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 Applicable: from 15 December 2024

**ANNEX**

**1. 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 (station)	Final point of line (station)	Dividing line into sections	Number of tracks	Applicable load per meter (kN/m)	Applicable class of line Applicable class of line Applicable class of line	Axle load range containing subload conditions of overweight locomotives										Minimum axle load (t)	Maximum axle load (t)	Truck speed (km/h) <sup>1)</sup>	Minimum length of axle (m)	Electrified (yes/no)	Type of traffic management of line	Ground plane (m/s²) (WZ/2010)	Track production (YES/EXCLUSIVE/NO/Modular)	Possibility of high transport (yes/no)	Rating of lines	Remarks	BFC6 Medium speed corridor	BFC7 Ground-to-air radio corridor	BFC8 Noise-to-air corridor	BFC9 Aviation corridor										
							2-4 axle		4-6 axle		2-4 axle		4-6 axle		4-6 axle																	6-8 axle									
							with speed limit	without speed limit	with speed limit	without speed limit	with speed limit	without speed limit	with speed limit	without speed limit	with speed limit	without speed limit																with speed limit	without speed limit								
80	Budapest-Kálvoti	excl.	Sátorajkaújfehlysh.	incl.	three	CA3	no restriction	no restriction	no restriction	no restriction	no restriction	no restriction	no restriction	no restriction	no restriction	no restriction	no restriction	no	station	160 MHz GSM-R	75 Hz	no	Trans-European Rail Freight Network	All axle load classes, towed vehicles with axle loads above 20.0 t may only be used as special consignments.	Kőbánya-féld - Mezőzombor	Alternative: Auszl - Hatvan	Kőbánya-féld - Felsőzsuzs Alternative: Felsőzsuzs - Kisajthy sh.														
																												Budapest-Kálvoti - Kőbánya-féld	7.2	CA3	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	21,0	80
																												Kőbánya-féld	7.2	D3											120
																												Kőbánya-féld - Rákossziget	7.2	CA3	D3	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	120
																												Rákossziget - Gödöllő	7.2	CA3	D3	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	120	
																												Gödöllő - Hatvan A elágazás	8.0	D4 <sup>1</sup>	D4 <sup>1</sup>	no restriction	no restriction	no restriction	no restriction	22,5 <sup>1</sup>	22,5 <sup>1</sup>	22,5 <sup>1</sup>	22,5 <sup>1</sup>	22,5 <sup>1</sup>	120
																												Hatvan A elágazás - Hegycsanak	7.2	CA3	D3	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	120	
																												Hatvan A elágazás - Hegycsanak	7.2	CA3 <sup>1</sup>	D3	21,6	22,5	21,6	22,5	21,0 <sup>1</sup>	21,0 <sup>1</sup>	21,0 <sup>1</sup>	21,0 <sup>1</sup>	120	
																												Hegycsanak - Mezőberezseles-Mezőnyék	7.2	CA3	D3	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	120	
																												Mezőberezseles-Mezőnyék - Szerecs	7.2	CA3	D3	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	120	
Szerecs - Mezőzombor	7.2	CA3	D3	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	120																													
Mezőzombor - Sárospatak	6.4	CA2	D2	21,0	21,0	21,0	21,0	21,0	21,0	21,0	21,0	100																													
Sárospatak - Sátorajkaújfehly	6.4	CA2	D2	21,0	21,0	21,0	21,0	21,0	21,0	21,0	21,0	100																													
Sátorajkaújfehly - Sátorajkaújfehly-ny.	7.2	CA3	D3	21,0	21,0	21,0	21,0	21,0	21,0	21,0	21,0	80																													

**2. 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:

MÁV Zrt. 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.