

Modifications

ANNEXES

1. Annex 3.3.1.1. - Main characteristics of railway lines, track sections

The following modifications were made:

Main number	Starting point of line (station)	Final point of line (station)	Break-down of line into sections	Number of tracks	Applicable load per meter (t/m)	Applicable class of line	Maximum load applicable for extraordinary consignments	Applicable axle load (t) for hauled vehicles						Track speed (km/h)	Maximum length of train (m)	Electrified (yes/no)	Type of traffic management of line	Ground-train radio (yes (MHz)/no)	Train protection (Yes/No)	Possibility of RoLa transport (yes/no)	Rating in accordance with Governmental Decree No 168/2010	Remarks	REC6	REC7							
Sub-number								without limitation with speed limit	2-axle without limitation	4-axle with speed limit	6-axle without limitation	special* with speed limit	not rated without limitation with speed limit	limited speed (km/h)																	
30	Budapest-Déli pu.	Incl.	Murakeresztúr oh.	Incl.	6,4	C2	C2	21,0	21,0	21,0	21,0	21,0	21,0	80	600	yes	operation controlled	450	yes	*yes	Trans European Rail Freight Network	Only international loading gauge may be applied	Székesfehérvár - Kelenföld								
														80																	
														120																	
														400																	
														120			Central Traffic Control (KÖFI)														
														420																	
														100																	
														400																	
														90																	
														100			operation controlled														
														100																	
														60																	
98	Szerencs	excl.	Hidasnémeti	excl.	6,4	C2	D2	21,0	21,0	21,0	21,0	21,0	21,0	40/50	500	no	monitored	no	no	no	Other Railway Line										
														300																	

140	Cegléd	excl.	Szeged	incl.	Cegléd - Városföld	one	7,2	D3	D3	22,5	22,5	22,5	22,5	120	750	yes	Central Traffic Control (KÖF)	160	yes	*yes	Trans European Rail Freight Network	Line section is suitable for running of RoLa trains if a technical examination previous to train run takes place. RO-LA train: speed limit between Városföld-Kiskunfélegyháza and Kiskundorozsma - Kiskundorozsma is max 80km/h		
					Városföld - Kiskunfélegyháza																			
					Kiskunfélegyháza - Kiskundorozsma			C3	D3	21,0	21,0	21,0	21,0											
					Kiskundorozsma - Szeged-rendező								100											
					Szeged-rendező - Szeged	one	6,4	C2	D2	20,0	20,0	20,0	20,0	60			Central Traffic Control (KÖF)		no	no		Cegléd-Kecskemét-Mercedes scpvk (incl.), Kiskunfélegyháza KÖF: Városföld (incl.) - Kiskundorozsma (incl.) - Városföld-Kiskunfélegyháza left track: 21,0t		
152	Fülöpszállás	excl.	Kecskemét alsó	excl.		one	6,4	A	A	17,0	17,0	17,0	17,0	60	300	no	monitored	no	no	no	Other Railway Line	Public passenger transport service suspended. Between Kecskemét alsó and Helvécia (47+20 - 38+74) 21t axle load trains may run on privately owned networks from the direction of Kecskemét alsó.		

2. Annex 3.8.2. - List of loading places on open access railway network - MÁV Zrt

The following modifications were made:

Szeged Regional Centre:

Service place	Open access loading place registered by MÁV Zrt									Loading track next to loading places											Applicable speed (km/h)	Possibility of serving (S-straight, D-diverging position)	Restrictions
	Code of the service place	Position	Size	Currently usable area (m ²)	Paved	Material of pavement	Current technical state	Lighting	Loading and other equipments	Name of the track	Usable length (m)	Loading length (m)	Branching-off turnouts		Availability of catenary		Derailer (pcs)	Scotch block (pcs)	Axle load (t)	Current technical state			
		From section to section	Width (m) - length (m)		yes - no								Number	Switch operation mode	yes - no	length (m)							
Földeák	19364	169+00 - 172+70	30,5 x 38+370	11624 11285	yes	concrete	good	unlighted		IV. vágány	288 319	288 319	3,6	local	no	0	0	2	20	good	40 5	D	
Kisszállás	16337	1449 - 1452	15 x 125	3336	yes	concrete	bad	unlighted—lighted	side-loading	I. vágány	410	125	40+15 4,15	central	no	0	0	1	21	good	40	D	
Lökősháza	18069	4132+20—4135+30 1133+10 - 1135+70	50,3 x 340 15 X 260	15593 6453	yes	concrete	average	unlighted		XI. vágány	465	340 260	6	central	no	0	0	1	21	average	5	S	
Makó	19109	877—883 874 - 876	13,43 X 150	2015	yes	concrete—stone	good	lighted		X. vágány	240	150	33,18	local	no	0	0	1	20 18,5	adequate	10	D	
Makó	19019	874—876 877 - 883	13,63 x 300	4089	yes	stone—concrete	good	unlighted		XII. vágány	420	300	29,3	local	no	0	0	0	20 18,5	adequate	10	D	

TEXT

1. Chapter 6 - Charges

Network access charges not containing the volume of state contribution have been cancelled since charges containing state subsidy for this timetable year came into effect on 25 March 2014 and 04 April 2014.