

**Hungary's national implementation plan in accordance with Article 8 of Commission Regulation (EU) No 1300/2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility (PRM TSI NIP)**

**10 October 2024**

## Contents

1.	Háttér .....	3
1.1.	Helyzetfelmérés (tények és számadatok – társadalmi adatok – a mobilitási igények és mobilitási hiányosságok alakulása) .....	3
1.2.	Jogszabályi háttér .....	3
1.3.	A nemzeti végrehajtási terv kidolgozásának módszertana .....	5
2.	Jelenlegi állapot .....	5
2.1.	A leltárak áttekintése: állomások .....	5
2.2.	A leltárak áttekintése: járművek .....	5
2.2.1.	Az infrastruktúra alrendszer .....	5
2.3.	A leltárak áttekintése: üzemeltetési szabályok .....	6
3.	A stratégia meghatározása .....	6
3.1.	Bevezetés .....	6
3.2.	Országos Fogymatékosságügyi Program végrehajtásának 2024–2025. évekre vonatkozó Intézkedési Terve .....	6
3.3.	Rangsorolási szabály .....	7
3.4.	Az alrendszerek tervben való kezelésének kritériumai .....	7
3.4.1.	A MÁV-csoport akadálymentesítési stratégiája 2028-ig, kitekintéssel 2050-ig ..	7
3.4.2.	Infrastruktúra .....	8
3.4.3.	Járművek .....	8
3.4.4.	Az akadálymentesítési stratégia részeként az akadálymentes vasúti közlekedés megvalósítására javasolt fejlesztésialternatívák .....	8
3.4.5.	Központi ránhordási rendszer .....	8
3.5.	A stratégia főbb elemei: .....	9
3.5.1.	Gördülő állomány .....	9
3.5.2.	Karbantartás .....	9
3.5.3.	Műszaki szakértő munkavállalók .....	10
3.5.4.	Személyi segítségnyújtás .....	10
3.5.5.	Adatbázis .....	10
3.6.	GYSEV akadálymentesítési programja .....	12
4.	Műszaki és üzemeltetési eszközök .....	13
4.1.	Az állomások és járművek felújításának és korszerűsítésének mértéke .....	13
5.	Finanszírozás .....	14
5.1.1.	Infrastruktúra .....	14
5.1.2.	Járművek .....	14
5.2.	Az eszközeleltár naprakésszé tétele és a célkitűzésekkel való összevetése .....	14
1. melléklet 1. táblázat:	Járműleltár– PRM TSI-nek való megfelelés alapján az akadálymentesség helyzete – MÁV-START Zrt. ....	15
1. melléklet 2. táblázat:	Járműleltár– PRM TSI-nek való megfelelés alapján az akadálymentesség helyzete – GYSEV Zrt. ....	18
1. melléklet 3. táblázat:	Infrastruktúra alrendszer – PRM TSI-nek való megfelelés alapján az akadálymentesség helyzete a MÁV Zrt. vasútállomásain, vasúti megállóhelyein .....	19
1. melléklet 4. táblázat:	Infrastruktúra alrendszer – PRM TSI-nek való megfelelés alapján az akadálymentesség helyzete a GYSEV Zrt. vasútállomásain, vasúti megállóhelyein .....	25

## 1. Background

This document includes the revision of the Hungarian National Implementation Plan prepared in 2019 pursuant to Commission Implementing Regulation (EU) No 1300/2014 on the technical

specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility (PRM TSI).

### **1.1. Setting the scene (facts and figures – social data – evolution of mobility needs and mobility impairments)**

According to data from the Central Statistical Office I (CSO), 2.8 % of the population in Hungary lived with disabilities in 2022, with a total of 273558 people, of which 112914 persons with reduced mobility, low-sighted, low-sighted and 43211 blind people, hard-of-hearing and deaf 30616 people. The demographic composition of people with disabilities is characterised by the fact that 50 % belong to the age group 60 and only 28 % are younger than 45.

During the 2022 census in Hungary, 1.7 million people reported persistent illnesses and 639 thousand said they were severely restricted by their health status. Taking into account that, in a significant number of cases, long-term illness also entails a disability, there are in any case million affected social groups. According to the interest representation bodies of persons with disabilities and persons with reduced mobility, due to the self-declaration methodology used in the 2022 census and the response options, the above statistics on the number of persons with disabilities do not fully reflect the real figures.

Hungary's current transport policy, the National Transport Infrastructure Development Strategy (NKS), contains targets at two levels:

- The social goals have a cross-cutting impact on all levels and instruments, so the targets at all levels underneath have an impact on them. One of the most fundamental social objectives of the NKS is to improve the well-being and mobility conditions of the population. The main objective is to improve social justice, equity, i.e. better access to services, facilities and vehicles for certain social groups (e.g. disabled, elderly, children, low-income people).
- The main transport objectives are “Developing a more useful transport structure at social level” and “Increasing the quality and efficiency of services”.

### **1.2. Legislative background**

The main legal bases for ensuring equal access to means of transport and information for persons with disabilities can be derived from the UN Convention on the Rights of Persons with Disabilities, ratified by Act XCII of 2007. According to the Preamble, Articles 1-5, 9, 17 and 20-21, every person has the right to independent living, personal mobility and access to information. At national level, this is enforced, inter alia, by Act XXVI of 1998 on the rights and equal opportunities of persons with disabilities, which aims to define the rights of persons with disabilities, the means of enforcing them, and to regulate the complex rehabilitation of persons with disabilities and, as a result, ensure equal opportunities, independent living and active participation in social life for persons with disabilities. The new European Disability Strategy 2021-2030 is an important fund: communication COM(2021)101 Renewed Commitment to a Barrier-Free Europe. The disability field covers all areas of life and thus almost all sectors of public administration. The National Disability Programme 2015 2025 aims to define policy directions and identify the main points of cross-sectoral and extra-public cooperation.

Section 51(4) of Act XLI of 2012 on passenger transport services states that: ‘Equal access conditions shall be progressively established on vehicles engaged in the carriage of passengers on the basis of a public timetable and at railway stations, in the part of the station and at the stopping point intended for the operation and servicing of passengers. To this end, the requirements of equal access shall already be applied in the investment, development,

---

<sup>1</sup> [https://www.ksh.hu/stadat\\_files/ege/hu/ege0033.html](https://www.ksh.hu/stadat_files/ege/hu/ege0033.html)

procurement and, where technically possible, adaptation of these vehicles and installations.”

The 2014 guide ‘Accessibility rules for the design and implementation of public passenger transport and its structures’ was designed to make transport investments in Hungary that would enable people with disabilities to participate actively in society in all areas of life, by summarising the practical requirements of a wide range of regulations on accessibility and equal access to transport in a comprehensive and easy-to-understand form for the organisations involved in its implementation.

In 2018, the MÁV-VOLÁN Group adopted its accessibility strategy until 2028. The strategy was accompanied by a detailed short-term implementation plan, which was adopted in December 2018. This includes preparatory tasks for the implementation of the assistance.

The Minister responsible for transport, in order to ensure the regularity of the railway system in Hungary, in accordance with Decree No 1/2021 The Ministry of Innovation and Technology (I.7) established the Railway Technical Committee (VMB), which is responsible for drawing up railway technical specifications ensuring the integrity of the Hungarian rail system, in line with EU standards, including the PRM TSI. In 2023, VMB set up a PRM Sub-Committee, which, with the involvement of a Hungarian organisation representing people with disabilities, developed uniform principles and recommendations in line with the PRM TSI for rolling stock, infrastructure and personal assistance to support rail transport of people with disabilities.

The recommendations to be issued by the VMB help planners, contractors and railway undertakings to develop a coherent approach and support the uniform development of the Hungarian railway system in the EU.

The Railway Technical Specifications and Design Guides issued by the VMB apply to national railway lines and rolling stock subject to Interoperability Technical Specifications. In the case of non-resident railway operations (e.g. metro, HÉV, road (tram), gears, small railways, cable railways, etc.), some of the specifications contained in the design guidelines may be taken into account as guidance, but local public railways also have a separate set of specifications.

### **1.3. Methodology for the development of the national implementation plan**

The PRM TSI National Implementation Plan has been drawn up on the basis of existing programmes of domestic passenger railway undertakings and:

- According to Article 2(2) of the PRM TSI, metros, tramways, light rail vehicles, tourist vehicles and the infrastructure they use, as well as private railway infrastructure, are not covered.
- It covers the period 2024-2034 and its next update is planned by the end of 2029 at the latest.
- The infrastructure and station and rail passenger transport service operators (MÁV Zrt., MÁV-START Zrt., GYSEV Zrt.) were prepared and consulted with the interest representation bodies of persons with disabilities and persons with reduced mobility. (The National Association of Associations of Disabled Persons (MEOSZ) and the National Association of Deaf and Heards (SINOSZ) made no comments. The Hungarian Association of Victims and Victims (MVGYOSZ) did not submit any comments).
- It has been compiled in accordance with the former Appendix C of the PRM TSI.

## **2. Current status**

### **2.1. Overview of inventories: stations**

73 out of almost 1123 railway stations and stops on the Hungarian rail network have an average daily number of passengers embarking and disembarking more than 1000.

### **2.2. Overview of inventories: vehicles**

Table 1 of Annex 1 contains a list of MÁV-START Zrt.'s passenger transport vehicles per series of vehicles, of which:

- 405 vehicles are at least partially accessible.
- The 45 vehicles with serial numbers 8491-400 (Multipurpose IC+ wagons), 123 vehicles with serial numbers 415 (FLIRT) and 40 vehicles with serial numbers 815 (KISS) are fully compliant with the PRM TSI because they were designed and manufactured taking into account the technical specifications for interoperability.
- There are also 12 citylink tram-train trains on Hódmezővásárhely-Szeged route, series 406-os, which do not have a toilet space because it is not a compulsory accessory to the vehicle due to the nature of the traffic.

Table 2 of Annex 1 contains a list of GYSEV Zrt.'s vehicles per series of vehicles:

- The 10 series 415 and 10 series 435 (FLIRT trains) fully comply with the PRM TSI requirements.
- 9 247 and 6 446 (Jenbacher trains) and 31-90; 21-90; 10-33; 20-33; 10-36; For 20 to 36 series, the route is unobstructed, but the wheelchair space is narrower than the dimension indicated in Appendix I of the PRM TSI due to the characteristics of the vehicle.

- **2.1. Infrastructure subsystem**

Table 3 of Annex 1 summarises railway stations and railway stops with at least 1000 passengers per day on the railway lines operated by MÁV Zrt. and GYSEV Zrt. and provides information on which of the essential requirements for the infrastructure subsystem have been implemented.

The survey of MÁV Zrt. for the infrastructure subsystem was carried out in the first phase of a survey of railway stations with priority traffic (more than 1000 persons), which was completed by the end of 2019 and included 53 locations. A further 699 sites were subsequently surveyed in several stages (65 in 2 020.140 in 2 021.141 in 2022 and 300 in 2023).

### **2.3. Overview of inventories: operating rules**

All relevant information on access to stations and rolling stock can be found in the non-discriminatory access rules for passengers with reduced mobility set out in Regulation (EU) 2021/782 on rail passengers' rights and obligations.

Hungary is committed to addressing the limitations of accessibility, the Hungarian Government is committed to alleviating the disadvantages of people with disabilities, establishing their equal opportunities and shaping the attitude of society. In this context, in December 2017 the Ministry of Transport published a collection of accessibility rules to be applied in the design and implementation of public passenger transport and construction works, with a separate chapter on public rail passenger transport and its structures.

The document sets out in a transparent manner the rules on accessibility and equal access to rail transport that need to be considered during the design and implementation stages, with the aim of ensuring such investments are carried out in line with equal opportunity requirements so as to help those in society with restricted mobility and orientation to lead more active and independent lives.

The chapter pays attention to the accessibility of information and communication, the proper design and accessibility of stops and parking areas.

A separate chapter covers mandatory rules on rail passenger transport, including the acquisition and conversion of rolling stock, training of drivers and the design and implementation of railway track passenger structures.

Taking into account the above, Hungary manages accessibility in a complex way, which includes, in addition to physical and information and communication elements, service organisation steps to ensure genuine accessibility.

### **3. Strategy definition**

#### **3.1. Introduction**

Given the mobility and demographic trends, it is necessary to improve the conditions of equal access in scheduled public transport, which includes the accessibility of passenger vehicles, stations and stopping points for passenger traffic. It is necessary to monitor the tasks arising from international conventions, European Union standards and recommendations concerning transport accessibility, and to ensure that the domestic regulatory environment and the resulting tasks are coordinated and financed.

#### **3.2. Plan of action for the implementation of the National Disability Programme for the years 2024-2025**

Pursuant to Article 1186/2024. (VI. On the basis of point 9 of Annex 1 to the Government Decision:

- Conditions for equal access shall be progressively established on vehicles engaged in the carriage of passengers in accordance with a regular public service and at stations, in the part of the station and at the stopping point intended for the operation and servicing of passengers. To this end, investment, development, procurement and, where technically possible, alterations in these vehicles and facilities, shall endeavour to enforce the requirements of equal access.
- A technical proposal should be developed to increase the accessibility of transport opportunities for people with disabilities.

#### **3.3. Prioritisation rule,**

In accordance with the ranking rule in Commission Decision 2008/164/EC for disabled persons and persons with reduced mobility and Commission Implementing Regulation (EU) No 1300/2014, the ‘**000 passenger rule**’ has been applied and applied in Hungary for the modernisation of railway stations and stops. As a prioritisation rule for accessibility building, the platform approach has been prioritised. In addition, it is recommended to take into account the views of organisations defending the interests of persons with disabilities and persons with reduced mobility.

“In passenger stations with up to 1000 passengers per day, new facilities as well as comprehensive reconstructions will also be constructed in an accessible way, with the limitation that particularly expensive stairway-free access to platforms (by means of lifts and long ramps along stairways) will be built only in case of special needs (e.g. a local institution for disabled people).

If the task definition given in the description of the project/measures does not require the installation of lifts and ramps in addition to stairways under the “1000 passenger rule”, the proposal shall take into account the retrofitability of lifts and ramps at design level, if necessary at a later stage.

When reconstructing an existing passenger station with up to 1000 passengers per day, lifts and ramps in addition to stairways need not be prescribed if a fully accessible passenger station is located on the same line within a radius of not more than 50 km.'

The ranking rule does not mean that railway stations and stops with an average of less than 1000 passengers per day are excluded from reconstruction and deployment projects. In the case of special needs, as in the past, elevators and ramps will continue to be built in the future at railway stations and stops with up to 1000 passengers per day.

### **3.4. Criteria according to which subsystems are treated in the plan.**

#### **3.4.1. Accessibility strategy of the MÁV-VOLÁN Group by 2028, with a view to 2050**

MÁV Zrt. On 31 January 2017, it ordered the establishment of an Accessibility Working Group within the company, which prepared the 'Accessibility Strategy for the MÁV-VOLÁN Group by 2028, with an outlook to 2050'. The strategy was approved on 21 March 2018 and a detailed short-term implementation plan was approved on 5 December 2018. The objectives of the accessibility strategy include, in the short term, the following elements:

- Increasing the accessibility of vehicles.
- ICT accessibility: improving passenger information (travel planning, station passenger information).
- Physical accessibility: rectification of in-situ errors and deficiencies.
- Training of relevant railway workers and technical experts.
- Defining the operational framework of a central shake-off system.
- Define how station assistance is provided.
- The designation of meeting points for station assistance.
- Creation of a database on accessibility.

#### **3.4.2. Infrastructure**

To this end, MÁV Zrt. carried out a survey on all railway stations and stops, setting out the height, width, condition (uncovered or covered), accessibility (through a subway and through an underpass), equipment (ramp, lift, stairway) and whether it has mobile equipment and access to the area of the service station, when constructing new passenger stations or reconstructing existing ones.

On the GYSEV Zrt. network, along with line reconstruction, the accessibility of stops has been/will be achieved. On the Fertőszentmiklós-Pamhagen railway line, the stopping point became fully accessible, and during the reconstruction of the Szombathely-Kőszeg railway line, the stopping points and Kőszeg station were constructed in accordance with the PRM TSI.

#### **3.4.3. Vehicles**

New vehicles, as well as vehicles that are comprehensively refurbished or upgraded, shall in principle comply with the PRM TSI.

#### **3.4.4. Development options proposed as part of the accessibility strategy for achieving barrier-free rail transport**

#### **3.4.5. Central shake system**

In order for development to be truly effective, long-term cooperation should be established with organisations representing people with disabilities at home, which do not hinder, but specifically promote accessibility from the perspective of equal opportunities. Given the diverse needs and needs of people, ensuring equal access to public services requires a broad range of professional thinking and diverse development concepts. One of the key elements related to the use of the public rail transport system is physical access. People with disabilities and their representative organisations should be actively involved in the preparation, design, implementation, monitoring and evaluation of physical accessibility, in order to avoid wasteful and unusable transport developments and insufficiently informed development decisions to avoid certain transport investments that are almost vitally vital and raising service standards.

Investments are needed that make it easier and not even more difficult for people with reduced mobility to live in trains, which can only be the result of a common reflection.

Comprehensive accessibility of the entire network is not always the most appropriate solution (technical, timely, cost). Infrastructure development can be partly replaced by service organisation. In smaller stations, a step-free route to platforms may be established at a later stage if another station within 50 km of the same route provides a fully adequate barrier-free route. In this case, the transfer between the inaccessible station and the next accessible station shall be ensured. In the long term, it is necessary to make autonomous public transport suitable for people with disabilities and persons with reduced mobility, and therefore the partially accessible rail transport system should also be further developed by creating a barrier-free environment, accessible vehicles and accessible passenger information.

### **3.5. The main elements of the strategy are:**

#### **3.5.1. Rolling stock**

It is very important that public rail passenger transport is accessible to all persons who wish to travel. A rolling stock development plan should be established to ensure that wheelchair passengers are not discriminated against when travelling. The shortage of railcars, which also allow a wheelchair user to travel at network level, should be mitigated primarily by the purchase of a vehicle or by the adaptation of a vehicle.

#### **3.5.2. Maintenance**

Stations and stops not covered by the accessibility investment should also be upgraded. As a first step, it is essential to fully modernise our high passenger train stations, transforming them into an intermodal transport hub, in order to minimise the inconveniences inherent in the transfer. Stations should be developed into a city-structure pole and integrated into the everyday life of users by increasing their services. In addition to the elements of the integrated transport network, units providing commercial and other service functions should be deployed. The creation of such a multifunctional intermodal passenger transport centre will lead to easier accessibility for users and thus to time savings. Accessibility aspects should also be taken into account when constructing the complex and its surroundings. The installation of accessible platforms, access to level vehicles, the use of passenger lifts leading to tracks and other spaces that can also be used for persons with reduced mobility, the possibility of modern, automated ticketing, easier access to travel information and commercial and other service functions offer a more flexible system for the target group, while respecting human dignity and ensuring self-determination. During the operation of buildings and platforms, disruption and troubleshooting and maintenance, the short-term objective is to reduce the response time of accessibility-related interventions, thereby minimising the duration of limited use. Article 26 of Regulation (EU) 2021/782 of the European Parliament and of the Council on rail passengers' rights and obligations states that all railway workers who come into contact with the passenger should



receive sensitive training.

At the level of the MÁV-VOLÁN group, sensitisation training was carried out as part of periodic training, and the sensitisation of new recruits was included in the basic training in the jobs affecting passenger transport activities. In 2024, 2 GYSEV helpdesk staff participated in a sensitisation training organised by a third party.

According to Article 2(5) of the PRM TSI, 'The TSI shall, however, apply to existing infrastructure and rolling stock of the rail system in the Union referred to in paragraph 1 that are subject to renewal or upgrading in accordance with Article 20 of Directive (EU) 2016/797, having regard to Article 8 of this Regulation and point 7.2 of the Annex to this Regulation.'

### **3.5.3. Technical expert workers**

The development of railway lines and the renovation of station buildings and structures also require professionals who are competent in terms of accessibility, and it is therefore necessary to ensure that some of the technical experts are trained in specialised training courses for human and technical occupational rehabilitation and rehabilitation environment designers. To this end, MÁV Zrt. 8 and MÁV-START Zrt. In summer 2020, one expert successfully completed the specialist in human and technical employment rehabilitation, followed by MÁV Zrt. 6 experts also completed the training of Rehabilitation Environment Designer in summer 2021.

### **3.5.4. Personal assistance**

In addition to accessibility, the flow of information, people's attitudes are also an important issue. There is also a need for a fundamental change in mind-sets and attitudes. In order to respond to the needs of disabled persons and persons with reduced mobility, staff should be adequately trained. Staff should be adequately trained on the needs of persons with disabilities and persons with reduced mobility, and in particular on the assistance they need, because their current knowledge is not sufficient to do so. Require continuous confirmation and updating of the theoretical and practical knowledge of the station and train crew handling lifting equipment in order to ensure smooth operation. Available station and train crews shall pay particular attention, free of charge, at the time of embarkation, disembarkation, transfer and travel, and shall provide all necessary assistance to ensure the smooth running of the journey.

### **3.5.5. Database**

A national passenger information system should be set up to enable persons with reduced mobility to plan their journeys that are negligent and predictable in advance. In order to facilitate the travel of persons with reduced mobility, it is essential to establish a database on accessibility. Passengers with reduced mobility shall also be informed on an electronic interface of the accessibility of individual stations and stops, of accessible services, of barrier-free connection options and, where possible, of the unimpeded mode of transport and of the organisation of the service to facilitate accessibility. Well-planned travel, coordinated in space and time, should be provided that greatly increases equal opportunities. The content of the survey shall include approach, availability of services, equipment, information, availability and condition of platforms. Duration of the survey: 9 to 12 months. In particular, it would be an advantage in terms of maintenance investment planning, passenger information (website, travel organisation), simplification of data provision.

As regards database building, it is essential that an up-to-date database needs to be established in order to assess and evaluate equal access to the network. The database is established on the basis of a complex assessment of stations and stops. In 2019, MÁV Zrt. carried out a first

survey of 53 high-traffic railway stations, followed by a further survey of 699 sites scheduled for the 2020-2023 period.

As regards the surveys, the work strands can be divided into 3 main chapters: the completion of a detailed assessment sheet, from which the level of accessibility of the station can be easily assessed, a textual assessment (description of deficiencies, proposed interventions) and photo documentation.

A spreadsheet shall be used to record the level of accessibility of the specific duty station in a tabular form. The survey sheet consists of five main chapters and twenty sub-chapters. The sub-chapters 'extend' the detailed characteristics of the sites and their aggregation may provide a database containing the characteristics of the level of accessibility of the places of employment.

### **5 main chapters of the survey sheet:**

- . Surroundings of the building
  - a. Parking
  - b. Pavements, footpaths
- . Approach station/platforms
  - a. Ramp
  - b. Step, step, step, underpass or step
  - c. Exterior door (ingress, windscreen, platform)
  - d. Wind flaps, aprons
  - e. Interior doors, bars, newspapers, packets, other
- . Internal transport
  - a. Rivers
  - b. Lifts, personal lifts in the outer/interior compartment
  - c. Platform in outer/interior compartment
- . Interior rooms
  - a. Floor coatings
  - b. Toilet wash
  - c. Customer service, cashier, info point, packing bar, other
  - d. Information boards, maps, information
- . Station-specific elements
  - a. Waiting room
  - b. Entry system
  - c. Vending machines, ticket dispensers, luggage cabinets
  - d. Electric timetable table
  - e. Communication, treasury, monitors
  - f. Subtitles, information

### **Review description**

A short text assessment of accessibility in addition to the spreadsheet register is essential for planning and scheduling developments, taking into account accessibility, the environment, transparency of spaces and routes.

### **Use of survey data for passenger information:**

- General description of the accessibility level
- Detailed description of deficiencies
- Proposed interventions
- Photograph annex

In order to improve ICT accessibility, it is necessary that information on stations is shared with passengers in a form that can be understood and used by them. This is done by publishing the relevant data available from the survey in the form of an extract on the website of the MÁV-VOLÁN Group with the following content:

- P & R car park
- Car park with reduced mobility
- Help desk
- Iron Automation, Cashboard
- Step-free route from entrance to platform
- Elevator
- Ramp
- Stairs
- Accessible toilet
- Diaphragm
- Tactile guide band

### **3.6. GySEV Accessibility Programme**

Some of the development proposals require significant resource needs, multi-annual development and transformation investments. The development of the service should, wherever possible, involve as much as possible EU or other tendering funds. On the basis of past and current experience, the resource needs for infrastructure and rolling stock service development proposals could be in the order of tens of billions. As the lack of resources makes these investments uncertain in the foreseeable future, it is necessary to look for a client-oriented option with significantly lower costs, which does not require substantial immediate expenditure during the roll-out. In order to make GYSEV Zrt. accessible to the passenger service in the future, a proposal should be made that can be sustainable and financed. The limited possibilities for appropriate rail travel of the target group justify a personalised service system that ensures the actual accessibility of the journey. Looking for the missing link in the barrier-free transport chain, it is proposed to develop a so-called backhaul/coupling system based on the principle of flexible and demand-driven transport systems. Importantly, the construction, installation and operation of the system can be achieved at a fragmented price compared to infrastructure developments and would lead to immediate improvement.

When planning the investment, a complex solution for accessible transport should be developed. In order to achieve the complex implementation of equal access, it is necessary to develop a seamless transport chain that is interconnected or complementary to each other to ensure interoperability. This can only be done by creating a single system for transport.

## **4. Technical and operational means**

### **4.1. Extent of the upgrade or renewal of stations and rolling stock**

The PRM TSI aims to increase the accessibility of rail transport for persons with disabilities and persons with reduced mobility. According to the Technical Specification for Interoperability, disabled persons and persons with reduced mobility are defined as ‘any person who has permanent or temporary physical, mental, intellectual or sensory impairments which, in combination with various barriers, may hinder full and effective transport equivalent to that of other passengers or whose mobility during transport is limited due to their age’.

The PRM TSI lays down the essential requirements set out in Annex III to Directive (EU) 2016/797 of the European Parliament and of the Council:

- safety,

- reliability and availability,
- health,
- environmental protection,
- technical compatibility,
- accessibility.

The PRM TSI now divides rail transport into four structural and functional subsystems:

- infrastructure (stations public areas available for passenger transport; a information, ticket purchase, ticket validation, train waiting possibilities),
- vehicle,
- operation (procedures to enable consistent operation),
- telematics applications for passengers (stations, vehicles, visual and audio) passenger information system).

The PRM TSI sets out, in addition to its characterisation, functional and technical requirements for each subsystem. The functional and technical specifications for the interfaces of each subsystem (perm, passenger transport elements, assistance information) are detailed in a separate section. The Annex shall require a written policy or procedure for the operation and maintenance of subsystems both with the infrastructure manager or station manager and with the railway undertaking. Interoperability is ensured by the processes described in detail, conformity assessment (EC conformity certification modules, module combinations) and specific assessment procedures.

The operators and operators of passenger stations shall agree on the uniform platform height of the local transport network and, where appropriate, on the more differentiated height of platforms used by local transport within hub stations, so as to ensure, where possible, uniform embarkation and disembarkation heights and minimise the need for operational assistance for embarking and disembarking. New constructions/reconstructions/upgrades take into account the platform height at which most passengers on a line benefit from a single platform height in the short to medium term. Accordingly, this height may be 55 cm, 76 cm or 96 cm above the level of rail (sk); Regular platform height in Hungary for new construction and reconstruction is 55 cm, i.e. sk+ 55. Special attention will be paid to junction stations where several lines meet. Again, the priority is to reach as many passengers as possible by determining platform height.

## **5. Funding**

### **5.1.1. Infrastructure**

The railway upgrades carried out since Hungary's PRM TSI 2019 National Implementation Plan take into account the PRM TSI. The unhindered design of modernised passenger buildings, P & R car parks, access routes, platform pavements, new passenger lifts, ramps and information signs takes into account the legal requirements of equal access to transport infrastructure.

The following railway stations and stops were planned to be (re)constructed according to the PRM TSI by 2029 of the projects for which funding is provided on the basis of government decisions:

- Budapest-Ferencváros – Kelebia railway line 25 stations and stops. (national budget)
- 4 stations and stopping points on the train section Debrecen-Balmazújváros. (IKOP Plus (European Regional Development Fund – ERDF) EU support)
- 3 stations and stopping points in the Békéscsaba-Lökösháza railway section. (Recovery Fund – RRF EU support)

- 3 stations and stopping points for the southern roundway. (EU support CEF and IKOP Plus (Cohesion Fund)) (IKOP Plus (Cohesion Fund) EU support)
- Small Gell mountain tunnel reconstruction, a Southern station modernisation/accessibility
- 7 stations and stopping points on the Debrecen-Nyíregyháza railway section. (EU grant CEF and IKOP Plus (Cohesion Fund))
- 8 stations and stopping points for the quarry-Kispest – Dabas railway section. (IKOP Plus (Cohesion Fund) EU support)
- 1 new stop for Zalaszentiván Delta track. (IKOP Plus (Cohesion Fund) EU support)

### **5.1.2. Vehicles**

From 2020 onwards, 40 fully accessible Stadler KISS motor trains, 35 fully accessible multi-purpose IC+ passenger cars and 12 fully accessible toilets without toilets were purchased for MÁV-START as they are not mandatory accessories to the vehicle due to the nature of the traffic.

With new financing from passenger rolling stock complying with the PRM TSI requirements, 9 InterCity trains are being purchased for GySEV from a loan from the European Investment Bank.

### **5.2. Update of the inventory of assets and comparison with the objectives**

The inventory of assets will be regularly updated and compared to objectives by the Ministry of Transport/Authority in accordance with European rules.

Attachments

**Annex 1 Table 1: Vehicle Inventory – PRM TSI compliance with accessibility status – MÁV-START Zrt.**

Are the essential requirements for the rolling stock subsystem available? (MÁV-START)													Notes on the rolling stock subsystem	Number	Communication and orientation (railway sub-number)
Blocked vehicle serial number	<u>Meetings.</u> Reference point: 4.2.2.1.-1.3.1.,2.4.5	<u>Wheelchair spaces.</u> Reference point: 4.2.2.2.-2.4.1.,2.4.5.	<u>Doors.</u> Reference point: 4.2.2.3., 1.1.1.,1.1.5.,2.4.1., 1.2.,2.4.5.	<u>Lighting</u> Reference point: 4.2.2.4.,2.4.1.,2.4.5.	<u>Toilets</u> Road-indicator aid: 4.2.2.5.-2.4.1.,2.4.5	<u>Clearways</u> Reference point: 4.2.2.6.-1.3.1.,2.4.5.	<u>Customer information</u> Reference point: 4.2.2.7., 2.4.1.,2.7.3.,2.7.1.,2.4.5.,2.7.5.	<u>Discrete groves.</u> Reference point: 4.2.2.8.,1.1.5.,2.4.5.	<u>Handrails.</u> Reference point: 4.2.2.9.-1.1.5.,2.4.5.	<u>It can be accessed by wheelchairs in sleeping booths.</u> Reference point: 4.2.2.10.-2.4.1.,2.4.5.	<u>Step position for vehicle access and egress</u> Reference point: 4.2.2.11., 1.1.1.,2.4.2.,1.5.,2.4.3.,2.4.5.	<u>Boarding aids</u> Reference point: 4.2.2.12.-1.1.1.,1.5.,2.4.3.,2.4.5.			
<b>8055-800 (Halberstadt driving trailer)</b>	yes	partly	partly	yes	yes	yes	No	yes	yes	—	No	yes	there is no emergency equipment, only audio information is available, the truck is equipped with a lifting device, the door can be opened without audible signals access stairs not in line with requirements; No readable tactile markings for the blind and visually impaired	26	40, 30, according to demand
<b>415-001-060 (FLIRT motor train)</b>	yes	partly	partly	yes	yes	yes	partly	yes	yes	—	yes	yes	there is no seat-belt emergency device in the wheelchair position perpendicular to the direction of travel, there is no audible signal from the door opening in the immediate vicinity of the wheelchair space and no warnings touched by visually impaired persons are provided	123	1, 2, 30a, 40, 40a, 42, 70, 71, 80a, 87, 100, 100a, 120a, 150
<b>415-061-23 (FLIRT motor train)</b>	yes	partly	partly	yes	yes	yes	yes	yes	yes	—	yes	yes	there is no safety-belt emergency device in the wheelchair position perpendicular to the direction of travel and there is no audible signal from the door opening in close proximity to the wheelchair space		
<b>815 (KISS)</b>	yes	yes	yes	yes	yes	yes	yes	yes	yes	—	yes	yes	Vehicle designed and manufactured according to TSI specifications	40	120a, 100, 80, 70, 30, 2, 1, 120
<b>8005-400-405 (BDt driving trailer)</b>	yes	partly	partly	yes	yes	yes	No	yes	yes	—	yes	yes	No emergency equipment, only folding seats in wheelchair space are available for the attendant wheelchair occupants can only be retracted to the wagon by means of a built-in lifting device, other access doors are not suitable for wheelchair occupants to be able to open the door without audible passenger information only No tactile markings for the blind and visually impaired	55	70, 100a, 120a, 150

Are the essential requirements for the rolling stock subsystem available? (MÁV-START)													Notes on the rolling stock subsystem	Number	Communication and orientation (railway sub-number)
Blocked vehicle serial number	<u>Meetings.</u> Reference point: 4.2.2.1.-1.3.1.,2.4.5	<u>Wheelchair spaces.</u> Reference point: 4.2.2.2.-2.4.1.,2.4.5.	<u>Doors.</u> Reference point: 4.2.2.3., 1.1.1.,1.1.5.,2.4.1., 1.2.,2.4.5.	<u>Lighting</u> Reference point: 4.2.2.4.,2.4.1.,2.4.5.	<u>Toilets</u> Road-indicator aid: 4.2.2.5.-2.4.1.,2.4.5	<u>Clearways</u> Reference point: 4.2.2.6.-1.3.1.,2.4.5.	<u>Customer information</u> Reference point: 4.2.2.7., 2.4.1.,2.7.3.,2.7.1.,2.4.5.,2.7.5.	<u>Discrete groves.</u> Reference point: 4.2.2.8.,1.1.5.,2.4.5.	<u>Handrails.</u> Reference point: 4.2.2.9.-1.1.5.,2.4.5.	<u>It can be accessed by wheelchairs in sleeping booths.</u> Reference point: 4.2.2.10.-2.4.1.,2.4.5.	<u>Step position for vehicle access and egress</u> Reference point: 4.2.2.11., 1.1.1.,2.4.2.,1.5.,2.4.3.,2.4.5.	<u>Boarding aids</u> Reference point: 4.2.2.12.-1.1.1.,1.5.,2.4.3.,2.4.5.			
<b>8005-406 (BDt driving trailer)</b>	yes	partly	partly	yes	yes	yes	No	yes	yes	—	yes	yes	No emergency equipment, only folding seats in wheelchair space are available for the attendant No audible signal on door opening is available only audible passenger information No tactile markings for the blind and visually impaired		
<b>8491-400 (Multi-purpose IC+)</b>	yes	yes	yes	yes	yes	yes	yes	yes	yes	—	yes	yes	Vehicle designed and manufactured according to TSI specifications	45	1, 20, 100, 120, (70 nation traffic)
<b>406 (TramTrain)</b>	yes	yes	yes	yes	No	yes	yes	yes	yes	—	yes	No	There is no toilet room on the train. The vehicle has the necessary elements to comply with the requirements for persons with reduced mobility, visual or hearing impairments.	12	Hódmezővásárhely-Szeged
<b>425 (Talent multiple units)</b>	yes	partly	partly	yes	yes	yes	yes	yes	yes	—	yes	No	the wheelchair can be positioned perpendicularly to the direction of travel, there is no safety-belt lifting device, and a ramp helps to bridge the distance between the platform and the passenger compartment of the motor train there is no audible warning of the door opening by blind and visually impaired inscriptions	9	1
<b>416 (Uzgy motor trains)</b>	yes	partly	partly	yes	No	yes	No	yes	yes	—	yes	No	No dynamic audible and visual passenger information No audible signal of door opening by blind and visually impaired inscriptions not placed	30	106, 108, 110, 142, 130, 135,14, 146, 147,
<b>426 (Desiro multiple units)</b>	yes	partly	partly	yes	yes	yes	yes	yes	yes	—	yes	No	the wheelchair can be positioned perpendicularly to the direction of travel, the door can be secured by a safety-belt, there is no audible lifting device (in the process of installation, authorisation) but low-floor vehicle No readable markings for the blind and visually impaired	31	10, 17, 26, 29, 30, 36, 40, 41, 44, 45, 60, 65

Are the essential requirements for the rolling stock subsystem available? (MÁV-START)													Notes on the rolling stock subsystem	Number	Communication and orientation (railway sub-number)
Blocked vehicle serial number	<u>Meetings.</u> Reference point: 4.2.2.1.-1.3.1.,2.4.5	<u>Wheelchair spaces.</u> Reference point: 4.2.2.2.-2.4.1.,2.4.5.	<u>Doors.</u> Reference point: 4.2.2.3., 1.1.1.,1.1.5.,2.4.1., 1.2.,2.4.5.	<u>Lighting</u> Reference point: 4.2.2.4.,2.4.1.,2.4.5.	<u>Toilets</u> Road-indicator aid: 4.2.2.5.-2.4.1.,2.4.5	<u>Clearways</u> Reference point: 4.2.2.6.-1.3.1.,2.4.5.	<u>Customer information</u> Reference point: 4.2.2.7., 2.4.1.,2.7.3.,2.7.1.,2.4.5.,2.7.5.	<u>Discrete groves.</u> Reference point: 4.2.2.8.,1.1.5.,2.4.5.	<u>Handrails.</u> Reference point: 4.2.2.9.-1.1.5.,2.4.5.	<u>It can be accessed by wheelchairs in sleeping booths.</u> Reference point: 4.2.2.10.-2.4.1.,2.4.5.	<u>Step position for vehicle access and egress</u> Reference point: 4.2.2.11., 1.1.1.,2.4.2.,1.5.,2.4.3.,2.4.5.	<u>Boarding aids</u> Reference point: 4.2.2.12.-1.1.1.,1.5.,2.4.3.,2.4.5.			
2005-500 (Bhrv)	yes	partly	No	yes	No	yes	No	yes	No	—	yes	No	No emergency equipment, no audible or visual passenger information the truck does not have a lifting device, the wheelchair user must be mounted on the wagon by means of a platform-mounted liftingdevice. access stairs not in line with requirements; No tactile markings for the blind and visually impaired	2	as required
8228-100 (specialised, suitable for group travel)	yes	partly	No	yes	No	yes	No	yes	No	—	yes	yes	No emergency equipment, no audio or visual passenger information is provided with a truck lifting device, individual lifting equipment, wheelchair occupants can only be placed on the wagon, other vehicle access doors are not suitable for use by front pipes and inscriptions readable by blinds and visually impaired persons are not provided	2	as required
8455 (BYD Halberstadt wagon)	yes	partly	partly	yes	No	yes	No	yes	yes	—	No	No	No call for aid device; audible passenger information system only (voice-based or automatic-dynamic, depending on the composition of the train); truck not equipped with lifting equipment fitted with a platform liftingdevice for the wheelchair user to be mounted on the wagon wheelchair passengers placed in multi-purpose space; access stairs not in line with requirements; No tactile markings for the blind and visually impaired	26	30.40.60 on demand
9550-100 (paqli)	No	partly	No	yes	No	yes	No	yes	No	—	No	No	Luggage vans suitable for the carriage of wheelchair passengers are not equipped with dynamic passenger information either visually or audible with wheelchair station lifts, no inscriptions touched by blind or visually impaired persons possible through load doors	4	as required



Annex 1, **Table 2:** Vehicle Inventory – PRM TSI compliance with accessibility status – GYSEV Zrt.

<b>Barrier s serial number</b>	<b>Are the essential requirements for the rolling stock subsystem available? (GySEV Zrt.)</b>											<b>Rolling stock note k, number of stationary vehicles</b>	<b>Notes on the rolling stock subsystem, daily transport service (units)</b>	
	<b>Meetings.</b> Reference point: 4.2.2.1.- 1.3.1.,2.4.5.	<b>Wheelchair spaces.</b> Reference point: 4.2.2.2.- 2.4.1.,2.4.5.	<b>Doors.</b> Reference point: 4.2.2.3., 1.1.1.,1.1.5.,2.4.1., 1.2.,2.4.5.	<b>Lighting</b> Reference point: 4.2.2.4.,2.4.1.,2.4.5.	<b>Toilets</b> Reference point: 4.2.2.5. 2.4.1.,2.4.5.	<b>Clearways</b> Reference point: 4.2.2.6.- 1.3.1.,2.4.5.	<b>Customer information</b> Reference point: 4.2.2.7., 2.4.1.,2.7.3.,2.7.1.,2.4.5.,2.7.5.	<b>Height changes</b> Reference point: 4.2.2.8.,1.1.5.,2.4.5.	<b>Handrails</b> Reference point: 4.2.2.9.- 1.1.5.,2.4.5.	<b>Wheelchair accessible sleeping accommodation</b> Reference point: 4.2.2.10.- 2.4.1.,2.4.5.	<b>Step position for vehicle access and egress</b> Reference point: 4.2.2.11., 1.1.1.,2.4.2.,1.5., 2.4.3.,2.4.5.			<b>Boarding aids</b> Reference point: 4.2.2.12.- 1.1.1.,1.5.,2.4.3.,2. 4.5.
<b>31-90</b>				X			X	X					8	28
<b>21-90</b>				X			X	X					17	
<b>10-33</b>				X			X	X					3	
<b>20-33</b>				X			X	X					8	
<b>10-36</b>				X			X	X					1	
<b>20-36</b>				X			X	X					3	
<b>80-76</b>				X		X		X					2	
<b>415 series (FLIRT)</b>	XX	XX	X	XX	XX	XX	XX	XX	XX	XX	XX	XX	10	19
<b>435 series (FLIRT)</b>	XX	XX	X	XX	XX	XX	XX	XX	XX	XX	XX	XX	10	
<b>247 series (Jenbacher train)</b>				X			X	X					7	3
<b>446 series (Jenbacher motor trains)</b>				X			X	X					3	2

X = available or used for parameters where an infrastructure element exists but does not meet the exact technical parameters. XX = fully compliant with the required parameters  
 Empty cell = not compliant or not relevant

**Annex 1 Table 3: Infrastructure subsystem – Accessibility status based on compliance with the PRM TSI at MÁV Zrt. railway stations and railway stops**

Railway stations and railway stops within the administrative boundaries of Hungary (MÁV Zrt.)	The total number of passengers embarking and disembarking exceeds 1000 passengers per day?	Station/m stand	Are the essential requirements for the infrastructure subsystem available? (MÁV Zrt.)														
			<u>Parking facilities for people with disabilities and persons with reduced mobility.</u> Reference point: 4.2.1.1., 2.1.2.	<u>Obstacle-free route</u> Reference point: 4.2.1.2., 2.1.1., 2.1.2. Technical parameters: Width of the obstacle-free route Threshold Two handrail Type of lift Part related to the height of the Braille signals	<u>Doors and entrances</u> Reference point: 4.2.1.3., 1.1.1., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.3, paragraph 2: Door width, clause 4.2.1.3, paragraph 4: Height of door operating device	<u>Left on the floor.</u> Road-indicator aid: 4.2.1.4., 2.1.1., 2.1.2.	<u>Clear barrier emphasis e.</u> Reference point: 4.2.1.5., 2.1.2., 2.1.1.	<u>Toilets and diaphragm rooms.</u> Roadway aid: 4.2.1.6., 2.1.2., 1.1.5., 2.1.1.	<u>Furniture and free-standing devices</u> Reference point: 4.2.1.7., 2.1.1., 2.1.2.	<u>He/she and information desks and customer service points.</u> Reference point: 4.2.1.8., 2.1.1., 2.7.3., 2.7.1., 2.7.5. Technical parameters: 4.2.1.8 (5): Passageway for ticket control machines	<u>Illumination.</u> Reference point: 4.2.1.9., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.9(3): Lighting on platforms	<u>Visual information: signposting, pictograms, printed or dynamic information</u> Reference point: 4.2.1.10., 2.7.1., 2.1.2., 2.7.5. Technical parameters: Level of detail of the information to be provided	<u>Oral information and guidance:</u> 4.2.1.11., 2.1.1., 2.7.3., 2.7.1., 2.1.2. 2.7.5. Technical parameters: In full 4.2.1.11. point	<u>Platform width and edge of platform</u> Reference point: 4.2.1.12., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12	<u>End of platform</u> Reference point: 4.2.1.13., 2.1.1., 2.1.2. Technical parameters: Full point 4.2.1.13	<u>Boarding aids on platforms</u> Reference point: 4.2.1.14., 1.1.1., 2.1.2. Technical parameters: The full point 4.2.1.11	<u>Level track crossing k in stations.</u> Reference point: 4.2.1.15., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12
Agárd	yes	staging point	non-compliant	non-compliant	non-compliant	non-compliant	meets	non-compliant	meets	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Albertirsa	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Lower	yes	staging point	non-compliant	non-compliant	meets	non-compliant	meets	non-compliant	meets	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets
Békéscsaba	yes	station	non-compliant	non-compliant	meets	meets	non-compliant	non-compliant	meets	*	meets	meets	meets	meets	non-compliant	meets	No
Biatorb bed	yes	station	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets
Bicske	yes	station	non-compliant	non-compliant	meets	non-compliant	meets	non-compliant	meets	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	No
Budapest-South	yes	station	non-compliant	non-compliant	meets	non-compliant	non-compliant	meets	non-compliant	*	meets	non-compliant	meets	non-compliant	non-compliant	meets	No
Budapest-Eastern	yes	station	non-compliant	meets	meets	meets	non-compliant	meets	meets	*	meets	meets	meets	non-compliant	non-compliant	meets	meets
Budapest-West	yes	station	non-compliant	meets	non-compliant	non-compliant	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	non-compliant	non-compliant	meets	No
Cegléd	yes	station	non-compliant	meets	meets	meets	non-compliant	meets	non-compliant	*	meets	meets	meets	non-compliant	non-compliant	meets	No
Debrecen	yes	station	non-compliant	meets	meets	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	meets	non-compliant	non-compliant	meets	No
Dorog	yes	station	non-compliant	non-compliant	meets	non-compliant	meets	non-compliant	meets	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	meets	meets
Dunakesi	yes	station	non-compliant	non-compliant	meets	meets	meets	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets
Dunakesi-Gyártelep	yes	staging point	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant

Railway stations and railway stops within the administrative boundaries of Hungary (MÁV Zrt.)	The total number of passengers embarking and disembarking exceeds 1000 passengers per day?	Station/m stand	Are the essential requirements for the infrastructure subsystem available? (MÁV Zrt.)														
			<u>Parking facilities for people with disabilities and persons with reduced mobility.</u> Reference point: 4.2.1.1., 2.1.2. Reference point: 4.2.1.1., 2.1.2.	<u>Obstacle-free route</u> Reference point: 4.2.1.2., 2.1.1., 2.1.2. Technical parameters: Width of the obstacle-free route Threshold Two handrail Type of lift Part related to the height of the Braille signals	<u>Doors and entrances</u> Reference point: 4.2.1.3., 1.1.1., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.3, paragraph 2: Door width, clause 4.2.1.3, paragraph 4: Height of door operating device	<u>Left on the floor.</u> Road-indicator aid: 4.2.1.4., 2.1.1., 2.1.2.	<u>Clear barrier emphasis</u> Reference point: 4.2.1.5., 2.1.2., 2.1.1.	<u>Toilets and diaphragm rooms.</u> Roadway aid: 4.2.1.6., 2.1.2., 1.1.5., 2.1.1.	<u>Furniture and free-standing devices</u> Reference point: 4.2.1.7., 2.1.1., 2.1.2.	<u>He/she and information desks and customer service points.</u> Reference point: 4.2.1.8., 2.1.1., 2.7.3., 2.7.1., 2.7.5. Technical parameters: 4.2.1.8 (5): Passageway for ticket control machines	<u>Lighting</u> Reference point: 4.2.1.9., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.9(3): Lighting on platforms	<u>Visual information: signposting, pictograms, printed or dynamic information</u> Reference point: 4.2.1.10., 2.7.1., 2.1.2., 2.7.5. Technical parameters: Level of detail of the information to be provided	<u>Oral information and guidance:</u> 4.2.1.11., 2.1.1., 2.7.3., 2.7.1., 2.1.2. Technical parameters: In full 4.2.1.11. point	<u>Platform width and edge of platform</u> Reference point: 4.2.1.12., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12	<u>End of platform</u> Reference point: 4.2.1.13., 2.1.1., 2.1.2. Technical parameters: Full point 4.2.1.13	<u>Boarding aids on platforms</u> Reference point: 4.2.1.14., 1.1.1., 2.1.2. Technical parameters: In full 4.2.1.11. point	<u>Level track crossing k in stations.</u> Reference point: 4.2.1.15., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12
Eger	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	meets	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Subordinate	yes	staging point	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Upper Érd	yes	staging point	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Esztergom	yes	station	meets	meets	non-compliant	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	non-compliant	meets	non-compliant	meets	No
Upper	yes	staging point	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Ferihegy	yes	station	non-compliant	non-compliant	meets	non-compliant	meets	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	No
Ponyod	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets
Fótújfalu	yes	staging point	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Gárdony	yes	station	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	meets	*	non-compliant	non-compliant	meets	non-compliant	meets	non-compliant	No
Gödöllő	yes	station	non-compliant	meets	meets	meets	meets	non-compliant	meets	*	meets	non-compliant	meets	meets	non-compliant	meets	meets
Pulleys	yes	station	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	meets	non-compliant	non-compliant	non-compliant	No
Győr	yes	station	meets	non-compliant	non-compliant	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	non-compliant	non-compliant	meets	meets
Sixty	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	meets	non-compliant	non-compliant	meets	meets
Isaszeg	yes	station	non-compliant	meets	non-compliant	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	meets	non-compliant	meets	No

Railway stations and railway stops within the administrative boundaries of Hungary (MÁV Zrt.)	The total number of passengers embarking and disembarking exceeds 1000 passengers per day?	Station/m stand	Are the essential requirements for the infrastructure subsystem available? (MÁV Zrt.)														
			<u>Parking facilities for people with disabilities and persons with reduced mobility.</u> Reference point: 4.2.1.1., 2.1.2.	<u>Obstacle-free route</u> Reference point: 4.2.1.2., 2.1.1., 2.1.2. Technical parameters: Width of the obstacle-free route Threshold Two handrail Type of lift Part related to the height of the Braille signals	<u>Doors and entrances</u> Reference point: 4.2.1.3., 1.1.1., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.3, paragraph 2: Door width, clause 4.2.1.3, paragraph 4: Height of door operating device	<u>Left on the floor.</u> Road-indicator aid: 4.2.1.4., 2.1.1., 2.1.2.	<u>Clear barrier emphasis</u> Reference point: 4.2.1.5., 2.1.2., 2.1.1.	<u>Toilets and diaphragmrooms.</u> Roadway aid: 4.2.1.6., 2.1.2., 1.1.5., 2.1.1.	<u>Furniture and free-standing devices</u> Reference point: 4.2.1.7., 2.1.1., 2.1.2.	<u>He/she and information desks and customer service points.</u> Reference point: 4.2.1.8., 2.1.1., 2.7.3., 2.7.1., 2.7.5. Technical parameters: 4.2.1.8 (5): Passageway for ticket control machines	<u>Lighting</u> Reference point: 4.2.1.9., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.9(3): Lighting on platforms	<u>Visual information: signposting, pictograms, printed or dynamic information</u> Reference point: 4.2.1.10., 2.7.1., 2.1.2., 2.7.5. Technical parameters: Level of detail of the information to be provided	<u>Oral information and guidance:</u> 4.2.1.11., 2.1.1., 2.7.3., 2.7.1., 2.1.2., 2.7.5. Technical parameters: In full 4.2.1.11. point	<u>Platform width and edge of platform</u> Reference point: 4.2.1.12., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12	<u>End of platform</u> Reference point: 4.2.1.13., 2.1.1., 2.1.2. Technical parameters: Full point 4.2.1.13	<u>Boarding aids on platforms</u> Reference point: 4.2.1.14., 1.1.1., 2.1.2. Technical parameters: In full 4.2.1.11. point	<u>Level track crossing k in stations.</u> Reference point: 4.2.1.15., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12
Kaposvár	yes	station	non-compliant	meets	non-compliant	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	meets	non-compliant	meets	non-compliant
Kecskemét	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	meets	meets
Keszthely	yes	station	meets	non-compliant	meets	meets	non-compliant	meets	meets	*	meets	meets	meets	non-compliant	non-compliant	non-compliant	meets
Kelenföld	yes	station	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Kiskunfélegyháza	yes	station	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	meets	meets
Kisvárd	yes	station	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	meets	non-compliant	non-compliant	meets
Komárom	yes	station	non-compliant	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	meets	non-compliant	non-compliant	non-compliant	meets
QuarryKispest	yes	station	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets
Marton Fair	yes	station	non-compliant	non-compliant	meets	meets	non-compliant	non-compliant	meets	*	non-compliant	non-compliant	meets	non-compliant	meets	non-compliant	No
Miskolc-Tiszai	yes	station	non-compliant	meets	non-compliant	non-compliant	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	non-compliant	non-compliant	meets	No
Monor	yes	station	non-compliant	non-compliant	meets	non-compliant	non-compliant	meets	non-compliant	*	meets	meets	meets	non-compliant	non-compliant	meets	non-compliant
Mosonmagyaró Castle	yes	station	non-compliant	non-compliant	non-compliant	meets	meets	non-compliant	meets	*	meets	non-compliant	meets	non-compliant	non-compliant	meets	meets
Nagykata	yes	station	non-compliant	non-compliant	non-compliant	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Grandmaros-Visegrad	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	No

Railway stations and railway stops within the administrative boundaries of Hungary (MÁV Zrt.)	The total number of passengers embarking and disembarking exceeds 1000 passengers per day?	Station/m stand	Are the essential requirements for the infrastructure subsystem available? (MÁV Zrt.)														
			<u>Parking facilities for people with disabilities and persons with reduced mobility.</u> Reference point: 4.2.1.1., 2.1.2.	<u>Obstacle-free route</u> Reference point: 4.2.1.2., 2.1.1., 2.1.2. Technical parameters: Width of the obstacle-free route Threshold Two handrail Type of lift Part related to the height of the Braille signals	<u>Doors and entrances</u> Reference point: 4.2.1.3., 1.1.1., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.3, paragraph 2: Door width, clause 4.2.1.3, paragraph 4: Height of door operating device	<u>Left on the floor.</u> Road-indicator aid: 4.2.1.4., 2.1.1., 2.1.2.	<u>Clear barrier emphasis</u> Reference point: 4.2.1.5., 2.1.2., 2.1.1.	<u>Toilets and diaphragm rooms.</u> Roadway aid: 4.2.1.6., 2.1.2., 1.1.5., 2.1.1.	<u>Furniture and free-standing devices</u> Reference point: 4.2.1.7., 2.1.1., 2.1.2.	<u>He/she and information desks and customer service points.</u> Reference point: 4.2.1.8., 2.1.1., 2.7.3., 2.7.1., 2.7.5. Technical parameters: 4.2.1.8 (5): Passageway for ticket control machines	<u>Lighting</u> Reference point: 4.2.1.9., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.9(3): Lighting on platforms	<u>Visual information: signposting, pictograms, printed or dynamic information</u> Reference point: 4.2.1.10., 2.7.1., 2.1.2., 2.7.5. Technical parameters: Level of detail of the information to be provided	<u>Oral information and guidance:</u> 4.2.1.11., 2.1.1., 2.7.3., 2.7.1., 2.1.2. Technical parameters: In full 4.2.1.11. point	<u>Platform width and edge of platform</u> Reference point: 4.2.1.12., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12	<u>End of platform</u> Reference point: 4.2.1.13., 2.1.1., 2.1.2. Technical parameters: Full point 4.2.1.13	<u>Boarding aids on platforms</u> Reference point: 4.2.1.14., 1.1.1., 2.1.2. Technical parameters: In full 4.2.1.11. point	<u>Level track crossing k in stations.</u> Reference point: 4.2.1.15., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12
Nyíregyháza	yes	station	meets	non-compliant	meets	meets	non-compliant	meets	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	meets	No	
Pécel	yes	station	non-compliant	meets	meets	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	meets	non-compliant	meets	No
PECs	yes	station	non-compliant	non-compliant	meets	meets	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	meets	non-compliant	meets	non-compliant	
Pilis	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	meets	non-compliant	non-compliant	*	meets	non-compliant	meets	non-compliant	non-compliant	non-compliant	No
Piliscsaba	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets	*	meets	non-compliant	non-compliant	non-compliant	meets	meets	
Pilisred Varna	yes	station	non-compliant	non-compliant	non-compliant	meets	meets	non-compliant	meets	*	meets	non-compliant	non-compliant	non-compliant	meets	meets	
Puspokladany	yes	station	meets	non-compliant	non-compliant	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	meets	non-compliant	meets	No
Rákospalota-Újpest	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	meets	non-compliant	meets	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Siófok	yes	station	non-compliant	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	meets	meets	non-compliant	meets	No
Solymár	yes	station	meets	non-compliant	non-compliant	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	non-compliant	non-compliant	meets	meets
Sülysáp	yes	station	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	meets	meets	non-compliant	non-compliant	meets	non-compliant
Sazhalombatta	yes	station	meets	meets	non-compliant	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	meets	non-compliant	meets	meets
Szeged	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	meets	meets
Székesfehérvár	yes	station	meets	non-compliant	meets	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	meets	non-compliant	meets	meets

Railway stations and railway stops within the administrative boundaries of Hungary (MÁV Zrt.)	The total number of passengers embarking and disembarking exceeds 1000 passengers per day?	Station/m stand	Are the essential requirements for the infrastructure subsystem available? (MÁV Zrt.)														
			<u>Parking facilities for people with disabilities and persons with reduced mobility.</u> Reference point: 4.2.1.1., 2.1.2.	<u>Obstacle-free route</u> Reference point: 4.2.1.2., 2.1.1., 2.1.2. Technical parameters: Width of the obstacle-free route Threshold Two handrail Type of lift Part related to the height of the Braille signals	<u>Doors and entrances</u> Reference point: 4.2.1.3., 1.1.1., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.3, paragraph 2: Door width, clause 4.2.1.3, paragraph 4: Height of door operating device	<u>Left on the floor.</u> Road-indicator aid: 4.2.1.4., 2.1.1., 2.1.2.	<u>Clear barrier emphasis</u> Reference point: 4.2.1.5., 2.1.2., 2.1.1.	<u>Toilets and diaphragm rooms.</u> Roadway aid: 4.2.1.6., 2.1.2., 1.1.5., 2.1.1.	<u>Furniture and free-standing devices</u> Reference point: 4.2.1.7., 2.1.1., 2.1.2.	<u>He/she and information desks and customer service points.</u> Reference point: 4.2.1.8., 2.1.1., 2.7.3., 2.7.1., 2.7.5. Technical parameters: 4.2.1.8 (5): Passageway for ticket control machines	<u>Lighting</u> Reference point: 4.2.1.9., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.9(3): Lighting on platforms	<u>Visual information: signposting, pictograms, printed or dynamic information</u> Reference point: 4.2.1.10., 2.7.1., 2.1.2., 2.7.5. Technical parameters: Level of detail of the information to be provided	<u>Oral information and guidance:</u> 4.2.1.11., 2.1.1., 2.7.3., 2.7.1., 2.1.2. Technical parameters: In full 4.2.1.11. point	<u>Platform width and edge of platform</u> Reference point: 4.2.1.12., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12	<u>End of platform</u> Reference point: 4.2.1.13., 2.1.1., 2.1.2. Technical parameters: Full point 4.2.1.13	<u>Boarding aids on platforms</u> Reference point: 4.2.1.14., 1.1.1., 2.1.2. Technical parameters: In full 4.2.1.11. point	<u>Level track crossing k in stations.</u> Reference point: 4.2.1.15., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12
Serecs	yes	station	non-compliant	non-compliant	non-compliant	meets	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	non-compliant	non-compliant	meets	non-compliant
Sculpture	yes	station	non-compliant	non-compliant	meets	non-compliant	meets	non-compliant	meets	*	meets	non-compliant	meets	non-compliant	non-compliant	non-compliant	No
Szolnok	yes	station	non-compliant	meets	non-compliant	non-compliant	non-compliant	non-compliant	meets	*	meets	non-compliant	meets	non-compliant	non-compliant	meets	No
Szöd-Szödliget	yes	staging point	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Peasant tube	yes	station	non-compliant	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets
Counsel	yes	station	non-compliant	non-compliant	meets	non-compliant	meets	non-compliant	meets	*	non-compliant	non-compliant	meets	non-compliant	meets	non-compliant	No
Tata	yes	station	non-compliant	non-compliant	non-compliant	meets	meets	non-compliant	non-compliant	*	meets	non-compliant	meets	non-compliant	non-compliant	non-compliant	meets
Tatabánya	yes	station	meets	non-compliant	meets	non-compliant	meets	non-compliant	meets	*	meets	non-compliant	meets	non-compliant	non-compliant	non-compliant	meets
New Pest	yes	staging point	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Anvil	yes	station	non-compliant	non-compliant	non-compliant	meets	non-compliant	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Vác	yes	station	non-compliant	non-compliant	non-compliant	meets	meets	non-compliant	meets	*	meets	meets	meets	meets	non-compliant	non-compliant	No
Vecses	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	meets
Vecses-Kertekalja	yes	staging point	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
Venice	yes	staging point	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant

Railway stations and railway stops within the administrative boundaries of Hungary (MÁV Zrt.)	The total number of passengers embarking and disembarking exceeds 1000 passengers per day?	Station/m stand	Are the essential requirements for the infrastructure subsystem available? (MÁV Zrt.)														
			<u>Parking facilities for people with disabilities and persons with reduced mobility.</u> Reference point: 4.2.1.1., 2.1.2.	<u>Obstacle-free route</u> Reference point: 4.2.1.2., 2.1.1., 2.1.2. Technical parameters: Width of the obstacle-free route Threshold Two handrail Type of lift Part related to the height of the Braille signals	<u>Doors and entrances</u> Reference point: 4.2.1.3., 1.1.1., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.3, paragraph 2: Door width, clause 4.2.1.3, paragraph 4: Height of door operating device	<u>Left on the floor.</u> Útmutató segédlet: 4.2.1.4., 2.1.1., 2.1.2.	<u>Clear barrier emphasis</u> Reference point: 4.2.1.5., 2.1.2., 2.1.1.	<u>Toilets and diaphragm rooms.</u> Roadway aid: 4.2.1.6., 2.1.2., 1.1.5., 2.1.1.	<u>Bútorok és szabadon álló eszközök.</u> Reference point: 4.2.1.7., 2.1.1., 2.1.2.	<u>He/she and information desks and customer service points.</u> Útmutató segédlet: 4.2.1.8., 2.1.1. 2.7.3., 2.7.1., 2.7.5. Technical parameters: 4.2.1.8 (5): Passageway for ticket control machines	<u>Lighting</u> Reference point: 4.2.1.9., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.9(3): Lighting on platforms	<u>Visual information: signposting, pictograms, printed or dynamic information</u> Reference point: 4.2.1.10., 2.7.1., 2.1.2., 2.7.5. Technical parameters: Level of detail of the information to be provided	<u>Oral information and guidance:</u> 4.2.1.11., 2.1.1., 2.7.3., 2.7.1., 2.1.2. Technical parameters: In full 4.2.1.11. point	<u>Platform width and edge of platform</u> Reference point: 4.2.1.12., 2.1.1., 2.1.2. Technical parameters: The full point 4.2.1.12	<u>End of platform</u> Reference point: 4.2.1.13., 2.1.1., 2.1.2. Technical parameters: Full point 4.2.1.13	<u>Boarding aids on platforms</u> Reference point: 4.2.1.14., 1.1.1., 2.1.2. Technical parameters: In full 4.2.1.11. point	<u>Level track crossing k in stations.</u> Reference point: 4.2.1.15., 2.1.1. 2.1.2. Technical parameters: The full point 4.2.1.12
<b>Veresegyház</b>	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant
<b>Veszprém</b>	yes	station	non-compliant	non-compliant	meets	non-compliant	meets	non-compliant	non-compliant	*	meets	non-compliant	meets	non-compliant	non-compliant	non-compliant	non-compliant
<b>Zugló</b>	yes	station	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	*	meets	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant	non-compliant

\*nincsenek jegyellenőrző automaták

**Annex 1 Table 4: Infrastructure subsystem – Accessibility status at GYSEV Zrt railway stations, railway stops based on PRM TSI compliance**

Vasútállomások, vasúti megállóhelyek Magyarország közigazgatási határain belül (GYSEV Zrt.)	Does the total number of passengers embarking and disembarking exceed 1000 passengers a day?	Station/station	Are the essential requirements for the infrastructure subsystem available? (GySEV Zrt.)															
			<b><u>Parking facilities for persons with disabilities and persons with reduced mobility.</u></b> Reference point: 4.2.1.1., 2.1.2.	<b><u>Obstacle s route.</u></b> Reference point: 4.2.1.2., 2.1.1., 2.1.2. Technical parameters: Width of the obstacle-free route Küszöb Double handrail Type of lift Part related to the height of the Braille signals	<b><u>Doors and entrances</u></b> Reference point: 4.2.1.3., 1.1.1., 2.1.1., 2.1.2. Technical parameters: Point 4.2.1.3, paragraph 2: Door width, clause 4.2.1.3, paragraph 4: Height of door operating device	<b><u>Floor surfaces.</u></b> Reference point: 4.2.1.4., 2.1.1., 2.1.2.	<b><u>A clear reason for obstruction is added.</u></b> Roadway aid: 4.2.1.5., 2.1.2., 2.1.1.	<b><u>Toilets and napkins' rooms</u></b> Reference point: 4.2.1.6., 2.1.2., 1.1.5., 2.1.1.	<b><u>Bútorok and freeon stationar y device.</u></b> Roadway aid 4.2.1.7., 2.1.1., 2.1.2.	<b><u>Jegyanciesí and information desks and customer service points.</u></b> Reference point: 4.2.1.8., 2.1.1.,2.7.3., 2.7.1.,2.7.5. Technical parameters: 4.2.1.8 (5): Pass-through for ticketing machines Z	<b><u>Illuminating</u></b> Reference point: 4.2.1.9., 2.1.1., 2.1.2. Technical parameter k: Point 4.2.1.9(3): Lighting on platform	<b><u>Visual information: signposting, pictograms, printed or dynamic information</u></b> Reference point: 4.2.1.10., 2.7.1., 2.1.2.,2.7.5. Technical parameters: Level of detail of the information to be provided	<b><u>Spoken information</u></b> Reference point: 4.2.1.11., 2.1.1., 2.7.3., 2.7.1.,2.1.2., 2.7.5. Technical parameters: The full point 4.2.1.11	<b><u>Platform width and edge of platform</u></b> Reference point: 4.2.1.12.,2.1.1.,2.1.2. Technical parameters: The whole of 4.2.1.12. point	<b><u>End of platform</u></b> Reference point: 4.2.1.13., 2.1.1.,2.1. 2. Technical parameters: Full point 4.2.1.13	<b><u>Boarding aids on platforms</u></b> Reference point: 4.2.1.14.,1.1.1.,2. 1.2. Technical parameters: The full point 4.2.1.11	<b><u>Level track crossing at stations</u></b> Reference point: 4.2.1.15.,2.1.1.,2. 1.2. Technical parameters: The full point 4.2.1.12	
<b>Csorna</b>	yes	Station	XX	X	XX	XX	XX	XX	XX	XX	XX	XX	X	X		XX		
<b>Körmend</b>	yes	Station	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	X	X	XX	XX		XX
<b>Sopron</b>	yes	Station		X	XX	XX	XX	XX	XX	XX	XX	XX	XX	X	XX	XX	XX	XX
<b>Szentgotthárd</b>	yes	Station	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	X	X	XX	XX	XX	XX
<b>Szombathely</b>	yes	Station	XX	X	XX	XX	XX	X	XX	XX	XX	XX	XX	X		XX		

X = available or used for parameters where an infrastructure element exists but does not meet the exact technical parameters. XX = fully compliant with the required parameters

Empty cell = not compliant or not relevant