

Modification: A, C

Conditions for forwarding of loading units of combined traffic

Unified marking and coding of railway lines concerned in forwarding of loading units of combined transportation - large size containers, semi trailers and swap bodies (hereafter KV) - as well as conditions of forwarding are defined by UIC Leaflet 596-6, Loading Rules, Volume 2, point 9, and special agreements concluded with railway companies. Considering the above mentioned, loading units of combined traffic specified above may only be accepted (taken over) for transportation and may be forwarded on the network of MÁV Infrastructure Co. Ltd. under conditions as follows:

a) **Large size containers:** Containers with width and height dimensions of 8'x 8' (2438x2438 mm), 8'x 8'6" (2438x2591 mm) and 8'x 8'6 1/2" (2438x2603 mm) may be forwarded as normal consignments.

In accordance with Loading Rules, Volume 2, Point 9, Table 1 (hereafter Table 1) swap bodies for the railway network operated by MÁV Infrastructure Co. Ltd., based on data of code tables, may be transported as normal consignments.

b) **High-cube** containers with width and height dimensions of 8'x9'6" (2438x2896 mm) shall be taken into account with C 45 code number.

c) Should the container not comply with specification laid down in table 1, it can be transported as an out-of-gauge consignment with special acceptance (take-over) permit, or as a consignment of type 11 in compliance with a special international agreement by taking point 'f' into consideration.

For forwarding of an exceptional consignment an Rk permit must be issued.

d) **Semi-trailers:** Width of semi-trailers, marked with UIC code number and satisfying provisions of UIC Leaflets, equals to that of swap bodies.

Height of semi-trailers are marked on the UIC code table with a letter "P" and a two-digit number for semi trailers of a width of 2550 mm and with a three-digit number for semi trailers of a width of 2600 mm.

Semi trailers may be forwarded on the network of MÁV Infrastructure Co. Ltd. as a normal consignment if code number on the UIC code table is not higher than the relevant code number of Table 1.

Semi-trailers may be transported as an out-of-gauge consignment type 11 if the code number is higher than the relevant code number in Table 1, but not higher than P 70 or P 400 by taking into consideration point f). Also the correction value written on the vehicle must be taken into consideration.

e) **Swap bodies:** The letter "C" and a two-digit number on the UIC code table show swap bodies up to the width of 2550, and a three-digit number shows swap bodies of a width of 2600 mm.

Swap bodies may be forwarded on the network of MÁV Infrastructure Co. Ltd. as a normal consignment if the code number on the UIC code table is not higher than the relevant code number of Table 1. Swap bodies may be transported as an out-of-gauge consignment type 11 if the code number is higher than the relevant code number in Table, but code number is at least P 70 or P 400 by taking into consideration point f). Also the correction value written on the vehicle must be taken into consideration.

f) Transportation of out-of-gauge KV loading units



1. Loading units of combined traffic under points c), d), e) may be forwarded as a consignment of type 11 in accordance with the route defined in the delivered timetable with the exception of stations and line sections as follows:

Budapest-Keleti pu. - Ferencváros,
Budapest-Déli pu. - Budapest-Kelenföld,
Bp. Nyugati pu. - Rákosrendező,
Eger Felnémet - Putnok,
Kisköre - Abádszalók,
Lepsény-Hajmáskér,
Keszőhidegkút Gyöng - Tamási,
Környe-Ugod,
Tatabánya elágazás - Felsőgalla,
Székesfehérvár - Lovasberény,
Szabadbattyán - Balatonfüred,
Lepsény - Csajág - Hajmáskér,
Csajág - Enying,
Hidas-Bonyhád - Bonyhád,
Középrigóc - Villány elágazás,
Pécs-Külváros - Pécsvárad,
Nógrádszakál - Nógrádszakál oh.,
Diósjenő - Romhány,
Budapest-Keleti - Kőbánya felső,
Kisterenye - Kál-Kápolna,
Kazincbarcika Rudabánya rh.,
Ohat-Pusztakócs - Tiszalök,
Murony - Békés,
Hódmezővásárhely - Makó elágazás,
Kunszentmiklós-Tass - Dunapataj,
Fülöpszállás - Helvécia,
Tapolca - Zalahaláp,
Balatonszentgyörgy elágazás - Sármellék,
Sajóecseg - Sajóabony,
Véztő - Körösnagyharsány mh.,
Kőbánya-Teher - Kőbánya felső.

2. This regulation applies to forwarding of transport units of combined traffic. MÁV Rk-20/ completed with the actual year (e.g. 20/2025, 20/2026) shall be introduced on the consignment note and on the label "U". Related GYSEV Rk-10020/ completed with the actual year (e.g. 10020/2025, 10020/2026...).

3. Out-of-gauge KV loading units without UIC code table and those that cannot meet conditions mentioned here, can be accepted (taken over) and forwarded only as exceptional consignment, or on the basis of special agreement and special permit.

4. Consignments up to the value of the UTI code P/C 70/400 may be transported on the lines indicated in point 1 on the basis of an agreement concluded in the timetable consultation. If the conditions set out in point 2 are met, the international Rk authorisation numbers may be used without harmonisation. The synchronisation of data is governed by the protocols on the coordination of train paths.

| Loading rules - Volume 2, Point 9 Table 1 | | | | | | | | | | | | | | | |
|---|-------------------|--|--------------------------|--|--------------|--------------|--------------|-------------|--------------------------|--------------|--------------|---|--------------|-----|--|
| UTI (in general without exceeding loading gauge) may be forwarded as normal consignment on MÁV Infrastructure Co. Ltd. lines, if code number of swap bodies/containers/rolling container bodies on UIC code-plates, or rating code or type number of high size containers are not higher than the code number, type number given by the Table depending on wagons | | | | | | | | | | | | | | | |
| | | 2-axle wagons | | Bogie wagons | | | | | | | | Railway vehicle with wagon-type mark   | | | |
| | | K... | L...s | R...s | | | | S...s | | | | | | | |
| | | maximum axle distance | | maximum distance between bogie pins bb | | | | | | | | | | | |
| | | 8 m | 9 m | 9 m | 14,86 m | | | | 11,30 m | 15,80 m | | | | | |
| | | maximum distance from the outermost axle outwards (na) | | | | | | | | | | | | | |
| | | 2,25 m | 2 m | 2 m | 2 m | 2 m | 2 m | 2 m | 2 m | 2 m | 2 m | | | 2 m | |
| | | maximum height of loading surface | | | | | | | | | | | | | |
| | | 1250 mm | 1180 mm | 1260 mm | 1180 mm | 1240 mm | 1260 mm | 1300 mm | 1180 mm | 1180 mm | 1240 mm | | | | |
| | | loading inaccuracy | | | | | | | | | | | | | |
| | | ± 20 mm | ± 10 mm | ± 10 mm | | | | | ± 10 mm | | | | | | |
| UIC-code no | rail way | with guide stick | with fastening equipment | with lateral guide or with fastening equipment | | | | | with fastening equipment | | | | | | |
| 55 | MÁV ⁶⁾ | C 21 / C 340 | C32 / C351 | C 24 / C 343 | C 19 / C 338 | C 13 / C 332 | C 11 / C 330 | C 07 / C... | C 28 / C 347 | C 18 / C 337 | C 12 / C 331 | C 21 / C 340 | B 21 / B 340 | | |

4. ⁶⁾ except BUDAPEST-DÉLI PU