00-1764+04 | none | 55-07211-06-1 | no | yes | 104 | 25 | 55-07211-01-1 | 1. | 600 | 104 | yes | 21 | 10 km/h Serving is possible only with diesel locomotive Loading area can't be used until 10.12.2022 due to technical reasons, capacity can not be requested. |