

## Modifications

### TEXT

To comply with Network Statement for the timetable period of 2015/2016 the following modifications were introduced in the Text.

#### 1. 1.1.1 Hungarian railway organisations

The following modifications were made:

Railway organisations:

- a) *Rail regulatory body*: National Transport Authority, whose tasks and power are set out in Paragraph 73 (1) of Act CLXXXIII of 2005 on railway transport (hereafter referred to as Railway Act).
- b) *Railway Authority*: National Transport Authority, whose tasks and scope of authority are set out in Paragraph 80 of Railway Act.
- c) *Railway companies managing national railway network (hereafter referred to as Infrastructure Managers)*: Tasks of the MÁV Magyar Államvasutak Zártkörűen Működő Részvénytársaság (hereafter referred to as MÁV Zrt) and Győr-Sopron-Ebenfurti Vasút Zártkörűen Működő Részvénytársaság (hereafter referred to as GYSEV Zrt) - operating the open access national railway network ~~as a non-independent railway company and an integrated railway company, respectively~~ - are regulated in Paragraph 2 Article (2) Point 2 of the Railway Act.
- d) *Train operating companies*: undertakings which - based on their operational licence - perform commercial railway activities whose tasks are regulated by Paragraph ~~32~~ Article (2) Point 3 of the Railway Act.
- e) *Railway Undertaking*:
  - ea) Train operating company that has operational licence and domestic registration;
  - eb) Train operating company that was established in any EEA country for the purpose of freight transport on rail and has operational licence;
  - ec) Train operating company that was established in any EEA country for the purpose of passenger transport on rail and has operational licence;
  - ed) Train operating company that was established abroad and it is participant of an international or reciprocal agreement.
- f) *Authorised applicant*: An economic organisation that is registered in any EEA state but it is not a Railway Undertaking and shall have a framework agreement with the Infrastructure Manager for the reservation of railway network capacity.

## **2. 1.1.1.1 Rights and duties of VPE, Infrastructure Managers, Railway Undertakings exercised towards each other**

The title of this point has been modified as it follows:

Rights and duties of VPE, Infrastructure Managers, ~~and~~ Railway Undertakings **and authorised applicants (jointly referred to as applicants)** exercised towards each other

### *1.1.1.1.1 The most important tasks of VPE*

The following definition has been inserted into this point:

**c) in case of termination of the framework agreement for capacity reservation to withdraw the allocated but not used rail network capacity requested by an authorised applicant.**

### *1.1.1.1.2 The most important rights and obligations of Infrastructure Managers*

The most important obligations of Infrastructure Managers:

**l) after concluding the capacity reservation framework agreement to inform VPE without delay who are entitled to use rail network capacity and related services and also inform VPE about the termination of applicants' rights to reserve capacity.**

### *1.1.1.1.3 The most important rights and obligations of Railway Undertakings*

**f) to make a written legal declaration (by the representative(s) of the Railway Undertaking who is/are authorised to sign) sent in electronic format to VPE without delay if they refuse to accept the assignment by the authorised applicant.**

The most important obligations of Railway Undertakings:

The following definition has been inserted into the point:

*1.1.1.1.4 The most important rights and obligations of authorised applicants*

The most important rights of authorised applicants:

- a) to submit a request for train path or services provided by the Infrastructure Manager within the open access to the railway network.

The most important obligations of authorised applicants:

- a) to designate the Railway Undertaking actually using the rail network services required by and allocated to the authorised applicant, at least 10 days prior to the actual use of the rail network service.
- b) to employ staff and other contributors who have the competence to apply for rail network services and who are proficient users of Hungarian language in both oral and written form.
- c) to inform VPE and the Infrastructure Manager in written form without delay about all the conditions and hindrances that influence the use of rail services allocated to the authorised applicant and prevent the authorised applicant from assigning their rights and applying for capacity.

**3. 1.4.3 Appeals**

The following definition has been inserted into this point:

Appeals may be submitted by the authorised applicant to the competent court having jurisdiction, in compliance with Act III of 1952 on the Code of Civil Procedure.

**4. 1.6.1 Validity of Network Statement**

The following modification was made:

The geographic scope of Network Statement applies to the open access railway networks operated by ~~non-independent railway companies~~ (MÁV Zrt and GySEV Zrt).

## 5. 1.9 and 1.10

Texts in points 1.9 and 1.10 have been completed or changed taking RNE structure into consideration.

### 6. 2.2.1 Requirements of application for **rail network services capacity**

The title of the point has been changed and the following definition has been introduced:

#### **In case of Railway Undertakings:**

Rail network **services capacity** may be applied for by a Railway Undertaking who can verify his right to use the railway network with documents defined in points (2.2.3-2.2.4) by delivering a copy of them to VPE.

Requirements of applying for rail network **services capacity**:

- operational licence issued by the National Transport Authority (Point 2.2.3), as well as
- railway safety certificate issued by the National Transport Authority (Point 2.2.4).

#### **In case of authorised applicants:**

**Authorised applicant is entitled to reserve rail network services only if it has a valid and effective framework agreement for capacity concluded with the Infrastructure Manager.**

### 7. 2.3.1 Framework Agreement ~~and Framework Contract~~

The title of this point has been changed.

### 8. 2.3.2 Network Access Contract, ~~contract for the reservation of rail network capacity~~ and Internal Agreement

The title of this point has been changed.

### 9. 2.3.2.1 Network Access Contract ~~and contract for the reservation of rail network capacity~~

The title of this point has been changed.

## **10. 2.3 Access contracts for the use of the railway network**

The following new subsection has been inserted:

### 2.3.3 Capacity reservation framework agreement

Authorised applicant and Infrastructure Manager shall conclude a framework agreement for the reservation of rail network capacity. For the use of rail network capacity subject to this contract, authorised applicant shall undertake in this contract the obligation to observe the procedures and conditions published by the Infrastructure Manager related to the use of rail network services, as part of the distribution principles.

Before concluding the contract and at times determined by the Infrastructure Manager, the authorised applicant is obliged to provide the Infrastructure Manager with a certificate - issued by an authority eligible to register economic organisations - proving that it is an economic organisation registered in an EEA state. If the authority entitled to issue this certificate is not located in Hungary, an authentic Hungarian translation is required to be submitted to the Infrastructure Manager together with the original certificate.

In case of a natural person, a valid document is required to prove identity.

If any data has changed in the submitted document, the authorised applicant is obliged to inform the Infrastructure Manager without delay in written form.

Authorised applicant shall undertake in this contract the obligation to assign a Railway Undertaking complying with the requirement laid down in Paragraph 53 of the Railway Act, who will conclude a network access contract with the Infrastructure Manager. This assignment shall be done at least 10 days before the actual use of the rail network service. Authorised applicant may transfer the rail network services allocated to it to any other Railway Undertaking for using the capacity.

To determine the 10-day deadline, Paragraph 103, Act III of 1952 on the code of Civil Procedure shall be taken into consideration which states that if the deadline is determined in days, the starting/first day of the deadline shall not be counted so this way the previous day before the deadline expires shall be a full calendar day (hereinafter: 10-day rule).

The Network Access Contract to be signed in the interest of the authorised applicant shall be concluded 10 days before the date of the use of the rail network service which is planned to use the earliest.

## 11. 4.4 Capacity allocation

### 4.1 Introduction

The following modifications were made:

Holders of operation licence for rail passenger transport are entitled to order

- trains of categories A, B, C, **E** listed in Annex 4.3-2,

Holders of operation licence for rail freight transport are entitled to order

- trains of category D, **E** listed in Annex 4.3-2.

Holders of operation licence **exclusively for traction service** are entitled to order

- Trains of category E listed in Annex 4.3-2

**Authorised applicant is entitled to order all train categories excepting trains of category F.**

## 12. 4.2.1 Train path application for border crossing trains and application for related services

The following modifications were made:

**Applicants** ~~Railway Undertakings~~ shall apply for train path for **international border crossing** trains at VPE from the border point or to the border point, respectively **for the Hungarian open access railway network**.

~~Should the application for train path in cross border traffic take place in cooperation with an Railway Undertaking established and licensed in accordance with Directive 2012/34/EU in any other EEA member state, or with a railway undertaking established abroad under the provision of international contract or on reciprocity, the cooperating party shall be specified in the train path application submitted by the Railway Undertaking registered in Hungary.~~

**In this case cooperation is needed with the train operating companies of the neighbouring country. Both the train number and the Railway Undertaking forwarding the train from the border or to the border shall be indicated in the train path request.**

## 13. 4.3 Rules and deadlines of the capacity allocation process

The following new subsection has been inserted:

#### **4.3.4 Procedure of transfer and usage of requests for rail network services allocated to authorised applicants**

Authorised applicant may transfer the right to use the rail network services allocated to it to any other Railway Undertaking (one service at a time to a Railway Undertaking) that has a network access contract concluded with the Infrastructure Manager.

Authorised applicant is obliged to designate the Railway Undertaking actually using the rail network services required by and allocated to the authorised applicant, at least 10 days prior to the actual use of the service.

Only one Railway Undertaking can be chosen to use a train path and service. If the request contains more days for running of trains, the same Railway Undertaking shall be assigned to all the days in the train path applying information technology system.

This assignment cannot be modified by the authorised applicant. VPE is entitled to automatically withdraw rail network service allocated to the authorised applicant if the designation deadline has expired without any result.

#### **14. 4.3.3 Deadlines and procedures of application for services provided by the infrastructure manager**

Shunting without the usage of shunting staff of the infrastructure manager or/and traction unit ensured by the infrastructure manager (shunting of its own) may be carried out only in such service locations where traffic operation is ensured. On lines equipped with simplified traffic service, rules that are covered by the Executive Instructions for Line Sections defined in point 2.4.1 l m) must apply.

#### **15. 4.4.2 Disput resolution process, possible recourse**

The following modifications were made:

Appeals may be submitted by the authorised applicant to the competent court having jurisdiction in compliance with Act III of 1952 on the Code of Civil Procedure.

#### **16. 4.4.3.3 Use, ~~revocation~~ of the allocation right for use**

The title of this point has been changed.

**17. 4.6 Cancellation rules, procedure if train path is not cancelled**

The following modifications were made:

Infrastructure Manager considers the rail network capacity cancelled in the following cases:

- if the network access contract is not concluded between the Infrastructure Manager and the Railway Undertaking assigned by the authorised applicant for a reason imputable either to the authorised applicant or to the Railway Undertaking until the deadline expires determined by the Infrastructure Manager,
- if the network access contract concluded between the Railway Undertaking and the Infrastructure Manager is terminated or its implementation is suspended by the Infrastructure Manager.

**18. 4.8.1 Main principles of restoring the scheduled traffic**

The following modifications were made:

In the event of disturbance to train movements caused by technical failure or accident, infrastructure manager must take all necessary steps to restore the normal operational situation and inform the affected Railway Undertakings.

**19. Further modifications were introduced in chapters 1, 2, 3 and 4 of the Text and in the whole document the following changes have been introduced:**

- the expression 'rail network service' is used instead of 'rail network capacity' and
- the expression 'applicants' is used instead of 'authorised applicants' or 'Railway Undertakings'

**20. 5.4.3.2 Ensuring of electric energy for other than traction purposes (preheating, precooling)**

The following modification was made:

This service contains:

- transmission of electric energy through private wire to Railway Undertakings for other than traction purposes (preheating, precooling).

Service places suitable for providing this service are listed in Annex 3.3.1.3.



## ANNEXES

### 1. Annex 1.11 - Explanation of notions of higher importance

The following modifications were made:

Notions	Notions in English	Definition	Reference to Law
Rolling stock	rolling stock	It describes all the vehicles that are used by a train operating company including both powered and unpowered vehicles.	
Capacity allocation	capacity allocation	Granting of the railway infrastructure capacity by the capacity allocation body to an applicant railway undertaking.	Directive 2012/34/EU Article 39
Capacity reservation framework agreement	capacity reservation framework agreement / framework agreement for capacity reservation	A framework agreement concluded between an Infrastructure Manager and an authorised applicant for the reservation of capacity and use of services on the open access railway.	
Coordination process	coordination process	In case requests for capacity for the same section of railway line coincide, the Infrastructure Manager initiates negotiations between the Railway Undertakings and authorised applicants - who submitted the concerned requests - and attempts to reach an agreement.	Act CLXXXIII of 2005 Paragraph 61 (5)
One Stop Shop (OSS)	One Stop Shop	Organisational unit within the capacity allocation body which is responsible for customer relations with Railway Undertakings and authorised applicants.	
Railway structure	railway structure	Relationship-system between the rail regulatory body, track network operating railway companies (infrastructure managers), railway undertakings, authorised applicants and the capacity allocation body - as railway organisation - determined by legislation, exclusive of contractual relationships between these organisations.	

### 2. Annex 2.3.2.1 - General terms and conditions of the Network Access Contract

To comply with Regulation No. EH/VA/NS/A/245/54/2014 of 11 September 2014 issued by National Transport Authority, the annex has been modified and the modifications can be seen in the corrected version.

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

The following modifications were made:

Main number	Sub-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 148/2010	Remarks	RFC6	RFC7								
									without limitation	2-axle with speed limit	4-axle without limitation	4-axle with speed limit	6-axle without limitation	6-axle with speed limit	special* without limitation												special* with speed limit	not rated without limitation	not rated with speed limit	limited speed (km/h)				
4		Almásfüzitő	excl.	Esztergom-Kertváros	excl.	one	6,4	C2	C2	20,0		20,0		19,0		18,0		18,0			40	600	no	monitored	no	no	no	Nationwide Main Network	Power cars and motor coaches are prohibited to exceed 50 km/h					
30		Budapest-Déli pu.	incl.	Murakeresztúr oh.	incl.	two	6,4	C2	C2	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					
																				120														
																				120														
																				120														
																				one			I. épütny - Palatonszentgyörgy							Balatonszentgyörgy - Zalakomár	Zalakomár - Nagykanizsa	Nagykanizsa - Murakeresztúr	Murakeresztúr - Murakeresztúr oh.	100
																																		90
																																		100
																																		100
																																		60
																																		80
																																		no
																																		no
36		Kaposvár	excl.	Fonyód	excl.	one	7,2	C3	C3	21,0		21,0		21,0		21,0	40	60	450	no	monitored	no	no	no	Regional Railway Line									
37		Somogyzsb	excl.	Balatonmáriafürdő eg.	excl.	one	6,4	C2	C2	17,0	18,5	17,0	18,5	17,0	18,5	17,0	18,5	30	30	300	no	monitored	no	no	no	Other Railway Line	Between Böhönye and Mésztegyő permitted speed: 20 km/h							
38		Nagyatád	incl.	Somogyzsb	excl.	one	7,2	C3	C3		21,0		21,0		21,0		21,0	20	40	350	no	monitored	no	no	no	Other Railway Line								
113	1	Nyíregyháza	excl.	Nyírbátor	excl.	one	6,4	B2	B2	17,0	18,5	17,0	18,5	17,0	18,5	17,0	18,5	30,0	50	300	no	operation controlled	no	no	no	Other Railway Line								
																			60															
																			40															
																			50															
																			40															
2	Mátészalka	excl.	Zajta	incl.	Mátészalka - Fehérgyarmat	excl. - excl. incl.	B2	B2	17,0	18,5	17,0	18,5	17,0	18,5	17,0	18,5	17,0	18,5	30,0	50	240	no	operation controlled	no	no	no	Regional Railway Line	Other Railway Line						
																				40														
																				50														
116		Nyíregyháza	excl.	Vásárosnamény	excl.	one	6,4	C2	C2	20,0		20,0		20,0		20,0		20,0		50	400	no	operation controlled	no	no	no	Other Railway Line							
																				60														
																				40														
																				60														
																				60														
117	1	Ohat-Pusztaköcs	excl.	Görögcsallás	excl.	one	6,4	B2	B2	17,0	18,5	17,0	18,5	17,0	18,5	17,0	18,5	17,0	18,5	30	50	250	no	v	no	no	no	Other Railway Line	Public passenger transport service suspended. Power cars and motor coaches are prohibited to exceed 60 km/h					
																														60				
																														60				
																														60				
																														60				
2							C2	C2	21,0		21,0		21,0		21,0		21,0		21,0	60		operation controlled				Regional Railway Line	Public passenger transport service suspended. Power cars and motor coaches are prohibited to exceed 60 km/h							

128	1	Kötegyán	excl.	Püspökladány	excl.	Kötegyán - Vészto	one	6,4	A	A	16,0	17,5	16,0	17,5	16,0	17,5	15,0	14,0	30	50 60	300	no	monitored	no	no	no	Regional Railway Line	GC loading gauge must not be used between Gyula-Sarkad service places; freight trains: max speed limit is 30 km/h		
	Vészto - Szeghalom					5,0				12,0	12,0	10,0			40															
	Szeghalom - Püspökladány					7,2		C3	C3	21,0		21,0	21,0	21,0	21,0	60	6-axle locomotive, maximum speed is 40 km/h													
316		Kiskundorozsma	excl.	Kiskundorozsmai-szállások	incl.		one	7,2	C3	C3	21,0		21,0		21,0	21,0	21,0	21,0	10	220	no	operation-controlled	no	no	no	Other-Railway-Line				

#### 4. Annex 3.3.1.3 - Position of stations and service places on railway lines; main technical and operational characteristics

The following modifications were made:

Line number	IT Line number	Name of the service place	Statistical number of service place	Service place				Platform															
				Staffless	Remote controlled	Signalling tool	Suitable for train crossing	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	Equipped with inspection pit		
30	30	Kelenföld	01024	no	no	<del>DPZ</del> Siemens	yes																
			I.	passenger	yes	500	no	no	250/18/sk55	no	no	no	no	no	no	no	no	no	no	no	no		
			II.	passenger	yes	580	no	no	250/18/sk55	no	no	no	no	no	no	no	no	no	no	no	no	no	
			III.	passenger	yes	640	yes	no	320/10/sk55	no	no	no	no	no	no	no	no	no	no	no	no	no	
			IV.	passenger	yes	670	no	no	320/10/sk55	no	no	no	no	no	no	no	no	no	no	no	no	no	
			V.	passenger	yes	690	yes	no	320/10/sk55	no	no	no	no	no	no	no	no	no	no	no	no	no	
			VI.	passenger	yes	780	yes	no	320/10/sk55	no	no	no	no	no	no	no	no	no	no	no	no	no	
			VII.	passenger/freight	yes	574	no	no	320/12/sk55	no	no	no	no	no	no	no	no	no	no	no	no	no	
			X.	freight	yes	633	no	no	320/12/sk55	no	no	no	no	no	no	no	no	no	no	no	no	no	
			XI.	freight	yes	840	no	no		no	no	no	no	no	no	no	no	no	no	no	no	no	
			XII.	freight	yes	870	no	no		no	no	no	no	no	no	no	no	no	no	no	no	no	
			XIII.	freight	yes	950	no	no		no	no	no	no	no	no	no	no	no	no	no	no	no	
			XIV.	freight	yes	850	yes	no	400/10/sk55	no	no	no	no	no	no	no	no	no	no	no	no	no	
			XV.	freight	yes	860	yes	no	400/10/sk55	no	no	no	no	no	no	no	no	no	no	no	no	no	
			XVI.	freight	yes	670	no	no		no	no	no	no	no	no	no	no	no	no	no	no	no	
			XVII.	freight	yes	670	no	no		no	no	no	no	no	no	no	no	no	no	no	no	no	
			XVIII.	freight	yes	680	no	no		no	no	no	no	no	no	no	no	no	no	no	no	no	
			XIX.	freight	yes	670	no	no		no	no	no	no	no	no	no	no	no	no	no	no	no	
			XX.	freight	yes	670	no	no		no	no	no	no	no	no	no	no	no	no	no	no	no	

30	30	Albertfalva mh.	03111	yes	no	S44	no		bal	passenger/freight	yes					270/6,5/sk0,55	yes	no	no	no	no	no	no			
								8 (bal)	passenger/freight	yes	476	no	no		270/6,5/sk0,55	yes	no	no	no	no	no	no				
								A (jobb)	passenger/freight	yes	496	yes	no		270/6,5/sk0,55	yes	yes	no	no	no	no	no				
			03152	yes	no	D55	no		bal	passenger/freight	yes					294/4,25/sk0,30	yes	no	no	no	no	no	no			
30	30	Érd alsó mh.						8 (bal)	passenger/freight	yes	753	yes	no		294/4,25/sk0,30	yes	no	no	no	no	no	no				
								A (jobb)	passenger/freight	yes	739	no	no		294/3,67/sk0,30	yes	no	no	no	no	no	no				
								jobb	passenger/freight	yes					294/3,67/sk0,30	yes	no	no	no	no	no	no				
			04259	no	no	D55	yes																			
42N	42N	Dunaújváros-Dunai-Vasmű-721						II.	passenger		629				250	yes	no	no	no	no	no	no				
								III.	passenger		652	yes			250	yes	no	no	no	no	no	no				
								IV.	freight		635					no	no	no	no	no	no	no				
								XXXII.	passenger	yes	360				180/4,5/0,3											
44	44	Zichyújfalu msh.	05579	yes	yes no	D70 (Gyékényesről)	no																			
			03640	no	no	Siemens- Halske	yes																			
								SZ.I.	passenger	yes	684	no	yes		390/4,7/0,3	no	no									
								SZ.II.	passenger	yes	716	yes	yes		390/4,7/0,3	no	no									
60/1	60	Zákány mh.						SZ.III.	freight	yes	848	no	yes			no	no									
								SZ.IV.	freight	yes	849	no	yes			no	no									
								SZ.V.	passenger/	yes	829	no	yes		200/1,6/0	yes	no									
								SZ.VI.	passenger/	yes	825	no	yes		200/1,6/0	yes	no									
60/1	60	Murakeresztúr						SZ.VII.	freight	yes	855	no	yes			no	no									
								SZ.VIII.	freight	yes	855	no	yes			no	no									
								SZ.IX.	freight	yes	928	no	yes			no	no									
								SZ.XIV.	storage	yes	822	no	yes			no	yes									
								SZ.XVII.	storage	yes	210	no	no			no	yes									
								A.I.	storage	no	315	no	no			no	yes									
								A.II.	storage	no	360	no	no			no	yes									
								A.III.	freight	yes	506	no	yes			no	no									
								A.IV.	freight	yes	596	yes	yes			no	no									
								A.V.	freight	yes	827	no	yes			no	no									
								A.VI.	freight	yes	727	no	yes			no	no									
								A.VII.	freight	yes	684	no	yes			no	no									
								A.VIII.	storage	yes	638	no	yes			no	yes									
								A.IX.	storage	no	440	no	no			no	yes									
								A.X.	storage	no	473	no	no			no	yes									
								B.I.	passenger/	yes	560	yes	yes			no	no									
								B.II.	passenger/	yes	370	no	yes			no	no									
								Delta	freight	yes	363	no	yes			no	no									
			75/1	75	Szokolya	10611	yes	no	keyidentifier MEFI	yes		I.	loading	no	149	no	no		58/1,28/015	no	yes	none	no	no	no	no
											II.	passenger /freight	no	161	yes	yes		58/1,28/015	yes	no	none	no	no	no	no	
											III.	passenger /freight	no	221	no	yes		58/1,28/015	yes	no	none	no	no	no	no	
						10660	yes	no	keyidentifier MEFI	yes																
			75/1	75	Nagyoroszi						I.	loading	no	277	no	no		45/1,1/015	no	yes	none	no	no	no	no	
											II.	passenger /freight	no	246	yes	yes		45/1,1/015	yes	no	none	no	no	no	no	
											III.	passenger /freight	no	205	no	yes		67/1,4/015	yes	no	none	no	no	no	no	
											IV.	loading	no	185	no	no			no	yes	none	no	no	no	no	
			78/1	78	Acsa-Erdőkürt	10884	yes	no	keyidentifier MEFI	yes																
											I.	loading	no	580	no	no		210/1,7/0	no	yes	no	no	no	no	no	
											II.	passenger /freight	no	608	no	yes		210/1,7/0	yes	no	no	no	no	no	no	
											III.	passenger /freight	no	650	yes	yes		210/1,7/0	yes	no	no	no	no	no	no	

[illegible]

100/1	100	Apafa	13938	no	no	<del>BMRC</del> SZT (Russian shunting route)	yes													
								I	passenger/freight	yes	827			95/2,0/sk+15	yes	no		yes		
								II	passenger/freight	yes	840	yes		405/1,7/sk+15	yes	no				
								III.	passenger/freight	yes	960	yes		405/1,7/sk+15	yes	no				
								IV.	passenger/freight	yes	882		yes	405/1,7/sk+15	yes	no				
								V	freight	yes	882		yes			no				
100/1	100	Hajdúhadház	13953	no	no	<del>BMRC</del> SZT (Russian shunting route)	yes									yes				
								VI	other	yes	431									
								I	other	yes	530					yes		yes		
								II	freight	yes	810		yes			no				
								III.	passenger/freight	yes	839	yes	yes	415/7,0/sk+30	yes	no				
								IV.	passenger/freight	yes	845	yes	yes	415/7,0/sk+30	yes	no				
100/1	100	Újfehértó	13987	no	no	<del>BMRC</del> SZT (Russian shunting route)	yes									no				
								V	freight	yes	902		yes							
								I/a.	other	yes	194					yes				
								I/b.	other	yes	366					yes				
								II	freight	yes	841		yes			no				
								III.	passenger/freight	yes	865	yes	yes	363/6,7/sk+30	yes	no				
100/1	100	Császárszállás	13995	no	no	<del>BMRC</del> SZT (Russian shunting route)	yes													
								I	freight	yes	810					no		yes		
								II	passenger/freight	yes	810	yes		400/6,7/sk+30	yes	no				
								III.	passenger/freight	yes	829	yes		400/6,7/sk+30	yes	no				
								IV.	passenger/freight	yes	829		yes			no				
			14092	no	no	D55	<del>no</del> yes													
100/2	100	Pátroha						I	other	yes	820					yes				
								II	freight	yes	820		yes			no				
								III.	passenger/freight	yes	834	yes	yes	400/1,5/30	yes	no				
								IV.	passenger/freight	yes	864	yes	yes	400/1,3/30	yes	no				
			14118	no	no	D55	<del>no</del> yes													
								I	other	yes	777					yes		yes		
100/2	100	Kisvárdá						II	freight	yes	861		yes			no				
								III.	passenger/freight	yes	889	yes	yes	400/1,5/sk+30	yes	no				
								IV.	passenger/freight	yes	846	yes	yes	400/1,5/sk+30	yes	no				
								V	freight	yes	810		yes			no				
								VI	freight	yes	755					no				
								VII	other	yes	740					yes				
100/2	100	Fényeslitke						XI csonka	other		80					yes				
								XII csonka	other		300					yes				
								XIII csonka	other		250					yes				
			14134	no	no	D55	<del>no</del> yes													
								I.	other	yes	700				yes	yes				
								II.	freight	yes	720		yes		yes	no				
100/2	100	Fényeslitke						III.	passenger/freight	yes	800	yes	yes	300/1,5/sk+30	yes	no				
								IV.	passenger/freight	yes	800	yes	yes	300/1,8/sk+30	yes	no				
								V.	freight	yes	750		yes		yes	no				

102	102	Erdőtelek mrh.	12260	yes	no	EA	-yes- no	I.	other	228					no					
									II.	passenger/freight	228	yes	yes	60/1,3/sk+00	yes	no				
									III.	other	432					yes				
102	102	Hevesvezekény mh.	12294	yes		none	-yes- no		passenger/freight	120	yes		120/1,5/sk+15	yes	no					
			12328	yes	no	EA	-yes- no													
102	102	Abádszalók mrh.						I.	other	404					no		yes			
									II.	passenger/freight	362	yes	yes	87/1,5/sk+00	yes	no				
									III.	passenger/freight	327			67/1,5/sk+00		yes				
102	102	Kenderes mh	12351	no	no	KA	-yes- no								no					
									I.	other	266					no				
									II.	passenger/freight	284	yes	yes	152/1,5/sk+15	yes	no				
103	103	Karcag-Vásártér mh.						III.	passenger/freight	341		yes	152/1,5/sk+15	yes	no					
			14209	yes	no	EA	-yes- no													
103	103	Tiszaszentimre mrh.	14241	yes	no	EA	-yes- no	I	other	258					no					
									II.	passenger/freight	258	yes		90/2,2/sk+00	yes	no				
									I.	other	174					no		yes		
111	111	Tornyospálca						II.	passenger/freight	655	yes	yes	173/1,8/sk+00	yes	no					
			15883	no	no	D55	-no- yes		III.	passenger/freight	700		yes	203/1,8/sk+00	yes	no				
									I/a csonka	other	135					yes				
111	111	Mándok						I	other	825				yes	yes					
									II	passenger/freight	680	yes	yes	150/1,5/sk+00	yes	no				
			15875	no	no	FM	-no- yes		III	passenger/freight	700		yes			no				
113/4	113	Jánkmajtis mrh.						I	other	812		yes		yes	yes					
									II	passenger/freight	822		yes	100/1,5/sk+15	yes	no				
									III	passenger/freight	830	yes	yes	100/1,5/sk+15	yes	no				
114	114	Porcsalma-Tyukod mrh.	15800	yes	no	EA	-yes- no	IV	freight	830		yes			no					
									I	other	240				yes	yes				
									II	passenger/freight	248	yes	yes	150/1,5/sk+00	yes	no				
116	116	Nyíregyháza külső						III	passenger/freight	248		yes	120/1,5/sk+00	yes	no					
			15552	yes	no	KA	-yes- no		IV	other	236					yes				
									I	other	354				yes	yes				
120/1	120A	Maglód						II	passenger/freight	467	yes	yes	120/1,6/00	yes	no					
									III	freight	349		yes		yes	no				
			15636	no	no	KA	282ukgb-		I	other	193					no		yes		
120/1	120A	Maglód						II	passenger/freight	425	yes	yes	70/1,5/sk+00	yes	no					
									III	passenger/freight	409		yes	50/1,6/sk+00	yes	no				
			11551	no	no	D55	yes		I	other	yes 783	no	yes	300/SK15	yes	no	no	no	no	no
120/1	120A	Maglód						II	passenger	yes 776	no	yes	300/SK15	yes	no	no	no	no	no	
									III	passenger	yes 830	yes	yes	450/SK30	no	no	no	no	no	no
									IV	passenger	yes 819	yes	yes	450/SK30	no	no	no	no	no	no
120/1	120A	Maglód						V	passenger freight	yes 814	no	yes		no	no	no	no	no	no	







## 5. Annex 3.8.4 - Refuelling facilities

The following modifications were made:

MÁV Zrt

Regional Storage Centre, Site of Supply	Code of the service place	Sale of Diesel Oil	Service time
Balassagyarmat	10967	yes	Mon-Sun: 17:00-02:00
Bátaszék	07146	yes	Mon-Sun: 06:00-09:00 and 19:00-02:00
Békéscsaba	18036	yes	Mon-Sun: 06:00-24:00
Ferencváros	10025	yes	Mon-Sun: 00:00-24:00
Istvántelek mh.	10132	yes	Mon-Sun: 00:00-24:00
Cellőmölk	02170	yes	Mon-Sun: 05:00-01:00
Debrecen	13912	yes	Mon-Sun: 05:00-01:00
Dombóvár	06189	yes	Mon-Fri: 07:00-01:00 Sat-Sun: 12:00-01:00
Dunaújváros	06502	yes	Mon-Sun: 06:00-14:00
<b>Esztergom</b>	<b>01511</b>	<b>no</b>	<b>Out of operation</b>
Füzesabony	11296	yes	Mon-Sun: 19:00-23:00 and Mon-Fri: 7:00-14:00 conditional opening hours: in case of a request submitted via the 06 1 514 1833 telephone number or via the 06 1 514 1810 fax number or via the toth.zoltan.attila@mav-szk.hu e- mail address 2 working days before the actual day of using this service.
Hatvan	11025	yes	Mon-Fri: 11:00-01:00 Sat-Sun: 13:00-01:00
Hegyeshalom	01362	yes	Wed: 07:00 - 14:30 Mon-Tue, Thu-Fri: 07:00 - 14:30 conditional opening hours, in case of a request submitted via the 06 512 6117 fax number 2 working days before the actual day of using this service.
Kaposvár	06288	yes	Mon-Sun: 07:30-23:00
Kecskemét	17111	yes	Mon-Sun: 16:30-02:00
Kiskunhalas	16311	yes	Mon-Fri: 03:00-12:00
Komárom	01222	yes	Mon-Fri: 11:00-24:00 Sat-Sun: 16:00-24:00
Mátészalka	15495	yes	Mon-Sun: 16:10-00:10 and Mon-Fri: 07:00-14:00 conditional opening hours: in case of a request submitted to the 06 1 513 3121 telephone number or 06 1 513 3823 fax number or egyed.jozsefne@mav-szk.hu e-mail address 2 working days before the actual day of using this service
Mezőhegyes	19166	yes	Mon-Sun: 08:00-13:00 and 18:30-01:00
Miskolc-Rendező	12641	yes	Mon-Sun: 05:30-02:00
Nagykanizsa	03624	yes	Mon-Sun: 7:00-21:00
Nyíregyháza	14019	yes	Mon-Sun: 06:00-22:00
Pécs	07294	yes	Mon-Sun: 05:00-23:00
Püspökladány	13862	yes	Mon-Sun: 06:00-10:00 and 18:00-22:00
Szeged-Rendező	17210	yes	Mon-Fri: 14:00-22:00
Székesfehérvár	03269	yes	Mon-Sun: 07:00-24:00
Szentes	18184	yes	Mon-Sun: 06:00-01:30

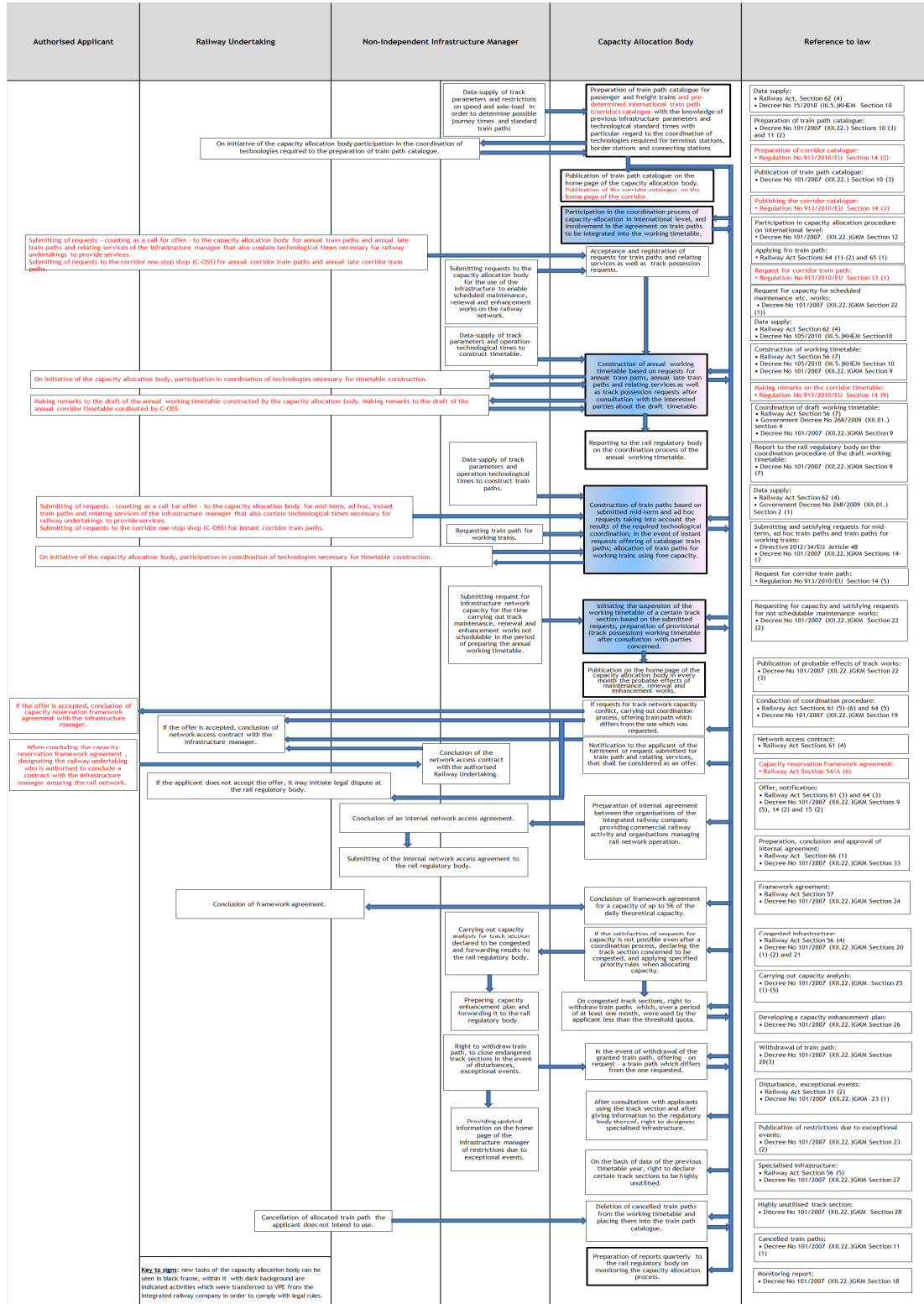
Szerencs	11445	yes	Mon-Sun: 20:30-00:30 Mon-Fri: 07.00-14:00 conditional opening hours: in case of a request submitted via the 06 1 514 1833 telephone number or via the 06 1 514 1810 fax number or via the toth.zoltan.attila@mav-szk.hu e- mail address 2 working days before the actual day of using this service.
Szolnok	13748	yes	Mon-Fri: 07:30-18:00 Sat-Sun: 07:00-13:00
Tapolca	04598	yes	Mon-Sun: 07:00-19:00
Veszprém	03947	yes	Mon-Sun: 07:30-15:30
Vésető	18465	yes	Mon-Fri: 15:00-01:00 Sat-Sun 18:00-01:00
Záhony	14175	yes	Mon-Sun:06:00-22:00
Zalaegerszeg	04895	yes	Mon-Sun: 07:00-22:00

## GYSEV Zrt

Regional Logistic Centre, Site of Supply	Code of the service place	<del>Sale of Diesel oil</del>	Service time
Sopron	02725	yes	Mon-Sun: 00:00-24:00
Szombathely	02246	yes	Mon-Sun: 00:00-24:00

## 6. Annex 4.2 - Process of open access to railway network in accordance with relevant legal rules, distinguished by activities

The following modifications were made:



## 7. Annex 4.3-1 Application for basic, supplementary, additional and ancillary services (Sheet "A" - train data)

The following modifications were made:

Rail Capacity Allocation Office																					
Registry number:				received				Submitted:				Type of the request:				VPE person in charge:		Firm:			
20 / /				20 m d h m				20 m d h m													
Remarks:		Name of the train		Type of train sort		Train sort						Train number (plan)				Name of the Applicant					
		Period of train run		Code / days of running		Deliverer RU (handing over) (UIC code, name)						Recipient RU (taking over) (UIC code, name)				E-mail:					
		Departure station		Departure time (planned)		Destination station						Arrival time (planned)				Route:					
		<b>Incentive schemes</b>																			
		Single wagon load <input type="checkbox"/>		Forwarding freight between primary service places <input type="checkbox"/>		Forwarding freight - switched over from road to railway - between primary borders Declaration number:						Forwarding freight - switched over from road to railway - for a distance of at least 300 km Declaration number:									
		Turning without spitting-up of train																			
		Turning without spitting-up of train at the starting point <input type="checkbox"/>		Turning without spitting-up of train at the end point <input type="checkbox"/>																	
		Final train number		References to capacity restrictions in emergency case																	
				Referred capacity restriction identifier						Referred train path identifier:											
Route points and staying		<b>Train data</b>																<b>Data for staying</b>		Remarks (VPE):	
		Locomotive (serial number)	Power/receiver (T/P)	pulling loco (V), backing (hauling) loco (T)	Number of vehicles	Maximum speed (km/h)	Total mass (t)	Total length (m)	Brake % to keep standing	Fast operating brake %	Slow/operating brake %	Provider of traction service	Train guarding personnel	Duration of staying (minutes)	Sort of staying						
Signature of the Applicant (L.S.; date)				Decision of VPE capacity allocation body:										Signature of VPE (L.S.; date)							

Fields in gray will be filled in by VPE.

## 8. Annex 4.3-3 - Conditions for the use of public loading sidings and loading areas belonging to these loading sidings owned by MÁV Zrt

The following modifications were made:

The **applicant** ~~Railway Undertaking~~ shall indicate its request for access to loading sidings and to loading areas belonging to these sidings.

In the indication the **applicant** ~~Railway Undertaking~~ must act according to the rules set out in the Network Statement in point 4.3.

MÁV Zrt. **Railway** Operation of Infrastructure shall ensure access to public loading sidings and loading places belonging to these siding in accordance with the allocated capacity.

## 9. Annex 5.4.8 - Availability of personnel of IM for using the weighing service

The following modification was made:

Number	Station	Service place code number	Service hours	Remarks
16	Kál-Kápolna	11288	On order by Railway Undertakings Based on time data indicated in the allocation	

## 10. Annex 6.3-1 Service place categories and line categories of MÁV Zrt

The following modifications were made:

Line number according to NS	IT line number	Sservice place code	Name of the service place	Chargeable kilometres	Station category for passenger trains	Station category for freight trains	Line category for passenger trains	Line category for freight trains	Start/end of the train path	Request stop available
1	1	01032	Budaörs	18,3	1	2	1	1	yes	no
1	1	40725	Budaörs-ISG ipvk.	22,5	0	0	1	1	yes no	no
1	1	40139	Törökbálint mh.	22,6	2	0	1	1	yes	no
1d	1d	01362	Hegyeshalom	0	1	1	1	1	yes	no
1d	1d	01970	Hegyeshalom 950+04 pvh	1,5	0	0	1	1	yes no	no
8	8	01289	Győr	0	1	1	1	1	yes	no
8	8	00455	Győr pvh.8+34 szelvény	0,8	0	0	1	1	yes no	no
314	8GR	01289	Győr	0	1	1	1	1	yes	no
314	8GR	00463	Győr pvh.VI+15 szelvény	0,6	0	0	1	1	yes no	no
12/2	12	01743	Környe	0	3	2	2	1	yes	no
12/2	12	01750	Kecskéd alsó mh.	3,3	4	0	2	1	yes	no
12/2	12	01768	Oroszlány	7,1	2	2	2	1	yes	no
12/1	13	01131	Tatabánya	0	1	2	2	1	yes	no
12/1	13	41129	Bánhidai Erőmű A-ipvk.	3	3	0	2	1	yes	no
12/1	13	41137	Bánhidai Erőmű A-ipvk.	3,8	0	0	2	1	yes	no
12/2	13	46516	Bánhidai Erőmű B-ipvk.	4,3	0	0	2	1	yes no	no
12/1	13	01743	Környe	7,6	3	2	3	3	yes	no
14	14	03095	Rábapordány mrh.	28,8	4	2	3	3	yes	no
14	14	00489	Csorna pvh. 357+67 szelvény	35,4	0	0	3	3	yes no	no

Line number according to NS	IT line number	Service place code	Name of the service place	Chargeable kilometres	Station category for passenger trains	Station category for freight trains	Line category for passenger trains	Line category for freight trains	Start/end of the train path	Request stop available
128/1	128B	14365	Füzesgyarmat	12,1	4	2	3	3	yes	no
128/1	128B	47712	Biharnagybajom-Cukorgyár ipvk.	20,2	0	0	3	3	yes no	no
142L	142L	16881	Táborfalva	0	2	2	3	3	yes	no
142L	142L	47027	Táborfalva-Postavágány ipvk.	3,1	0	2	3	3	yes	no
142L	142L	47035	Táborfalva-Fenyves rakodó	4	0	2	3	3	yes	no
145	145	17137	Kiskunfélegyháza	0	1	2	3	3	yes	no
145	145	44792	Petőfiváros mh.	3,2	4	0	3	3	yes	no
145	145	44784	Kismindszenti út mh.	7,8	4	0	3	3	yes	no
145	145	44776	Borsihalom mh.	10,4	4	0	3	3	yes	no
145	145	17772	Tiszaalpár alsó mh.	14,1	4	0	3	3	yes	no
145	145	17764	Tiszaalpár mrh.	18,2	2	2	3	3	yes	no
145	145	44768	Tiszaalpár felső mh.	20,5	4	0	3	3	yes	no
145	145	44750	Töserdő mh.	22,2	4	0	3	3	yes	no
145	145	44743	Árpádszállás mh.	24,1	4	0	3	3	yes	no
145	145	17285	Lakitelek	25,5	2	2	3	3	yes	no
145	145	17756	Kerekdomb mh.	30,1	4	0	3	3	yes	no
145	145	17749	Tiszakécske	35	2	2	3	3	yes	no
145	145	17731	Újbög mrh.	37,9	4	3	3	3	yes	no
145	145	44735	Öbög mh.	40,9	4	0	3	3	yes	no
145	145	44727	Tiszaújváros alsó mh.	44,7	4	0	3	3	yes	no
145	145	17723	Tiszaújváros-Vezseny mrh.	47	4	3	3	3	yes	no
145	145	17715	Tiszavárkony mh.	49,5	4	3	3	3	yes	no
145	145	17101	Tószeg	53,9	3	2	3	3	yes	no
145	145	46128	Szolnok-Kécsavgyár elágazás	58,6	0	0	3	3	yes	no
145	145	47340	Piroska mh.	59,9	4	0	3	3	yes	no
145	145	46110	Tószeg elágazás	61,5	0	0	3	3	yes	no
145	145	13748	Szolnok	65	1	1	3	3	yes	no
146	146	43034	Nyárlőrinc elágazás	2,4	0	0	3	3	yes	no
146	146	43042	Kecskemét-Kohári ipvk.	3,4	0	0	3	3	yes	no
146	146	17244	Alsóúrrét mh.	7,5	4	0	3	3	yes	no
152	152	16527	Helvécia rh.	31	4	2	3	3	yes	no
152	152	43117	Kecskemét-Toldi ipvk.	34,5	0	0	3	3	yes	no
152	152	43018	Kecskemét- alsó ipartelepek ipvk.	37,5	0	0	3	3	yes	no
265	154N	44966	Balotaszállási elágazás	0	0	0	2	1	yes	no
265	154N	42887	Harkakötői elágazás	1,8	0	0	2	1	yes	no
16/1	16	01362	Hegyeshalom	0	1	1	2	2	yes	no
16/1	16	02333	Hegyeshalom 928+88 pvh.	1,5	0	0	2	2	yes no	no
17	17	05367	Zalaszentiván pvh. 1443+00 szelvény	0	0	0	3	3	yes no	no

Line number according to NS	IT line number	Service place code	Name of the service place	Chargeable kilometres	Station category for passenger trains	Station category for freight trains	Line category for passenger trains	Line category for freight trains	Start/end of the train path	Request stop available
20/2	20	02212	Sárvár	145,5	2	2	1	1	yes	no
20/2	20	02216	Porpác pvh. 984+97 szelvény	150,9	0	0	1	1	yes no	no
22	22	05037	Zalalövő pvh. 221+65 szelvény	0	0	0	3	3	yes no	no
22	22	05033	Zalalövő	0,5	2	2	3	3	yes	no
23	23	04994	Rédics	0	2	3	3	3	yes	no
23	23	04986	Lenti	4,6	2	2	3	3	yes	no
23	23	45898	Lentiszombathely mh.	8,4	4	0	3	3	yes	yes
23	23	04978	Iklódbördőce mh.	10,7	4	0	3	3	yes	yes
23	23	04960	Csömödér-Páka	13,8	2	2	3	3	yes	no
23	23	45906	Ortaháza mh.	17,7	4	0	3	3	yes	yes
23	23	04952	Gutorfőde	22,6	2	2	3	3	yes	no
23	23	45914	Rádháza mh.	24,9	4	0	3	3	yes	yes
23	23	04945	Tófej mrh.	28	4	3	3	3	yes	yes
23	23	45922	Baktúttós mh.	34	4	0	3	3	yes	yes
23	23	04937	Bak	37,4	2	2	3	3	yes	no
23	23	04929	Sárhida mh.	40	4	0	3	3	yes	yes
23	23	04914	Bocfőde mh.	42,6	4	0	3	3	yes	yes
23	23	04895	Zalaegerszeg	48,8	4	4	3	3	yes	no
23	23	04895	Zalaegerszeg	0	1	1	3	3	yes	no
23	23	04911	Bocfőde mh.	6,2	4	0	3	3	yes	yes
23	23	04929	Sárhida mh.	8,8	4	0	3	3	yes	yes
23	23	04937	Bak	11,4	2	2	3	3	yes	no
23	23	45922	Baktúttós mh.	17,8	4	0	3	3	yes	yes
23	23	04945	Tófej mrh.	20,8	4	3	3	3	yes	yes
23	23	45914	Rádháza mh.	23,9	4	0	3	3	yes	yes
23	23	04952	Gutorfőde	26,2	2	2	3	3	yes	no
23	23	45906	Ortaháza mh.	31,1	4	0	3	3	yes	yes
23	23	04960	Csömödér-Páka	35	2	2	3	3	yes	no
23	23	04978	Iklódbördőce mh.	38,1	4	0	3	3	yes	yes
23	23	45898	Lentiszombathely mh.	40,7	4	0	3	3	yes	yes
23	23	04986	Lenti	44,2	2	2	3	3	yes	no
23	23	04994	Rédics	48,8	2	3	3	3	yes	no
292	20Q	47613	Kerta elágazás	0	0	0	2	2	yes	no
292	20Q	47662	Jánosháza elágazás	1,9	0	0	2	2	yes	no
2/2	2	46052	Szabadságliget mh.	22	4	0	3	3	yes	no
2/2	2	41509	Pázmáneum mh.	26,7	4	0	3	3	yes	no
2/2	2	01441	Őrhegy forgalmi kitérő	23,8					no	no
2/2	2	41509	Pázmáneum mh.	26,7	4	0	3	3	yes	no
2/2	2	01446	Klotildliget mh.	27,8	4	0	3	3	yes	no



Line number according to NS	IT line number	Service place code	Name of the service place	Chargeable kilometres	Station category for passenger trains	Station category for freight trains	Line category for passenger trains	Line category for freight trains	Start/end of the train path	Request stop available
30	30	03111	Albertfalva mh. <del>ipvk.</del>	7,2	2	3	1	1	yes	no
30	30	03129	Budafoke mh.	8,9	2	0	1	1	yes	no
30	30	03135	Nagyttény (Kastélypark mh.)	12,5	3	0	1	1	no	no
<del>30</del>	<del>30</del>	<del>40204</del>	<del>Nagyttény-Kénsavgyár ipvk.</del>	<del>14,3</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>1</del>	<del>yes</del>	<del>no</del>
44	44	05876	Pusztaszabolcs	0	1	2	3	3	yes	no
44	44	04259	Zichyújfalu <del>mh.</del>	7,4	2	2	3	3	yes	no
62L	62L	08227	Beremendi Cementmü	0	0	2	3	3	yes	no
62L	62L	08226	Beremendi Cementmü 0+27 szelv. pvh.	0,1	0	0	3	3	no	no
275b	80U	12641	Miskolc-Rendezö	0	0	1	2	2	yes	no
<del>275b</del>	<del>80U</del>	<del>47845</del>	<del>Miskolc-Tiszai XI. örhely</del>	<del>1,2</del>	<del>0</del>	<del>0</del>	<del>2</del>	<del>2</del>	<del>yes</del>	<del>no</del>
275b	80U	41491	Szinva elágazás	1,4	0	0	2	2	yes	no
329	80S	45351	Visontai Kombinát 122+37 szelv. pvh.	0	0	0	2	3	<del>yes</del> no	no
329	80S	11270	Nagyút	12,2	2	2	2	2	yes	no
<del>89/2</del>	<del>89</del>	<del>41475</del>	<del>Tiszapalkonya-TIFO ipv.</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>2</del>	<del>1</del>	<del>yes</del>	<del>no</del>
89/2	89	12575	Tiszapalkonya-Erömmü	<del>2,2</del> 0	2	3	2	1	yes	no
89/2	89	12567	Tiszaújváros	<del>4,4</del> 2,2	2	1	2	1	yes	no
89/2	89	42994	Sajószöged mh.	<del>8,7</del> 6,5	4	0	2	1	yes	no
89/2	89	41483	Sajószöged-OVIT ipvk.	<del>9,5</del> 7,3	0	0	2	1	yes	no
89/2	89	42721	Nagycsécs mh.	<del>11,4</del> 9,2	4	0	2	1	yes	no
89/1	89	12559	Hejőkeresztúr	<del>17,3</del> 15,1	2	3	2	1	yes	no
92/1	92	43158	Pogonyipusztá mh.	43,3	4	0	2	2	<del>yes</del> no	no
92/1	92	12849	Bánréve	45,8	2	2	2	2	yes	no
920	920	12682	Miskolc-Repülötér	0	4	2	2	2	yes	no
920	920	12683	Miskolc-Repülötér 1+48 szelv. pvh.	<del>0,1</del> -1,2	0	0	2	2	no	no
<del>920</del>	<del>920</del>	<del>12716</del>	<del>Sajóecseg</del>	<del>6,6</del>	<del>2</del>	<del>2</del>	<del>3</del>	<del>2</del>	<del>yes</del>	<del>no</del>
6	6	01685	Lovasberény rh.	25,9	4	3	3	3	yes	no
6	6	40535	Lovasberény honvédségi ipvk.	30,5	0	0	3	3	yes	no
6	6	40972	Székesfehérvár ÉV ipvk.	44,4	0	0	3	3	yes	no
<del>85M</del>	<del>85M</del>	<del>12088</del>	<del>Gyöngyöshalász mh. elágazás</del>	<del>0</del>	<del>4</del>	<del>0</del>	<del>3</del>	<del>3</del>	<del>yes</del>	<del>no</del>

\* Service places marked with an asteriks are currently under construction. They are likely to be opened to the traffic from 19 July 2014 (Millér) and on 1 July 2014 (Annayölgy mh., Vörösvárbánya mh., Örhely forgalmi kitérö). Magdolnavölgy-mh. is likely to be opened to traffic in 2013.

