



Capacity Strategy TT2026

MÁV Co. GYSEV Co. VPE Ltd.

Version 1.0

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Introduction

RailNetEurope (RNE) and Forum Train Europe (FTE) are working together with the European Rail Freight Association (ERFA) to redesign timetabling and capacity allocation procedures (TTR).

The TTR consists of different components, which include in particular improved capacity allocation planning (including capacity restrictions) and the introduction of new capacity allocation procedures.

Detailed information about the project is available on the following websites:

<http://ttr.rne.eu>

<https://www.forumtraineurope.eu/services/ttr/>.

The TTR aims to better serve market needs and thereby make optimal use of existing infrastructure capacity. In passenger transport in particular, this will mean earlier availability of the final timetable, allowing passengers to buy tickets earlier and more reliably. And for the majority of freight traffic, it will mean more opportunities to submit immediate requests for train paths, providing more flexibility to better serve market needs.

The TTR process is illustrated in Figure 1.



Figure 1: TTR processes

0 Geographical scope

The lines of the networks operated by MÁV Co. and GYSEV Co. as defined in 0.1.2.

0.1.1 Border crossings

The TTR-affected railway lines operated by MÁV Co. and GYSEV Co. are connected to the neighbouring railway Infrastructure Managers via the following border crossings:

Neighbouring IM	MÁV		GYSEV
ÖBB	Hegyeshalom border		Sopron border, border
SŽ	Őridentpéter border		
HŽ	Murakeresztúr border	Gyékényes border	
ŽSR	Szob border	Hidasnémeti border	Rajka border
CFR	Biharkeresztes border	Lőkösháza border	
ŽS	Kelebia border		
GYSEV	Győr	Zalaszentiván	
GYSEV	Hegyeshalom	Porpác	

0.1.2 List of our TTR affected railway lines

Figure 2 shows the railway network in Hungary, with the lines covered by the TTR in yellow. MÁV and GYSEV do not intend to use TTR on their entire network in the 2025/2026 timetable period.



Figure 2: TTR lines on the MÁV and GYSEV networks in the 2025/2026 timetable year

The railway lines involved in TTR on the MÁV network:

- Line 1 Budapest - Hegyeshalom border
- Line 2 Rákosrendező - Esztergom
- Line 20 Székesfehérvár - Porpác
- Line 25 Boba - Őriszentpéter border
- Line 30 Budapest - Murakeresztúr border
- Line 40 Budapest - Pécs
- Line 41 Dombóvár - Gyékényes border
- Line 42 Pusztaszabolcs - Paks
- Line 70 Budapest - Szob border
- Line 80 Budapest - Sátoraljaújhely border
- Line 90 Felsőzsolca - Hidasnémeti border
- Line 100 Budapest - Záhony border
- Line 100c Mezőzombor - Nyíregyháza
- Line 101 Püspökladány - Biharkeresztes border
- Line 120 Szajol - Lőkösháza border
- Line 150 Ferencváros - Kelebia border

The railway lines involved in TTR on the GYSEV network:

- 1d Hegyeshalom - Rajka border
- 8 Győr - Sopron
- 15 Sopron - Szombathely
- 16 Porpác - Hegyeshalom
- 17 Szombathely - Zalaszentiván
- 20 Porpác - Szombathely

1 Expected capacity of infrastructure in the 2025/2026 period

The investments underway in December 2022 (X-36), which are expected to increase capacity by the start of the 2025/2026 scheduling year, are shown in the table below:

Route	Description	Impact	Estimated quantification of the impact	Project approved by IMmanagement	Secured funding	Quarter of expected completion date of implementation
Püspökladány - Biharkeresztes border	electrification	the possibility of operating electric trains	N/A	Yes	Yes	
Békéscsaba - Lőkösháza border	double-track	increase in line and station capacity	N/A	Yes	Yes	
Soroksár - Kelebia border	complete line and station upgrades	increase in line and station capacity	N/A	Yes	Yes	

Compared to the situation in December 2022 (X-36), there are no permanent capacity reductions on the network until the start of the 2025/2026 Timetable year.

2 Temporary Capacity Restrictions

2.1 Principles applied and to be followed for TCR planning at MÁV Co.

MÁV Co. distinguishes between the following types of capacity requests of infrastructure managers:

Type of IM capacity requests	Deadline for submitting capacity requests for infrastructure managers to the Regional Directorate for Infrastructure	Deadline for submission of IM Capacity Requests for the Directorate for IM Coordination to TCR and Coordination	Deadline for submitting a request for capacity to VPE Ltd.
Network Statement Annex 2.5.1.	7 months before the deadline for submitting an application to VPE Ltd.	5 months before the deadline for submitting an application to VPE Ltd.	90 days before the publication of the Network Statement for the second scheduling year following the year in question
Annual	5 months before the deadline for submitting an application to VPE Ltd.	3 months before the deadline for submitting the application to VPE Ltd.	By the first working day of the second week of April preceding the calendar year, but no later than the end of the tenth week preceding the finalisation of the annual operating timetable
Mid-year request involving disruption of allocated path(s)	150 days before the first day of capacity request for IMs	120 days before the first day of capacity request for IMs	100 days before the first day of capacity request for IMs
Mid-year request without disturbance of allocated path(s)	120 days before the first day of capacity request for IMs	90 days before the first day of the IM capacity request	45 days before the first day of capacity requests for IMs
Exceptionally	16 days before the first day of capacity request for an IM	14 days prior to the first day of the IM's capacity request	Immediately
Predictable operational safety capacity restriction	2 - 3 days before the first day of the IM's capacity request, depending on working days	1 - 3 days before the first day of capacity request for the IM, depending on working days	Immediately
Unplannable operational safety capacity restriction	-	-	Immediately (Network Coordinator)

Type of IM capacity request(IP00, IP21)	Deadline for the Regional infrastructure manager capacity requests compilation	Deadline for submission of IM Capacity Requests for the Directorate for IM Coordination to TCR and Coordination	annual Central TCR Committee negotiation time
Coordinated IMcapacity requests (3 years)	20 April of the 3rd year preceding the year of submission to VPE Ltd.	20 May of the 3rd year preceding the year of submission of the request to VPE Ltd.	June of the 3rd year preceding the year of submission of the request to VPE Ltd (on the basis of a separate notification)

2.2 Principles applied and to be followed for TCR planning at GYSEV Zrt

Type of restriction required for construction, maintenance and repair works:	Deadline for submission to GYSEV Zrt:	Deadline for submitting a request for capacity to VPE Ltd.
Corridor infrastructure capacity needs	30-19 months before timetable change	30-18 months before timetable change
Network statement infrastructure capacity needs	19 months before timetable change	18 months before timetable change
Annual infrastructure capacity needs	11 months before timetable change	By the first working day of the second week of April preceding the calendar year
Non-annual infrastructure capacity requirement with train path closure	minimum 120 days	before the day before the day of the track closure
Non-annual infrastructure capacity requirements for trains running between train paths	minimum 55 days	minimum 30 days

2.3 Railway operating conditions for the planning of capacity requests of infrastructure managers

Only one capacity request (TCR or any other disruption) can be planned between two stations on the open line or for a through track on a station requestper defined section at a time on the core network lines so that trains providing an upgraded service (e.g. IC, RJ), upgraded speed and RoLa trains can be affected only once on their whole route by disruption due to a TCR, a release or switching off of the interlocking. A multi-station TCR may be planned on the basis of pre-approved technology if capacity or asset utilisation justifies it.

IM capacity requestcan't be planned involving a line and through main track in the following cases:

- From annual timetable change on 2 January until 23:59;
- Within 2 days before the annual timetable change on lines where international passenger trains are operated;
- On several consecutive public holidays;
- On national core lines, normally between 14:00 and 20:00 on the last working day of the week and the day before public holidays.

The unavoidable operational safety TCRs that can be planned during no TCRs' periods can normally be carried out at night or during daylight hours when they do not cause delays to trains.

Non planable capacity request disturbing a continuously allocated path on a main line or a through track at a time on the following lines and line sections:

- Pustaszabolcs - Dombóvár - Gyékényes, Gyékényes - Murakeresztúr and Szabadbattyán - Lepsény - Siófok - Fonyód - Balatonszentgyörgy - Nagykanizsa - Murakeresztúr;
- Kőbánya-Kispest - Cegléd - Szolnok and Rákos - Újszász - Szolnok;
- Kőbánya-Kispest - Cegléd - Kecskemét - Kiskunfélegyháza, Kiskunfélegyháza - Kiskunhalas and Kőbánya-Kispest - Kunszentmiklós-Tass - Kelebia lines;
- On the Kelenföld - Pustaszabolcs, Pustaszabolcs - Börgönd - Székesfehérvár and Kelenföld - Tárnok - Székesfehérvár lines;
- Csorna – Sopron, Sopron – Szombathely, Szombathely – (Pörpác –) Csorna lines.

During the summer timetable period, no IM capacity request for train path can be planned:

- Kelenföld - Tárnok - Székesfehérvár line;
- Székesfehérvár - Tapolca, Tapolca - Keszthely - Balatonszentgyörgy line;
- On the Székesfehérvár - Szabadbattyán - Lepsény - Siófok - Fonyód - Balatonszentgyörgy - Nagykanizsa line.

The exception to the above is the IM capacity request for operational safety.

During periods of permanent TCRs, work on the line with other IM capacity request cannot normally be planned.

If a continuous capacity request for an IM on a line has been accepted and at the same time a planned safety capacity request for an IM is needed, it shall be planned and authorised on the days most convenient for traffic and mainly during night time.

The seasonal nature of traffic on each line, international obligations and the specificity of holiday traffic must also be taken into account when drawing up plans involving capacity requests for the infrastructure manager. Capacity restrictions affecting international passenger train services shall be notified to neighbouring infrastructure managers by the infrastructure manager through its designated organisation.

The following should be taken into account when designing and authorising through services:

- A TCR with interrupted transport for trains providing a higher level of service can only be planned in exceptional and justified cases.

From 15 November to 15 March from 0:00 to 23:59 on 15 March, TCR with interrupted transport can only be planned in particularly justified cases.

- Within the whole route of a passenger train, only one continuous line section can be planned to have a TCR with interrupted transport capacity request on the infrastructure manager (excluding additional capacity restrictions due to an emergency case).

Work that can be carried out by disturbing an allocated trainpath must be planned in a grouped, concentrated manner. Work that can be carried out in parallel shall be carried out simultaneously.

On the following line sections, the capacity requests of the infrastructure manager can generally only be planned at night or on weekends:

Serial number	Name of line segment	Line number in the TT
1.	Budapest-Keleti - Kőbánya Felső	80a, 120a
2.	Kőbánya upper - Rákos upper track	80a, 120a
3.	Budapest-Keleti - Ferencváros	1, 1a-c
4.	Ferencváros - Kelenföld	1, 1a-c
5.	Budapest-South - Kelenföld	1, 30a, 40a
6.	Kelenföld - Komárom	1
7.	Rákosrendező - Esztergom	2
8.	Balatonszentgyörgy - Keszthely - Tapolca (cannot be planned in the summer timetable period)	26
9.	Szabadbattyán - Balatonfüred - Tapolca (cannot be planned in the summer timetable period)	29
10.	Kelenföld – Érd-Alsó - Székesfehérvár	30a
11.	Székesfehérvár - Szabadbattyán - Balatonszentgyörgy (cannot be planned in the summer timetable period)	30
12.	Kelenföld - Érd - Pusztaszabolcs	40a
13.	Pusztaszabolcs - Szentlőrinc - Pécs	40
14.	Budapest-Nyugati - Vác - Szob	70
15.	Rákospalota-Újpest - Vác - Vác	71
16.	Rákos - Hatvan	80a
17.	Mezőzombor - Nyíregyháza	100c
18.	Budapest-Nyugati - Cegléd - Szolnok	100a
19.	Rákos - Újszász - Szolnok	120a
20.	Szolnok - Szajol	100, 120, 130
21.	Cegléd - City centre	140
22.	Kiskunfélegyháza - Szeged-Rendező	140

2.4 Technical criteria for planning capacity requests of IMs

2.4.1 General planning criteria

The technological time requirements for works requiring capacity from the IM shall be considered as baseline data for planning purposes. The capacity requests of the infrastructure manager may be established on the basis of the indicative time requirements.

Due to various external conditions and technological constraints, the following work is seasonal or time-of-day dependent:

- Work can only be done during the day:

In all cases where work technology, health and safety or work instructions prohibit night work. The detailed rules are set out in regulations of Infrastructure Managers information on which is available on request.

- Work can also be carried out at night at extra cost and with extra TCR time.

The detailed rules are set out in regulations of Infrastructure Managers information on which is available on request.

- Work can be done at night.

The detailed rules are set out in regulations of Infrastructure Managers information on which is available on request.

Continuous IM capacity requests on an open line shall be planned on a multi-shift continuous basis and the TCR time requirement shall be set accordingly.

In order to reduce costs, the maintenance of tracks and overhead lines on the national main lines should be carried out - on a continuous basis - by increased-performance track laying machines.

Technological and safety speed restrictions on the open line and on the station main lines shall be included in the capacity requests of the infrastructure manager.

A maximum of 19 days of continuous IM capacity per track may be authorised for the reconstruction of the main through or passing tracks of stations, which may be increased only in technically justified cases, subject to the authorisation of the Central TCR Committee.

In the case of tracks equipped for ETCS train running, if the installation and removal of Balises becomes necessary, the necessary number of professionals and time requirements must be planned. More details are regulated by Government Orders and internal instructions of MÁV.

2.5 Foreseeable High and medium impact Capacity restrictions

When preparing the capacity strategy for the TT year 2025/2026, no capacity limitation is planned by MÁV Co. as IM from external contractor.

3 Traffic Planning principles

3.1 Traffic Planning Principles

The staff involved in the management of train movements shall regulate train movements, taking into account the priorities, length and speed of trains, in such a way that regular services can be maintained and restored as soon as possible in the event of deviation from the normal operating situation (accident, technical cause, etc.).

When determining the priority of trains in different categories, the train in the higher category is always considered more important: category 1 is the highest priority train and category 5 the lowest.

A protected VIP's special train, an emergency train, a booster engine and a firebrigade engine to the fire must be given priority over all other trains.

Within a category, the order of importance is the same as the order of the list. Any other order of priority shall be determined by the competent traffic controller, unless the contracting railway undertaking so decides, taking into account the current traffic situation.

Category	Train types		Basic category*
	According to the Annex 4.5-2 of the Network Statement		
	Abbreviation	Full name	
1.	RJ	Railjet	long distance train, high speed train
	EC	EuroCity	long distance train, high speed train
	EN	EuroNight	long distance train, high speed train
	ICR	InterCityRapid	long-distance train
	IC	InterCity	long-distance train
	IP	InterPici	regional express train
2.	NGy	International high-speed train	long-distance train
	Gy	Domestic express train	long-distance train
	S	Sebes train	regional express train
	SZ	Passenger train	regional train
3.	Nko	International corridor freight train	closed freight train
	RoLa	RoLa train	wagon trains
	TEC	TEC train (international combined freight train)	closed freight train
	e.g.	International freight train	closed freight train

4.	Sv	Train	regional train
	M	Train	regional train
	Gt	Domestic express train	closed freight train
	T	Freight trains	closed freight train
	Kt	Interchange service train	mixed group train
	Ki	Train serving the dedicated network	mixed group train

*Category of train known in the Capacity Model.

3.2 Traffic Flows

3.2.1 Developing capacity calculation guidelines for lines included in the TTR

Guidelines for the network of MÁV Co. as IM:

TTR Capacity Strategy			
Line number	Section	Reporting to	TTR design guideline
1	Bp.-Keleti - Ferencváros	The line is part of the RFC network and is a suburban, national and international passenger route in Budapest and an important international freight route.	We consider it realistic to allocate no extra capacity per hour and per direction between 6:00 - 9:00 and 15:00 - 19:00, +4 between 0:00 - 4:00, +2 between 4:00 - 6:00, 9:00 - 15:00 and 19:00 - 22:00, +1 between 22:00 - 23:59 and +3 between 22:00 - 23:59.
	Ferencváros - Kelenföld		
	Kelenföld - Tatabánya		
	Tatabánya - Komárom		
	Komárom - Győr		
	Győr - Hegyeshalom		
2	Hegyeshalom - Hegyeshalom border	Busy Budapest suburban line.	We consider the following realistic: No additional capacity allocation between 5:00 and 22:00, and +2 per hour and per direction between 22:00 and 23:59 and 0:00 and 5:00.
	Rákosrendező - Piliscsaba		
20	Piliscsaba - Esztergom	The line is part of the RFC network, a national passenger route and an important international freight route.	We consider it realistic to allocate +3 routes per hour and direction between 0:00 and 5:00 and 21:00 and 23:59, and +1 between 5:00 and 21:00.
	Székesfehérvár - Porpác		
25	Boba – Bajánsenye	The line is part of the RFC network and is an important international freight route.	We consider it realistic to allocate +3 per hour and direction between 0:00 and 4:00 and +1 between 4:00 and 23:59.

30	Bp.-Déli - Kelenföld	The line is a secondary element of the RFC network, a suburban and national passenger route to Budapest and an important international freight route.	We consider it realistic to allocate +2 routes per hour and direction between 0:00 - 4:00 and 22:00 - 23:59 and +1 between 4:00 - 6:00. On working days on the Budapest - Székesfehérvár section between 6:00 - 9:00 and 15:00 - 18:00 we do not consider realistic to allocate extra capacity, between 9:00 - 15:00 we consider realistic to allocate 1 pair of train paths.
	Kelenföld - Székesfehérvár		
	Székesfehérvár - Murakeresztúr		
	Murakeresztúr - Gyékényes border		
40	Kelenföld - Pustaszabolcs	The line is part of the RFC network, a suburban and national passenger route in Budapest and an important international freight route.	We consider it realistic to allocate +2 routes per hour and per direction between 0:00 - 5:00 and 22:00 - 23:59 and +1 between 5:00 - 22:00. (At the time of the study, the 40E line was not yet in service.)
	Pustaszabolcs - Dombóvár		
	Dombóvár - Pécs		
41	Dombóvár - Gyékényes border	The line is part of the RFC network and is an important international freight route.	We consider it realistic to allocate +2 routes per hour and direction between 0:00 and 4:00 and +1 between 4:00 and 23:59.
42	Pustaszabolcs - Dunaújváros - Paks	An important bypass route to the South Transdanubian region, Dunaújváros is a freight transport route as a heavy industry centre.	For each hour and direction, we consider it realistic to allocate +2 routes between 0:00 - 4:00, 9:00 - 10:00, 11:00 - 12:00, 13:00 - 14:00, 19:00 - 20:00, 21:00 - 22:00 and 23:00 - 23:59, and +1 routes between 4:00 - 9:00, 10:00 - 11:00, 12:00 - 13:00, 14:00 - 19:00 and 20:00 - 21:00.
70	Budapest-Nyugati - Vác - Szob border	The line is part of the RFC network, Budapest suburban and international passenger route, important international freight route.	We consider it realistic to allocate +2 routes per hour and direction between 0:00 - 5:00 and 21:00 - 23:59, and +1 between 5:00 - 6:00 and 19:00 - 21:00. On working days on the Budapest - Vác section between 6:00 - 8:00 and 16:00 - 19:00 we do not consider it realistic to allocate extra capacity, between 8:00 - 16:00 we consider it realistic to allocate 1 pair of train paths.

80	Bp.-Keleti - Rákos	The line is part of the RFC network, a suburban and national passenger route in Budapest and an important international freight route.	<p>We consider it realistic to allocate +2 routes per hour and direction between 0:00 - 4:00 and 21:00 - 23:59, and +1 between 4:00 - 6:00 and 19:00 - 21:00.</p> <p>On working days on the Budapest - Hatvan section between 6:00 - 8:00 and 16:00 - 19:00 we do not consider it realistic to allocate extra capacity, between 8:00 - 16:00 we consider it realistic to allocate 1 pair of train paths.</p> <p>Kőbánya felső - Rákos lenti track</p> <p>In even direction: 1 between 3-5, 9-10, 14-16 and 21-22 hrs; 2 between 0-3, 5-9, 10-14, 19-20 and 22-23 hrs; 3 between 16-19, 20-21 and 23-0 hrs. In the odd-numbered direction: 1 between 6-7, 9-10 and 11-12 hrs; 2 between 8-9 and 22-0 hrs; 3 between 0-1 and 5-6 hrs; 4 between 3-4 and 4-5 hrs, 5 between 1-3 hrs.</p>
	Rákos - Hatvan		
	Hatvan - Miskolc-Tiszai - Mezőzombor		
90	Felsőzsolca - Hidasnémeti border	The line is part of the RFC network and is an important international freight route.	<p>We consider it realistic to allocate +2 routes per hour and direction between 0:00 - 4:00 and 21:00 - 23:59 and +1 between 4:00 - 21:00.</p>
100	Bp.-Nyugati - Kőbánya-Kispest	The line is part of the RFC network, a suburban and national passenger route in Budapest and an important international freight route.	<p>We consider it realistic to allocate +3 per hour and direction between 0:00 - 4:00, +2 between 22:00 - 23:59, 4:00 - 6:00 and +1 between 20:00 - 22:00.</p> <p>On working days on the Budapest - Cegléd line between 6:00 - 9:00 and 14:00 - 20:00 we do not consider it realistic to allocate extra capacity, between 9:00 - 14:00 we consider it realistic to allocate 1 pair of train paths.</p>
	Kőbánya-Kispest - Szolnok		
	Szolnok - Szajol		
	Szajol - Nyíregyháza		
	Nyíregyháza - Záhony border		

100c	Felsőzsolca - Nyíregyháza	The line is part of the RFC network and is an important international freight route.	Between 4:00 and 21:00, we consider it realistic to allocate +1 route in the even hours, +2 between 21:00 and 23:00 and +3 between 23:00 and 4:00.
101	Püspökladány - Biharkeresztes border	The line is a secondary element of the RFC network, an international freight route.	We consider it realistic to allocate +2 routes per hour and per direction between 0:00 and 5:00 and 22:00 and 23:59, and +1 between 5:00 and 22:00.
120	Rákos - Szolnok	The line is part of the RFC network, a suburban and national passenger route in Budapest and an important international freight route.	We consider it realistic to allocate +3 per hour and direction between 0:00 - 4:00, +2 between 22:00 - 23:59, 4:00 - 6:00 and +1 between 20:00 - 22:00. On working days on the Budapest - Nagykáta section between 6:00 - 8:00 and 16:00 - 20:00 we do not consider it realistic to allocate extra capacity, between 8:00 - 16:00 we consider it realistic to allocate 1 pair of train paths.
	Szajol - Békéscsaba		
	Békéscsaba - Lőkösháza border		
150	Ferencváros - Soroksár	The line is part of the RFC network and is a suburban and international freight route to Budapest.	We consider it realistic to allocate +2 routes per hour and per direction between 0:00 and 5:00 and 22:00 and 23:59, and +1 between 5:00 and 22:00.
	Soroksár - Kunszentmiklós-Tass		
	Kunszentmiklós-Tass - Kelebia border		

Guidelines for GYSEV as a IM network:

Line number:	Section	Relevance	TTR forming guideline
1d	Rajka oh - Rajka	The line is part of the RFC network and is an important international freight route.	
	Rajka - Hegyeshalom		
8	Győr - Csorna	The line is part of the RFC network and is an important international freight route.	
	Csorna - Sopron		
15	Sopron - Harka	The line is part of the RFC network and is an important element of the Sopron-Szombathely passenger traffic.	
	Harka - Szombathely		
16	Hegyeshalom - Csorna	The line is part of the RFC network, a national passenger route and an important international freight route.	
	Csorna - Porpác		
17	Szombathely - Zalaszentiván	The line is part of the RFC network and is an important international freight route.	
20	Porpác - Szombathely	The line is part of the RFC network, a national passenger route and an important international freight route.	

3.2.2 Allocated capacity for passenger and freight trains per hour for line sections

The guidelines set out in section 4.2.1 have been used as a basis for determining the allocable volume of passenger and freight trains.

The train categories A, B, C and D are the train categories under the Network Statement. In determining the maximum capacity, the average daily train volume for the 2019/2020 timetable year has been taken into account.

The number of trains that allocated and increased quantity of trains to the line sections of the network of MÁV as an IM:

TTR Capacity Strategy		All trains			Category A+B+C			Category D			Conceptional capacity of the line (section)
Line number	Section	2020 year daily maximum	Daily average for 2020	20% of the daily average in 2020	2020 year daily maximum	Daily average for 2020	20% of the daily average in 2020	2020 year daily maximum	Daily average for 2020	20% of the daily average in 2020	
1	Bp.-Keleti - Ferencváros	173	137	27	171	136	27	2	1	0	230
	Ferencváros - Kelenföld	380	257	51	250	161	32	130	96	19	400
	Kelenföld - Tatabánya	242	184	37	151	125	25	91	59	12	260
	Tatabánya - Komárom	222	169	34	131	107	21	91	62	12	260
	Komárom - Győr	200	158	32	120	102	20	80	56	11	230
	Győr - Hegyeshalom	160	116	23	84	65	13	76	51	10	200
	Hegyeshalom - Hegyeshalom border	53	35	7	27	20	4	26	15	3	60
2	Rákospuszta - Piliscsaba	154	128	26	151	125	25	3	1	0	180
	Piliscsaba - Esztergom	83	78	16	78	76	15	5	2	0	100
20		100	71	14	80	64	13	20	7	1	130

25		100	64	13	74	53	11	26	11	2	130
30	Bp.-Déli - Kelenföld	381	283	57	381	283	57	0	0	0	390
	Kelenföld - Székesfehérvár	298	207	41	286	178	36	12	29	6	310
	Székesfehérvár - Murakeresztúr	160	79	16	128	62	12	32	17	3	180
	Murakeresztúr - Gyékényes border	65	45	9	32	26	5	33	19	4	75
40	Kelenföld - Pusztaszabolcs	184	148	30	146	122	24	38	26	5	200
	Pusztaszabolcs - Dombóvár	103	88	18	74	60	12	29	28	6	115
	Dombóvár - Pécs	94	63	13	83	59	12	11	4	1	105
41		52	37	7	37	31	6	15	6	1	70
42		66	49	10	42	35	7	24	14	3	80
70		227	198	40	216	194	39	11	4	1	240
80	Bp.-Keleti - Rákos	288	217	43	273	211	42	15	6	1	300
	Rákos - Hatvan	177	159	32	157	144	29	20	15	3	200
	Hatvan - Miskolc-Tiszai	135	111	22	90	82	16	45	29	6	160
90		65	44	9	48	35	7	17	9	2	90
100	Bp.-Nyugati - KöKi	286	240	48	273	236	47	13	4	1	300
	KöKi - Szolnok	306	252	50	235	206	41	71	46	9	320
	Szolnok - Szajol	230	193	39	158	140	28	72	53	11	300
	Szajol - Nyíregyháza	148	115	23	116	98	20	32	17	3	230

	Nyíregyháza - Záhony border	106	58	12	83	46	9	23	12	2	230
100c	Felsőzsolca - Nyíregyháza	130	94	19	109	91	18	21	3	1	150
101		52	34	7	36	29	6	16	5	1	70
120	Rákos - Szolnok	202	156	31	172	143	29	30	13	3	220
	Szajol - Békéscsaba	172	103	21	125	103	21	47	33	7	190
	Békéscsaba - Lőkösháza border	138	73	15	95	73	15	43	28	6	160
150	Ferencváros - Soroksár	110	91	18	55	53	11	55	38	8	130
	Soroksár - Kunszentmiklós-Tass	75	64	13	57	53	11	18	11	2	90
	Kunszentmiklós-Tass - Kelebia border	48	34	7	24	21	4	24	13	3	70

The number of trains that can be allocated to the line sections of GYSEV's network as IM:

The maximum conceptual capacity was determined by taking into account the worst-case station spacing.

Line number:	Section	all trains (2020)			Category A+B		Category D		Conceptional capacity of the line (section)
		daily maximum	daily average	20% of daily average	daily maximum	daily average	daily maximum	daily average	
1d	Rajka oh - Rajka	44	27,8	5,6	14	7,1	26	14,7	72
	Rajka - Hegyeshalom	59	39,6	7,9	23	17,6	27	14,9	76
8	Győr - Csorna	96	77,1	15,4	63	59,4	32	15,3	126
	Csorna - Sopron	76	57,8	11,6	47	42,2	19	11,0	82
15	Sopron - Harka	125	92,5	18,5	88	73,1	16	5,2	216
	Harka - Szombathely	57	37,6	7,5	42	31,8	16	3,5	98
16	Hegyeshalom - Csorna	36	19,4	3,9	18	10,9	15	5,8	96
	Csorna - Porpác	65	46,1	9,2	37	31,8	27	11,3	
17	Szombathely - Zalaszentiván	52	37,6	7,5	31	25,1	20	9,4	115
20	Porpác - Szombathely	113	90,5	18,1	87	76,4	25	10,1	460

4 Publication, validation, coming into effect

Date of publication of this Capacity Strategy: 20/02/2024

This strategy is valid for the 2025/2026 timetable year.

5 Stakeholder involvement in the consultation of the document

It will be presented to the railway companies concerned in an FTE forum, and a customer relations forum organised by MÁV.